

THE UNION PACIFIC COAL COMPANY

RELIANCE TIPPLE

Part 2

From: January 13, 1936

Rock Springs - October 13, 1954

Mr. I. N. Bayless - Omaha:

(CC - Mr. I. M. Charles)

Attached herewith, in response to your verbal request, original and two copies each of description of the Reliance and Hanna tipples, together with three glossy prints of the Reliance tipple and six views of the Hanna tipple for preparation for advertising copy.

Enclosures  
VOM/jd

Original Signed  
V. O. MURRAY



THE UNION PACIFIC COAL COMPANY  
DESCRIPTION OF  
RELIANCE TIPPLE  
LOCATED 7 MILES NORTH OF  
ROCK SPRINGS  
SWEETWATER COUNTY  
WYOMING

All concrete and steel, 5-track tipple, capacity 500 tons per hour, constructed in 1936, receiving coal from pit car dumping station, all designed and built by Allen and Garcia Company, Engineers, of Chicago, Illinois.

Gravity operated C. S. Card Company rotary dump for 42" track gauge handles 137 cu. ft. level capacity steel mine cars, from 25 H.P. load car feeder at 80 ft. per minute, past 10 ton mine car scale into dump. From dump, cars pass by gravity over kickback to trip maker, operating at approximately 50 feet per minute to make an empty trip of 30 cars.

Coal passes from 75-ton rotary dump hopper thru 5'x9' reciprocating feeder to 48" belt conveyor with 36"x48" magnetic head pulley discharging on main shakers 8' wide, arranged in upper and lower units for balanced drive, sizing and delivering coal to the slack table, and the lump, egg, and nut picking tables. Mixing and crusher conveyors arranged at right angles to the picking tables, with suitable gates provide a wide selection of combinations for the delivery of coal over three loading booms 48" wide, and telescope slack chute to open cars, also to an Ottumwa box car loader with feeder on the box car track. The crusher is a 36"x36" single roll Jeffrey receiving lump or egg coal from the upper strand of the crusher conveyor, which also returns crushed coal to the loading booms or slack chute. Another flight conveyor extending below the picking tables, handles refuse to a bin for disposal, and on the lower strand house coal to a steel bin for truck deliveries. The loading booms are hinged, and the down track ends raised and lowered with electric boom hoists and counterbalances. Pantagraph chutes are provided to change railroad cars without stopping the tipple and open car tracks have electric driven retarders for handling railroad cars.

There are about 26 motors, totalling 350 H.P., 3 ph., 60 cycle, 220 volt, AC with centralized control at pushbutton consoles one located



October 13, 1954

in the dumping station and the other on the tippie overlooking the open car loading points, all provided with suitable electric interlocks. Speed reductions are made with geared reducers or V-belts. All machinery and equipment in good operating condition. The dump house and upper portion of the tippie are enclosed with 22 and 24 Ga. galvanized corrugated iron on structural steel supports.

Total recorded cost approximately

\$133,000.00

(Does not include some items of equipment which were on hand when the tippie was constructed.)



THE UNION PACIFIC COAL COMPANY  
DESCRIPTION OF  
RELIANCE TIPPLE  
LOCATED 7 MILES NORTH OF  
ROCK SPRINGS  
SWEETWATER COUNTY  
WYOMING

All concrete and steel, 5-track tippie, capacity 500 tons per hour, constructed in 1936, receiving coal from pit car dumping station, all designed and built by Allen and Garcia Company, Engineers, of Chicago, Illinois.

Gravity operated C. S. Card Company rotary dump for 42" track gauge handles 137 cu. ft. level capacity steel mine cars, from 25 H.P. load car feeder at 80 ft. per minute, past 10 ton mine car scale into dump. From dump, cars pass by gravity over kickback to trip maker, operating at approximately 50 feet per minute to make an empty trip of 30 cars.

Coal passes from 75-ton rotary dump hopper thru 5'x9' reciprocating feeder to 48" belt conveyor with 36"x48" magnetic head pulley discharging on main shakers 8' wide, arranged in upper and lower units for balanced drive, sizing and delivering coal to the slack table, and the lump, egg, and nut picking tables. Mixing and crusher conveyors arranged at right angles to the picking tables, with suitable gates provide a wide selection of combinations for the delivery of coal over three loading booms 48" wide, and telescope slack chute to open cars, also to an Ottumwa box car loader with feeder on the box car track. The crusher is a 36"x36" single roll Jeffrey receiving lump or egg coal from the upper strand of the crusher conveyor, which also returns crushed coal to the loading booms or slack chute. Another flight conveyor extending below the picking tables, handles refuse to a bin for disposal, and on the lower strand house coal to a steel bin for truck deliveries. The loading booms are hinged, and the down track ends raised and lowered with electric boom hoists and counterbalances. Pantagraph chutes are provided to change railroad cars without stopping the tippie and open car tracks have electric driven retarders for handling railroad cars.

There are about 26 motors, totalling 350 H.P., 3 ph., 60 cycle, 220 volt, AC with centralized control at pushbutton consoles one located



October 13, 1954

the dumping station and the other on the tippie overlooking the open car loading points, all provided with suitable electric interlocks. Speed reductions are made with geared reducers or V-belts. All machinery and equipment in good operating condition. The dump house and upper portion of the tippie are enclosed with 22 and 24 Ga. galvanized corrugated iron on structural steel supports.

Total recorded cost approximately

\$133,000.00

(Does not include some items of equipment which were on hand when the tippie was constructed.)



Omaha - January 26, 1953

353-12

Mr. V. O. Murray:

(cc: Mr. J. B. Hughes  
Mr. C. E. Grosso)

Yours of January 22 with time studies taken at  
the Reliance tipple:

This would indicate that we should not attempt to  
operate the tipple more than the regular 7-hour 15-minute  
shift except in emergencies.

Original Signed  
I. N. BAYLESS



Rock Springs - January 22, 1953

Mr. I. N. Bayless:

Attached herewith results of time studies requested for working time on Reliance tipple taken on dates January 16th and 19th.

For your information, on January 16th the tipple operated as it is now operated after we took off the night shift at Reliance, and on January 19th the tipple operated on the schedule that we formerly used before the night shift was removed.

*K.O. Murray*

VOM:KB



# TIME STUDIES

## RELIANCE TIPPLE

	<u>January 16, 1953</u>		<u>January 19, 1953</u>		<u>Average</u>	
	<u>1st Shift</u>		<u>1st Shift</u>			
	Hours	Per Cent	Hours	Per Cent	Hours	Per Cent
Dumping Time	5.33	68.77	4.52	62.34	4.97	66.27
Waiting for Loads	1.78	22.97	1.94	26.76	1.85	24.67
Switching CM Coal	0.28	3.62	0.17	2.34	0.21	2.80
Cars off track	0.17	2.19	0.26	3.59	0.20	2.67
Waiting for Surge bin to lower	----	----	0.26	3.59	0.13	1.73
Other	0.19	2.45	0.10	1.38	0.14	1.86
TOTALS	7.75	100.00	7.25	100.00	7.50	100.00
Pit Cars Dumped	903		739		821	
Pit Car Tonnage	3299		2727		3013	
RR Cars Loaded	54		47		50.5	
RR Car Tonnage	3248		2765		3006	
Motor Trips	37		32		34.5	
No. Men	13		14		13.5	
Tons dumped/hr of dumping time	619		603		611	
Pit Cars dumped/min. dumping time	2.8		2.7		2.75	
Sec/car dumped	21.4		22.0		21.7	



353-12

Omaha, November 2, 1944.

Mr. I. N. Bayless:

Herewith statement from Allen & Garcia Company,  
amount \$240.00, covering Job No. 1150 S. I., Reliance  
tipple.

Eugene McAuliffe



353-12

Omaha, July 22, 1944

Mr. G. B. Pryde:

Herewith statement from Allen & Garcia Company,  
amount \$2,015.49, less cash \$180.00, balance \$1,835.49,  
covering Job No. 1150 S.I., Reliance tipple.

Original Signed  
EUGENE MCAULIFFE



353-12

Omaha - June 18, 1944

Mr. G. B. Pryde:

Herewith statement from Allen & Garcia in the amount of \$1,127.25, less credits of \$947.25, net \$180.00, covering Job No. 1150 S.I., Reliance Tipple.

EUGENE McLAULIFFE

353-12

Omaha - January 5, 1944

Mr. G. B. Pryde:

Herewith statement from Allen & Garcia in the amount  
of \$330, covering Job No. 1150 S.I., Reliance Tipple.

Eugene McAuliffe

*Handwritten signature*



353-12

Omaha - November 26, 1943

Mr. G. B. Pryde:

Herewith memorandum covering Job 1150 S.I., Allen  
and Garcia Company, Reliance tipple, for handling.

Original Signed  
EUGENE MAULIFFE

353-12

Omaha - November 13, 1943

Mr. G. B. Pryde:

Herewith credit memo, amount \$.33, from Allen & Garcia apparently covering some item of freight paid for material for the Reliance tippie. Mr. Hunter doubtless has a record of this transaction.

Original Signed  
EUGENE MCAULIFFE



CHICAGO, (4) October 30, 1943

The Union Pacific Coal Company  
1416 Dodge Street  
Omaha, Nebraska

TO ALLEN & GARCIA COMPANY DR.

MCCORMICK BUILDING

JOB NO. 1150 S.I.

TERMS: 30 DAYS NET—NO CASH DISCOUNT

CREDIT MEMORANDUM

Freight allowance on our October 4, 1943  
invoice covering our Order #145 and your  
Order #80019/25965.

Paid per your Freight Bill #669	\$7.78	
Allowed on our invoice	<u>7.45</u>	\$0.33

RECEIVED  
UNION PACIFIC RAILROAD  
WASHINGTON, D.C.

NOV 18 AM 8:46

138B

RKSPGS 17 18 530P

EMCA CARE H B BLANCHARD WASHN

EMERGENCY REPAIRS MADE TO CONVEYOR BELT RELIANCE TIPPLE LAST  
EVENING WITHOUT LOSS OF TIME. THESE EMERGENCY REPRS WILL  
KEEP BELT IN OPERATION UNTIL ARRIVAL NEW BELT. METHOD OF SHIPPING  
SUGGESTED BY YOU ENTIRELY SATISFACTORY. NO 7 MINE RELIANCE  
LOST HALF SHIFT LAST NIGHT ACCT FATALITY WORKING TODAY B14

GBP.



Rock Springs - July 9, 1941

Mr. Eugene McAuliffe:

Yours of July 7th, file 353-12:

I have received the proposed design for the Reliance tipple,  
and have turned it over to Mr. Livingston.

*George Myers*

353-12

Omaha - July 7, 1941.

Mr. G. B. Pryde:

I am sending you by railroad mail, the Link-Belt Company's proposed design for the Reliance tipple, which Mr. Livingston may wish to have in his files.

Original Signed  
EUGENE MCAULIFFE



Rock Springs - May 7, 1937

Mr. Eugene McAuliffe:

Referring to yours of April 15th, file 353-12:

We are making arrangements to speed up the picking tables on the Reliance tippie, and will widen the nut picking table during the vacation period. We will be able to do this with our forces, and will not require the assistance of the Allen & Garcia Company. We believe the changes suggested by them will be of benefit and will arrange to do so as indicated.

*Walter B. Cripe*

Rock Springs - April 17, 1937

5  
11

Mr. Eugene McAuliffe:

I am in receipt of yours of April 15th, file 353-12,  
with enclosures.

Will discuss this with the Engineering Department  
and then take it up with Mr. Chapman.

*Georgin*



4/25

353-12

April 15, 1937.

Mr. G. B. Pryde, Vice-Pres. & Gen. Mgr.,  
The Union Pacific Coal Co.,  
Rock Springs, Wyo.

Dear Mr. Pryde:

Herewith a letter received from the Allen & Garcia Company,  
date, regarding possible changes in nut table, Reliance tipple.

Will you kindly look into the desirability of making this  
change, writing Mr. Chapman direct regarding the matter if necessary  
to confer with him further.

Sincerely yours,

Original Signed  
EUGENE MCMAULIFFE

cc: Mr. G. H. Chapman,  
Allen & Garcia Co.,  
McCormick Bldg.,  
332 So. Mich. Ave.,  
Chicago, Ill.

Rock Springs - January 13, 1937

Mr. Eugene McAuliffe:

I hand you herewith, for your files, completed statement, as of December 31, 1936, for the Reliance tipple. This represents the completed project, and you will note we have a credit balance of \$22.36. I will send you similar statement for the power plant just as soon as available.

George Minge



PROGRESS REPORT TO DECEMBER 31, 1936 - CONSTRUCTION OF RELIANCE TIPPLE, DECEMBER 31, 1936

Description	Amount Appropriat- ed	EXPENDED OR ORDERED Details	Amount	Unexpended Balance
<u>Steel Tipple</u>	100,000.00			
1. Approach		Grading (John E. Whisenand)	2,079.00	
		Labor tearing out track	12.10	2,091.10
Foundation, Wall and Floors		Invoice Kellogg Lbr. Co., concrete and excavation	8,349.81	
		Concrete floors (Kellogg Lbr. Co.)	5,289.56	
		Anchor bolts, nuts, rails, lumber, sand, cement, etc.	438.82	
		Labor	360.96	14,439.15
2. Structural Steel		Inv. E. Burkhardt & Sons Steel & Iron Works, 538,274 lbs. struc. steel, erection and painting	31,892.74	
		Channel iron, aluminum paint, red lead, electrodes, oxygen, acetylene,		
		ties used in unloading, telephone calls, coal, gasoline, etc.	877.75	
		Labor unloading contractor's machy.	14.82	
		Labor laying pipe line	3.76	32,789.07
3. Covering - Galvanized Steel		Inv. The Youngstown Sheet and Tube Co., Galv. sheets, ridge, etc.	1,808.58	
		Sheeting clips, rivets, nails, bolts, lumber, fasteners, washers, burrs, galv. bands, galv. sheets, etc.	580.48	
		Labor placing (L.P. Friestedt Co.)	902.50	
		Labor unloading and placing	297.41	3,588.97
4. Steel Sash, Wire Glass and Skylight		Invoice, Detroit Steel Products		
		Co., Steel Sash	419.00	
		Invoice Roy A. Sanborn - Skylights	139.78	
		Tyler & Hippach Co. - Wire Glass	267.33	
		Labor installing (L. P. Friestedt Co.)	213.00	
		Raintite, glass, putty, linseed oil, bolts, paint and paint brushes	45.87	
		Labor handling and painting	18.03	1,103.01
5. Stairs and Doors		Inv. Wm. F. Clomp Co., stair treads	76.41	
		Doors	198.90	275.31



Description	Amount Appropriat- ed	EXPENDED OR ORDERED Details	Amount	Unexpended Balance
14. Picking table drive and pendulum hanger screen drive and car re- tardars		Inv. Robt. Holmes & Bros., Inc., shaker screen drive, hangers, etc. Labor unloading and placing Labor on car retardars Rope clips for car retardars	5,406.23 463.11 101.97 3.06 <u>5,974.37</u>	
15. Boom Hoist		Inv. The C. S. Card Iron Works Co., Boom Hoist Riggings Inv. E. Burkhardt & Sons Steel & Iron Works - Steel Punchings Steel plates and rope clamps, etc.	497.73  114.71 <u>57.43</u> 669.87	
16. Scale		Labor handling and placing Bolts, steel, iron, lumber, glycer- ine, etc.	481.12  <u>38.07</u> 519.19	
17. Transformers		3 Transformers Steel Labor making transformer stand	1,154.40 35.47 <u>5.18</u> 1,195.05	
18. Crusher		Segments, teeth, welding rods, bolts, nuts, oak, etc. Labor	371.86  <u>296.97</u> 668.83	
	100,000.00		<u>106,913.77</u>	6,913.77
19. Pit Cars, 3½ Ton, 42" Gauge	95,000.00	The Watt Car & Wheel Co., and The C. S. Card Iron Works Co., 350 Mine Cars Labor unloading and placing on track Poles, lumber, gas, etc., for un- loading	89,562.73 1,199.31  <u>92.79</u> 90,854.83	4,145.17
20. Locomotive	10,000.00	Inv. Goodman Mfg. Co., Loco. Labor unloading	9,147.78  <u>27.90</u> 9,175.68	824.32
21. Engineering	12,540.00	Allen & Garcia Co. Engineering Department, Rock Springs, labor Labor handling and sorting material, clearing refuse, personal expenses, etc. Ties and tools	12,008.74 902.96  254.22 <u>132.08</u> 13,298.00	758.00



Description	Amount Appropriat- ed	EXPENDED OR ORDERED Details	Amount	Unexpended Balance
22. Change Track Gauge New ties and rails (Investment)	5,000.00	Rails, frogs, ties, track spikes, oxygen, acetylene, bolts, sand, cement, etc.	999.68	
		Labor	1,275.68	2,724.64
Total Work Orders 853 and 862	<u>222,540.00</u>		2,275.36	2,724.64
			<u>222,517.64</u>	<u>22.36</u>
<u>Operating Expenses</u>				
Change Track Gauge	9,895.00	Material	4,063.35	
		Labor	<u>6,119.84</u>	10,183.19
				<u>288.19</u>

222,700.83



Rock Springs - November 27, 1936

Mr. Eugene McAuliffe:

Referring to the steel account for the Reliance  
tipple:

I now have a letter from Mr. Otto Burkhardt, dated  
November 23rd, in which he agrees to cut the welding rod from  
4,500 pounds to 4,000 pounds, making a total of \$176.00 instead  
of \$198.00. Also, the cost of painting and erection of these  
two tons, which we questioned some time ago, will be \$61.00,  
making the total bill \$237.00.

