

208793

BALL JANIK LLP

A T T O R N E Y S

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WASHINGTON, D.C. 20005

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TELEPHONE 202-638-3307

FACSIMILE 202-783-6947



KARL MORELL

kmorell@bjllp.com

August 27, 2003

BY HAND DELIVERY

ENTERED
Office of Proceedings

AUG 27 2003

Part of
Public Record

Victoria Rutson
Chief
Section of Environmental Analysis
Surface Transportation Board
1925 K Street, N.W. - Room 504
Washington, DC 20423

Re: STB Docket No. AB-307 (Sub-No. 4X), Wyoming and Colorado
Railroad Company, Inc. -- Abandonment Exemption -- In Albany
County, Wyoming

Dear Ms. Rutson:

Attached please find ten (10) copies of the Environmental Report and Historic Report in the above-captioned matter. Wyoming and Colorado Railroad Company expects to file its Notice of Exemption in this matter on or shortly after September 16, 2003.

Sincerely,

Karl Morell

Enclosures

20872
ENTERED
Office of Proceedings

AUG 27 2003

Part of
Public Record

HISTORIC REPORT
(49 C.F.R. 1105.8)
Docket No. AB-307 (Sub-No. 4X)
WYOMING AND COLORADO RAILROAD COMPANY, INC.
--ABANDONMENT EXEMPTION--
IN ALBANY COUNTY, WYOMING



The Historic Report should contain the information required by 1105.7(e)(1) of the Environmental Report. The following is excerpted from the Environmental Report prepared for the proposed abandonment:

Proposed Action and Alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

Wyoming and Colorado Railroad Company, Inc. ("WYCO"), proposes to abandon its 1.12-mile rail line located between milepost 0.19 and milepost 1.31, in Laramie, WY (the "Line"). Upon receipt of abandonment authority, WYCO intends to remove the remaining rail, track material, and cross-ties.¹ There is one railroad bridge structure along the Line. WYCO has donated the bridge to the City of Laramie for inclusion in its walking/biking path.

The proposed abandonment will not change rail freight operations or maintenance practices on the Line. No local traffic has been handled on the Line in recent years. Since the Line is stub-ended, no overhead traffic moves over the Line. The Line was previously used to serve a customer located on the adjacent track owned by the Union Pacific Railroad Company

¹ Without the prior knowledge of WYCO, the City of Laramie removed a portion of the rail and cross-ties on the Line when constructing a public street through the right-of-way. The City is currently using the bridge and a portion of the right-of-way for a walking/biking path.

("UP"). That former customer of WYCO will continue to have access to rail service over the UP line.

The only alternative to abandonment would be not to abandon the Line thereby forcing WYCO to absorb the opportunity costs of retaining this inactive Line. This would not be a prudent use of carrier resources.

A map of the proposed abandonment is attached hereto as Exhibit 1.

HISTORIC REPORT

1. A U.S.G.S. topographic map (or alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action;

A map of the Line has been supplied to the Wyoming State Historic Preservation Office ("SHPO"). There is one railroad bridge on the Line. Photographs of the bridge were forwarded to the SHPO. See Exhibit 2.

2. A written description of the right of way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area;

The right-of-way is approximately 100 feet in width. The 1.12-mile line traverses a high plains area passing next to the Wyoming Territorial Park within the city limits of Laramie. The Line was constructed sometime after 1903 as part of the Laramie, Hahn's Peak and Pacific Railroad Company ("Hahn's Peak"). On May 12, 1914, the Hahn's Peak was sold at foreclosure

to the Colorado, Wyoming and Eastern Railway Company ("CWER"). In December 1951, the CWER was acquired by the Union Pacific Railroad Company ("UP").

3. Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediate surrounding area;

Attached to Exhibit 2 are photographs of the only bridge on the Line. At the time the SHPO was first contacted, WYCO was of the opinion that the current bridge was constructed around 1972 to 1974 after the former bridge was destroyed by fire. Because WYCO was not certain of its age, it forwarded photographs of the bridge to the SHPO. The SHPO response is attached as Exhibit 3. In its response, the SHPO seeks consultation because, according to the SHPO, the City of Laramie has extensively modified the bridge. Based on the SHPO's response, WYCO sought additional information as to the history of the bridge. Recently, WYCO was able to locate newspaper articles which explain that the railroad bridge over the Big Laramie River was built completely new in 1952. That bridge subsequently burned down in 1959 and the current West Laramie bridge was built completely new that year. WYCO was also able to obtain a 1963 bridge report from the UP, the prior owner of the Line, which confirms that the current bridge at milepost 0.71 on the Line was constructed completely new in 1959. A copy of the articles and the UP report are attached as Exhibit 4. Consequently, WYCO can now confirm that there are no structures on the Line that are 50 years old or older associated with the abandonment of the Line. Nevertheless, WYCO will work with the SHPO to address any remaining concerns they may have.

4. The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known;

See response to No. 3.

5. A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action;

WYCO acquired the Coalmont Branch, extending from milepost 0.19, at Laramie, to milepost 108.0, near Hebron, CO, from the UP in 1987. *See Finance Docket No. 31140, Wyoming and Colorado Railroad Company, Inc. – Acquisition and Operation – Certain Lines of Union Pacific Railroad Company* (not printed), served November 30, 1987. WYCO abandoned the 13.5-mile segment between Walden and Hebron in 1990. *See Docket No. AB-307 (Sub-No. 1X), Wyoming and Colorado Railroad Company, Inc.* (not printed), served June 25, 1990. At the time of its acquisition by WYCO, the Walden-Hebron segment had been out of service for over 10 years and had become inoperable. The 27.03-mile segment located between Walden and the Colorado-Wyoming state line was used to originate rail shipments of carbon dioxide, wood products and coal. That line segment was abandoned in 1995 because of the precipitous drop in traffic rendered operations uneconomical. *See Docket No. AB-307 (Sub-No. 2X), Wyoming and Colorado Railroad Company, Inc. – Abandonment Exemption – Jackson County, CO* (not printed), served May 19, 1995.

