City of Louisville
COLORADO • SINCE 1878

City Council

February 3, 2026
Packet Addendum #2

City of Louisville
COLORADO • SINCE 1878

To: **City Council**

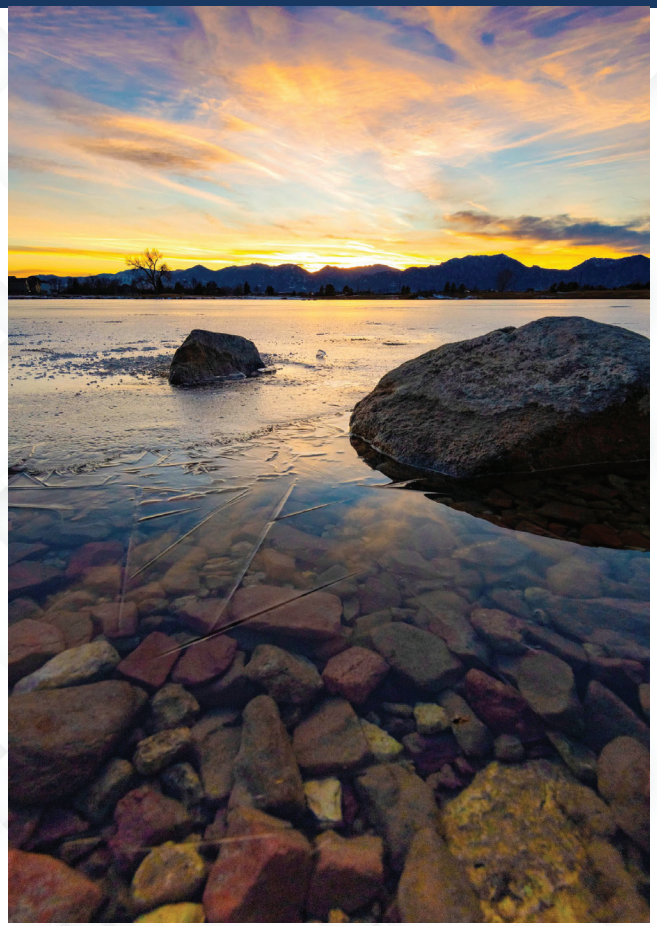
From: **Diana Langley, City Manager**

Date: **February 3, 2026**

Re: **1155 Pine Street**

Please find enclosed the following supplemental information for the purchase of a portion of 1155 Pine Street.

- Presentation
- Appraisal of Caboose and Boxcar
- List of Expenses to move the Caboose and Boxcar to the site
- Boulder County Assessor Report
- 1155 Pine Street – East Gateway to Louisville – Acquisition Opportunity



City of Louisville

Ordinance No. 1914, Series 2026 – Contract for the Lease and Purchase of Real Estate – 1155 Pine Street

February 3, 2026

Background

- 1155 Pine Street consists of a single-family home and a train caboose and boxcar situated on railroad tracks
  - Lot size – 0.236-acres
- The caboose was part of a railroad-themed restaurant located by the railroad tracks at Main Street and South Boulder Road
- The railcar is not known to have any history of being located or used within Louisville, but there is a “JJ Steinbaugh, Louisville, Colo” inscription on the interior wall

Background

- July 22, 2025 – City Council held a Concept Plan Review to provide feedback on a development proposal to relocate a historic house to the property, connect the existing and relocated homes via an underground corridor, and remove the property form the Mixed-Use Zone District Overlay.
- September 28, 2025 – Historic Preservation Commission (HPC) considered an application to consider the following requests: landmark 1155 Pine Street, Alteration Certificate, Preservation & Restoration and New Construction Grants, and Probable Cause. The HPC denied the request to landmark the caboose.
- October 29, 2026 – Staff received notification from Travis Ramos that the Ramos Family could no longer proceed with their proposed project, and the property was available for purchase at a listing price of $850,000.

Analysis

- Entryway to Louisville's Historic Downtown
- Staff presented the opportunity to purchase all or a portion of 1155 Pine Street to the City Council
- With Council direction, staff negotiated with Travis and Laura Ramos to purchase the triangular portion of the property that houses the railcars and train tracks for a purchase price of $396,000

Analysis

- A subdivision plat will be required; execution of a Contract for the Lease and Purchase of Real Estate is recommended so the City can lease the property while the subdivision plat is prepared and processed.
  - Purchase Price - $396,000
    - Deposit - $150,000
    - Monthly rent - $10,000
  - Lease Term – Terminate on July 31, 2026, unless extended by mutual agreement
  - City to prepare a subdivision plat to subdivide the property into two lots

Council Work Plan

- Economic Vitality – Preserving the caboose and boxcar at the easterly entrance to Louisville's Historic Downtown provides a visual landmark that reinforces the City's heritage, creates a distinctive gateway feature, and represents a unique story for Louisville