I have asked Mr. Tallmire to voucher them today  
in this amount, closing their account, and I have written Mr.  
Burkhardt accordingly.

*George Sample*



Rock Springs - November 27, 1936

Mr. Eugene McAuliffe:

Referring to our correspondence with the Allen &  
Garcia Company:

The total credit we have received is \$1,927.64, and  
there is still due them \$2,000.00 on our Engineering Account,  
so I am asking Mr. Tallmire today to voucher them in the  
sum of \$72.36 to close the account.

*George M. M. M.*

Rock Springs - November 21, 1936

Mr. Eugene McAuliffe:

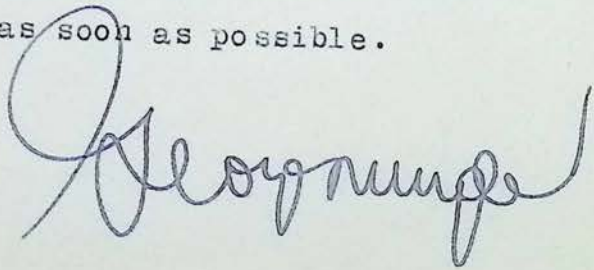
Referring to yours of November 19, file 353-12:

I have taken up with the Burkhardt people today the question of the amount of welding rod to be paid for.

While Mr. Burkhardt was quite emphatic in the last letter he wrote me that he would accept nothing less than the \$198 covering the amount of rod originally rendered, I am asking if he would accept any modification of this amount.

I am not so sure but that eventually we may have to pay the full amount, because, while the amount expressed in pounds seems to be excessive, it would seem to be very difficult to say what is just and right.

I am extremely anxious to get this matter closed out, and will endeavor to do so as soon as possible.

A handwritten signature in dark ink, appearing to read "George H. Brown". The signature is fluid and cursive, with a large initial "G" and a long, sweeping underline.



353-12

Omaha - Nov. 19, 1936.

Mr. G. B. Pryde:

Referring to payments for welding iron by Burkhardt on the Reliance tippie;

I think the A.I.S.C. telegram was rather conclusive in showing that first, reading in reverse it is the trade practice to charge for this item and second, that the revised Code will contain the provision for payment of welding iron. It would seem to me that some compromise should be made with the Burkhardt people that they be paid a reasonable allowance for welding iron and I believe I would try to negotiate a settlement with them without further reference to Allen & Garcia, the real question now being what amount of iron they should be paid for.

Original Signed  
EUGENE McAULIFFE



Nov. 18th, 1936.

Mr. George B. Pryde,  
The Union Pacific Coal Co.,  
Rock Springs, Wyo.

Dear Sir:-

We are in receipt of your letter of the 16th inst., in further reference to the steel weight situation. Evidently Burkhardt has given up on all items except the welding. We certainly agree with you that the A.I.S.C. reply is rather conflicting.

We took the trouble today of calling up some representative steel firms in this district and find that there is no generally accepted practice concerning this item, it depending very largely on what the agreement is in each case and what the character of the work is. They all agree that strictly speaking, as long as the code has not been amended, it is a doubtful item.

The most used practice seems to be to allow a foot of welding rod for each foot of bead, using the same size rod as the bead. On this basis, using all 1/4" beads, the 4500 lb. weight which Burkhardt claims, would result in 27,000 lin. ft. of bead and even using an extreme of 3/8" bead throughout, would still be over 13,000 lin. ft. of bead, either figure being absolutely absurd.

It is, therefore, quite evident that we cannot agree to Burkhardt's premises and taking all things into consideration, are inclined to stand on our original recommendations to disallow the entire item in this particular case.

Yours very truly,

WVM:HL

ALLEN & GARCIA COMPANY

BY

*William von Wedding*

CC-Mr. Eugene McAuliffe  
CC-Mr. Frank Tallmire

*Handwritten:*  
4500 19800  
1800  
1800



CHICAGO  
RECEIVED  
NOV 17 1936

November 16, 1936

Mr. William von Meding  
c/o Allen & Garcia Company  
McCormick Building  
Chicago, Illinois

Dear Mr. von Meding:

I am attaching herewith copy of letter from Mr. Otto Burkhardt, together with copy of telegram from the American Institute of Steel Construction.

You will note that Mr. Burkhardt states he will not accept our voucher for \$8,938.28 until the amount of this welding rod is settled.

The telegram from the A. I. S. C. is rather conflicting. In one place it states that they are now "REVISING CODE STANDARD PRACTICE AND IT IS PROPOSED TO INCLUDE WEIGHTS OF WELDING BEADS FOR INVOICING AND CALCULATING WEIGHTS FABRICATED STEEL" and later on they state, "TRADE PRACTICE IS ESTABLISHED FOR CHARGING FOR THIS ITEM."

Please give me your advice, so that I may answer Mr. Burkhardt.

Yours very truly,

Original Signed:  
GEORGE B. PRYDL

CC - Mr. Eugene McAuliffe ✓  
Mr. Frank Tallmire



THE E. BURKHARDT & SONS  
STEEL & IRON WORKS CO.

869 So. Broadway

Denver, Colo. Nov. 14, 1936.

Re: Coal Tipple.  
Reliance, Wyo.

Union Pacific Coal Co.,  
Rock Springs, Wyoming.  
Attention Mr. Geo. B. Pryde.

Dear Sir:

An answer to your kind favor of the 7th inst. and your auditor's check for \$8938.28 have been held in abeyance awaiting an answer from the American Institute of Steel Construction regarding our request for a decision on the matter of the welding rod.

Our contention that it should be paid for is only a natural one and was explained in detail in our letter to you of Oct. 21st. We are not vindictive, neither do we wish to feel that we are being taken advantage of. Our re-action is that Allen & Garcia are somewhat too anxious to make deductions on the slightest technicalities. As previously stated, we have no ax to grind but the welding rod is to be paid for or there will be no acceptance by us for a final settlement on the job until it is.

As a basis for our contention that we are right, you will please find enclosed an original telegram from the American Institute of Steel Construction. As final settlement was predicated on Institute rules, we feel the telegram is conclusive evidence and should be accepted.

Kindly let us have your reply at the earliest possible moment, as we too would like to have this matter definitely out of the way.

Very truly yours,

E. BURKHARDT & SONS STEEL & IRON WKS. CO.,

By (sgd) Otto Burkhardt

Sec.

O.B./O.  
Enc. Tel.

C O P Y



WIRE DESIRED	CABLE
FULL RATE	
DEFERRED	
NIGHT LETTER	
SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

# WESTERN UNION

R. B. WHITE  
PRESIDENT

NEWCOMB CARLTON  
CHAIRMAN OF THE BOARD

J. C. WILLEVER  
FIRST VICE-PRESIDENT

CHECK
ACCT'G INFMN.
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

VAH32 40 DL-NPA NEWYORK NY 13 1052A

E BURKHARDT & SONS STEEL & IRON WORKS CO

869 SOUTH BROADWAY

YOUR LETTER FOURTH RECEIVED YESTERDAY STOP WE ARE NOW REVISING  
CODE STANDARD PRACTICE AND IT IS PROPOSED TO INCLUDE WEIGHTS OF  
WELDING BEADS FOR INVOICING AND CALCULATING WEIGHTS FABRICATED  
STEEL STOP TRADE PRACTICE IS ESTABLISHED FOR CHARGING FOR THIS  
ITEM

AMERICAN INSTITUTE OF STEEL CONSTRUCTION.

C O P Y

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE



**ALLIN & GARCIA COMPANY**  
CONSULTING & CONSTRUCTING ENGINEERS  
McCORMICK BUILDING  
332 S. MICHIGAN AVE.  
CHICAGO

SHEET NO. \_\_\_\_\_

Nov. 16th, 1936.

Mr. George B. Pryde,  
The Union Pacific Coal Co.,  
Rock Springs, Wyo.

Dear Sir:-

In answer to your recent letter requesting our final bill and credit memorandum, we are enclosing herewith, bill in amount of \$2,000.00 together with credit memorandum in amount of \$1955.42.

Our bookkeeper had delayed forwarding this material to you awaiting answer to our letter to Mr. Tallmire of October 20th, wherein the question of an item of freight covering V-belt sheaves shipped from Danville, was in question.

Although you have not advised us that this freight bill was paid by you, we are including in the credit memorandum, the amount of \$27.78, and if it develops that this item was not taken care of by you, we are sure that you will so advise us.

Yours very truly,

ALLIN & GARCIA COMPANY

BY *HOB Cooley*

HBC:HL

Encl.

CC-Mr. Eugene McAuliffe.



Rock Springs - November 10, 1936

Mr. Eugene McAuliffe:

Referring to yours of November 7th, 353-12:

I received the set of photographs of the Reliance which you had bound and sent to me. This is a very attractive job, and I wish to thank you for sending it to me.

Georg Muehl

Rock Springs - November 7, 1936

Mr. Eugene McAuliffe:

I am attaching herewith copy of statement received from the Allen & Garcia Company for making final settlement with the Burkhardt Company, of Denver.

A copy of statement has been sent to the Burkhardt people, together with voucher prepared by Mr. Tallmire on the following basis, this voucher having gone forward to the Burkhardt Company:

Total cost as shown by attached		\$31,655.74
Less amount paid by Voucher Audit No. 128034, dated 8-28-36	\$22,704.00	
Less amount of freight, based on car load rates on various shipments of steel, rivets, machine bolts, etc., as shown in Bill Collectible No. 41232	13.46	22,717.46
Balance Due		\$ 8,938.28

Geo Mungle



# COPY

Fabricated Structural Steel as per  
detail sheets 1 to 198 inclusive,  
less sheet 194 (voided)

520,837 lbs.

Allowance for overrun of plates as  
per A.I.S.C. rules =  $\frac{1}{2}\%$ ,

2,604 lbs.

Allowance for shop coat of paint,  $\frac{1}{2}\%$  - 2,617 lbs.

Field bolts and rivets:

Shipped with steel - 25 keys

@ 200# = 5,000#

Aug. 4th, 6 keys @ 200# = 1,200#

Aug. 8th, 750 -  $\frac{3}{4}$  x  $1\frac{1}{2}$ "  
bolts = 480#

Aug. 12th, - 350 - ditto = 224#

Aug. 14th, - 1 keg rivets  
and 1 keg bolts = 325#

7,229#

Assume weight of field bolts and  
rivets as per requisitions furnished  
by Allen & Garcia Company

8,216 lbs.

534,274 lbs.

534,274# @ \$88.00 for steelwork f.o.b. Reliance,  
@ 28.00 for erection,  
@ 2.50 for field painting,

\$23,508.06  
7,479.84  
667.84

Total

\$31,655.74

353-12

Omaha - Nov. 7, 1936.

Mr. G. B. Pryde: .

I am sending you, by parcel post today, one bound  
set of photographs of the Reliance tippie sent in with your  
letter of Oct. 24th.

Original Signed  
EUGENE MCAULIFFE,  
Per R. W. P.



Rock Springs - October 28, 1936

Mr. Eugene McAuliffe:

Herewith copy of letter which I have written today  
to the Allen & Garcia Company, regarding our settlement with  
the Burkhardt Company.

*Leopold*

October 28, 1936

Allen & Garcia Company  
McCormick Building  
Chicago, Illinois

Gentlemen:

Reference is made to Mr. von Meding's report regarding the steel furnished by the Burkhardt Company, of Denver, for our Reliance tippie:

Will you please arrange to prepare specific bill for this material, setting out each item separately, that is, so many pounds of steel at so much per ton, and the total amount, so many pounds of bolts, scrap metal, etc., each item separately, giving the tons we should pay for together with the money, totaling the several items, showing the total amount we should pay for, also the total amount of money.

In making this bill, you should be absolutely fair to the Burkhardt people, setting forth what you think is right for settlement. If there is any doubt about any item, I suggest you give the Burkhardt people the benefit of the doubt. If you will send this statement to me, in duplicate, we will, thereafter, voucher the Burkhardt people on the basis of the statement furnished by you.

Would appreciate having this at your earliest convenience, as we desire to have this matter closed out with the Burkhardt people.

Yours very truly,

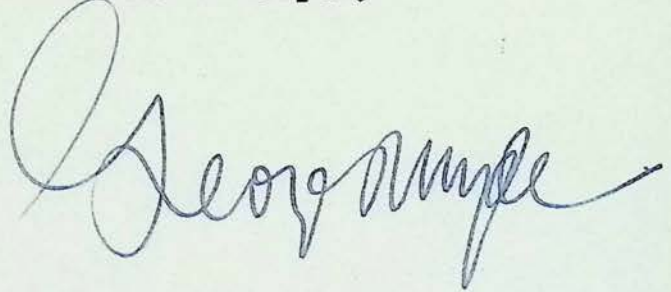
Original Signed:  
GEORGE E. PRYDE



Rock Springs - October 27, 1936

Mr. Eugene McAuliffe:

Herewith copy of letter received from Allen & Garcia  
regarding the settlement with the Burkhardt Company.

A handwritten signature in blue ink, appearing to read "George Ample". The signature is written in a cursive style with a large, looping initial "G".

CC - Mr. Frank Tallmire.



**GARCIA COMPANY**  
CONSULTING & CONSTRUCTING ENGINEERS

MCCORMICK BUILDING  
332 S. MICHIGAN AVE.  
CHICAGO

SHEET NO. \_\_\_\_\_

Oct. 24th, 1936.

Mr. George B. Fryde,  
The Union Pacific Coal Co.,  
Rock Springs, Wyo.

Dear Sir:-

We are in receipt of copy of letter from E. Burkhardt & Sons Steel & Iron Works Company to you under date of the 21st inst., relative to the weight situation. We are sorry that Burkhardt takes the position that we are super-technical in figuring weights. This is far from being the case. Actually, Burkhardt has been just a little too liberal in his figures.

In reference to the field bolts and rivets, we requested Mr. Ross several times for actual shipping lists to substantiate his claim of the amount of bolts and rivets shipped, but these were never forthcoming. We see no way of agreeing to any change in this item unless Burkhardt can produce actual records of the rivets and bolts shipped to which you will agree as having received.

Regarding item five, I am sure we are all agreed from observations on the job, that 4500 lbs. of welding rod is an excessive amount. To check this you have only to compare the amount of welding rod which Mr. Chapman requisitioned for all the balance of the job and compare the amount of work that this rod represents in comparison with Burkhardt's claimed amount of 4500 lbs. Frankly, we know of no fair way of practically checking Burkhardt's weight of 4500 lbs., and as long as the Institute rules make no provisions for recognizing this item, we are not inclined at this time to change our recommendations. If the steel fabricators feel that this item should be taken care of, it is up to them to make the necessary revisions in the rules before making contracts.

Referring to item six, we are at a loss to understand Burkhardt's position. Mr. Chapman and I spent considerable time in Rock Springs making a complete check of this situation, comparing each item in our mill order with the drawings and found that the differences were so slight as to be negligible. From Mr. Chapman's experience in Burkhardt's shop, we are afraid this item is chargeable only to their shop as he knows of a few instances where material was miscut, mispunched or spoiled. As far as our drawings are concerned, they were made by the same group of men that have made them for years, and upon which we have always received unsolicited compliments from shops all over the country.



CHICAGO  
THE MICHIGAN VAL  
ENGINEERING COMPANY

**ALLEN & GARCIA COMPANY**  
CONSULTING & CONSTRUCTING ENGINEERS  
  
McCORMICK BUILDING  
332 S. MICHIGAN AVE.  
CHICAGO

SHEET NO. 2.

Mr. George B. Pryde . . . . . 10/24/36.

Such an expression was received only a few weeks ago from the Chicago fabricating plant of the Jones & Laughlin Steel Corporation. The fact that our drawings were accurate is evidenced by the manner in which the steel fit together, of which you are aware.

Summing up the entire situation, we see no reason for changing our position as outlined in our letter of September 30th, with the possible exception of the bolts and rivets, and then only, under the conditions outlined above, namely - positive proof of shipping on Burkhardt's part, which you will agree to as having received.

We wish again to call your attention to the adjustments that will be necessary in the freight on such items where you paid the less than carload freight.