In 1996, WYCO was authorized to abandon the 66.16-mile segment located between the Colorado state line and Laramie. *See Docket No. AB-307 (Sub-No. 3X), Wyoming and Colorado Railroad Company, Inc. – Abandonment Exemption – In Albany County, WY* (not printed), served September 16, 1996. Historically, that segment of the Coalmont Branch was used to transport overhead traffic. Until 1995, WYCO also operated an excursion train on this

segment which was terminated because of its unprofitability. Prior to abandoning this segment, WYCO moved a stockpile of fluorspar located along the end of this segment to Laramie for interchange with the UP.

The Line has historically been used to handle the above-noted overhead traffic. In addition, WYCO utilized the Line to perform switching operations for a shipper located in Laramie. That shipper's facility can be directly accessed from the adjacent UP line and, therefore, will continue to have access to rail service.

6. A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic;

There is only one structure on the Line associated with the abandonment and that bridge is less than 50 years old. WYCO has no engineering drawings or similar documents regarding the bridge other than the previously mentioned UP bridge report.

7. An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities);

The one bridge on the Line is less than 50 years old and, in any event, quite common in design and construction. It has no historical significance as to the history of railroad construction or operation. WYCO is not aware of any archeological resources or railroad related historic properties in the project area.

8. A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological

recovery of resources (such as swampy conditions or the presence of toxic waste), and the surrounding terrain.

There are no existing records in WYCO's possession as to the nature of any known subsurface ground disturbance or fill, or environmental condition that might affect the archeological recovery of any potential resources.

9. Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specific non railroad owned properties or groups of properties immediately adjacent to the railroad right-of-way: photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the location and type of the site (i.e. prehistoric or native American).

WYCO does not foresee the likelihood that any additional information will need to be supplied in association with the proposed line abandonment other than previously submitted. If additional information is requested, WYCO will promptly supply the necessary information.

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KARL MORELL

kmorell@dc.bjllp.com

January 21, 2003

Wyoming State Historic Preservation Division
4th Floor – Barrett Building
2301 Central Avenue
Cheyenne, Wyoming 82002

**RE: Docket No. AB-307 (Sub-No. 4X), Wyoming and Colorado Railroad
Company, Inc.--Abandonment Exemption—In Albany County,
Wyoming**

Dear Sir/Madam:

Wyoming and Colorado Railroad Company, Inc. ("WYCO") is planning to file a Notice of Exemption with the Surface Transportation Board ("STB"), on or about March 3, 2003, for WYCO to abandon its 1.12-mile rail line located between milepost 0.19 and milepost 1.31, in Laramie, WY. One of the requirements for this filing with the STB is that the carrier contact the State Historic Preservation Office regarding the proposed abandonment.

Enclosed is a map depicting the area where the rail line is located. The proposed abandonment will involve the removal of the rail, track material, and cross-ties. The only structure on the line associated with the abandonment is a bridge which will be donated to the City of Laramie.

The line segment WYCO seeks to abandon is located in the County of Albany beginning at milepost 0.19 and extending generally in a southwesterly direction to milepost 1.31, within the city of Laramie, WY. The line traverses a high plains area passing near the Wyoming Territorial Park.

There is one bridge on the line. There are no other structures associated with the abandonment. The bridge is located at milepost .71 and is a 9-span timber pile trestle, open deck across the Laramie River. The bridge was constructed around 1972 to 1974 after the former bridge was destroyed by fire. Photographs of the bridge are attached.