Fiscal Impact

- $396,000 – General Fund
  - Based on Assessor's land value, caboose and boxcar appraisal, and costs provided by Travis Ramos to relocate the caboose and boxcar to the site
- Budget Amendment will be required

Alternatives

1. Do not proceed with the lease and subsequent purchase of the property
2. Direct staff to negotiation with Travis and Laura Ramos to purchase the entire property

Recommendation

- Adopt an Ordinance approving a Contract for the Lease and Purchase of Real Estate at 1155 Pine Street

Ozark Mountain Railcar

Box 167, Kirbyville MO, 65679 417.336.2401 sales@ozarkmountainrailcar.com

Diana Langley
City of Louisville
749 Main Street
Louisville, CO 80027

December 19, 2025

Re: Caboose & Box Car Appraisal

Diana,

Thank you for your recent request for a Brokers Opinion of Value for Caboose & Box Car. In accordance with your request, we have reviewed the information available to our office regarding the rail cars. This data includes historical records on construction, current physical condition, recent upgrades/repairs and current market conditions. This data is analyzed to create an accurate determination of the current market value for said items. Please keep in mind that due to the unique nature of railroad equipment, comparable sales data is not always available, and our determination of value may be affected by factors beyond our control or that we were not aware of at the time of rendering our opinion. Our determination of value is primarily based on what we would recommend the list price to be if the cars were placed on the current market and based on the information available to us at the time the valuation is made.

If I can be of further assistance or if you have any questions regarding this evaluation, please feel free to contact me at any time.

Respectfully,

R. John Suscheck/CEO
Ozark Mountain Railcar

Qualifications of Broker

Ozark Mountain Railcar is a railroad brokerage firm that specializes in the sale of railroad equipment. The management team of OMR has over thirty (30) years of experience in the railroad operating and mechanical departments. OMR is the only full-service brokerage firm in the industry that brokers the sale of locomotives, freight & passenger cars, cabooses & maintenance of way equipment.

Rock Island Railroad Caboose

Built circa 1915 for the Rock Island Railroad as a steel outside braced wood box car. In 1942 the car was rebuilt into a caboose due to equipment shortages during World War II. Retired by the railroad and sold into private ownership, the car was used as part of a railroad themed restaurant. Some of the physical and mechanical attributes include excellent exterior with good paint, outside braces intact, friction bearings, body mounted brake cylinder, fair cast wheels, tread brake shoes, most of the interior removed, new roof, missing steps at one end of car. **Value $ 18,000.00**

Colorado & Southern Railroad Wood Boxcar #8064

Built circa 1898 by St. Charles Car Company as a narrow-gauge wood box car for the Colorado & Southern Railroad. After 41 years of service the car was retired by the railroad and sold to a private owner. Stripped of its trucks and exterior hardware, the car body was used for storage on a local farm. Some of the physical and mechanical attributes include fair body, no couplers, new roof and standard gauge trucks. **Value $8,500.00**

SUMMARY / TOTAL of East Gateway Project Expenses to Date:

	Total Spent to date on Full Project for East Gateway	Total Spent to date specifically on Train-cars portion of East Gateway
	$360,363	**$188,892**

DETAILED BREAKDOWN of East Gateway Project Expenses to Date:

ITEM	Full Property Spend ($)	Adjusted Spend for half-property/train-cars specific portion ($)
Property costs - Interest Only (not principal) payments - 26 months	$56,350	$28,175
Escrow (taxes & insurance) - 26 mos	$23,062	$11,531
HELOC interest paid (26 months)	$36,870	$18,435
City permitting Fees Paid (for full property plan; sunk cost - two years trying & never went through. Prorated for train cars section of property.)	$11,800	$2,360
Railbed - design & engineering labor	$4,375	$4,375
Railbed Construction - Labor (4 guys, 2 weeks)	$11,200	$11,200
Tractor equipment rental (railbed excavation & construction)	$5,950	$5,950
Caboose landing spot rental & maintenance (3 years)	$5,400	$5,400
Caboose first (temporary) roof materials + labor	$2,190	$2,190
Train roofs - Substructure design, construction, materials, labor	$11,240	$11,240
Train roof #2 - both cars, tin roof done by Greenpoint Roofing	$7,771	$7,771
Boxcar temporary siding (materials + labor)	$2,420	$2,420
Caboose & boxcar paintwork - materials +labor (4 people, 4 days, $25/hr)	$3,250	$3,250
Caboose micro-move off City Property - labor + steel plates, jacks, rollers	$8,045	$8,045
Dirt work - labor + excavating railbed under caboose for micro-move off City property	$1,200	$1,200
Dump Trailer rental (dirt work)	$650	$650
New Railroad ties (60 ties @ $100)	$6,000	$6,000
Railbed materials (roadbase, landscape fabric, 3/4" granite, spikes, spike plates)	$4,600	$4,600
French drain next to railcars' railbed (including trencher rental, actual drain, labor)	$690	$690

