

## **RFP-MR-RAILROAD-05 RESPONSES TO VENDOR INQUIRIES**

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### **Please detail the history of the Society's negotiation with the current vendor?**

The Georgetown Loop Railroad Inc. has operated train service on the railroad under a contract that expires in 2004. CHS has been in conversation with the current vendor since June 2003 concerning a new contract.

During the course of negotiations, CHS proposed taking over all the repairs and upgrades to buildings, bridges and right-of-way maintenance as well as property insurance on all structures used by the vendor. The vendor was previously responsible for all these items under the expiring agreement. This offer represents a significant financial assistance to help the vendor meet the increased cost of rolling stock maintenance and liability insurance required by State Risk Management.

After lengthy negotiations, the current vendor decided that the proposed contract did not meet their business objectives for the property. The Colorado Historical Society respects the vendor's decision on this matter. At the conclusion of our discussions, both parties agreed that the current vendor's contract would be amended to insure that there would be no disruption to the 2004 operational season.

### **What flexibility is there in the management agreement and sample budget?**

The management agreement is the basic structure that the Society would like to use in forging a partnership with a new vendor. The flexibility is in the fees needed to make the agreement financially work for the vendor. The Society is open to discuss any issue detailed in the management agreement. The Society realizes that financial commitments need to be earmarked toward equipment and rolling stock acquisition. There will need to be flexibility in deferring endowment and possible Society annual payment until the overall objective of having a publicly owned train is in place and long term use secured for site operations.

### **What is the monthly snowfall totals for Georgetown and Silver Plume in November and December?**

The Average temperature in November is 37 degrees as a high and 14 degrees as a low. The average snowfall is 1.10 inches.

In December, the average temperature high is 32 degrees with a 9-degree average low. The average snowfall is .78 inches.

### **If CHS substitutes it's own equipment what is the operator to do with their equipment?**

The operator's equipment will be calculated in the overall operational cost of the railroad in regards to maintenance, profit sharing and on-site storage. The vendor will be allowed to store on-site all equipment necessary for operations or interpretation.

### **What is the maximum degree of curvature?**

30 degrees on the high fill area. The largest locomotive on-site has a 28 foot rigid frame and is 9 feet 6 inches wide.

### **What is the maximum weight on the bridges?**

The High and Lebanon bridges were designed to accommodate double headed K-36 locomotives with tenders and passenger cars. The maximum speed across the high bridge is four miles an hour. The high

bridge is designed to accommodate a maximum speed of twenty miles an hour. The two historic bridges are from standard gauge mainline railroads and meet the same design standards as the two new bridges.

**What is the maximum height and width restriction?**

The height restriction on the railroad is at the Engine house at 15 feet 6 inches. The width restriction at the engine house is 11 feet 6 inches and platforms are 42 to 44 inches from the closest rail edge to the edge of the platform.

**What is the average water consumption for the railroad?**

The railroads average water consumption is 3000 gallons a day. The domestic use at the park is an additional 1000 gallons a day.

**Is there ridership numbers by month and day of the week and time of day for 2003?**

See attached data sheets.

**How are boiler inspections met in Colorado?**

The State Boiler Inspector completes boiler inspections.

**What are the FRA inspection standards for this railroad?**

The railroad is considered an insular railroad. The FRA has not inspected it. The FRA has the right to inspect the railroad at any time. It is a goal of the Society that all track, bridge and rolling stock maintenance and upgrades meet FRA standards and guidelines.

**What is the floor thickness in the engine house?**

The concrete slab in the engine house based on the as-built drawing indicates a depth of 5 inches.

**Who is responsible for environmental compliance on-site?**

The Society and vendor will be jointly responsible to insure that all environmental issues are addressed. Actions by the vendor will be their responsibility in meeting applicable standards and guidelines.

**Is there passing track on the railroad?**

There are three passing track areas at the Morrison Center, Hall Tunnel and Silver Plume.

**Is there office space available?**

The Society can provide office space for the vendor at the engine house in Silver Plume and depot. There is also office space available in Georgetown for rent.

**Are the current operator's financial reports available for inspection?**

The Society has been approached to release the information through the State Open Records Act. The current operator considers these reports confidential and proprietary and therefore not releaseable. The Society did attach a model financial statement to the RFP that it considers realistic.

**Can copies of the bridge inspection report be made available?**

Copies of the most recent bridge inspection reports will be copied and sent to each qualified vendor?

**Will the vendor have the right to inspect the property?**

All qualified vendors will have the opportunity to inspect the property. The costs will be at the vendor's expense. The Society will be scheduling a track and environmental review of the property at the conclusion of the current operational season.

