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TROLLEY
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 zen Stadium.
 Dan Williams, vice president for administration at the University, said he needs more information about the proposal before making any decision about it.
 The Emerald Empire Railroad proposal would link Eugene and Springfield to outlying communities with narrow-gauge, steam-powered trains and streetcars. Streetcars would also run routes through downtown Eugene and Springfield.
 Trolley cars served as Eugene's mass transit system during the early part of the century. The last trolley was retired in 1927 after it no longer made a profit for the Southern Pacific Railroad.
 Ray Robinson, president of the Emerald Empire Railroad, said the nostalgic trains included in the 1992 proposal will be an irresistible lure for tourists.
 "It's something that can touch the little kid in everybody," Robinson said. "There's something magical about trains."
 Neale Hyatt, assistant to Commissioner Rust, said the idea behind the rail system is to attract enough tourists to subsidize the daily costs of running the streetcars.
 "We'll draw people with the old-fashioned steam engines and the old-fashioned streetcars," Hyatt said. "We'll draw a lot of people in so we can keep the cost down for local people year-round."
 According to the current plan, steam trains would run loops that spider out from Eugene to nearby towns. During

the past six months the plan has been endorsed by Creswell, Junction City, Veneta, Cottage Grove and Springfield.
 At its Sept. 30 meeting, the Lane County Board of Commissioners voted 3-1 to endorse the proposal. But before trolley cars can return, the proposal must win the endorsement of the city council.
 However, after years of planning, the city may be set on a transportation system that would ease automobile travel with an expanded Ferry Street Bridge. Among the build options being looked at are an eight-lane Ferry Street Bridge, another automobile bridge over the Willamette River and alternative transportation systems.
 Cost estimates for the Ferry Street Bridge proposals range from \$55 to \$80 million.
 County Commissioner Jack Roberts, who voted against endorsing the rail system, said the plan would divert resources from other proposals.
 "Right now we have more immediate concerns," Roberts said. "The reality is that it will take funds away from other projects."
 No cost estimates have been made for the rail proposal, but Roberts said a feasibility study alone could cost \$250,000.
 Roberts said there is not enough information about the proposed rail system to proceed. He also said other cities have not had great success with similar rail systems.
 But according to the rail plan summary, Eugene is particularly well-suited to a streetcar system because the city is still "in its infancy," and it will be relatively cheap to lay the necessary groundwork for streetcars.

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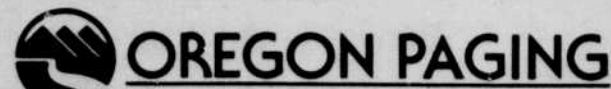
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