Crane & rigging (both railcars moves, aggregated for all the individual sites & moves)	$13,850	$13,850
Trucking (railcars, also all moves aggregated)	$8,600	$8,600
Survey - 1155 Pine	$4,500	$4,500
Geotechnical drilling - 1155 Pine	$1,700	$1,700
Engineering drainage plan - 1155 Pine	$5,500	$5,500
Letter for drainage - 1155 Pine	$1,500	$1,500
Architectural Design Work & drafting - Trevor Nims	$3,100	$3,100
Renderings & site design work for East Gateway - Trevor Nims	$4,100	$4,100
Costs incured to save, move, store, & ultimately demolish the historic Haven House from East St (due to 2 years of permitting quagmire with the City, ultimately killing our savings and thus the project as a whole, through paying carrying costs)	$81,300	$0
Steel I-beams, support cribbing posts, jacking & rolling equipment for moving train cars + house. Prorated based on house vs cars.	$21,000	$6,300
Semi truck & repairs (prorated portion for train cars)	$5,700	$1,710
Moving dollies (not used train cars)	$2,500	$0
Bolster & fifth-wheel attachment for semi (hauling)	$800	$0
Semi gas & fluids (consumables)	$450	$450
Labor – train cars support, rigging, setting	$2,100	$2,100
Structural moving clamps	$600	$0
TOTAL SPEND ON PROPERTY / TOTAL SPEND ON HALF PROPERTY WITH TRAIN CARS	**$360,363**	**$188,892**

Property Report for Account R0019533

Report Date: 1/2/2026

Property Address:	1155 PINE ST
City:	LOUISVILLE
Owner:	RAMOS TRAVIS RYAN & LAURA LEIGH
Parcel Number:	157508400006
City, State, Zip:	LOUISVILLE, CO, 80027-2724
Subdivision:	TR, NBR 155,401,410 LOUISVILLE
Legal Description:	TR 696 8-1S-69
Square Feet:	12222.03 sq ft
Acres:	0.28 acres

Property Assessment Report for Account R0019533

Report Date: 1/2/2026

Account Number:	R0019533
Parcel Number:	157508400006
Tax Area:	000094
Number of Improvements:	1
Address:	1155 PINE ST
Neighborhood:	OLD TOWN LOUISVILLE

Total Account Value:

Category	Actual Value	Assessed Value
Total	$513,100	$32,069
Structure	$51,310	$3,207
Land	$461,790	$28,862
X-Features	$0	$0

Mill Levy: 91.135

Property Attribute	Value
Section	1
Type	SINGLE FAM RES IMPROVEMENTS
Design	1 Story - Ranch
Built Year	1900

Room Information:

Room Type	Count
Total	3
Bedrooms	1
Full Baths	1
3/4 Baths	0
Half Baths	0

Square Footage:

Level	Footage
FIRST FLOOR (ABOVE GROUND) FINISHED AREA	544 sq ft
PORCH AREA	77 sq ft

Zoning Report for Account R0019533

Today's date: 1/2/2026

Address:	1155 PINE ST LOUISVILLE
Parcel Number:	157508400006
Zoning:	XLO - Louisville
Wind Load (Vult):	145
Ground Snow Load (lbs/sqft):	40

Land Use Department Permits and Dockets

Permit Number	Description
LS-24-0123	OF A PARCEL LOCATED IN THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 69 WEST
LS-97-0133	0.236 ACRE TRACT IN NE1/4 SE1/4 ADJ. PINE ST.

Survey Report for Account R0019533

Report Date: 1/2/2026

General Surveys

Survey #:	LS-08-0177
Date:	10/10/2008 00:00:00
Surveyor:	Thomas Cave
Firm:	Accurate
STRQ:	N/A
Description:	LAND SURVEY PLAT OF ELM STREET ROW BTW ROOSEVELT & FRONT

Specific Surveys

Survey #:	LS-24-0123
Date:	06/26/2024 00:00:00
Surveyor:	Adam Sampson
Firm:	COLORADO ILC SERVICES, INC.
STRQ:	N/A

Description: OF A PARCEL LOCATED IN THE SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 69 WEST

Survey #: LS-97-0133

Date: 08/12/1997 00:00:00

Surveyor: Hascall

Firm: Hascall Surveys

STRQ: N/A

Description: 0.236 ACRE TRACT IN NE1/4 SE1/4 ADJ. PINE ST.