Yours very truly,

ALLEN & GARCIA COMPANY

*William von Meding.*

WVM:HL

CC-Mr. F.A. Hunter

Rock Springs - October 24, 1936

Mr. Eugene McAuliffe:

Referring to yours of October 13th, 434-2:

I am attaching herewith two sets of photographs of the Reliance tippie, taken by Mr. St. Croix, and would be pleased to have one set returned to me when you have had them bound.

*George M. Mudge*



Oct. 25, 1936.

Mr. H. B. Cooley,  
Allen & Garcia Company,  
Chicago, Illinois.

Dear Mr. Cooley:

On my return I found your letter of October 21st that you mentioned to me while in your office last week.

Frankly, I do not feel that after absorbing the very heavy increase in cost of the construction of the Reliance tipple, which is far above your estimate and due almost wholly to three things: (a) failure to anticipate foundation requirements, (b) under-estimate the amount of steel required, and (c) delay in getting out detailed drawings, - that we should undertake to indemnify your company against loss.

You went into competition with McNally and the Link Belt Companies and in the case of the latter company, we received considerable criticism to the effect that they had not been given a fair opportunity to bid against you. Thereafter, realizing that we were up against expense, we transferred a very substantial number of the items included in the original construction estimate to operation in order to keep the over-all cost within the appropriation which we have not been able to do.

If we undertake to indemnify you against excess costs due largely to the reasons I have outlined, then I should undertake to indemnify Burkhardt, the erector, and everybody else who failed to make a profit on the transaction. Certainly we made no profit on the enterprise, on the other hand, if we had accepted the firm bids of the Link Belt Company or McNally we would have had a much cheaper tipple and perhaps quick erection.

For the reasons outlined I cannot see my way clear to authorize Mr. Pryde to make the allowance you request.

Sincerely yours,

Original Signed  
EUGENE McCAULIFF

cc: Mr. G. E. Pryde



353-12

Omaha - Oct. 25, 1936.

Mr. G. B. Pryde:

Your letters of October 22nd and 23rd on settlement with the Burkhardt Company for steel, etc. used in connection with the Reliance tipple:

I am returning the Burkhardt Company's letter of October 21st. I would suggest that you ask the Allen & Garcia Company to prepare a specific bill of the material, with the amounts that should be paid to Burkhardt. By a specific bill I mean the total tons of steel with extensions, adding bolts, scrap metal and other items. This can easily be put on one page, asking them to furnish you this in duplicate, in statement form. Thereafter, I would voucher the Burkhardt Company the balance due them on the basis of the statement, sending a copy of the statement to them.

In writing Allen & Garcia Company, explain that you do not wish anything included that is not absolutely fair to the Burkhardt Company, preferably giving them the benefit of any doubt. Please ask for this statement and I will discuss the matter further with you this week.

Original Signed  
EUGENE McAULIFFE



Rock Springs - October 23, 1936

Mr. Eugene McAuliffe:

Since writing this letter, I received the attached letter from the Burkhardt people today.

I am wondering if you would not desire to take this up with the Burkhardt Company some time when you are in Denver, and endeavor to come to an agreement for settlement.

With regard to the last paragraph of Mr. Otto Burkhardt's letter, stating that Mr. Drummond had collected \$27 from the Friestedt Company. That is no concern of ours, as we have not paid anything on erection, our contract being entirely with the E. Burkhardt & Sons Company for steel, erection and painting, and no money has been paid Mr. Drummond or the Friestedt Company on this account.

*Georg Muehle*



Rock Springs - October 22, 1936

Mr. Eugene McAuliffe:

Herewith copy of Mr. von Meding's report dated September 30th. On receipt of this report, on October 2nd, I immediately took it up with the Burkhardt people, looking for a settlement. Hearing nothing from them, I traced on the Burkhardt people on October 15th, copy of both my letters herewith attached, and have heard nothing from them to date.

Discussed this matter with Mr. Tallmire, and we have paid the Burkhardt people for 258 tons at \$88 per ton, or \$22,704.00. When this payment for the steel was made, the erection and painting were not completed, nor had we received a bill for these items. We have not received this bill to date, from the Burkhardt people.

Would you consider it advisable for Mr. Tallmire to make out a voucher on the basis of 265.5 tons for the balance due Burkhardt, in accordance with the check up of the Allen & Garcia Company? The following is a statement of the payments made and payments due on the basis of Mr. von Meding's check up:

Paid by voucher, 258 tons steel @ \$88 per ton	\$22,704.00
Additional due Burkhardt, A. & G. check up,	
7½ tons steel @ \$88 per ton	\$ 660.00
265½ tons steel erected @ \$28 per ton	7,434.00
265½ tons steel painting @ \$2.50 per ton	663.75
Balance due Burkhardt Co.	\$ 8,757.75

I see no way of getting any action from the Burkhardt Company except by tendering payment in this amount, as they have not answered any of my letters.

*George M. Mays*



October 15, 1936

The E. Burkhardt & Sons Co.  
869 South Broadway  
Denver, Colorado

Gentlemen:

Please refer to my letter of October 2nd  
with regard to the steel for our Reliance tipple:

I would like very much to get this matter  
closed out now, and would appreciate a prompt answer  
to my letter of the 2nd inst.

Yours very truly,

(sgd) George B. Pryde.

COPY

October 2, 1936

The E. Burkhardt & Sons Co.  
869 South Broadway  
Denver, Colorado

Gentlemen:

Herewith copy of report on the steel for the Reliance tipple, Mr. von Meding, of the Allen & Garcia Company, stating that he believes that the weight of 520,837 pounds to be a fair and ample one. With the overrun of plates, weight of bolts and rivets, and allowance for shop paint, the total is brought to 531,058 pounds.

I wish you would go over this report, as we agree with Mr. von Meding that the 531,058 pounds is a just and equitable basis on which to settle.

Will you please also note that Mr. von Meding suggests that 500 pounds of bolts which Mr. Drummond, the erector, used and later took away with him, should be charged back to your Company.

Will you please go over this matter carefully, advising,

Yours very truly,

(sgd) George B. Pryde.

COPY



ALLEN & GARCIA COMPANY

McCormick Building  
332 S. Michigan Ave.  
Chicago

September 30, 1936

Mr. George B. Pryde,  
Union Pacific Coal Co.,  
Rock Springs, Wyo.

Re: Structural Steel

Dear Sir:

In accordance with our understanding while the writer was in Rock Springs, we have completed our check-up of the bills rendered by the Burkhardt people and find as follows:

Burkhardt's invoice dated 7/27/36 -  
562,800# @ 88.00 a ton = \$24,736.20

<u>Item</u>	<u>Burkhardt</u>	<u>Allen &amp; Garcia</u>
(1) Calculated Weight of Sheets 1-198 incl. less 194 (voided)	525,982#	520,837#
(2) Allowance for overrun of plates, A.I.S.C. rules (Assumed @ $\frac{1}{2}\%$ )	2,630#	2,604#
(3) Weight of field bolts and rivets	11,819#	5,000#
(4) Allowance for shop cost of paint A.I.S.C. rules ( $\frac{1}{2}\%$ )	2,680#	2,617#
(5) Claimed for welding rod, not allowed by A.I.S.C. Rules	4,500#	-
(6) Claimed as extra because of mill order not working out	15,189#	-
Total	562,800#	531,058#

Referring to Item 1, we disagree slightly with their calculated weights as they have in all instances figured to their advantage. For instance, all rivets were computed as  $\frac{3}{4}$ " diameter instead of making allowance for the  $\frac{5}{8}$ " and  $\frac{1}{2}$ " used, as provided for in the Institute rules. They did not in all cases make due allowance for material that was cut in multiples from material of larger dimension as provided for in the Institute rules. Then too, in a great many instances they billed material to the next larger inch before multiplying and then again jumped to the next larger pound in the weight. All of these practices together account for our difference of 5145#. We believe our weight of 520,837# to be a fair and ample one.

Item 2 was arrived at by their arbitrarily assuming 20% of the total weight of the job to be plates and assuming  $2\frac{1}{2}\%$  for



9/30/36

overrun on the 20% or  $\frac{1}{2}\%$  on the whole job. While this is not strictly in accordance with the institute rules, we have accepted their premises, as it would require a great deal of tedious calculating to arrive at the true figure which would be only several hundred pounds less than assumed.

Item 3 shows a wide variation. Burkhardt claims the shop actually shipped this weight, altho they could offer no proof in substantiation. The amount far exceeds our requisition. The records of your office kept by your Mr. Albert Sellers, Material Clerk, show only 25 kegs of bolts and rivets received. Rivets weigh 200# per keg and bolts slightly less. Giving them the benefit of 200# for all kegs, we can arrive at only 5000#.

Item 4. The Institute rules allow  $\frac{1}{2}\%$  of Items 1 and 2.

Item 5. is claimed by Burkhardt but not provided for in the Institute rules.

Item 6 is claimed by Burkhardt, altho no proof was offered in substantiation. A check-up of our mill order shows this item to be without foundation.

We, therefore, hold that our weight of 531,058# is just and ample and recommend you settle on this basis. It must be remembered that you authorized Burkhardt to ship the last steel L/CL and you paid the entire freight. The carload rate should be deducted from their bill.

Burkhardt also rendered extra bills for additional bolts and rivets ordered by their erector after the last steel was forwarded. Two of them carry the notation, "For bolting purlins instead of riveting." Our specifications always called for bolting. Your records indicate only 3 of the 4 items received. We feel Burkhardt is entitled to only the actual weight received at the contract price per pound or ton less the carload freight, since you again paid the entire freight. We list the invoices.

Aug. 4-	6 Kegs Rivets	1200#	Received
Aug. 8-	750 - $\frac{3}{4}$ x $1\frac{3}{4}$ Bolts	375#	Received
Aug. 12-	350 do	-	Not received
Aug. 14-	1 Keg Bolts		
	1 Keg Rivets	325#	Received

Our Mr. Chapman reports that the erector did not furnish enough of his own erection bolts, using permanent bolts for this purpose and later taking them away with the erection equipment. He estimates the weight at 500# which strictly speaking should be charged back to Burkhardt.



Mr. George B. Pryde

. . . . Page 3

9/30/36

Our contact at Burkhardt's in Denver was entirely with Mr. Ross, the Chief Engineer. We went over our figures with him and his only comment was to submit them to you and they would endeavor to settle the issue with you.

We trust you can amicably do so on the basis of our figures as above outlined. Please advise if we can be of any further assistance. We are returning the invoices and freight bills.

Yours very truly,

ALLEN AND GARCIA COMPANY

BY (sgd) William von Meding.

CC- Mr. F.A. Hunter

COPY

IDENT  
PRESIDENT

ADDRESS  
CHICAGO

# ALLEN & GARCIA COMPANY

CONSULTING & CONSTRUCTING ENGINEERS



MCCORMICK BUILDING  
332 S. MICHIGAN AVE.

CHICAGO

WM. VON MEDING, SECRETARY  
L. VON PERBANDT, TREASURER

PHONE  
HARRISON 2472

Oct. 21st, 1936.

Mr. Eugene McAuliffe, Pres.,  
The Union Pacific Coal Co.,  
1316 Dodge Street,  
Omaha, Nebraska.

Dear Mr. McAuliffe:-

You will note we have enclosed carbon copy of our letter of today, together with copy of statement, costs, etc., this copy being for Mr. Pryde in case you care to send it on to him with your comments.

Yours very truly,

ALLEN & GARCIA COMPANY

BY *W.B. Cooley*

HBC:HL



PRESIDENT  
VICE-PRESIDENT  
LE ADDRESS  
AR" CHICAGO

# ALLEN & GARCIA COMPANY

CONSULTING & CONSTRUCTING ENGINEERS

  
McCORMICK BUILDING  
332 S. MICHIGAN AVE.

CHICAGO

WM. VON MEDING, SECRETARY  
L. VON PERBANDT, TREASURER

PHONE  
HARRISON 2472

Oct. 21st, 1936.

Mr. Eugene McAuliffe, Pres.,  
The Union Pacific Coal Co.,  
1416 Dodge Street,  
Omaha, Nebraska.

Dear Mr. McAuliffe:-

RE: Engineering Cost - Job 1150.

Of the several unfortunate things which happened in building the Reliance tipple, there is one that especially affects us; and which I had hoped to discuss with you in person.

To date, A. & G. have spent on this job a total of nearly \$13,400.00, and you will recall that there has been authorized an amount for engineering of approximately \$12,000.00.

We have made up a statement taken from our books showing the actual out of pocket cost, together with payments made, etc., and are enclosing a copy of this statement herewith. I am also enclosing a statement of extra expense incurred by A. & G., which you may feel should be taken care of by your company. This statement covers items of time and traveling expenses in facilitating work in connection with the structural steel and also, additional time spent by Mr. Chapman over the three month's contract period, which it was contemplated that we furnish.

In the cost summary you will note that there was a saving of over \$1900.00 due to purchases made through us and for which we advanced money and in return, billed you at consumer's cost. This item, together with the payments made to date, would indicate that if you are willing to allow the extras which we have tabulated, there would be an amount of \$1468.58, which if paid, would then show an amount for us of \$37.39, above our costs, as being applicable to supervision and overhead in carrying this job through the office. None of the cost figures include any time of officers of the company other than for the time which Mr. von Meding and myself spent at Rock Springs.

We appreciate that the items of extra time and expense were incurred without your authority, and unless you feel that this compensation is due us, and you see your way clear to certify same, we will close the matter by sending a credit memorandum to Rock Springs for the amount of savings made in material purchases and thereby take a loss on the job of about \$1500.00.



Mr. Eugene McAuliffe . . . . . 10/21/36.

We hope that the plant is proving satisfactory and you are of the opinion that, although the costs ran over our estimated figures, the money was not wasted and that you are really getting value received.

Yours very truly,

ALLEN & GARCIA COMPANY

BY *H B Corley*

HBC:HL

Encl.

CC-Mr. Geo. B. Pryde.



October 21st, 1936.

COST SUMMARY JOB 1150  
UNION PACIFIC COAL COMPANY

DESIGN - Office and Field Time	\$	6,929.55	
SHOP DETAILS		4,400.92	
FIELD EXPENSE		1,634.14	
MISCELLANEOUS- Blue Prints, Telegrams, etc.		<u>430.66</u>	\$ 13,395.27

Note:- Above does not include office overhead or supervision.

AUTHORIZED FOR PAYMENT

Preliminary Design- - Cooleys time & expense at Rock Springs	508.74	
Engineering Contract- Design	8,000.00	
Engineering- Shop Details	<u>3,500.00</u>	
Total Authorized . . . . .		12,008.74
Loss. . . . .		\$ 1,386.53
Extra Cost as Per Statement Attached		<u>1,423.92</u>
To Allen & Garcia for Supervision & Overhead . . . . .		\$ 37.39

TOTAL AUTHORIZED	\$ 12,008.74	
EXTRAS- Unauthorized	<u>1,423.92</u>	13,432.66

PAYMENTS TO DATE

Preliminary Design	508.74	
On Contract- Design	6,000.00	
On Contract- Shop Drawings	3,500.00	
Credit on Material Purchased	1,927.64	
Credit Freight on V Belts	<u>27.78</u>	\$ 11,964.16
Difference. . . . .		\$ 1,468.50

October 21st, 1936.

LIST OF EXTRA EXPENSE

TO A. & G. Co.

Job # 1150

\*\*\*\*\*

January -	G.H. Chapman, trip Chicago to Denver and return- Burkarts shop to facilitate mill order. Time and expense	\$ 202.57
May -	G.H. Chapman, trip Rock Springs to Denver and return, to facilitate delivery of structural steel. Expense only	36.58
September-	Wm. vonMeding, trip Denver to Burkarts shop, to check calculated weights of structural steel. Part time and expenses	210.48
	Extra time and expense G.H. Chapman beyond the three months contract period. Two months (less 5 days)	974.29
Total . . . . .		<hr/> \$ 1,423.92



Rock Springs - October 13, 1936

Mr. Eugene McAuliffe:

The car haul chain on the empty track at the Reliance tipple was installed over the week end, and is quite an improvement over the shorter chain formerly in use.

Georg Ruge

*Sub 2*

G. H. Chapman  
Allen & Garcia Company,  
McCormick Bldg.,  
Chicago

E. Burkhardt & Sons Steel & Iron Works Company  
869 South Broadway  
Denver

H. E. Drummond  
L. P. Friestedt Co.,  
20th and California Sts.,  
Denver

(109 North Dearborn St., Chicago)



Rock Springs - September 28, 1936

Mr. Eugene McAuliffe:

Mr. Bayless and I watched the screens at Reliance most of the forenoon today, and everything seems to be running in good shape. The preparation on the screens is good, and there seems to be no difficulty with the screens or other machinery connected therewith.

There are a few minor details which Mr. Chapman wishes to complete before leaving here, but we expect to release him this week.