**What is the status of rolling stock for use on site?**

The Society has Engine #9, one passenger coach, one flat car, one gondola, one stock car, and one caboose that can be make available for operational use. The price and restoration needs are presently under evaluation. The postal car can also be used for special events or promotion of the new railroad service. Work on Engine #9 has commenced.

Three historic locomotives have been located. The Society is presently negotiating for their use on site. Restoration costs are presently being evaluated. One locomotive can pull a minimum of five cars the other two can pull a maximum of 10 plus. The restoration period is calculated to be 10 months on one locomotive to twenty-two on the other two locomotives.

The Society has also located and presently securing three diesel locomotives ranging from 22 ton, 44 ton to 75 ton. The 22 and 44 ton locomotives are projected to be used as service vehicles on the railroad. The other can be used for train operational support.

Additional passenger cars have been secured with the Cumbres and Toltec Scenic Railroad. Three enclosed passenger cars seating 44 persons and a flat observation car seating the same number. The Society is also in negotiation with another operator on three open gondola cars that are restored and ready for service. There is also a caboose that might be available from the Town of Silver Plume.

### VISITOR STATISTICS FY 2002-2003

JULY 2002

**RAILROAD**

ADULTS	CHILD	ADULT GP	CHILD GP	TOTAL
20,374	8,049	2,453	1,084	31,960

**MINE**

4,694	2,126	884	379	8,083
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AUGUST 2002

**RAILROAD**

17,338	6,332	3,931	1,272	28,873
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**MINE**

4,113	1,686	889	506	7,192
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SEPTEMBER

**RAILROAD**

13,296	2,822	2,613	795	19,526
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**MINE**

407	105	78	14	604
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OCTOBER

**RAILROAD**

1,552	304	264	66	2,186
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**MINE-CLOSED**

**MAY, 2003**

**RAILROAD**

<b>ADULT</b>	<b>CHILD</b>	<b>AD GRP</b>	<b>CH GRP</b>	<b>TOTAL</b>
<b>2,945</b>	<b>746</b>	<b>673</b>	<b>1,390</b>	<b>5,754</b>

**MINE**

<b>580</b>	<b>173</b>	<b>273</b>	<b>722</b>	<b>1,748</b>
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**JUNE**

**RAILROAD**

<b>13,531</b>	<b>4,636</b>	<b>2,070</b>	<b>1,974</b>	<b>22,211</b>
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**MINE**

<b>2,973</b>	<b>1,144</b>	<b>934</b>	<b>1,021</b>	<b>6,072</b>
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**TOTALS**

<b>RAILROAD</b>				<b>110,510</b>
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<b>MINE</b>				<b>23,699</b>
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VISITOR STATISTICS FY 2003-04  
RAILROAD AND MINE

ADULT	CHILD	ADULT GROUP	CHILD GP	TOTALS
<b>JULY 2003</b>				
<b>RAILROAD</b>				
<b>22,108</b>	<b>8,437</b>	<b>2,420</b>	<b>1,320</b>	<b>34,285</b>
<b>MINE</b>				
<b>5,411</b>	<b>2,166</b>	<b>699</b>	<b>505</b>	<b>8,514</b>
<b>AUGUST 2003</b>				
<b>RAILROAD</b>				
<b>20,037</b>	<b>7,062</b>	<b>4,276</b>	<b>797</b>	<b>32,172</b>
<b>MINE</b>				
<b>4,635</b>	<b>1,845</b>	<b>728</b>	<b>530</b>	<b>7,738</b>
<b>SEPTEMBER 2003</b>				
<b>RAILROAD</b>				
<b>11,387</b>	<b>2,063</b>	<b>2,043</b>	<b>594</b>	<b>16,087</b>
<b>MINE</b>				
<b>185</b>	<b>48</b>	<b>35</b>	<b>0</b>	<b>268</b>
<b>OCTOBER 2003</b>				
<b>RAILROAD</b>				
<b>2,607</b>	<b>565</b>	<b>853</b>	<b>310</b>	<b>4,335</b>
<b>MINE</b>				
<b>60</b>				<b>60</b>
<b>MAY 2004</b>				
<b>RAILROAD</b>				
<b>2,122</b>	<b>551</b>	<b>341</b>	<b>268</b>	<b>3,282</b>
<b>MINE</b>				
<b>534</b>	<b>132</b>	<b>44</b>	<b>14</b>	<b>724</b>
<b>JUNE 2004</b>				
<b>RAILROAD</b>				

15,831	4,893	2,681	1,900	25,305
MINE				
3,441	1,234	901	1,352	6,928
<b>TOTALS FOR FY 2003-04</b>				<b>RR MINE</b>
				115,466 24,232*

**\*Mine number included in railroad total**