Floodplain Report for Account R0019533

Report Date: 1/2/2026

Address:	1155 PINE ST LOUISVILLE
Parcel Number:	157508400006
Flood Zones:	
Is Floodway Present:	No

Election Information for Account: R0019533

Report Date: January 02, 2026

Address	1155 PINE ST LOUISVILLE
Parcel Number	157508400006
Precinct	2181207209
Congressional District	2
State Senate	18
State House	12
County Commissioner	3

Deed Report for Account R0019533

Generated: 1/2/2026

Deed #	Transfer Date	Price	Recording Date
4028002	11-09-23	$493,000	11-13-23
3547040	09-16-16	$0	09-29-16
1738587	10-10-97	$0	10-10-97
1724938	08-22-97	$70,000	08-22-97
1683845	03-17-97	$0	03-17-97
280062	05-22-78	$21,000	05-22-78

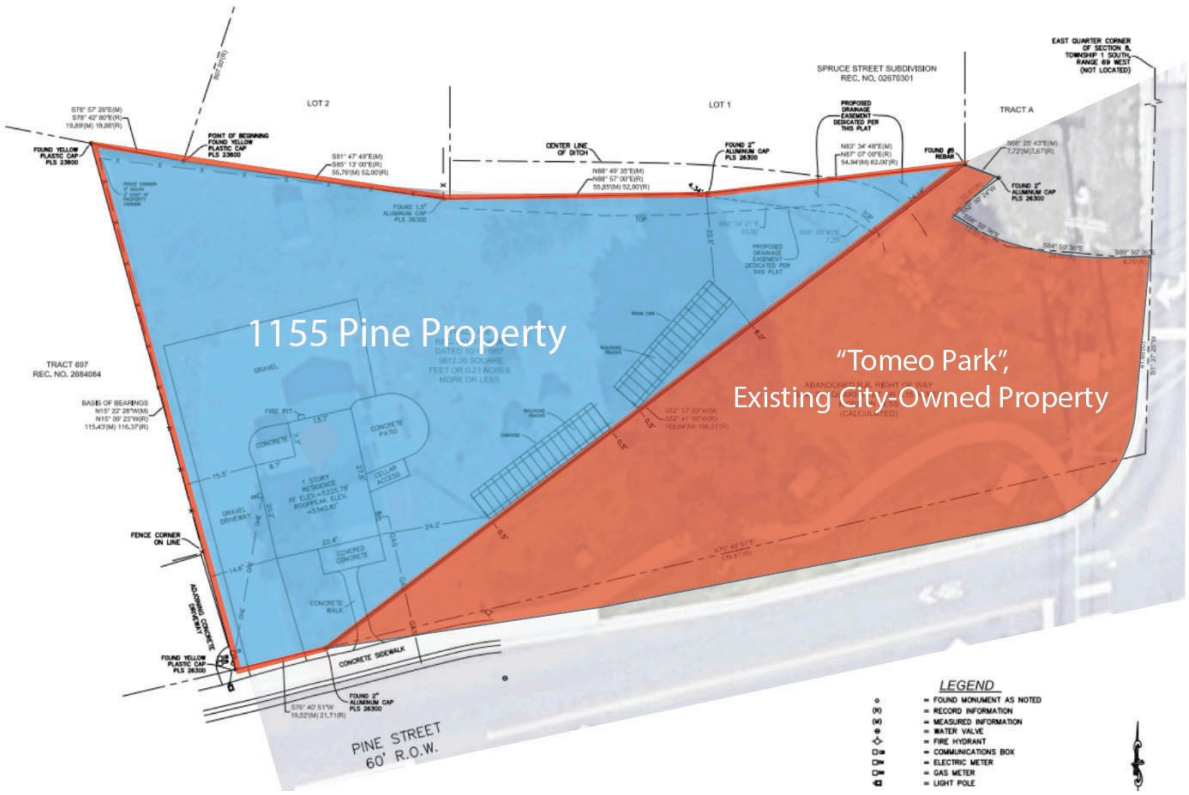
1155 Pine Street -East Gateway to Louisville - Acquisition Opportunity

Overview

1155 Pine Street represents a unique opportunity for the City of Louisville to secure and preserve a historically significant and visually iconic “East Gateway” into Downtown.

The property is roughly comprised of ~half of a rectangle, making up the corner of Highway 42 and Pine Street, historically tied to the railroad corridor which connected the Acme Mine, Grain Elevator, Rex Mines #1 and #2, on to Lafayette, as shown below:

The City already owns the other half of this ‘rectangle’ as a City Park (“Tomeo Park”), illustrated below:



This document outlines potential acquisition options for the City to consider for the property that not only preserves these historic assets, but creates a clear, memorable entrance into Downtown with a new unforgettable landmark.

“Welcome to Historic Louisville”

Potential Public Use & Activation Concepts

If acquired by the City, the site could immediately support:

1. “Welcome to Historic Louisville” Gateway Feature

- Train cars serve as the backdrop to a “Welcome to Historic Louisville” sign
- Creates a clear, memorable entrance into Downtown, establishing a new unforgettable landmark for decades to come.
- Establishes a physical and visual identity consistent with Louisville’s heritage

2. Walkable, Photo-Worthy Community Space

- I can't even count the number of times I've seen people taking selfies in front of the caboose, stopping to walk around them with their kids and admire them, have seen people doing senior photos with it, or even sitting out with an easel and drawing the train.
- Safe, accessible pedestrian connection from downtown along Pine Street
- Highly visible, 'Instagrammable' landmark encouraging visitation
- Family-friendly "stop and explore" experience for residents and visitors.