BALL JANIK LLP

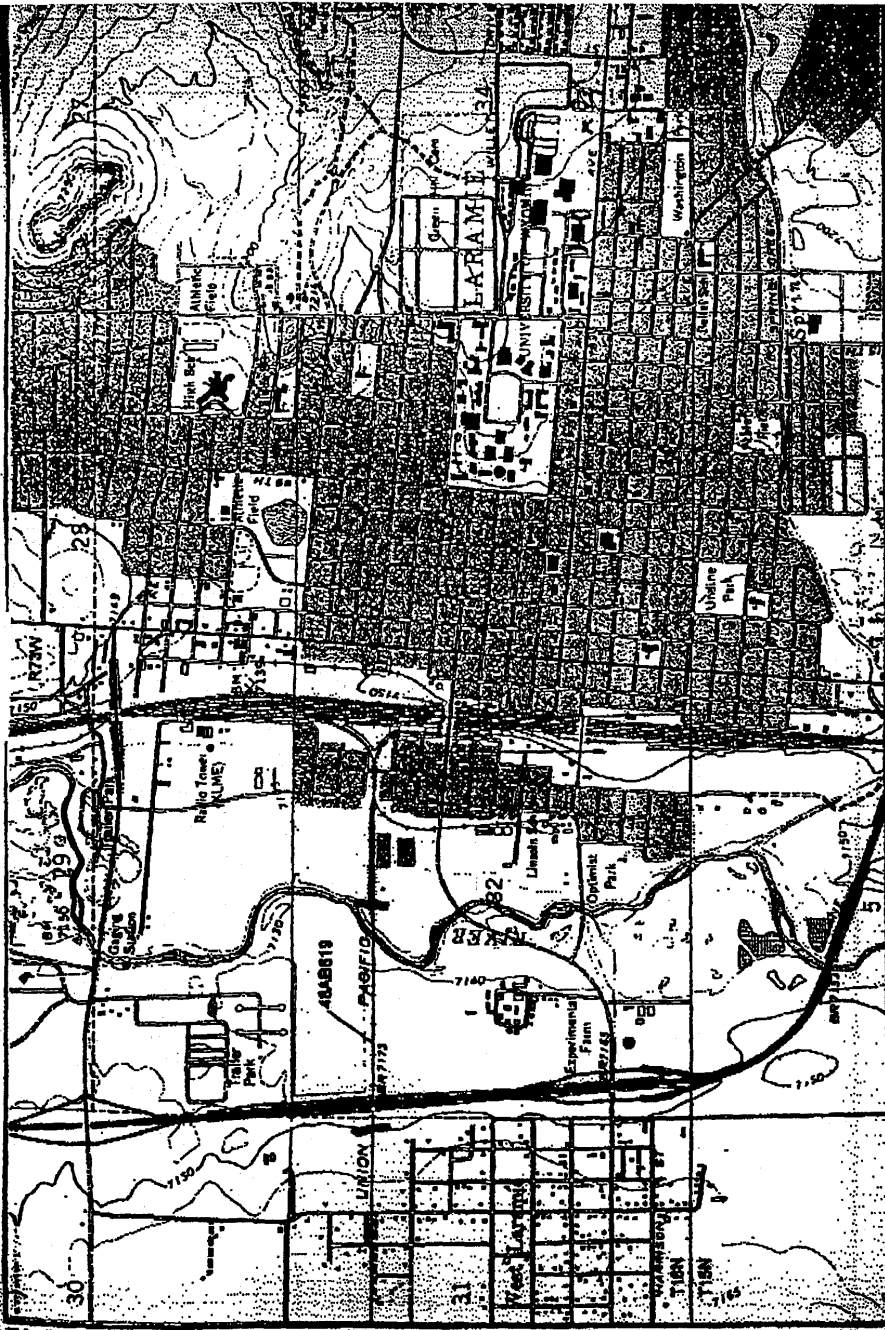
January 21, 2003
Page 2

We will send you a copy of WYCO's Historic Report as soon as it is completed. If I can of further assistance regarding this matter, please call me at (202) 638-3307.

Sincerely,

A handwritten signature in cursive script, appearing to read "Karl Morell".

Karl Morell
Attorney for:
Wyoming and Colorado Railroad Company, Inc.



Topographic Map Showing Site 48AB619 and Eastern Terminus in Laramie, Wyoming. Taken from U.S. Geological Survey, Laramie, Wyoming (1963), USGS 7.5' Series Quadrangle (124,000 Scale).

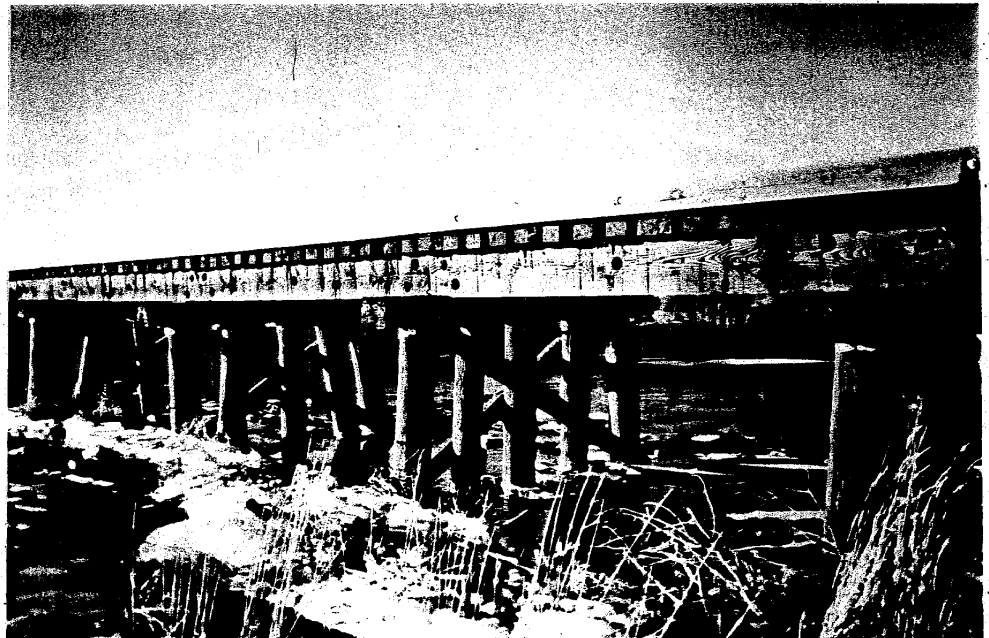
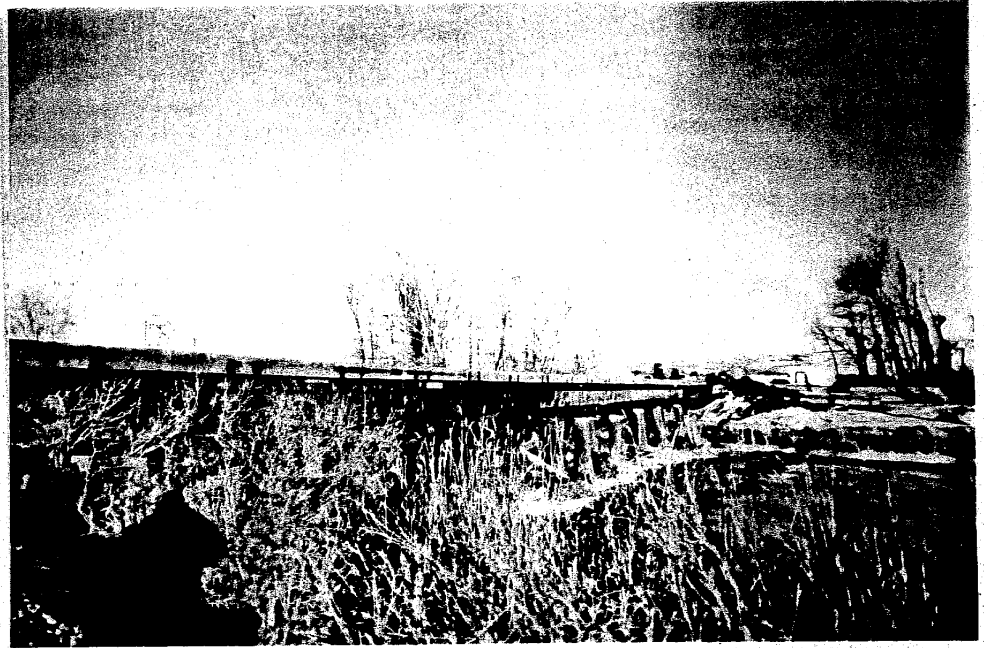