*Geopmeyer*

	<u>Appropriation</u>	<u>Covered</u> (Estimated)
W.O. 775 (1934)	\$ 43,014	Tram Line
W.O. 853)(1935 and 1936 862)	232,435	Tipple \$100,000 Pit Cars 95,000 Locomotive 10,000 Engineering 12,540 New ties & Rails <u>5,000</u> 222,540 Chg. Track <u>9,895</u> 232,435
W.O. 866 (1936)	30,720	6 locomotives
W.O. 890 (1936)	<u>15,620</u>	2 M.G. Sets
Total	\$ 321,789	



Omaha - Sept. 16, 1936.

Mr. G.B. Pryde:

Yours of the 14th on cost of Reliance tippie,  
etc.

I will go over this matter with you this week  
in Rock Springs.

Original Signed  
EUGENE MCAULIFFE

Rock Springs - Sept. 14, 1936

Mr. Eugene McAuliffe:

Referring to the attached statement from Mr. Tallmire, it would indicate that, with all bills paid, we have still a small credit on W. O. 862 of \$78.32.

There is one item which has not been taken into account, however. That is the building of a box car loader track, amounting to about \$1,100. If this is taken into account, then we would have an apparent deficit of \$1,021.68.

My remembrance is that we have some credit coming from Allen & Garcia Company on account of their purchasing some of the material for us. There is a possibility that this credit might wipe out this deficit. Will you please develop this from the Allen & Garcia Company, as Mr. Chapman is not advised as to this.

You will also note that, while we have paid for only 253 tons of steel, we have included in our estimates 270 tons, because I feel that will be nearer the final figure than 253 tons.

You will recall that, on account of running over the work order, we gave up the idea of putting in a box car loader and box car loader chute, which would cost about \$6,000. We have in the depreciation account of the old box car loader which we wish to retire, \$3,614.88. It would be a fine thing if we could purchase the box car loader and loading chute this year, completing the job, as the commercial operators may desire to purchase some coal in box cars from us during the coming winter. We have an unexpended balance of \$5,735.23 from



the two motor-generator sets at Reliance. Do you think it would be permissible to use the necessary part of this balance to complete the installation of a box car loader and loading chute for same? We have the box car loader foundations and loader housing completed with the tipple, so there would be very little installation charges. I think \$6,000 would complete both the purchase and the installation.

Georg Muge



PROGRESS REPORT TO SEPTEMBER 12, 1936 - CONSTRUCTION OF RELIANCE TIPPLE, SEPTEMBER 12, 1936

Description	Amount Appropriat- ed	EXPENDED OR ORDERED Details	Amount	Unexpended Balance
<u>Steel Tipple</u>	100,000.00			
1. Approach		Grading (John E. Whisenand)	2,079.00	
		Labor tearing out track	12.10	2,091.10
Foundation, Wall and Floors		Invoice Kellogg Lbr. Co., concrete and excavation	8,349.81	
		Concrete floors (Kellogg Lbr. Co.)	* 5,289.12	
		Anchor bolts, nuts, rails, lumber, sand, cement, etc.	251.65	
		Labor	347.24	14,237.82
2. Structural Steel		Order, E. Burkhardt & Sons Steel & Iron Works, 270 tons struc. steel, erection and painting, paid	22,704.00	
		Order, E. Burkhardt & Sons Steel & Iron Works, 270 tons struc. steel, erection and painting, still due	* 9,291.00	
		Channel iron, aluminum paint, red lead, electrodes, oxygen, acetylene, ties used in unloading, telephone calls, etc.	819.05	
		Labor unloading contractor's mchy.	14.82	
		Labor laying pipe line	3.76	32,832.63
3. Covering - Galvanized Steel		Invoice, The Youngstown Sheet and Tube Co., Galv. sheets, ridge, etc.	1,808.58	
		Sheeting clips, rivets, nails, bolts, lumber, fasteners, washers, burrs, galv. bands, galv. sheets, etc.	550.94	
		Labor placing (L.P. Friestedt Co.)	* 902.50	
		Labor unloading and placing	79.05	3,341.07
4. Steel Sash, Wire Glass and Skylight		Invoice, Detroit Steel Products Co., Steel sash	419.00	
		Invoice Roy A. Sanborn - Skylights	139.78	
		Tyler & Hippach Co. - Wire Glass	267.33	
		Labor installing (L. P. Friestedt Co.)	* 202.60	
		Raintite, glass, putty, linseed oil, paint and paint brushes	25.71	
		Labor handling and painting	33.03	1,037.45



Description	Amount Appropriat- ed	EXPENDED OR ORDERED Details	Amount	Unexpended Balance
5. Stairs and Doors		Order, Wm. F. Klemp Co., stair treads 76.41 Doors 100.00 Labor installing doors 50.00	226.41	
6. Wiring - Power and Light		Switch, oil, circuit breakers, steel, iron, oxygen, welding rods, conduit, wire, angles, sheets, etc. 2,024.94 Labor 1,510.98	3,535.92	
7. Plate Work - Chutes, Hoppers, Screens, etc.		Order, Sheet Metal and Conveyor Co., platework 6,503.71 Labor unloading and placing plate- work 1,379.20 White ash, ties used in unloading, steel and iron, bolts, turnbuckles, etc. 282.10	8,165.01	
8. Motors		Order, Allen & Garcia Co., motors 6,372.56 Labor unloading and placing motors 102.90	6,475.46	
9. Rotary Dump		Inv., The C. S. Card Iron Works Co., dump 2,882.81 Steel plates and bolts 21.36 Labor unloading and placing dump 509.91	3,414.08	
10. Speed Reducers, Gears & Belt Drives		Inv., Allen & Garcia Co., Speed reducers, gears and V-belt drives 5,713.47 Inv., Allis-Chalmers Mfg. Co., Drive 267.31 Labor unloading speed reducers, etc. 28.55	6,009.33	
11. Conveying Machinery		Inv., Weller Mfg. Co., Conveyor mchy. 9,204.49 Sheet iron, pillow block, paint, sheaves, steel and iron, bolts, small pipe, gear, pinion, files, etc. 476.49 Labor unloading and placing con- veyor machinery 1,381.69	11,662.67	



DESCRIPTION	Amount Appropriat- ed	EXPENDED OR ORDERED Details	Amount	Unexpended Balance
12. Main Conveyor Belt		Order, Allen & Garcia Co., conveyor belt Sheet iron and bolts Labor placing	900.00 42.97 145.28	1,088.25
13. Magnetic Pulley		Inv., Allen & Garcia Co., magnetic pulley Labor unloading and placing	3,664.01 67.28	3,731.29
14. Picking table drive and pendulum hanger screen drive and car re- tarders		Inv., Robt. Holmes & Bros., Inc., shaker screen drive, hangers, etc. Labor unloading and placing White lead and graphite Labor on car retarders Rope clips for car retarders	5,586.50 406.47 1.50 38.77 3.06	6,036.30
15. Boom Hoist		Inv., The C. S. Card Iron works Co., Boom Hoist Riggings Order, E. Burkhardt & Sons Steel & Iron Works - Steel Punchings Steel plates and rope clamps	497.73 *87.75 58.50	643.98
16. Scale		Labor handling and placing Bolts, steel, iron, lumber, glycer- ine, etc.	481.12 38.07	519.19
17. Transformers		3 Transformers steel Labor making transformer stand	1,154.40 35.47 5.18	1,195.05
18. Crusher		Segments, teeth, welding rods, bolts, nuts, oak, etc. Labor	373.46 296.97	670.43
	100,000.00		106,963.44	6,963.44
19. Pit Cars, 3½ Ton, 42" Gauge	95,000.00	The Watt Car & Wheel Co., and The C. S. Card Iron Works Co., 350 Mine Cars Labor unloading and placing on track Poles, lumber, gas, etc., for un- loading	89,562.73 1,199.31 92.79	90,854.83
20. Locomotive	10,000.00	Inv., Goodman Mfg. Co., Loco. Labor unloading	9,147.78 27.90	824.32



Description	Amount Appropriat- ed	EXPENDED OR ORDERED Details	Amount	Unexpended Balance
21. Engineering	12,540.00	Allen & Garcia Co., Paid Allen & Garcia Co., Still Due Engineering Department, Rock Springs, labor Labor handling and sorting mater- ial, personal expenses, etc. Ties and tools	10,008.74 *2,000.00 902.96 287.27 173.40	13,372.37 832.37
22. Change Track Gauge New ties and rails (Investment)	5,000.00	Rails, frogs, ties, track spikes, oxygen, acetylene, bolts, sand, cement, etc. Labor	999.68 1,095.68	2,095.36 2,904.64
	<u>222,540.00</u>		<u>222,461.68</u>	<u>78.32</u>
Total Work Orders 855 and 862, Actual and Estimated Expenditures			204,688.71	
Total items marked thus *	<u>222,540.00</u>		<u>17,772.97</u> <u>222,461.68</u>	<u>78.32</u>
Change Track Gauge Operating Expenses	9,895.00	Material Labor	4,063.35 6,119.84	10,183.19 288.19

\*Contracted for and not paid by Sept. 12, 1936.



9  
25

Rock Springs - September 14, 1936

Mr. Eugene McAuliffe:

The Reliance tipple is pretty well along. There are still a few small jobs to do. Two more days will finish the sheeting and most of the concrete floors are completed. Most of the machinery has been turned over, and the shaking picking tables work very smoothly.

Of course, there are quite a number of small jobs yet to do, but they should be pretty well cleaned up this week.

To break the screens in, we may load a little screened coal a little later in the week. We should be in a position to load full production early next week.

9/21  
Lloyd G. Engle



353-12

Omaha - Sept. 8, 1936.

Mr. G.B. Pryde:

Would be glad if you would have Mr. Tallmire  
give me by my return early next week an estimate of the  
total past and prospective expenditures of the Reliance  
tipple and other improvements.

Original Signed  
EUGENE MCANULTY



Sept, 3rd, 1936

Mr. Geo. B. Pryde, Vice-Pres.,  
The Union Pacific Coal Co.,  
Rock Springs, Wyo.

Dear Sir:-

We are enclosing our reply to Burkhardt's letter of August 28th, also sending Mr. McAuliffe copy of same. We understand from your letter of the 28th to us that you are arranging to pay for 258 tons and we will go into the matter in Denver of comparing our figured weights with theirs as soon as we can arrange to have some one out there. It so happens that it would be very inconvenient for us to send any one within the next ten days, but after that perhaps can arrange for Mr. von Meding or myself to make this check and possibly visit the job at the same time.

Yours very truly,

ALLEN & GARCIA COMPANY

BY *WOB Coolen*

HBC:HL

Encl.

CC-Mr. Eugene McAuliffe.



C O P Y

THE E. BURKHARDT & SONS STEEL & IRON WORKS CO.

869 S. Broadway - Denver, Colo.

Aug. 28, 1936.

Allen & Garcia Co.,  
McCormick Bldg.,  
Chicago, Illinois.

Gentlemen:

RE: U. P. COAL CO. #9500.

We have for attention your complaint of the 26th inst. relative to the weight charged you on our invoice of July 27th for \$24,763.20 covering 562,800# of structural steel on the above operation and hasten to reply with the thought in mind that 30 days have already elapsed since our invoice has been mailed you.

As expressed in your letter, our weight is based in accordance with the rules laid down by the A.I. of S.C., with a more than usual amount allowed for contingencies predicated on the premise that conditions in this particular situation warranted it. We prefer specifically to the wide discrepancy between the mill ~~order~~ order list and the shop details furnished us. We cannot be a party to any controversy that might arise involving railroad weight as our position in this regard is clear as we refused to be a party to it at its inception. The Institute as well as most fabricators recognize that it is not a true yard-stick by which materials or service are measured.

As to complying with your request for a copy of our computations, we consider this entirely impractical as it would merely foment a controversy via mail that would be unnecessarily expensive and doubtful as to its real worth in bringing the matter to an early and successful conclusion. We suggest instead that you arrange to have one of your officials contact us here in Denver. We shall be glad to spread our records before you and lend every assistance in bringing the matter to a prompt conclusion.

Assuring you of our co-operation at alltimes and awaiting your pleasure in the premises, we are,

Very truly yours,

E. BURKHARDT & SONS STEEL & IRON WKS.CO.

BY OTTO BURKHARDT

O.B./O

CC-Mr. Geo. B. Pryde.



Sept. 3rd, 1936.

The E. Burkhardt & Sons Steel & Iron Wks. Co.,  
869 S. Broadway,  
Denver, Colo.

Gentlemen: RE: U. P. COAL CO. #9500.

We have yours of the 28th and note your suggestion to have some one contact you in Denver to go over the question of weights on the above job.

We understand from Mr. Pryde that he is arranging with the auditing department to voucher 258 tons and in the meantime, we will endeavor to have some one in Denver as soon as we can conveniently arrange for same.

Yours very truly,

ALLEN & GARCIA COMPANY

BY *AJB Cooley*

HBC:HL

CC-Mr. Eugene McAuliffe  
CC-Mr. Geo. B. Pryde.

At Rock Springs, Wyoming  
September 2, 1936

Allen & Garcia Company  
McCormick Building  
Chicago, Illinois

Gentlemen:

Mr. von Meding's letter of August 28th,  
on the chain for the Reliance tippie:

Mr. Hunter advised you yesterday regarding  
the method of shipment.

Yours very truly,

Original Signed:  
EUGENE McADUFFE



RESIDENT  
E. PRESIDENT

ADDRESS  
CHICAGO

# ALLEN & GARCIA COMPANY

CONSULTING & CONSTRUCTING ENGINEERS



MCCORMICK BUILDING  
332 S. MICHIGAN AVE.

CHICAGO

Aug. 28th, 1936.

WM. VON MEDING, SECRETARY  
L. VON PERBANDT, TREASURER

PHONE  
HARRISON 2472

Mr. Eugene McAuliffe, Pres.,  
The Union Pacific Coal Co.,  
1416 Dodge Street,  
Omaha, Nebraska.

Dear Sir:-

Confirming your telephone conversation with our Mr. Cooley, we wish to advise that the status of the additional chain and tilting spurs for the trip maker is as follows:

Under date of the 12th inst., we received Mr. Hunter's order No. 30148 for 12 spurs and 12-M-2 attachments. The spurs are of cast steel and are supplied by a local steel foundry and finished by the Weller Mfg. Company. The M-2 attachments which are in reality the center links of the chain, are drop forgings and the dies for making the same are had only by the Link-Belt Company at their Indianapolis plant and the Wilmot Engineering Company at Hazelton, Penna. On receipt of the above order the Weller Mfg. Company immediately contacted both firms and found the Wilmot people unable to guarantee any reasonable delivery at all, and the Link-Belt Company accepted the order for two weeks delivery.

In expediting the shipment, it soon became apparent to the Weller Company that this promised date would not be held and realizing the importance of getting this material to you as quickly as possible, had a pattern made up and 12 attachments cast. These, together with the spurs were received and finished and are now ready for shipment. However, we realize that the M-2 attachments being the inside link of the chain would possibly wear the pins quicker than they should, due to the combination of cast steel on an alloy steel pin being somewhat of an experiment, as these two materials are not ordinarily run together. The Weller Company took the precaution of getting the best close grained steel castings possible and carefully machining them to get smooth bearing.

However, in the meantime, we received Mr. Hunter's second order, No. 30372 on the 21st inst., covering 12 additional spurs and M-2 attachments, and on the 24th, his order #30407 covering 51' of additional chain made up with spur attachments on 18" centers. These three combined orders called for a total of 61 of the M-2 attachments and this was too large a quantity to experiment with in cast steel, and the Weller Mfg. Company therefore, again placed an order with Link-Belt Company, and due to the larger quantity, will undoubtedly get a better delivery, which is promised for two weeks from today.



Mr. Eugene McAuliffe . . . . . 8/28/36.

In the meantime, the original 12 spurs and M-2 attachments in cast steel are made up and ready to ship. If these will give any relief from the difficulties now encountered, they could be forwarded at once with the understanding that they would be replaced later with the regular drop forged units. Would be glad to have the job advise if they wish this material to go forward. In the meantime, we will do all possible to push Link-Belt Company for the M-2 attachments covered by Weller's order No.L-62360 to the LinkBelt Company.

The rollers and lugs for the car feeder chain covered by Mr. Hunter's order #30231, left Tiffin, Ohio yesterday, the 27th, and should arrive on the job promptly.

Yours very truly,

ALLEN & GARCIA COMPANY

BY

*William von Meding.*

WVM:HL

CC-Mr.F.A.Hunter  
CC-Mr.G.H.Chapman



At Rock Springs - Sept. 1, 1936

Mr. W. M. Jeffers:

The Reliance tibble is going forward now in good shape, the machinery practically in place, numerous adjustments and the completion of sheeting and painting to be taken care of.

I anticipate that all the equipment will be in operation and proven by September 20th. Some of it in operation before that time. In the meantime, we are loading mine run coal.

Original Signed:  
EUGENE McAULIFFE

August 28, 1936

Mr. William von Meding  
Allen & Garcia Company  
McCormick Building  
Chicago, Illinois

Dear Sir:

Referring to yours of August 26th:

I will be glad to have you give me the results of your final check on the basis on which we should settle with the Burkhardt people.