3. Interpretive Placemaking & Community Storytelling

- Installation of interpretive plaques, similar to those at other historic Louisville sites
- Potential themes:
    - "Saving the Caboose: *What our community can do when it comes together*"
    - History of the Colorado & Southern line through Louisville
    - Coal mining & Railroad heritage (especially with restored mining carts as part of the installation/permanent exhibit)
- Reinforces civic pride and shared accomplishment

These uses strengthen:

- Downtown identity
- Tourism and visitor engagement
- Community cohesion

- Long-term preservation value

1155 Pine Property Offering - Brief Summary

- Total Area: **0.23 acres**
- **Corner parcel at key entry point** to Downtown Louisville
- Adjacent to and already visually integrated with **existing City park property**
- Contains The Mansion, a ~550sq. ft home built in the 1910s
- Contains two historic railcars, placed on period-correct railbed in the approximate location of original C&S tracks:

    - **The 'Steinbaughxcar', 1898 Colorado & Southern Boxcar**
        - Boxcar rescued from a farm just outside Louisville where it lived for ~80 years on the farm of a well-known Louisville Family; JJ Steinbaugh's name found inside one of the walls along with coal remnants from its days hauling coal. Photo of similar C&S Boxcar at the Acme Mine, early 1900s:

    - **The Louisville Caboose, built in 1913**
        - Louisville mainstay for ~50 years at Main and S. Boulder road, rescued by our community February 29, 2020:

Acquisition Options

1A. Entire Property – Land Value, Without Train Cars (*Public Sale)*

Asking Price: $850,000 (this figure based on assessed commercial land value only - contributory structures' value not considered)

Includes:

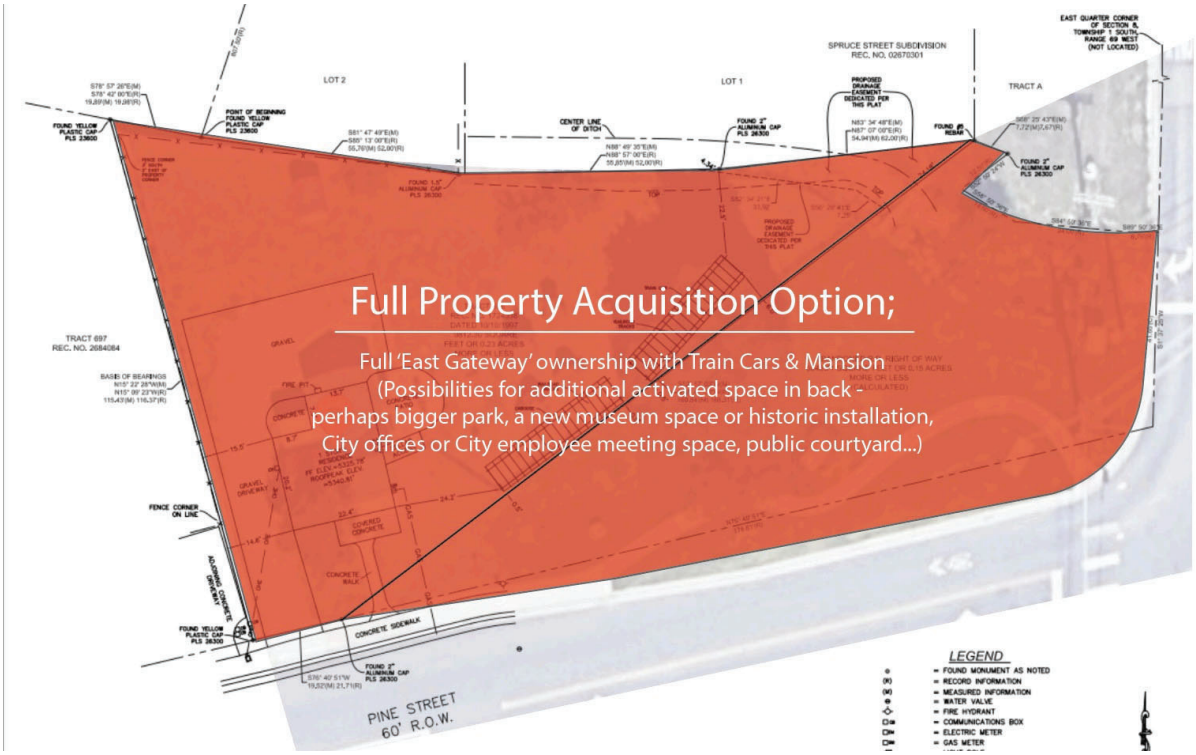
- Full 0.23 acre parcel with "The Miners Mansion" - the existing early 1900s Miners Cabin"

***If sold to a private developer, the historic railcars will be removed and sold separately, as they represent additional asset value not included in the land-based valuation, and conversations with developers thus far have shown no interest in keeping them there.*

1B. Entire Property – As-is, *With* Historic Train Cars (*City Acquisition Only)*

Asking Price: Still the same $850,000, full 0.23 acre parcel

For the City, the inclusion of the train cars does not increase the asking price. This option reflects our preference to see the historic assets retained and potentially landmarked as part of the East Gateway identity.