EXHIBIT 3

Wyoming Department of State Parks and Cultural Resources
State Historic Preservation Office

Richard Currit, SHPO
2301 Central Avenue
Barrett Building, 3rd Floor
Cheyenne, WY 82002

February 25, 2003

(307) 777-7697
FAX (307) 777-6421

Karl Morell
c/o Ball Janik LLP
1455 F Street, NW, Suite 225
Washington, DC 20005

FE: Wyoming and Colorado Railroad Co., Inc., Abandonment Exemption, Laramie
(SHPO #0201JKW003)

Dear Mr. Morell,

We have received information regarding the aforementioned project. Thank you for allowing us the opportunity to comment. As we understand it, the Wyoming and Colorado Railroad Company, Inc. (WYCO) is planning to file a Notice of Exemption with the Surface Transportation Board (STB) in early March for WYCO to abandon its 1.12-mile rail line located in T16N R73W Sec. 32, in Laramie. The proposed abandonment involves removal of the rail, track material, and crossties. The 9-span open deck bridge associated with the track will be donated to the City of Laramie.

Our research shows that the bridge (Smithsonian site number 48AB620) has already been incorporated into the walking/biking path in the City of Laramie greenbelt. It has been extensively modified, with new side rails made from pressure treated lumber and an asphalt top. In addition, most of the rail line has already been removed, with portions of the old railroad grade incorporated into the greenbelt. There are still some ties present but they have been disturbed.

This is unfortunate, because there is no evidence that the bridge was ever evaluated for its eligibility for listing in the National Register of Historic Places prior to becoming part of the greenbelt. It was not part of the original survey done for the earlier WYCO undertaking. Although there is a Wyoming Cultural Records site form (dated 1989) for the bridge, photographs associated with the form show a different deck on the bridge than that shown in the photographs included with your letter.

Our opportunity to comment has been precluded. The rail line (48AB619) was determined eligible and the bridge may have been a contributing feature. Thus the

Dave Freudenthal, Governor

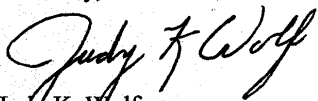


John T. Keck, Interim Director

undertaking constitutes an adverse effect. Pursuant to 36 CFR 800.5-6, consultation between your staff and the SHPO is necessary in order to discuss ways to reduce or eliminate the adverse effects. If a means to mitigate or avoid the adverse effects cannot be found, further consultation with the Advisory Council on Historic Preservation may be required. Appropriate mitigation by WYCO may be the installation of an interpretive sign at the site of the bridge, describing the history of the Laramie-Hahn's Peak rail line.

Please refer to the SHPO project control number 0203NNH023 on any future correspondence dealing with this project. If you have any questions, contact Nancy Hanks at 307-777-6312 or me at 307-777-6311.

Sincerely,

A handwritten signature in cursive script, reading "Judy K. Wolf".

Judy K. Wolf
Review and Compliance Program Manager

Cc: Gary Rimington Community Services Director, City of Laramie, 405 Grand Ave.,
Laramie, WY 82073

purposes, in specified, alone or in individuals, in the elsewhere to do any incidental or connected with described, thereof, if the laws corporation is ration shall necessary eas, and to herein ex- expressly corporations by ate of Wyo- necessarily money and tes, bonds, and other ness of all d by mort- ewise and d perform ements of rscription. To acquire its the stock To act as any person, To conduct businesses have any e State of purchase, any real or of the State

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William J. W. Corder shall man- e corpora- and until lected and l place of ation shall ming. and of process ryan. no, President.

tion of electrical power. A metric ton is 2,205 pounds.

A trading firm representing the Japanese government agency, C. Itoh and Co. of New York, negotiated the agreement here.

Glenn T. Sakai, an official of the New York firm, said Japan Atomic Fuel Corp. had reviewed bids from uranium producers in Canada and South Africa before awarding the contract to Western Nuclear.

Western Nuclear, founded as a penny stock company in 1955, has its mines in the Gas Hills area of Wyoming.