In the meantime, I am arranging with our Auditing Department to voucher them for 253 tons at the price agreed upon in the contract for erecting, painting, etc.

Yours very truly,

Original Signed:  
GEORGE B. PRYDE

CC - Mr. Eugene McAuliffe.



ALLEN & GARCIA COMPANY  
CONSULTING & CONSTRUCTING ENGINEERS

MCCORMICK BUILDING  
332 S. MICHIGAN AVE.

CHICAGO

SHEET NO. \_\_\_\_\_

Aug. 26th, 1936.

Mr. Geo. B. Pryde, Vice-Pres.,  
The Union Pacific Coal Co.,  
Rock Springs, Wyo.

Dear Sir:-

We are in receipt of your letter of the 21st inst., in answer to our letter to Mr. Hunter of the 17th inst., regarding the discrepancy in the structural steel weights. Our only purpose in writing our letter of the 17th inst., was to secure the take-off of steel weights upon which Burkhardt must have based his invoice. It is evident from your letter that these are not in Mr. Hunter's possession and we will, therefore, request Burkhardt directly for them. You may rest assured that it is our intention to carry this matter to a conclusion to arrive at the final weight that Burkhardt is entitled to.

If in checking up we find that we need any further information from you regarding invoices or freight bills, we will advise you.

Yours very truly,

ALLEN & GARCIA COMPANY

BY *William von Meding*

WVM:HL

CC-Mr. Eugene McAuliffe  
CC-Mr. F.A. Hunter

**ALLEN & GARCIA COMPANY**  
ENGINEERING & CONSTRUCTING ENGINEERS

MCCORMICK BUILDING  
332 S. MICHIGAN AVE.  
CHICAGO

SHEET NO. \_\_\_\_\_

Aug. 26th, 1936.

E. Burkhardt & Sons Steel & Iron Works,  
869 S. Broadway,  
Denver, Colorado.

Gentlemen:                      RE: The Union Pacific Coal Co., Job 1150.

Your invoice in the amount of \$24,763.20 covering 562,800 lbs. of structural steel, has been referred to us by The Union Pacific Coal Company for checking, together with auxiliary invoices covering additional bolts, rivets, etc. This is a considerable over-run above our estimate taken from our design drawings and does not check with the total of the freight bills. You have undoubtedly figured this from the shop drawings in accordance with the rules laid down by the American Institute of Steel Construction. Will you kindly forward us a copy of these computations so that we may check the same before approving your invoice.

Yours very truly,

ALLEN & GARCIA COMPANY

BY

*William von Meding*

WVM:HL

CC-Mr. Eugene McAuliffe  
CC-Mr. Geo. B. Pryde  
CC-Mr. F. A. Hunter



August 21, 1936.

Allen & Garcia Company  
McCormick Building  
Chicago, Illinois

Gentlemen:

Attention Mr. William von Meding

Referring to your letter of the 17th suggesting that we check the discrepancy in the structural steel for the Reliance tippie, your estimate 258 tons, freight bills to cover 270.35 tons and E. Burkhardt & Sons Steel & Iron Works Company's invoices amounting to 281.40 tons.

We are willing to pay for 258 tons, as per your estimate, as soon as the job is completed, but feel it is the job of your Company to straighten out the discrepancy with the Burkhardt people inasmuch as you handled the entire matter with them. We ask, therefore, that you do this. If you desire me to return the freight bills or invoices, I shall be glad to do so.

Yours very truly,

CC - Mr. Eugene McAuliffe

Original Signed  
GEORGE R. PRYDE

At Rock Springs - August 20, 1936.

Mr. W. M. Jeffers:

Reliance tippie is going forward in good shape loading mine run coal. New cars and rotary dump working first class. This <sup>work</sup> will complete the riveting of the tippie and thereafter remains testing out of the machinery, the completion of the galvanized iron sheeting and painting.

The engineer in charge states that he will be through and out by September 10th. I, however, think we will require him to stay three or four days later until the machinery is broken in.

Original Signed  
EUGENE MCANULIFFE



Omaha, August 15, 1936.

W. M. Jeffers:

Work on the Reliance tippie is going forward in good shape, and all riveting will be done next week, the mine now loading mine run through the tippie, using the new mine cars and the rotary dump.

Original Signed  
EUGENE MCAULIFFE

Rock Springs - August 10, 1936.

Mr. Eugene McAuliffe:

We started dumping coal at Reliance this morning - going slowly, but moving along quite satisfactorily. Yesterday and this morning we dumped 600 tons of road cleanings.

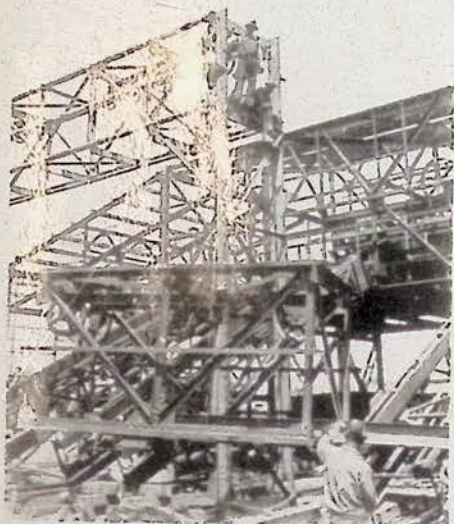
We did not call out the full force of underground men this morning on the presumption we might have delays and there would be a number of men in the mine whom we could not keep busy.

The kick-back is working out all right, and the conveyor belt seems to work very smoothly.

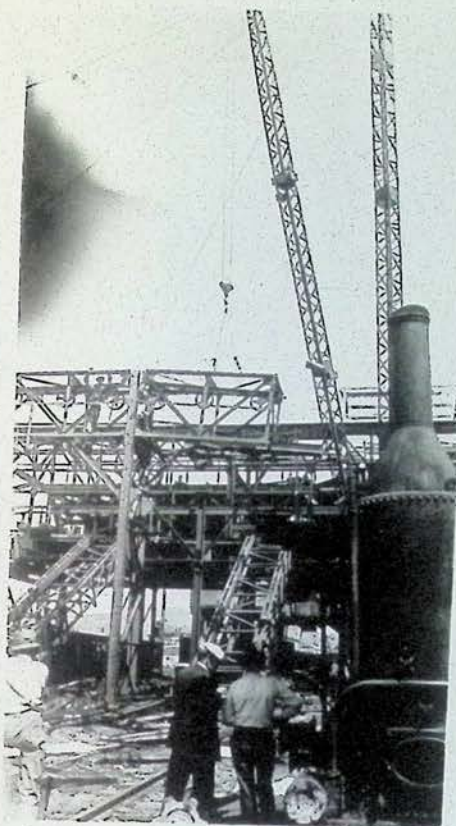
Will have a full force out tomorrow, and while we may have a few small things to iron out every thing is going along all right.

*George Mupple*

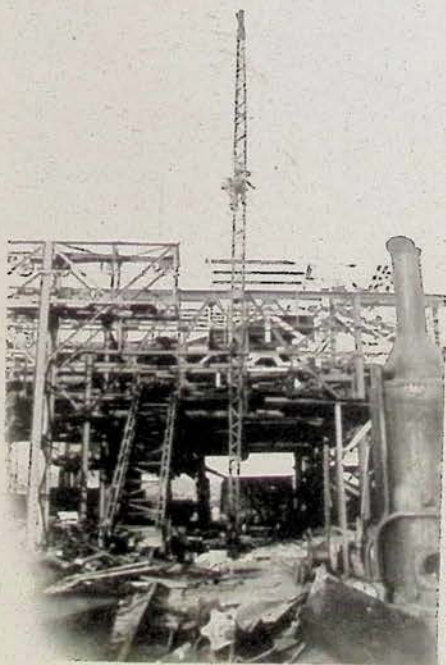




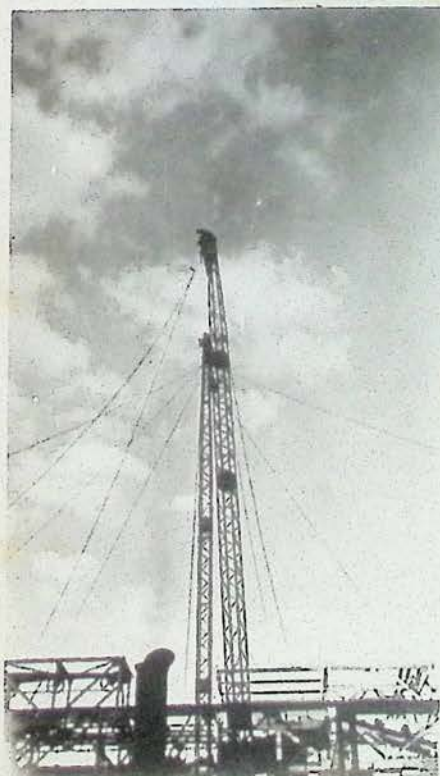
Aug. 8th, 1:30 P.M. Last main lift.



Aug. 8th. Last large piece in place.



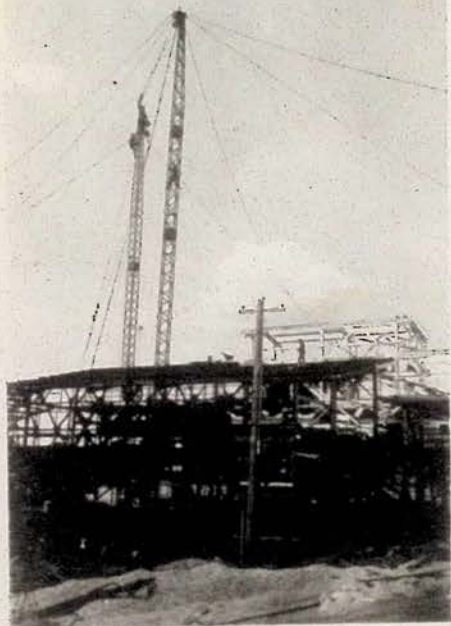
Aug. 8th. Riggers starting to dismantle derrick.



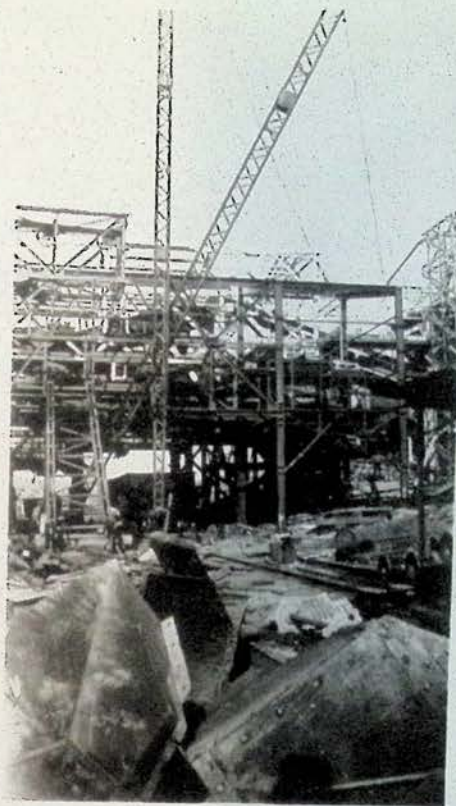
Aug. 8th. Boom in position for lowering mast.



August 8, 1936.



Lowering mast.

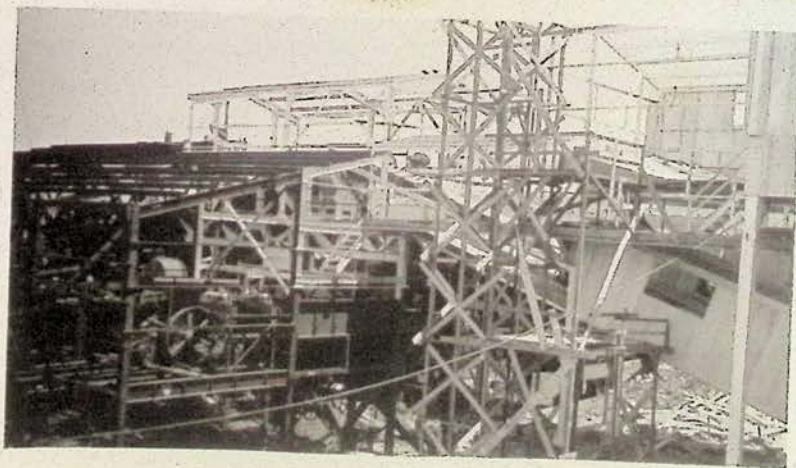
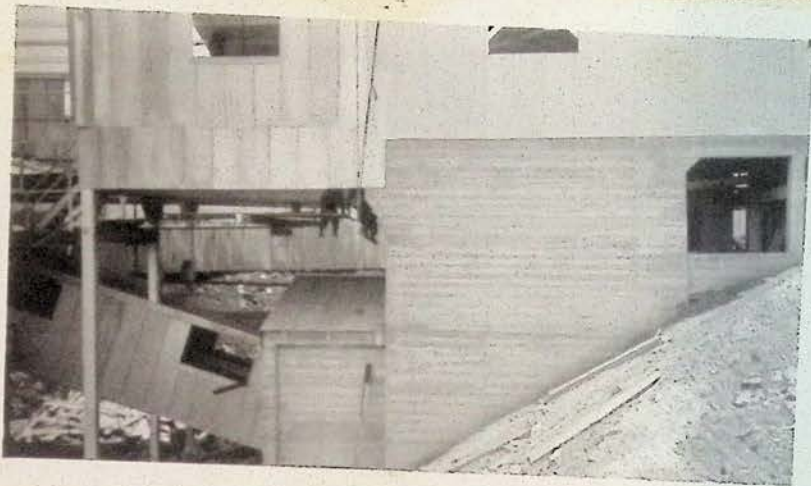


Lowering mast.



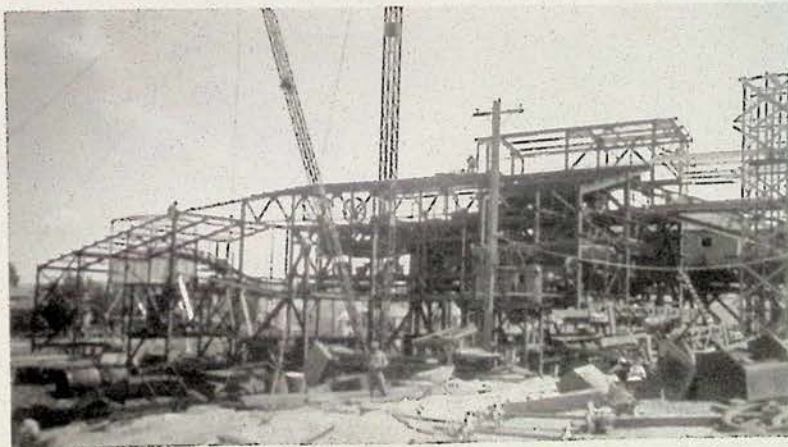


Reliance tipple - August 7, 1936.





Reliance Tipple - August 7, 1936.





Omaha, August 9, 1936.

Mr. W. H. Jeffers:

Visiting the Reliance tippie on the morning of August 8th, I found practically all steel in place, the loading booms and picking table pans installed with numerous small braces, etc. About half of the steel is riveted with two riveting gangs of four men each, and a sheeting gang putting on the galvanized sheeting, as well as the machinery erectors, all men except the machinery erectors on the contractor's payroll.

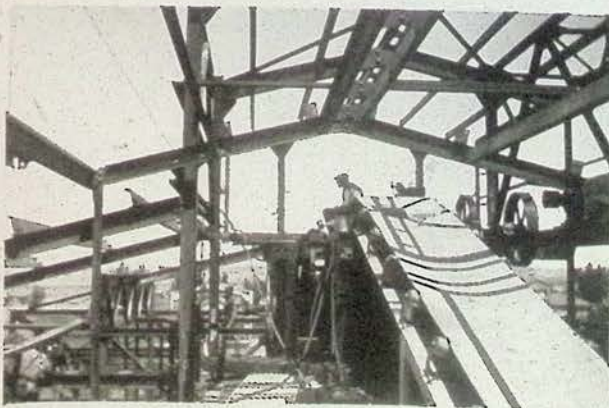
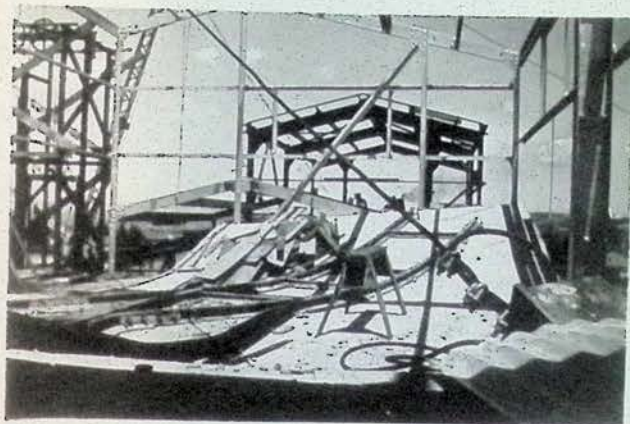
The gage for locomotives has been changed from 36 to 42 inches, 350 pit cars put inside the mine after all track gage, switch, and other changes were made, covering several miles of mine track, 1,100 tons of road cleanings loaded up in the new cars during the week. This material was being dumped on August 8th, and the mine will go into operation, loading through the mine run chute on Monday, August 10th, some fifteen days required to complete the construction, enabling us to screen coal, etc.