This option is offered contingent upon:

- Both historic railcars (which were placed roughly in the same location as the original, historic Colorado & Southern tracks from a century ago) remaining on the property as part of the East Gateway
- Future landmarking consideration made for the train cars

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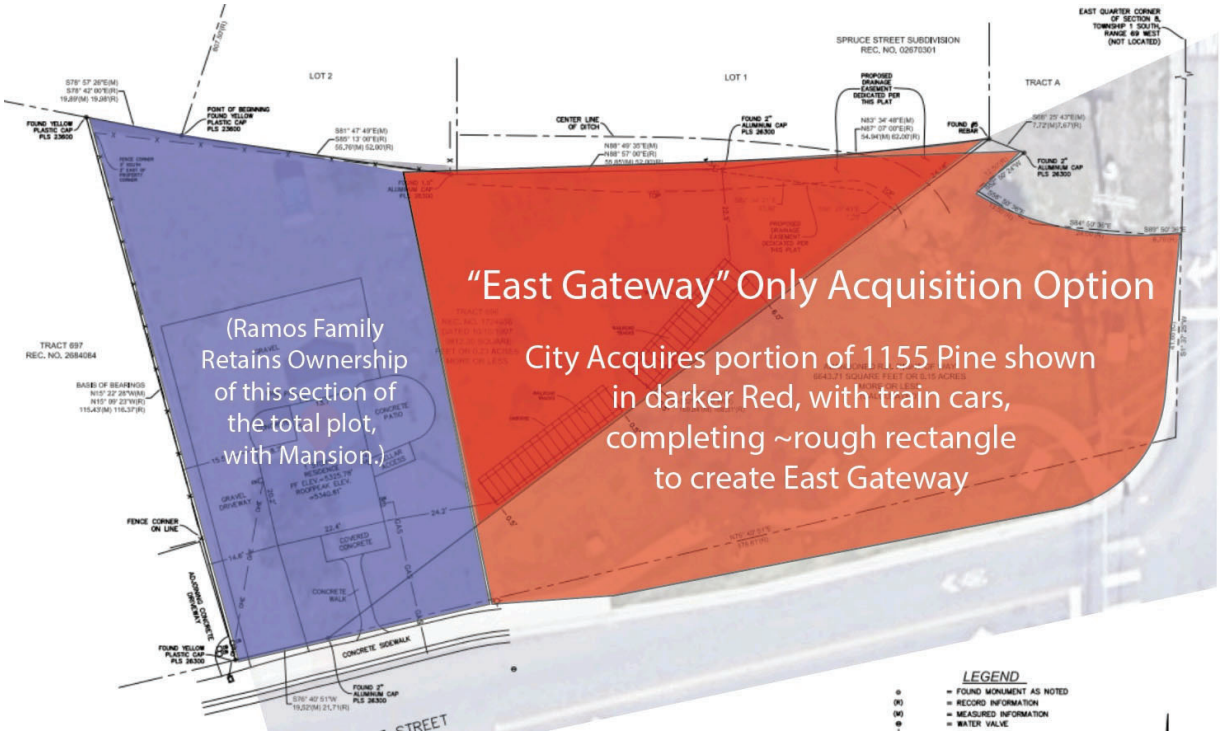
2. "East Gateway" Only Portion of the Property, With Train Cars (*City Acquisition Only*)

While we're open to consideration of any of the presented options (or other ideas!), we view this as the biggest "win-win" scenario. It is a relatively modest amount for the City to invest, and adds onto the City's already-owned portion of this gateway corner in an intentional, reasonable way. It also would allow us (as the family who saved the train cars!) to still get to have a connection to the train cars property by having them next door.

We're open to all ideas, but this option would give the City stewardship of the East Gateway, allow us to maintain a connection to it, and - to be candid - without selling the full property it still allows us to recoup what we've invested into this vision over the last 5 years so we can become financially whole again.