Caboose, Rail Bridge Go Up In Flames

LARAMIE, Wyo. (UPI)—A fire early Wednesday destroyed a Union Pacific caboose and railroad bridge, causing \$25,000 in damage in the biggest UP loss in Laramie in 20 years.

Laramie firemen said the blaze evidently started Tuesday night after the train pulled into the outskirts of the yards in west Laramie.

The engine was disconnected, firemen said, and the caboose was sitting in the middle of the railroad bridge.

An overheated stove in the caboose evidently started the blaze, firemen said. After it burned through the caboose walls, the fire ignited the bridge.

nity.

The storm, described as the state's second worst in history, blanketed the broad expanse of plain that is southeastern New Mexico. From the air, on one of the flights carrying hay to stranded livestock, the land below appeared as a white sheet, broken only by occasional telephone poles.

Legal Notice

ORDER APPOINTING TIME FOR HEARING ON A PETITION FOR PROBATE OF WILL

The petition of Kenneth C. Franson for the probate of the Last Will and Testament of Carl R. Franson, deceased, and for the issuance to Kenneth C. Franson of Letters Testamentary, together with said last will and testament, having been filed in the office of the Clerk of this Court on the 11th day of December, 1959,

IT IS NOW ORDERED that the time of hearing upon said petition be and is hereby fixed for the 8th day of January, 1960, at the hour of 10 o'clock a. m., or as soon thereafter as the same can be heard at the District Courtroom in the Courthouse of said County of Laramie in the City of Cheyenne, Wyoming, when and where any person interested may appear and contest the same and show cause if any there be why the prayer of said petition should not be granted.

Dated this 16th day of December, 1959, at Cheyenne, Wyoming.

BAM M. THOMPSON, JUDGE

December 17, 24 31, 1959, and January 7, 1960.

THE WYOMING EAGLE

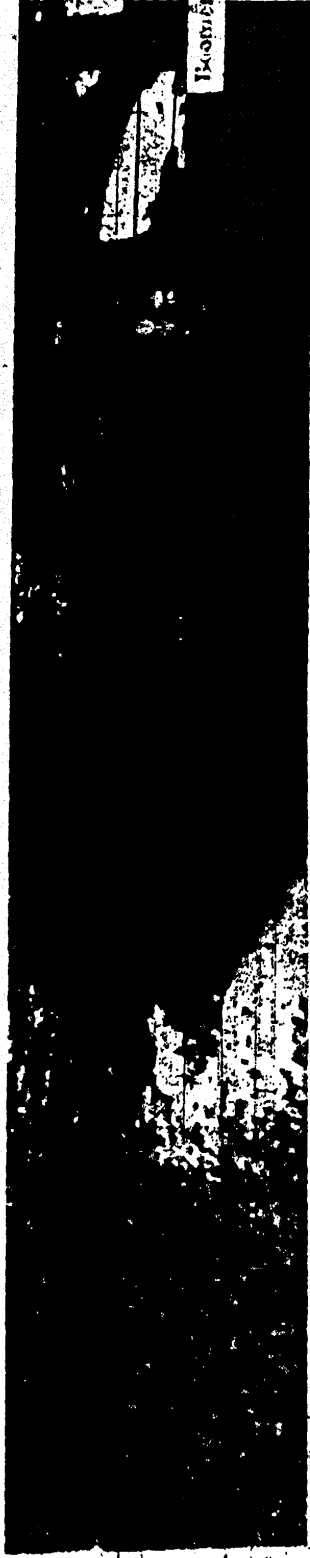
Issued Every Morning Except Sunday and Monday

Printed and Published by Cheyenne Newspapers, Inc.
Entered as second class matter July 7, 1925 at the post office at Cheyenne, Wyoming under act of March 3, 1879

By Mail in Wyoming (Outside of Cheyenne and Suburbs):
Per Year \$10.00; Six Months \$5.75; Three Months \$4.00
Outside of State: One Year \$12.00

By Carrier in Cheyenne: Two Weeks \$8; One Year \$14.00
Money Refund: \$1.25 Per Month
Payable in Advance

FRANCY S. McCRAKEN, Chairman of the Board



A smoldering caboose sits atop a flaming railroad bridge in West Laramie early Wednesday. Union Pacific started rebuilding the bridge Wednesday night. The \$25,000 blaze started in the caboose and spread to the bridge.

Rail Fire Causes \$25,000

A \$25,000 fire early Wednesday morning completely destroyed a Union Pacific caboose and railroad bridge in the most expensive single UP loss in Laramie in 20 years. Laramie firemen said the blaze started Tuesday night after the train had pulled into the outskirts of the UP yard. They weren't called to the scene until Wednesday at 4:30 a.m. The train had come to a halt about a mile from Pine Street in West Laramie.

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Welfare Department Acting
A. Y. L. Aid Clearing House Fire Chief Warns of Yu

ba Sends merican Prison

HAVANA (UPI)—A war es court Friday night nced an American elec- on engineer to 13 years onment after his con- on charges of trying l the family of a "war crim- to escape from Cuba. n Martino, of Long Island N.Y., identified as president e Neptune Electronics Co., sentenced less than 72 hours conclusion of his five-hour at the military Cobana For- In Havana. case involving another Amer- James C. Buchanan, a ter for the Miami (Fla.) Her- was ordered tried by a rev- tary tribunal, Prime Minis- del Castro ruled Friday the newspaperman must an- charges of "complicity" a recent jailbreak of Austin a Miami soldier of fortune. r army prosecutor in Marti- trial had asked a 20-year ner, Martino steadfastly pro- ved his innocence of the ges—throughout his detention trial. It was assumed the ner was impaired by Marti- weakened physical condition. CUBA ASSOCI- (Cont'd, Page 15, Col. 2)

rushchev Keeps omise to Parents

EDITOR'S NOTE: United as International staffer on Schuller was the first son to tell Mr. and Mrs. due Leona at Chicago Pri- that the Soviet government sending their children to n after 13 years' separa- The following is Miss ulla's report.)