With the arrival of the last car of steel, the work has gone forward in good shape, and the tippie should be in full service in every particular about September 1st, mine run loading continuing in the meantime.

Original Signed  
EUGENE MCAULIFFE



Photographs of Reliance Tipple - Taken August. 1, 1936.





Photos of Reliance Tipple - Taken August 1, 1936.





Rock Springs - August 4, 1936

Mr. Eugene McAuliffe:


Referring to yours of July 30th to Mr. John A. Garcia, and your suggestion some time ago that I have Mr. Hunter check up the steel received by the freight bills:

I am attaching herewith letter from Mr. Hunter, which would seem to indicate that the Burkhardt people have billed us for 11.05 tons more structural steel than is shown by the freight bill weights. The total tons, excluding the punchings, according to our freight bills, are 270.35 tons, whereas they have billed us with 281.40 tons.

In accordance with your suggestion, I am asking Mr. Hunter to send the freight bills and invoices to Allen & Garcia Company for checking.

*Geary*



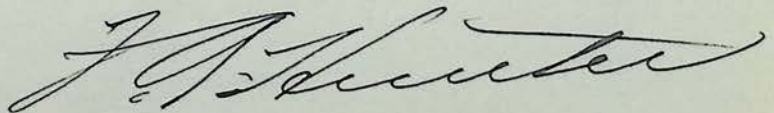
  
Rock Springs - August 4th, 1936.

Mr. George B. Pryde:

In accordance with your request of July 10th, I have checked the structural steel shipped by E. Burkhardt & Sons Steel & Iron Works Company, of Denver, for our Reliance tipple. Following are the actual weights on the carloads of steel received:

<u>Car No.</u>	<u>Net Weight</u>
UP-99937	63,600#
WLE-73071	76,500
PLE-49465	88,100
CBQ-195432	40,800
B&O-450125	72,400
UP-99903	53,200
CBQ-196395	34,300
UP-99945	68,800
CBQ-195353	39,100
CBQ-196455	7,500
Total	554,300# or 277.15 tons.
Less Steel Punchings	
B&O-450125 - 10,600#	
UP-99903 - 3,000	13,600# or 6.80 tons
Total Structural Steel	540,700# or 270.35 tons.

You will note from E. Burkhardt & Sons Steel & Iron Works Company's invoice, which we are returning to you herewith, that they have billed us with 562,800# or 281.40 tons, which is 11.05 tons more than is shown by the freight bill weights.





Rock Springs - July 31, 1936

Mr. Eugene McAuliffe:

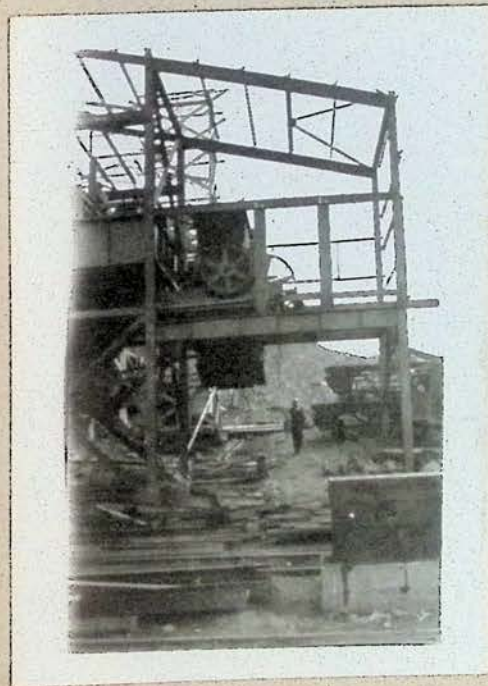
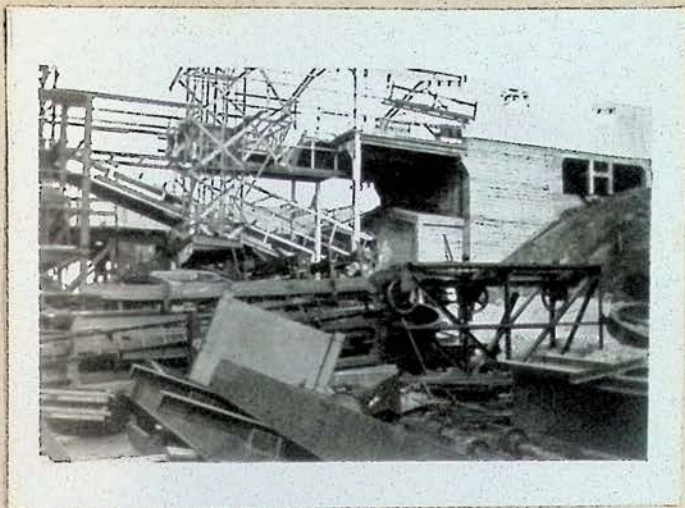
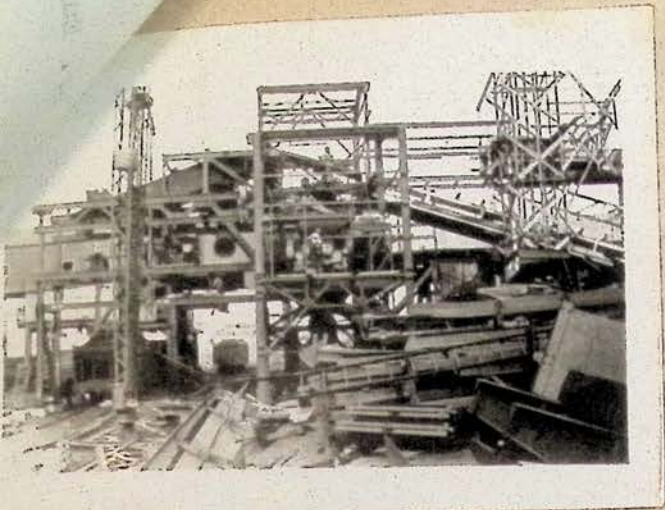
Herewith five photographs showing the progress on  
the Reliance tipple.

George

(Taken July 24, 1936)



Reliance Tipple - July 24, 1936.





UNION PACIFIC SYSTEM  
TELEGRAM

M

100 grag

p

RockSprings 150p July 31 1936.

Eugene McAuliffe Omaha.

<sup>32</sup>  
M-59 Expect dump some coal latter part next week to try tipple.

Will resume full production reliance monday morning August tenth  
all mines RockSprings Winton and Superior will work tomorrow  
after filling orders this week we anticipate carrying over surplus  
nineteen thousand tons B-92.

GBP

405p

5/19000  
380



Omaha July 31 1936

G B Pryde - Rock Springs

Letter 29th. Wire probable date resumption production  
Reliance. Recommend work any mines possible Saturday. M-32.

Eugene McAuliffe.



Rock Springs - July 29, 1936

Mr. Eugene McAuliffe:

The changes at Reliance are going ahead in good shape.

The erection of the tipple steel is now making very good progress.

The track is being widened, and we plan to have most of this done by the end of the coming week. There will necessarily be several days' adjustments to make, getting the cars and equipment into operation, but we will be operating as planned a week from Monday.

*Geo. M. M. M.*

*8.*



353-12

July 30, 1936.

Mr. John A. Garcia,  
Allen & Garcia Company,  
332 South Michigan Avenue,  
Chicago, Illinois.

Dear Mr. Garcia:

While in Denver yesterday, I was advised by the Burkhardt Company that all shipments of steel for our tipple at Reliance have been completed, total weight 281.4 tons, or 106.4 tons more than your contract estimate.

In my opinion, this represents the most complete fluke that I have ever had anything to do with in my perhaps restricted career.

Sincerely yours,

Original Signed  
EUGENE MCAULIFFE

CC:- Mr. G. B. Pryde.



Rock Springs - July 28, 1936

Mr. Eugene McAuliffe:

The work at Hanna and Reliance is making progress. As I wired you, the steel has been received, and it is now up to Chapman. The contractor has an additional crew of six men riveting, besides his six erectors.

The track is being widened along the / outside motor road and in the mine. We had to do a great deal of cleaning up before we started widening the track, and will have a good deal more to do after we put the cars in so as to get the mine thoroughly cleaned.

The widening of the locomotives is going forward.

The concrete on the kick-back on the tippie is being poured today.

The Hanna pit cars are arriving, and the dump is set in place. The work is apparently progressing satisfactorily there. I will drive to Hanna today, and will be back tomorrow.

We are pushing this work all possible, so as to be able to operate the districts again. Apparently the production is going to increase, as Mr. Guild is asking for 110 cars this week.

*George Meyer*



353-12

Omaha - July 27, 1936.

Mr. W. M. Jeffers:

My letter of the 24th regarding progress in Reliance  
tipple construction:

Mr. Pryde wires today that the carload of steel referred to in my letter was received and is being unloaded today.

Original Signed  
EUGENE MCAULIFFE



UNION PACIFIC SYSTEM  
TELEGRAM

M

93 grfamx

RockSpgs 9am Jul 27 1936

E M C A Omaha

Carload steel for Reliance tipple reed and being unloaded today

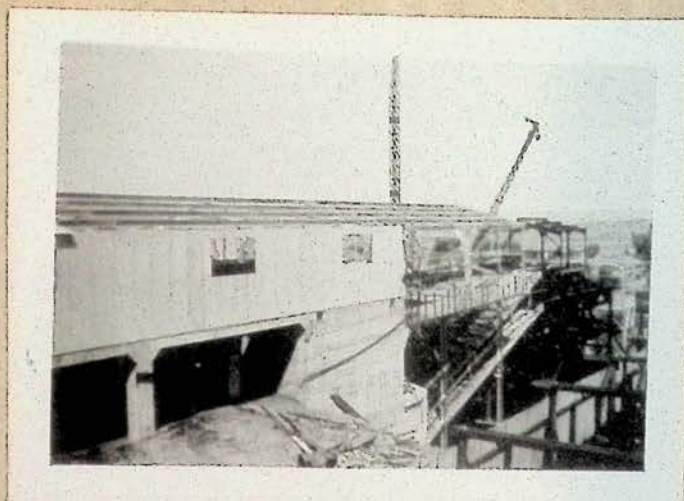
B 84.

G B P.

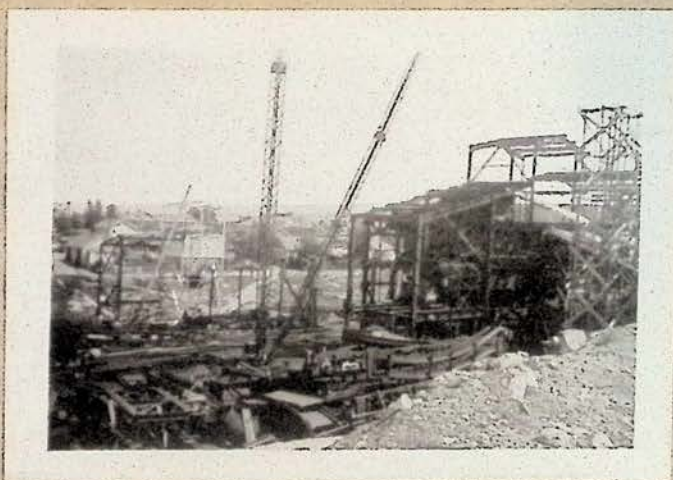
1152am



photographs of Reliance tippie, taken July 22, 1936



Looking from north



Looking from southwest



Omaha - July 24, 1936.

Mr. W. M. Jeffers:

Work has been progressing slowly on the Reliance tipplo, due to failure to receive the steel from Burkhardt & Sons Steel Company of Denver. I met Mr. Burkhardt and erecting engineer, Mr. Drummond, at Reliance July 23rd, going over the whole situation, one carload of steel yet to come. In conversation with Mr. Burkhardt I developed that the important items required for continued progress could be shipped today, leaving some three to five tons of small pieces to be shipped L.C.L. I arranged with him to wire his office to load out the heavy stuff immediately, sending the remaining small pieces, estimated as from three to five tons, L.C.L. as quickly as possible thereafter, we to absorb the difference in freight, about \$13.00 per ton.

As the situation now stands, the Reliance mine will be closed for vacation Saturday, July 25th, the work of changing the underground track gauge, switches, surface tram track gauge, widening of gauge of electric locomotives, and putting inside 350 new pit cars to start Saturday night. In the meantime Mr. Burkhardt and the Erecting Engineer promised definitely to place the tipplo in condition to load mine run on one track in <sup>working</sup> ton/days, union steel workers restricted to five days per week, which would put us in position to use the tipplo about August 5th, at the close of the mine vacation. Thereafter Allen & Garcia's engineer and the erecting engineer figured about 15 working days to complete the task, which would put the tipplo



in our hands complete before September 1st, no interference with mining, however, taking place after we are able to lead mine run.

Allen & Garcia's engineer has six mechanics putting in the machinery, these men paid by the Coal Company. The construction engineer now has six steel workers erecting steel, and on Monday morning the 27th will have six additional riveters on the job, with a sheeting crew to apply the galvanized iron metal covering and walls to the structure, the six steel workers now engaged joining the riveters after the steel has been hoisted and put in place.

We are receiving complaints from all companies furnishing material for the two plants to the effect that skilled labor for their shops is now very difficult to obtain, restricting shop outputs.

Original Signed  
EUGENE MCAULIFFE

At Rock Springs, Wyoming  
July 23, 1936

H. S. Burkhardt & Sons Co.  
369 South Broadway  
Denver, Colorado

Gentlemen:

For our verbal understanding today, you will load and ship at once all completed material for our Reliance tibble. We are agreeable to paying the difference between carload and 1st freight rates on the remainder, estimated somewhere between three and five tons weight.

I would appreciate very keenly your doing everything possible to assist us in closing the construction work at Reliance.

Yours very truly,

Original Signed:  
EUGENE MCAULIFFE

CC - Mr. George B. Pryde  
Mr. Frank Tallmire



AGE DESIRED	
CABLE	
FULL RATE	
DEFERRED	
NIGHT LETTER	
SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

# WESTERN UNION

R. B. WHITE  
PRESIDENT

NEWCOMB CARLTON  
CHAIRMAN OF THE BOARD

J. C. WILLEVER  
FIRST VICE-PRESIDENT

CHECK
ACCT'G INFMN.
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Rock Springs - July 23, 1936

E. S. Burkhardt & Sons Co.  
869 South Broadway  
Denver, Colo.

LOAD IN CAR AND SHIP AT ONCE ALL COMPLETED MATERIAL FOR UNION  
PACIFIC COAL COMPANY RELIANCE BALANCE CAN BE SHIPPED LOCAL FREIGHT  
SOON AS COMPLETED FREIGHT WILL BE PAID BY COAL COMPANY

Herman

CC - G. H. Chapman, Park Hotel, City.  
E. S. Burkhardt & Sons, Reliance  
G. B. Pryde

RUSH & CHARGE THE UNION PACIFIC COAL CO.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

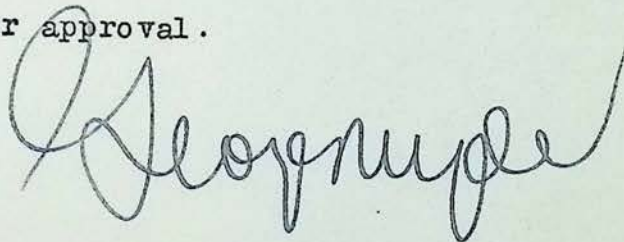


Rock Springs - July 18, 1936

Mr. Eugene McAuliffe:

Yours of July 15th, 353-12:

Every bill that comes in in connection with the tipple, we require the Allen & Garcia Company to approve it. We have received no bills for the steel. I presume Mr. Burkhardt is waiting until the entire shipment has been made. When bills have been received, they will be checked carefully and sent to Allen & Garcia Company for approval.

A handwritten signature in dark ink, appearing to read "George Murphy". The signature is written in a cursive style with a large, looping initial "G".



RFX

Rock springs,

11am JUL 16 39

M

UNION PACIFIC SYSTEM

TELEGRAM

E MCA OMAHA.

Burkhardt advises Large car steel for reliance tippie  
left Denver last Night Chapman advising same contains trusses  
he is waiting for will reach here sometime today require additional  
car to complete shipment B 58.