Details:

Approximately **0.11 acres** (half of the parcel), as roughly shown in the diagram above

Prorated Asking Price of Hwy 42-facing side of property, with train cars (exclusively offered to the City): $486,000

Calculation:
Total Property Area: 0.23 acres
Proposed City Portion: ~0.11 acres

0.11 ÷ 0.23 = ***0.478 (47.8%)*** *of the total parcel*
0.478 × $850,000 = ***$406,300 land value***
Total cost for highway 42-facing section of property, with train cars included (discounted to $80k for both, on their trackage): $486,000

This option is offered contingent upon:

- Reproportioning the property boundaries, generally as shown above
- The train cars remaining in place as the East Gateway to Downtown
- Future landmarking consideration is made for the train cars

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3. Sale of Train Cars Individually

Our preference is to sell the **half-property with the historic assets retained on site in option 2.**, or sell the entire property outlined in option 1b. *We will not sell or relocate the railcars prior to the sale of the property itself, as they add meaningful value and identity to the site.* However, if the property is sold (such as to a developer), at such point the train cars may be sold individually following property transfer, and below are potential prices.

- Historic Colorado & Southern Boxcar: **~$35,000**
- 1913 Louisville Caboose: **~$95,000**

Intent & Community Benefit

In closing, our preferred outcome aligns with:

- Preservation of Louisville's rail and mining heritage, carrying this unique story forward
- Funds Currently Available to the City for acquisitions such as this
- Strengthening the public realm and cultural identity at a key entry point to Downtown
- Expansion and enhancement of existing City parkland
- Creating a permanent, landmarked "East Gateway" feature that reflects Louisville's history

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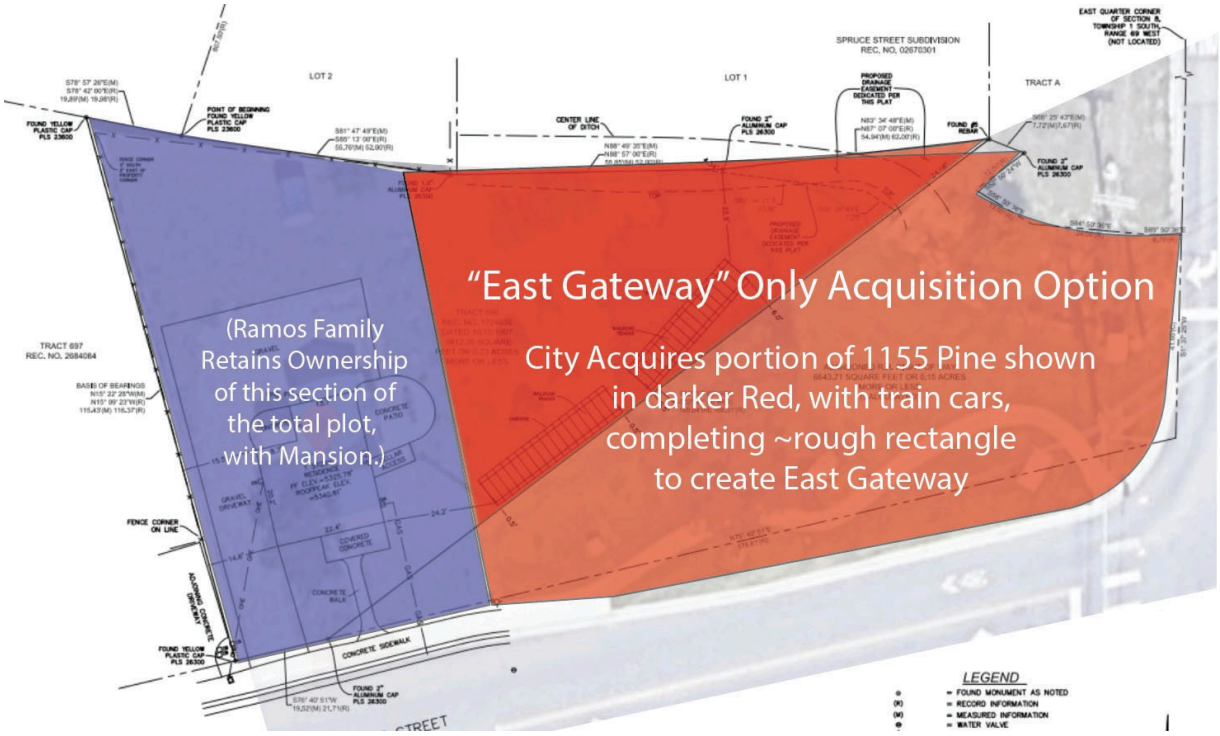
Thank you for your consideration!!