by JOYCE SCHULLER
Called Press International
(HAWAII) (UPI)—Soviet Pre- Nikita S. Khrushchev kept a nise Friday and let the (Lil- an son and daughter of a ear counts go home to the stina. Khrushchev made the promi- he lobby of a Mrs. Moloy, t, hotel last Sept. 23 during tour of the United States. r. and Mrs. Paulus Leona, had fled the Communist In- of Lithuania 15 years ago, e through the security agents aulting Khrushchev and le a fearful plea that their ghter, Giana, 20, and their Tomas, 11, be returned to n. Khrushchev called Mrs. Le- hand and told Soviet Foreign lster Andrei Gromyko "see to

riday, Gromyko saw to it. The Embassy in Moscow an- nced that exit visas had been tained the Leona children. Then the news came from scow, Paulus Leona, 42, and wife, Elena, 42, were out buy- a Christmas tree and pre- s. This reporter was sitting in office of their prosperous real ste firm when they returned, an with luggage. came asked "do you have E. KHRUSHCHEV— (Cont'd, Page 15, Col. 1)



Hawkeye Photo by Warner

A Union Pacific work crew uses a huge track-mounted pile driver to help swing another beam into place in reconstruction of the Laramie River bridge in the Communist Laramie area. The bridge that burned down Wednesday in a \$75,000 blaze that cut off all rail service to the Centennial and Walden areas. Service is expected to be restored by Sunday.

U. P. Rebuilds Burned Bridge; Walden Traffic Starts Sunday

By Don Betts

A 135-foot railroad bridge burned down in a Wednesday morning fire, will be completely rebuilt by Saturday evening and ready for the Sunday Union Pacific run to Walden, Colo., a UP official said Friday.

Three crews are working 24 hours a day to get the bridge back in operation.

The bridge and a caboose were destroyed in Wednesday's fire. An overhead trolley in the caboose started the blaze. After the fire ate through the caboose walls,

it ignited the bridge. The train had just completed its daily run to Walden and was parked in the outskirts of the UP yards awaiting an inspection to the central yard. Destruction of the bridge requires a \$15,000 loss.

• Weather •
Partly cloudy
Little warmer
Expected range 20-55
Full weather report
on page 10.

Firemen were called to the scene Wednesday at 4:30 a.m. and fought the blaze for two hours before getting it under control. UP officials said the fire caused the biggest single UP loss in Laramie in the past 20 years.

The bridge, located in West Laramie about a mile past Pine Street, was under construction again by Wednesday afternoon.

Crews destroyed the old bridge and began hauling lumber from the railroad's tie treating plant in Laramie. Most of the bridge and building crew working on the bridge are not from Laramie. Eugene Reckhoff,

Ski, UP member.

(Cont'd, Page 15, Col. 1)

NATO Strength Is the Issue

PARIS (UPI)—President Eisenhower has decided to meet Gen. Charles de Gaulle head-on on the question of France's weakening support for NATO, informed sources said Friday night.

According to the sources, the American chief executive is determined not to leave Paris without achieving some understanding with de Gaulle on the matter of a unified European air defense command and other key issues.

His decision to broach the matter directly in hard-talking negotiations Friday was a last-minute move, reached during Friday's train ride from Toulon to Paris with Secretary of State Christian A. Herter, the sources indicated.

Eisenhower and de Gaulle were scheduled to have their first private talks after the opening session of their three-day conference with West German Chancellor Adenauer and British Prime Minister Macmillan on the West's summit strategy.

The sources made it clear de Gaulle did not bring up the NATO dispute during the private meeting, Eisenhower would.

The American President's appointment Herter's detailed report was said to be deeply concerned over the effects of French opposition to an integrated alliance.

(Cont'd, Page 15, Col. 1)

President Arrives For Paris Talks

PARIS (UPI)—President Eisenhower, fit and cheerful, arrived to a red carpet welcome in Paris Friday night to attend a Western summit conference and urge the bickering allies to unite and seek peace from a position of strength.

French President Charles de Gaulle, most outspoken in his dissatisfaction with Western defense planning, greeted Eisenhower with a smile and a handshake in the Gare de Lyon when the special train carrying Eisenhower from the port city of Toulon rolled to a stop. There were no speeches. But a crowd in the station roared as the two leaders shook hands.

Prospeers of the Gaule Herald came in, plumed silver helmets, white breeches and black boots, lined a 10-foot wide red carpet from the train to the formal reception platform where the Gaule waited.

"Thank you very much for coming," Eisenhower told his host. "I am grateful."

The President went directly to the U.S. Embassy by limousine.

REF: PRESIDENT (Cont'd, Page 15, Col. 1)

There Isn't Much Time



SHOPPING DAYS
TO CHRISTMAS

READ OUR ADS!

A Union Pacific work crew uses a huge track-mounted pile driver to help swing another beam into place as re-construction of the Laramie River bridge on the Coalmont branch line passed the halfway point Friday. Crews have been on round-the-clock duty rebuilding the bridge that burned down Wednesday in a \$25,000 blaze that cut off all rail service to the Centennial and Walden areas. Service is expected to be restored by Sunday.

U. P. Rebuilds Burned Bridge; Walden Traffic Starts Sunday

By Don Bettis

A 135-foot railroad bridge burned down in a Wednesday morning fire, will be completely rebuilt by Saturday evening and ready for the Sunday Union Pacific run to Walden, Colo., a UP official said Friday.