G B P 12:45p

UNION PACIFIC SYSTEM  
TELEGRAM

M

grh bp

Rocksprings J<sup>y</sup> 15 1936 5pm

E McAuliffe

Omaha

M-10 not received promised for arrival thursday B-56

GBP 1041p

7/16



Omaha, July 15, 1936.

E. G. B. Pryde:

You have copy of Mr. Cooley's letter of July 7th in which he states that the final total of the weights of steel ordered from Burkhardt will be very close to 258 tons.

Before these bills are paid, a careful check of same should be made against the net weights of the cars, with due allowance for the punchings bought for counterweight purposes, and I think we should require the A&G Company's Chicago office to OK the Burkhardt bills.

Original Signed  
EUGENE MCAULIFFE

Omaha - July 15, 1936.

F. W. H. Jeffers:

An inspection of the Reliance tippie on July 15th indicated same still being delayed account failure to receive important steel trusses, which were to be shipped from Denver the 13th. If this was done, they are doubtless now on the ground.

We will probably shut down the mine and make the underground translation about July 20th, and expect to be able to load mine run over the tippie by August 1st or very soon thereafter.

Original Signed  
EUGENE MCAULIFFE



Omaha July 15 1936

G B Pryde - Rk Springs

What report on carload steel for Reliance. H-10

Eugene McAuliffe

Rock Springs - July 8, 1936

Mr. Eugene McAuliffe:

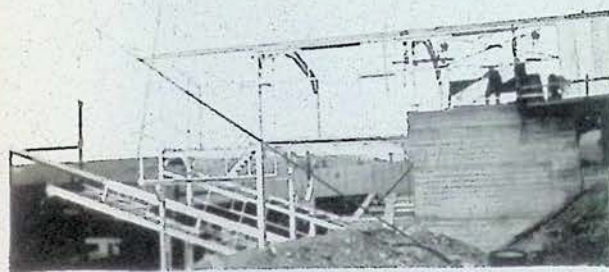
Herewith five additional pictures of the Reliance  
tipple, which you may desire for your files.

George Munge

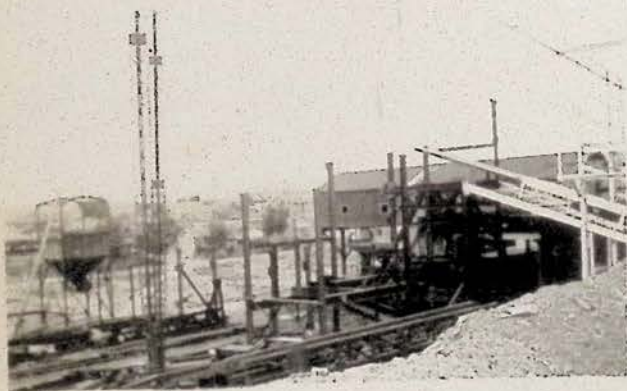




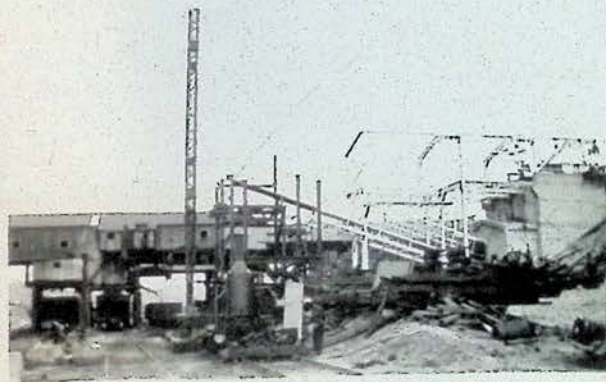
View No. 1, looking east.



View No. 2, looking east.



View No. 3, looking east





PRESIDENT  
VICE-PRESIDENT  
ADDRESS  
CHICAGO

# ALLEN & GARCIA COMPANY

CONSULTING & CONSTRUCTING ENGINEERS



MCCORMICK BUILDING  
332 S. MICHIGAN AVE.

CHICAGO

WM. VON MEDING, SECRETARY  
L. VON PERBANDT, TREASURER

PHONE  
HARRISON 2472

July 7th, 1936.

Mr. Eugene McAuliffe, Pres.,  
The Union Pacific Coal Co.,  
1416 Dodge Street,  
Omaha, Nebraska.

RE: Structural Steel- File #353-12.

Dear Mr. McAuliffe:-

We have yours of July 2nd, regarding the above and note that pending a final check of steel weights that Burkhardt estimates total tonnage at approximately 265 tons.

In anticipation of a question over the final weights, the detailed take-off of weights according to the Steel Institute practice, was completed by us sometime ago. Our final total shows very close to the 258 ton estimate made before the details were finished, and I hope that there will be no difficulty in according with Burkhardt on a final weight when fabrication is completed.

Yours very truly,

ALLEN & GARCIA COMPANY

BY *HOB Cooley*

HBC:HL

CC-Mr. Geo. B. Pryde  
CC-Mr. G. H. Chapman



Omaha, July 6, 1936.

Eugene McAuliffe, care conductor,  
Train 7, North Platte

Pryde wires carload steel received for Reliance tippie and being  
unloaded today. R-1

R W Pierce

UNION PACIFIC SYSTEM  
TELEGRAM

M

1936 JUL 6 PM 1 51

ROCK SPRINGS 1201PM JUL 6 36

EUGENE MCAULIFFE OMA

CAR LOAD OF STEEL RECEIVED FOR RELIANCE TIPPLE AND BEING UNLOADED TODAY

B 56

GBP.



Rock Springs - July 2, 1936

Mr. Eugene McAuliffe:

I received your wire with regard to Burkhardt's shipping the steel, and hope that he may make good. The work is still dragging along on account of lack of trusses. We are pushing the job all possible to get ready for the change-over during vacation period.

Geo. M. Mudge

Omaha - July 3, 1936.

Mr. W. H. Jeffers:

While in Denver July 1st, I went over the matter of further steel shipments for our Reliance tippie with the Burkhardt Steel Works people at their plant, Mr. Burkhardt advising that a car with the heavy trusses which we have wanted very badly, would be shipped today, which should put the car at Reliance on Monday, July 6th, or Tuesday, the 7th, the last remaining car being promised for shipment on the 13th, enabling us to go ahead with more rapidity.

While on the ground last week, I found every available piece of steel and machinery in place that could be put in, lacking a steel superstructure shipped in the two cars mentioned, the steel all riveted and painted, the construction forces employed by Burkhardt idle and waiting for material.

I am hopeful that we will start making our underground transfer from 36-inch to 42-inch gauge commencing not later than August 1st, it possible that this date can be advanced as the mine will be on vacation during the transition period.

Original Signed  
EUGENE MCMAULIFFE



July 2, 1936.

Allen & Garcia Co.,  
332 S. Michigan Avenue,  
Chicago, Illinois.

Dear Sirs:

I spent a half-hour at the Burkhardt Steel Company's plant while in Denver July 1st, coming away impressed with the high integrity of the Burkhardt people and the effort they have been making to get out the steel for the Reliance tipple. Mr. Burkhardt took me through the shops, and as near as I could see, nearly 100 per cent of his force was working on the concluding portion of the Reliance tipple steel, the second remaining large girder being riveted yesterday, and he promised that these girders with other material, as I wired Mr. Pryde last night, would be shipped Friday, July 3rd, in which case same should reach Reliance by Monday, July 6th. The last and remaining car, which will be a heavy one, they promised to ship a week from next Monday, or July 13th.

The Burkhardt people are old and well established, and Mr. Chapman states that the steel received has been fabricated in a first-class manner. Mr. Burkhardt, without any feeling, stated that he took the contract at a low price when he was in a difficult position for work to keep his limited force going, and after executing the contract of September 30, 1935, he anticipated at least some of the drawings with the detail bill of steel to be purchased, by November 1st, the drawings coming in in a straggling manner, the last sheet reaching his office on March 23rd.

In these circumstances, I can only hold that the responsibility for the delay is wholly chargeable to your company, the Burkhardt people enjoying a most enviable reputation for promptness. The railroad records show the first six cars billed by Burkhardt, accepted by the railroad, and received at Reliance on the following dates:

<u>Car</u>	<u>Billed by</u> <u>Burkhardt</u>	<u>Accepted by</u> <u>R.R. Co.</u>	<u>Received at</u> <u>Reliance</u>
1st	May 7th	May 8th	May 11th
2nd	May 11th	May 11th	May 14th
3rd	May 15th	May 16th	May 18th
4th	May 27th	May 27th	May 29th
5th	June 9th	June 9th	June 12th
6th	June 26th	June 26th	June 29th

Discussing the whole situation, I learned that a still further under-estimate of the steel, gotten out by your company, has taken place, your original estimate 175 tons, to which Mr. Cooley



added 85 tons, or a total of 258 tons, Mr. Burzhardt advising me on July 1st that pending final check, he estimates the steel required for the tippie will total 265 tons. It is my personal opinion, after looking at the trusses, that too much steel is being put into the structure, this under-estimate of the steel now running approximately ninety tons, presenting a very serious situation from our stand-point, and one which, instead of making the Allen & Garcia bid the lowest, brings it up to the highest, if not higher than the two competing bidders, which suggests that we were not fair with McNally and the Link-Belt people.

Sincerely yours,

CC: Mr. G. H. Chapman,  
c/o The Union Pacific Coal Co.,  
Rock Springs, Wyo.

Original Signed  
EUGENE McAULIFFE

CC: Mr. G. B. Pryde,  
Rock Springs, Wyo.

2814  
175  
106.4





FRANK HOART, MANAGER

# The Brown Palace Hotel

"ONE OF AMERICA'S HOTEL ARISTOCRATS"

Denver

Billed by acceptd by Rec'd Balance  
Bartholomew SK Co Receivable

Car	5/7	5/8	5/11
1st	5/11	5/11	5/14
2nd	5/15	5/16	5/18
3rd	5/27	5/27	5/29
4th	6/9	6/9	6/12
5th	6/26	6/26	6/29
6th			

(Reed 7/1 by wire from  
 Mr Pryde Ewa)

CHECK

ACCT'G INFMN.

TIME FILED

# WESTERN UNION

R. B. WHITE  
PRESIDENTNEWCOMB CARLTON  
CHAIRMAN OF THE BOARDJ. C. WILLEVER  
FIRST VICE-PRESIDENT

PRICE DESIRED	
CABLE	
FULL RATE	
DEFERRED	
NIGHT LETTER	
SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

Send the following message, subject to the terms on back hereof, which are hereby agreed to

To

Street and No.

Place

19

Denver 9/1  
 Union Pacific Coal Co  
 Rock Springs  
 Wyo  
 Burkhardt promise Car with heavy  
 trusses out ~~today~~ out herd last  
 Car out by Shertsonth  
 E. W. Duffie  
 Collect

Sender's address  
for referenceWESTERN UNION ALONE SERVES 89% OF THE PLACES  
HAVING TELEGRAPH OFFICESSender's telephone  
number



2 1630 860  
265

now  
265 tons  
apparent

To gun  
one-half the  
whereof is  
peat  
tr

194-71-6-10

NECESSARY CABLE	
	FULL RATE
<input checked="" type="checkbox"/> DEFERRED	
<input type="checkbox"/> CABLE	
<input type="checkbox"/> LETTER	
<input type="checkbox"/> WEEK END	
<input type="checkbox"/> LETTER	

Send like to 11

John

DESCRIPTION

REMARKS	No. Pcs.	DESCRIPTION	Wt
	6	Turners 1/2" ea.	
	4	LS - 2 1/2" 2" 2" 3/4"	10 1/4
	2	LS - 2" 2" 2"	20 1/2
	2	LS - 2" 2" 2"	2 3/4
	2	LS - 2" 2" 2"	2 1/2
	2	LS - 2" 2" 2"	5 1/3
	2	LS - 2" 2" 2"	3 1/2
	1	LS - 2" 2" 2"	10 1/2
	2	3/4" 1/2" 1/2"	1 1/3
	4	" 1 1/2" 1 1/2" 1 1/2"	1 1/10
	2	" 1 1/2" 1 1/2"	1 1/4
	1	" 5 1/2" 7"	6 1/4
	110	3/4" Run.	5 1/4
		for C	3
		Det. 1000	
8 - 6" W. 8.2 Portland, 14-11 3/4			



# WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
CHECK	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Rock Springs - June 27, 1936

E. Burkhardt & sons Steel & Iron Works Co.  
869 So. Broadway  
Denver, Colo.

WHEN I PHONED YOU ABOUT THREE WEEKS AGO YOU PROMISED IMMEDIATE SHIPMENT ONE CAR AND REMAINING STEEL WOULD FOLLOW PROMPTLY STOP FIND ONE CAR RECEIVED THREE OR FOUR DAYS LATE NOTHING SINCE STOP OUR SITUATION BECOMING DAILY MORE UNFORTUNATE DUE TO YOUR DELAYS WHICH HAVE FAR EXCEEDED ANY POSSIBLE DELAY OCCASIONED BY DETAILED DRAWINGS FINAL SHEET LEAVING CHICAGO MARCH EIGHTEENTH STOP WILL YOU NOT TRY CLEAN UP AND SHIP REMAINING STEEL IMMEDIATELY STOP OUTSIDE QUESTION EXPENSE YOUR CONTRACTOR AND OURSELVES OUR RAILWAY FUEL REQUIREMENTS WILL NOW REACH HEAVY POINT BEFORE TRIPLE COMPLETED AND MINE CHANGED OVER STOP EXPECT SEE YOU PERSONALLY DENVER WEDNESDAY NEXT

Eugene McAuliffe.

*Final sheets read  
3/23*



Omaha June 30 1936

G B Pryde - Rk Springs

Check actual date shipments all carloads Reliance steel by  
Burkhardt, shown by waybills, wiring me Denver for use tomorrow  
morning, date shipment and arrival each car, numbers not necessary.

M-91

Eugene McAuliffe



UNION PACIFIC SYSTEM  
TELEGRAM<sup>M</sup>  
~~163 grha~~

Rock Springs 4pm June 29-1936

EMcAuliffe Omaha.

My B-46 Chapman advises steel received this AM will only allow him to extend one Bay North and 10 feet six inches east and 10 feet six inches west remainder of steel received cannot be used until later still badly in need of trusses will you please discuss with Burkhardt people wednesday. B-50.

GBP.

640pm.

UNION PACIFIC SYSTEM  
TELEGRAM

M

115GRFAX

Rocksprings 11am Jun 29 36

EMCA OMA

One car of steel from Burkhardt Co., fo. Reliance  
Tipple Delivered Reliance this AM B 46

GBP 1P



sheet detail drawing rec'd Denver  
which on basis 60 days provided  
in Contract should have all steel shipped  
by May 23<sup>rd</sup>.



MEMORANDA ON SHIPMENT OF STEEL FOR RELIANCE TIPPLE.

Burkhardt contract dated September 30, 1935, reads, section 1, "Work to be done in an expeditious, substantial, and workmanlike manner." Section 3 provides work should commence about March 1st, completed about May 1st, 1936.

January 10. Burkhardt acknowledged receipt of mill order, advising all steel ordered January 10th, drawings placed in shop.

March 4. Burkhardt advised steel for tipple ready for shipment about May 1st. Might anticipate.

March 6. Burkhardt wrote had been hampered by extreme cold weather in January and February. Would do all possible to anticipate delivery May 1st.

March 18. Allen & Garcia wrote Burkhardt had forwarded prints completing detail, Drawings 1 to 198, inclusive.

March 21. Burkhardt informed Tescher sheets 1 to 120, inclusive; 75 per cent fabricated. Sheets 121 to 187, with exception of 183, 185, and 186, checked, cutting completed in three or four days. Chief Engineer Ross advised Tescher most difficult fabrication completed. From that date, work would move faster. Job then 50 per cent fabricated. Less difficult 50 per cent remaining.

March 25. Burkhardt informed Tescher expected to ship boom so that erection would start about May 1st. Sufficient material fabricated by May 1st to ship with boom, remaining material to be fabricated and shipped in manner to keep job going continuously until completed.

March 31. Pryde writes H. C. Drummond and James McDowell arrived March 28th, going over tipple location in preparation for work, Pryde requesting that steel for east part of tipple be shipped first, they advising they would try to work out this arrangement, they further stating had no expectation making shipment before May 1st.

April 10. Burkhardt advised Tescher could not ship steel for reason he would have to send crew to Reliance to unload, etc., Burkhardt still expressing opinion he would commence operations in the field May 1st.

April 17. Tescher advises progress in shop more rapid, additional men employed. Had then between 4 and 5 cars material fabricated, Burkhardt advising erection crew at Colorado Springs on job. Expected complete April 22nd. Would try to make shipment of tools and some steel a few days before May 1st, thereafter keeping erection crew busy.