UPDATED & ADDITIONAL OPTIONS - December 8, 2025 -

Our Goal:

Work in transparency with the City of Louisville to create a true win-win scenario, which results in the historic train cars (and their amazing stories) living on as part of the entryway to the East Gateway to downtown, while also making our family financially whole again

Modified Option 2a - *New offering Price: (Lowered by $80K) $406,000* "East Gateway" Half-Portion of the Property, With Train Cars (*City Acquisition Only*)



Details:

Approximately **0.11 acres** (half of the parcel), as roughly shown in the diagram above

Prorated Asking Price of Hwy 42-facing side of property, with train cars (exclusively offered to the City): Discounted to $406,000 from initial asking of $486,000

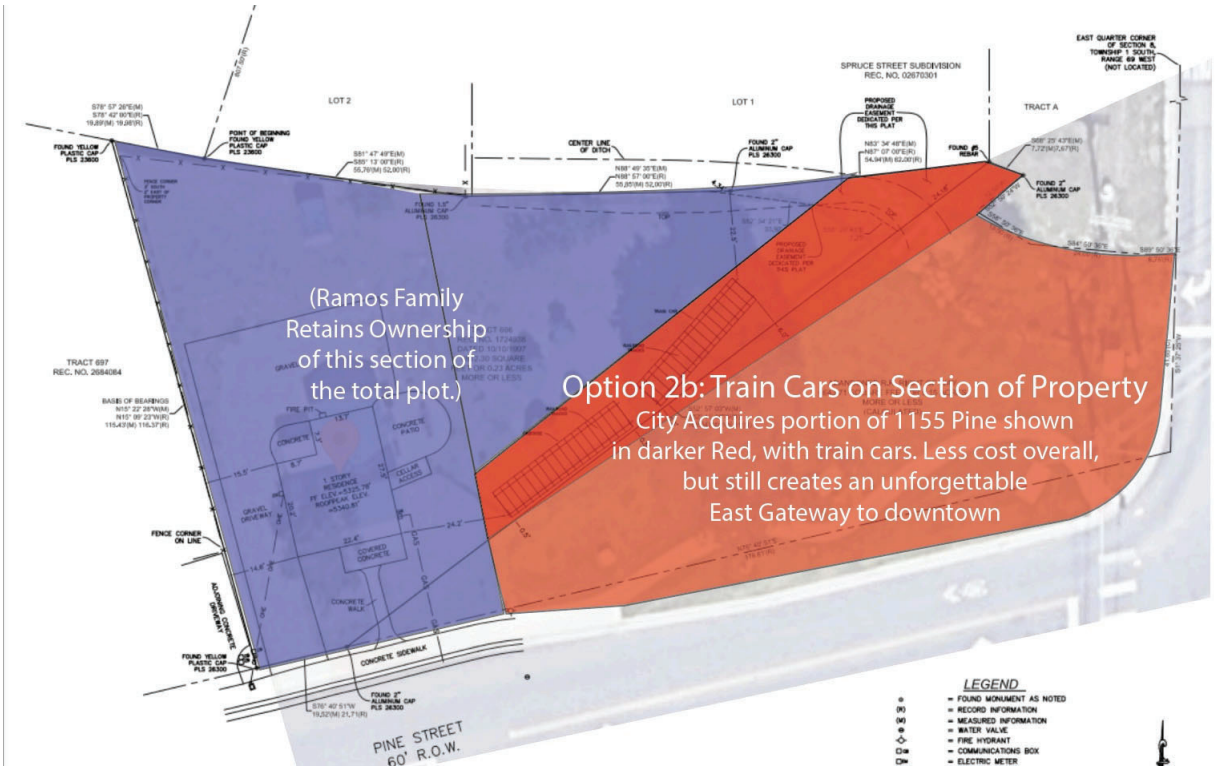
Calculation:
Total Property Area: 0.23 acres
Proposed City Portion: ~0.11 acres

0.11 ÷ 0.23 = ***0.478 (47.8%)*** *of the total parcel*
0.478 × $850,000 = ***$406,300 land value***
Total cost for highway 42-facing section of property, with train cars included (discounted to $0 for both, on their trackage): $486,000

This option is offered contingent upon:

- Reproportioning the property boundaries, generally as shown above
- The train cars remaining in place as the East Gateway to Downtown
- Future landmarking consideration is made for the train cars

Modified Option 2b - *Land + Train Cars Section - $317,000* "East Gateway" ~Portion of the Property, With Train Cars (*City Acquisition Only*)



Details:

Approximately **0.056 acres** (~24% of the parcel), as roughly shown in the diagram above

Prorated Asking Price of this Hwy 42-facing side of property, with train cars (exclusively offered to the City): $334,000

Calculation:
Total Property Area: 0.23 acres
Proposed City Portion: ~0.056 acres

0.056 ÷ 0.23 = ***0.478 (24%)*** *of the total parcel*
0.24 × $850,000 = ***$204,000 land value (but this is also the corner-facing section of the land, so***

may be theoretically worth more)
Train Cars Value added on: $130,000

Total cost for this section of property, with train cars included: $334,000

This option is offered contingent upon:

- Reproportioning the property boundaries, generally as shown above
- The train cars remaining in place as the East Gateway to Downtown
- Future landmarking consideration is made for the train cars