Three crews are working 24-hours a day to get the bridge back in operation.

The bridge and a caboose were destroyed in Wednesday's \$25,000 fire. An overheated stove in the caboose started the blaze. After the fire ate through the caboose walls,

it ignited the bridge. The train had just completed its daily run to Walden and was parked in the outskirts of the UP yards awaiting car distribution to the central yard. Destruction of the bridge represents a \$15,000 loss.

Firemen were called to the scene Wednesday at 4:30 a.m. and fought the blaze for two hours before getting it under control. UP officials said the fire caused the biggest single UP loss in Laramie in the past 20 years.

The bridge, located in West Laramie about a mile past Pine Street, was under construction again Wednesday afternoon.

Crews destroyed the old bridge and began hauling lumber from the railroad's tie treating plant in Laramie. Most of the bridge and building crew working on the bridge are not from Laramie, Eugene Schwe

SEE: UP REBUILDS—

(Cont'd. Page 15, Col. 4)

● Weather ●

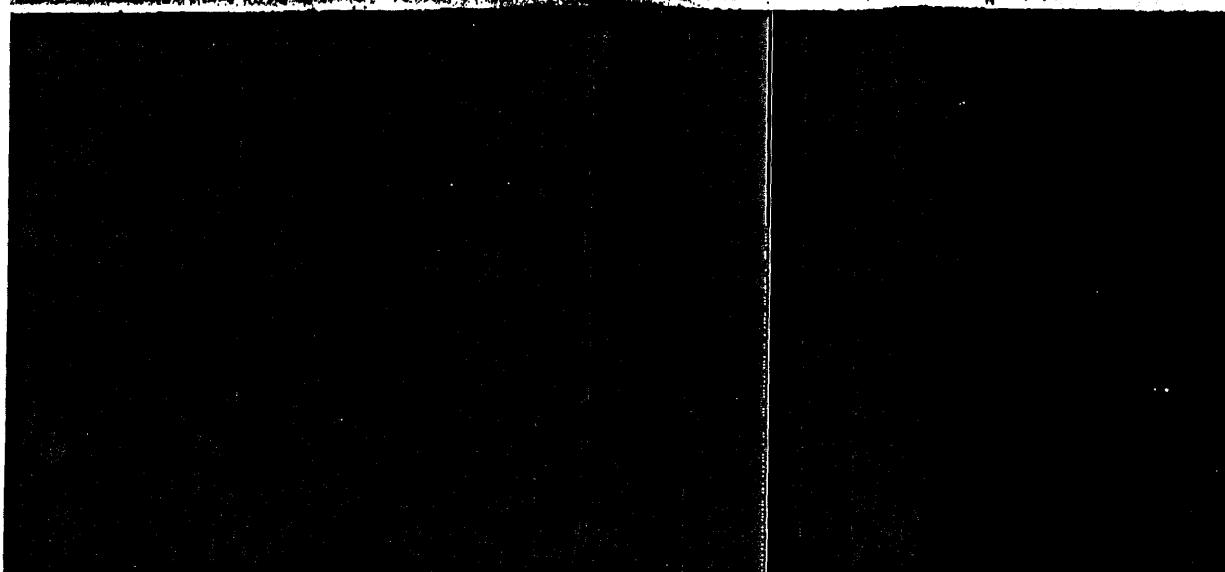
Partly cloudy

Little warmer

Expected range 20-55

Full weather report

on page 10.



ends American to Prison

(Cont. from Page One)

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time in the prison in-
Cabana fortress.

Appeal Expected
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not the type to be
this sort of thing." To
it charges he tried to
Esteban Ventura and
escape from Cuba, he
ly that "I have no in-
Cuban politics." Mrs.
husband, a police colo-
regime of ousted Dic-
encio Batista, is one of

Wed from Page One

nt's sleep before start-
ilmastic conferences of
mile peace tour.
arks With Herter
resident had spent eight
the train from Toulon,
with Secretary of State
A. Herter on plans for
ult parity to seal the
re NATO alliance before
ng's meeting with Soviet
Nikita S. Khrushchev.
was the ninth stop of
ling 11-nation tour, but
ident looked refreshed
full as he arrived at
his morning from Tu-

wer stepped ashore
U.S. Navy cruiser Des-
bearing an olive branch
Gaulle.

of welcoming ceremonies
the President stressed
merican friendship.
nation under the leader-
General de Gaulle—and
is—safe stronger for pur-
peace than was possible
our history," he said.

ower was officially wel-
t-Toulon by French Min-
State Louis Jacquinot in-
lorful ceremonies as oth-
ern leaders began arriv-
aris for the summit con-
which starts Saturday and
oday.

Prime Minister Harold
in and West German

Cuba's most wanted war criminals. He is in exile in Miami.

Martino said his presence in Cuba was due only to a desire to patent a brushless generator he said he had developed. "I am a businessman, nothing else," he told the revolutionary tribunal.

Castro, in a four-hour television speech which ended early Friday, rejected new and urgent pleas for the immediate release of Buchanan. He did not make it clear if the newspaperman would be tried by a military or civil court. This point was expected to be decided by the Cuban Supreme Court to which the case has been referred. Only military tribunals may impose death sentences.

This newspaperman (Buchanan) will go before revolutionary trials and his situation will be resolved by revolutionary trials, Castro said. "What the revolutionary courts decide in their judgment, in accord with the proofs they have, afterwards will determine the corresponding sanction."

