



Speeder Cars—also known as “Gang Cars,” “Inspection Cars” or “A-Cars”—were rail vehicles used to transport maintenance workers, track inspectors and assorted railroad ruffians for over 100 years from the late 1880s to the early 1990s. Unique in their own right, the gasoline -powered Speeder Cars have developed quite a following of devoted fans.

Future plans for the El Dorado Western Railroad include a full-size excursion train. Work is on-going to restore historical railroad equipment and the Southern Pacific Railroad Tracks.

In addition, the Railroad History Center will be located in El Dorado including county-based narrow gauge logging railroad artifacts.

The historic Shingle Springs Turntable and a railroad restoration yard near the historic Diamond Springs Station are currently in the planning stages.

Visit us online at www.edcgov.us/government/museum/railroad-information/ and at facebook.com/ElDoradoWesternRailroad

Would you like to be a Volunteer?

The El Dorado Western Railroad is operated and maintained by Museum Volunteers. Ask one of our volunteers about how to get started, or go to the website

www.edcgov.us/Government/Museum/railroad-information

The EL DORADO WESTERN RAILROAD currently operates its excursion railroad program on the Placerville Branch between Shingle Springs and Missouri Flat Road. Originally there were five combined freight and passenger depots, built to standard Southern Pacific Railroad designs, in Latrobe, Shingle Springs, El Dorado, Diamond Springs and Placerville. The only existing structure is a portion of the Shingle Springs freight depot, built after a devastating 1896 fire burned the original 1865 station. The town of El Dorado now has a scaled version of the El Dorado Station through the generosity of volunteers and donors.

Additional historical information and photographs are at the El Dorado County Historical Museum, 104 Placerville Drive, Placerville, CA 95667. Early railroad history is used courtesy of Doug Noble from his series published in the Mountain Democrat in 2007. For more information, visit the Museum website at www.edcgov.us/Government/Museum



This 1912 photo shows the El Dorado Depot, built in 1888. It served both passengers and freight on the Placerville Branch of the Southern Pacific Railroad. The El Dorado School, a one room schoolhouse and now the El Dorado Community Hall, is seen at the left edge of the photo.

2021 SCHEDULE EL DORADO WESTERN RAILROAD September-December 2021



**September-December
Schedule
Weather Permitting
(If raining please call (530)
663-3581 to confirm)**

September 19: 10 AM – 1PM
October 3: 10 AM – 1PM
October 17: 10 AM – 1PM
November 7: 10 AM – 1PM
November 21: 10 AM – 1PM
December 19: 10 AM – 1PM

SPECIAL EVENTS
October 23 – Handcar Races
Shingle Springs Depot
December 5 – Placerville
Christmas Parade

Rides on 1st and 3rd Sundays

(weather permitting)

Boarding at EL DORADO STATION

4650 Oriental St,
El Dorado

10:00 AM – 1:00 PM

- Rides leave on the hour at
10am, 11am, 12pm, 1pm
- Tickets are sold first come first
serve, starting at 9:30am
No reservations in advance
- Call (530) 663-3581 for questions
and to confirm departure times
\$8.00 for ages 9 and up
\$3.00 for ages 4 – 8
3 and under free

We encourage face masks inside, keeping 6 feet distance from other household groups, sanitizing hands frequently. Please help us to keep volunteers and visitors safe!

First ride leaves no sooner than 10:00, last ride leaves no later than 1:00

- Limited number of seats available on each ride
- Rides are about 35 minutes long and round trip
- Riders under 16 must be accompanied by a responsible adult
- Schedule subject to change without notice, due to changing weather conditions , availability of trained volunteer staffing, and circumstances beyond our control
- No animals are allowed on board

This Railroad is run with volunteers. All donations, ticket sales and merchandise sales help to keep the Railroad alive.

If you would like to volunteer, please let us know.

Thank you for your support!

RAILROADS have been an important part of El Dorado County's history since the Gold Rush. By 1853 the Sacramento Valley Railroad was begun, reaching Folsom in 1856.

Placerville merchants and residents pushed to continue the rail line east. Track was laid to Latrobe in 1864 and to Shingle Springs by 1865. It took another 23 years to complete the rail to Placerville. The Southern Pacific Railroad "Placerville Branch" opened for business in 1888 and hauled lumber, fruit, butter and other produce to Sacramento until 1986. There was also a thriving passenger service to and from Sacramento until the early 1940s.

Narrow gauge logging railroads connected the vast stands of timber to lumber mills. Michigan-California Lumber Co. included a cable which carried rail cars of lumber across the American River Canyon from the mill in Pino Grande north of the river to the mill in Camino. The Camino, Placerville & Lake Tahoe Railroad brought lumber to Placerville where it was loaded onto the Placerville Branch railroad line. Another logging railroad, the Diamond & Caldor Lumber Co. had a network of narrow gauge rail east of Grizzly Flat with a lumber mill in Caldor and another in Diamond Springs.

Location of the El Dorado Station (4650 Oriental St. in the town of El Dorado) GPS Coordinates: N38°41'01", W120°51'02" Located next to the El Dorado Community Hall in the town of El Dorado. Take Hwy 49 to Pleasant Valley Road to the town of El Dorado. Then take Oriental Street (across from the Post Office) and keep left at the "Y" to the end of the road, then turn left to reach the station.