However, a hint of government lenience was indicated in a Castro statement that "perhaps they better remove him (Buchanan) from the country, but that he return to Cuba no more to molest us."

Castro rejected appeals from the Inter American Press Association and The Times of Havana for the release of Buchanan, "so that he may return to his job." He said that Cuba "has proofs" of Buchanan's "complicity" in Young's escape from a military jail.

Young, a former British R.A.F. pilot and adventurer, was under sentence of 30 years imprisonment for anti-government activities when he escaped a week ago Tuesday from a Pinar del Rio Military Jail. He was recaptured later. Buchanan's arrest followed shortly thereafter.

Castro held out little hope for executive clemency for Buchanan, despite the mounting clamor abroad for his release.

"The least they (those appealing for his release) can expect is that he will be judged," Castro said. "Meanwhile, they must wait."

He said that sole responsibility for determining Buchanan's guilt or innocence lies with the revolutionary government.

(In Washington, State Department officials indicated the U.S.

U. P. Rebuilds

(Continued from Page One)

zer, division engineer from Cheyenne, said.

The men are part of the Wyoming Division B and B crews that cover the entire state throughout the year.

The fine weather for the past three days, Schweitzer said, has been an important factor in the rush job. The calm wind and fairly warm nights have helped considerably, he added.

The bridge is 10 feet above the Laramie river, 12 feet wide, and 135 feet long.

First job in the bridge construction project was pile driving 50 poles, 20-feet long into the river bed. The poles were driven 10 feet into the earth. The workers first had to break the ice in the river. Depth of the river, right now, is about four feet, Schweitzer said.

Next the workers put 'caps' and 'awaybraces' over the long poles, called pilings, to keep them from wiggling. Stringers, 30-feet long, are then spiked down over the entire length of the bridge on top of the 'caps'. Six stringers are required for the bridge.

Workers then spike railroad ties, or more correctly bridge ties, to the top of the stringers and spike rails to the ties. Last the walkway and handrails are added and the job is complete.

The bridge is built in nine sections. The place where one section ends and another begins is called a 'bent'. There are 10 bents with five long poles or pilings at each bent.

Schweitzer said the West Laramie bridge was built completely new in 1932. The bridges are replaced periodically because of deterioration, he added. Some of the bridges last for as long as 20 years without deteriorating, he said.

"We should be done with the job Saturday at 6 p.m.," Schweitzer said.

DISCOVERS MEDICINE

LONDON (UPI)—A British doctor Friday announced a new drug for "evening colic," an ailment which causes babies up to about three months of age to howl at night after feedings.

Khrushchev...

(Continued from Page One)

any news of our child. 'Haven't you heard?' told. "The visas were... day." Then Mrs. Leon screaming with pure

"No," she shouted.

zy! I don't believe it!"

"I'm going out now Christmas presents," she said. "A fur coat daughter and a mott camera for my son."

Leonas, a tall, heavy beamed at her and Helen? Who was right, he hadn't really believed, he's always told his children would be back mas.

Although the Leonas positive assurance that Tomas would fly to time for Christmas, he really worried about it.

"When they come, it Christmas," Leonas said they are here for Christmas. He will be double Christmas.

He said he would write to Khrushchev "to thank his very great generosity."

Breathlessly, the how they left their children their parents when the unania. Tomas was a and Ginas was only half. Today their picture they are blond, handsome people. Tomas a high-dent and Ginas a librarian.

The couple lived through Germany and six in Canada, before coming go. Plea after plea children was rejected. Leonas received a film from the Soviet government decided to make a picture to Khrushchev at all.

BETH HEARING DAT

ROME (UPI)—A case set Jan. 29 as the date hearing of the long-drawn-out battle over the Ingrid Bergman and Roberto Rossellini. Attorneys for the estranged couple accepted and agreed to file a brief by Jan. 4.



Longines

THE WORLD'S MOST HONORED WATCH

COALMONT BRANCH										WYOMING Div.									
No. of Bent	NUMBER OF PILE								Spans	Height B. of R. to Ground	CAPS	Stringers	Ties	Guard Rail	Transverse Bracing				
	1	2	3	4	5	6	7	8											
0.00	LARAMIE																		
8	1573+07.0 - 1571+73.5																		
0.71	Big Laramie River - Fl. R.																		
	9-Span 9 B. Pile Ties																		
	CS-326																		
1	14	12	10	13	14	Crest 1959			14.1										
	10	11	4	3	3	Cutoffs			14.0										
									14.4										
2	12	13	11	15	13	Crest 1959			14.1										
	11	12	12	12	15	Cutoffs			14.0										
									14.5										
3	15	13	12	14	12	Crest 1959			9.0										
	12	12	13	12	13	Cutoffs			14.7										
									14.2										
4	13	12	15	12	13	Crest 1959			9.0										
	14	10	14	14	14	Cutoffs			14.0										
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5	12	14	16	13	15	Crest 1959			9.0										
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9	12	13	14	11	15	Crest 1959			8.0										
	14	14	14	14	14	Cutoffs			14.0										
									14.0										
10	14	12	11	12	15	Crest 1959			6.2										
	16	16	13	15	16	Cutoffs													
	3 Run Tr. B. H. Each End																		
	? Water Barrels																		
	F. W. & H. R. B. & S. J. S.																		
	A. R. & G. Fire Protection								1960	05									

3-13-63

FORM 307-A WELLY A-110-62-1-64

COALMONT			
No. of Bent	1	2	3
CULV			
0.90			
MP 1 - 15			
CULV			
1.11			
MP			
1.15			
CULV			
1.58			
MP 2 - 15			