- April 28. Burkhardt wrote Pryde expected to ship 2 or 3 cars by May 1st, erection crew not able to get on ground until sometime later.
- May 1. Tescher advises work on U.P. job past two weeks disappointing. 50 per cent of shop engaged in outside work, Burkhardt advising unable to get in touch with his erector doing work on bridge at Colorado Springs. Burkhardt not willing to state definitely when shipment could be made, same depending on release of erector at Colorado Springs, 4 or 5 carloads available for movement, Tescher stating that Burkhardt had taken on work beyond capacity to handle promptly, shop facilities limited.
- May 9. Erection foreman arrived Reliance. One car steel, erection machinery and tools shipped from Denver May 9th, Foreman advising other cars to follow, erecting crew to be ready for work May 11th. Called on Allen & Garcia to send Engineer Chapman to Reliance, Chapman arriving May 12th. Erector unloading and assembling first car steel.
- May 14. Second car steel arrived Reliance.
- June 5. Phoned Burkhardt, he promising carload to be shipped June 8th or 9th, same reaching Reliance June 12th, Mr. Burkhardt stating remaining steel would follow promptly.
- June 29. One car steel received at Reliance, Chapman advising this car will only allow him to extend one bay north and 10 ft. 6 inches east and 10 feet 6 inches west, remainder of steel can not be used until later. Still waiting for trusses.



MEMORANDA ON SHIPMENT OF STEEL FOR RELIANCE TIPPLE.

Burkhardt contract dated September 30, 1935, reads, section 1, "Work to be done in an expeditious, substantial, and workmanlike manner." Section 3 provides work should commence about March 1st, completed about May 1st, 1936.

January 10. Burkhardt acknowledged receipt of mill order, advising all steel ordered January 10th, drawings placed in shop.

March 4. Burkhardt advised steel for tippie ready for shipment about May 1st. Might anticipate.

March 6. Burkhardt wrote had been hampered by extreme cold weather in January and February. Would do all possible to anticipate delivery May 1st.

March 18. Allen & Garcia wrote Burkhardt had forwarded prints completing detail, Drawings 1 to 198, inclusive.

March 31. Burkhardt informed Tescher sheets 1 to 120, inclusive, 75 per cent fabricated. Sheets 121 to 187, with exception of 183, 185, and 186, checked, cutting completed in three or four days. Chief Engineer Ross advised Tescher most difficult fabrication completed. From that date, work would move faster. Job then 50 per cent fabricated. Less difficult 50 per cent remaining.

March 25. Burkhardt informed Tescher expected to ship boom so that erection would start about May 1st. Sufficient material fabricated by May 1st to ship with boom, remaining material to be fabricated and shipped in manner to keep job going continuously until completed.

March 31. Pryde writes H. C. Drummond and James McDowell arrived March 28th, going over tippie location in preparation for work. Pryde requesting that steel for east part of tippie be shipped first, they advising they would try to work out this arrangement, they further stating had no expectation making shipment before May 1st.

April 10. Burkhardt advised Tescher could not ship steel for reason he would have to send crew to Reliance to unload, etc., Burkhardt still expressing opinion he would commence operations in the field May 1st.

April 17. Tescher advises progress in shop more rapid, additional men employed. Had then between 4 and 5 cars material fabricated, Burkhardt advising erection crew at Colorado Springs on job. Expected complete April 22nd. Would try to make shipment of tools and some steel a few days before May 1st, thereafter keeping erection crew busy.



- April 28. Burkhardt wrote Pryde expected to ship 2 or 3 cars by May 1st, erection crew not able to get on ground until sometime later.
- May 1. Tescher advises work on U.P. job past two weeks disappointing. 50 per cent of shop engaged in outside work, Burkhardt advising unable to get in touch with his erector doing work on bridge at Colorado Springs. Burkhardt not willing to state definitely when shipment could be made, same depending on release of erector at Colorado Springs, 4 or 5 carloads available for movement, Tescher stating that Burkhardt had taken on work beyond capacity to handle promptly, shop facilities limited.
- May 9. Erection foreman arrived Reliance. One car steel, erection machinery and tools shipped from Denver May 9th, Foreman advising other cars to follow, erecting crew to be ready for work May 11th. Called on Allen & Garcia to send Engineer Chapman to Reliance, Chapman arriving May 12th. Erector unloading and assembling first car steel.
- May 14. Second car steel arrived Reliance.
- June 5. Phoned Burkhardt, he promising carload to be shipped June 8th or 9th, same reaching Reliance June 12th, Mr. Burkhardt stating remaining steel would follow promptly.
- June 29. One car steel received at Reliance, Chapman advising this car will only allow him to extend one bay north and 10 ft. 6 inches east and 10 feet 6 inches west, remainder of steel can not be used until later. Still waiting for trusses.



Omaha, June 29, 1936.

Mr. W. M. Jeffers:

We are going along with the construction of the steel tipple at Reliance very slowly, due to failure of Burkhardt & Sons Steel Company of Denver, to make shipments of steel, four carloads yet due, this company unfortunately fabricating the steel to be used for finishing purposes before sending out the heavy structural stuff.

We are promised a carload of steel this week, which will enable us to take another hold, the erecting contractor, paid by Burkhardt, suffering a heavy financial loss, our crew kept down to the very minimum, such steel as has been erected now fully riveted and nearly all painted on Saturday, June 27th.

We can put the tipple in shape for loading mine run, with the remaining details to follow, within a week after the last of the steel is received, and we expect to be using same not later than July 30th, the underground and surface track changes to be made while the mine is on vacation during July.

Original Signed  
EUGENE MCAULIFFE



Rock Springs - June 12, 1936

Mr. Eugene McAuliffe:

The carload of steel <sup>Friday</sup> promised by Mr. Burkhardt last Monday or Tuesday reached Reliance this morning. The work has been dragging there, but this carload of material should help very considerably to keep the job moving.

Glenn Mue

Rock Springs - June 8, 1936

Mr. Eugene McAuliffe:

Herewith four prints of the Reliance tippie, taken  
Friday, June 5th, by Mr. Chapman. I thought you might like  
to have these for your files.

*G. Chapman*



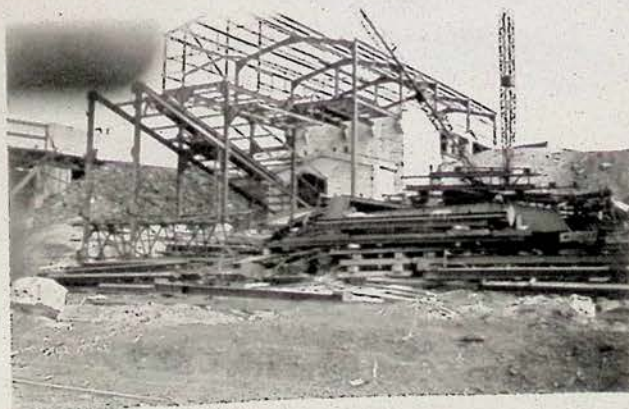
photographs of Reliance tippie, taken by Mr.  
Chapman - June 5, 1936



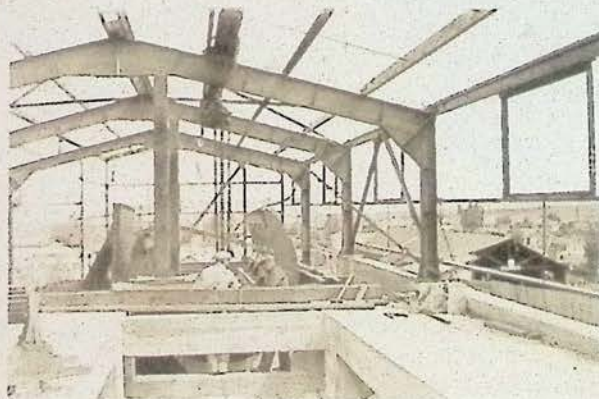
Looking north toward house  
coal bin.



Looking south toward dump  
structure.



Looking southeast at  
dump structure.



Looking north toward  
car dumper.



Omaha, June 6, 1936.

Mr. W. H. Jeffers:

Herewith three photographs taken on June 4th, of the Reliance tippie, with explanatory notes attached.

We have been very much delayed in receipt of steel; in fact have been held up for some three weeks for certain members which prevented going ahead with the structure, a carload of certain essential parts promised us for shipment from Denver on Monday, June 8th, which should reach us Wednesday, the 10th.

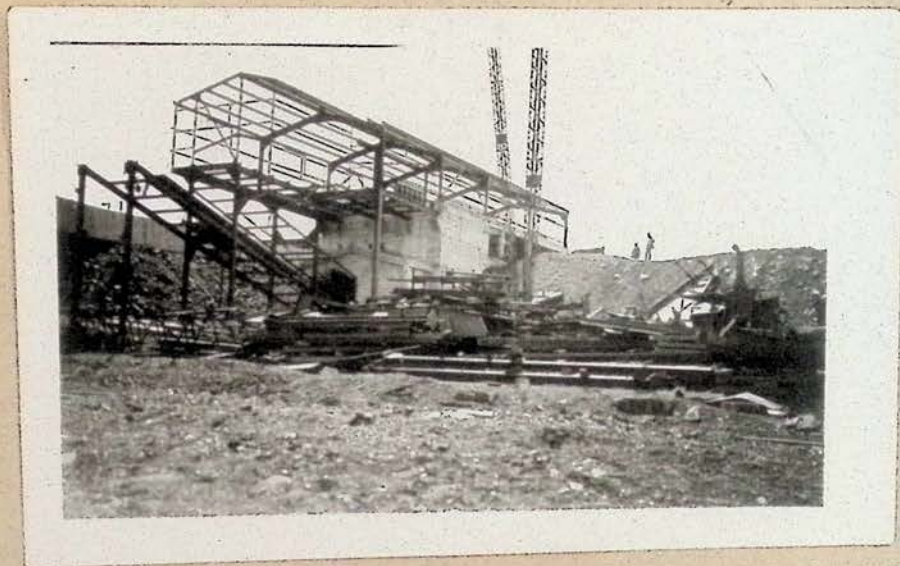
All of our machine equipment is on hand at Reliance, and the work of construction will go forward rapidly as soon as the final two cars of tippie steel are received, this steel fabricated in Denver, and also going together very nicely, showing excellence of design and workmanship.

Original Signed  
EUGENE MCAULIFFE



RELIANCE TIPPLE.

*Taken 6/4 76*

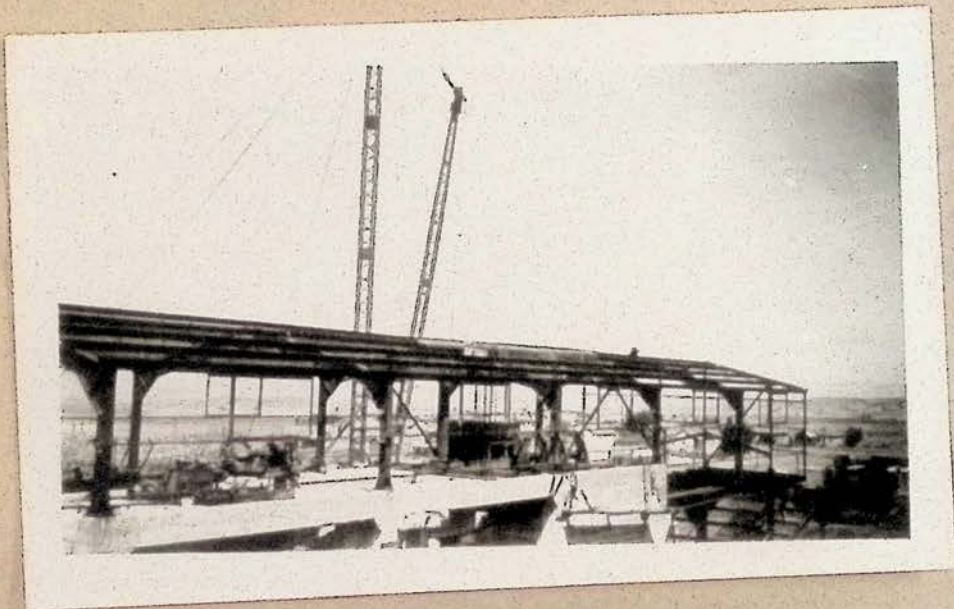


Concrete sub-structure, rotary dump, and weigh house, with material in foreground, looking from south.



Out-bye end of No. 1, with old tipple in the background.





Close-up of rotary dump and weigh house, with concrete foundation and steel work.



Release to people 6/4/36

# COTTAGE ART STUDIO

A. ST. CROIX, Prop.

413 North Front Street

Phone 480-W Rock Springs, Wyoming

for M M (Audiff)

c/o The Main Capital Co  
City

96  
10/10/36

# ALLEN & GARCIA COMPANY

CONSULTING & CONSTRUCTING ENGINEERS



McCORMICK BUILDING  
332 S. MICHIGAN AVE.

CHICAGO

WM. VON MEDING, SECRETARY  
L. VON PERBANDT, TREASURER

PHONE  
HARRISON 2472

May 25th, 1936.

Mr. Eugene McAuliffe,  
The Union Pacific Coal Co.,  
1416 Dodge Street,  
Omaha, Nebr.

Dear Sir:-

We are in receipt of your letter of the 20th inst.,  
written from Rock Springs, and are very glad to note that the  
steel shipments are arriving in such a manner that the indica-  
tions are there will be no delay from this cause.

Thanking you for your co-operation, we are,

Yours very truly,

ALLEN & GARCIA COMPANY

BY *William von Meding.*

WVM:HL



At Rock Springs, Wyoming  
May 20, 1936

Allen & Garcia Company  
McCormick Building  
332 S. Michigan Ave.  
Chicago, Illinois

Attention Wm. Von Meding

Dear Sir:

Yours of May 16th on the shipment of steel:

I was at the Reliance plant yesterday, and some of the steel is going up over the weigh house, other material coming in very fast, with, of course, time spent in unloading same.

We have also had a conference with Mr. Chapman last evening regarding details of the construction, bringing in skilled labor, etc. Mr. Chapman stated he intended to go down to Denver the last of the week. I do not believe he will be seriously delayed in going forward with the installation because of a lack of steel.

As you know, the whole situation has been fraught with delays, your own company the principal offender, and I think, if Mr. Chapman will work closely with the Burkhardt people, things will go forward in good shape.

Yours very truly,

Original Signed:  
EUGENE MCMAULIFFE

ALLEN & GARCIA COMPANY

CONSULTING & CONSTRUCTING ENGINEERS



MCCORMICK BUILDING  
332 S. MICHIGAN AVE.

CHICAGO

WM. VON MEDING, SECRETARY  
L. VON PERBANDT, TREASURER

PHONE  
HARRISON 2472

May 16th, 1936.

Mr. Eugene McAuliffe, Pres.,  
The Union Pacific Coal Co.,  
1416 Dodge St.,  
Omaha, Nebr.

Dear Sir:-

We have just received advice from our Mr. Chapman that steel shipments are slow in coming in. Received memorandum bill of lading from Burkhardt showing that another car was shipped on the 11th. If you have not already done so, may we ask that if possible, instructions be issued to expedite the movement of the cars from Burkhardt's shop to the job over the U. P. rails to gain whatever time advantage we can.

Thanking you for your co-operation, we are,

Yours very truly,

ALLEN & GARCIA COMPANY

BY *William von Meding*

WVM:HL



UNION PACIFIC SYSTEM  
TELEGRAM

M

157 grqg

COPY

Rock Springs 5p May 14 1936

E McAuliffe Omaha

2nd car of steel received for Reliance tipple this morning. Erect-  
ing crew at work, expect 3 cars steel for Rock Springs power plant  
tomorrow. Everything moving along there also. B-16

GBP 955p

Rock Springs - May 14, 1936

Mr. Eugene McAuliffe:

I am attaching herewith copies of three telegrams which I sent to you at the Netherlands-Plaza Hotel, Cincinnati, and which the Telegraph office now advises were never delivered. I remembered afterwards that you said you would be at the Gibson, but I thought that you, Mr. Bayless and Mr. Swann were all going to be together.

*Geo. B. Pryde*

(Placed on girl scouts file,  
Reliance tippie file, and  
motor generator purchase file.)



# WESTERN UNION

R. B. WHITE  
PRESIDENT

NEWCOMB CARLTON  
CHAIRMAN OF THE BOARD

J. C. WILLEVER  
FIRST VICE-PRESIDENT

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

## COPY

Rock Springs - May 12, 1936

Eugene McAuliffe  
Hotel Netherlands-Plaza  
Cincinnati, Ohio

CHAPMAN ON JOB GETTING THINGS LINED UP STOP BURKHARDT PEOPLE  
UNLOADING AND ASSEMBLING FIRST CAR STEEL RELIANCE STOP WORK  
ON POWER PLANT GOING ALONG IN GOOD SHAPE.

George B. Pryde.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

UNION PACIFIC SYSTEM  
TELEGRAM

1936 MAY 10 AM 10 53

CHGO MAY 10 36 1148AM

B PRIDE ROCK SPRINGS WYO R W PIERCE OMA

G H CHAPMAN ERECTION ENGINEER ARRD EARLY TRANS-TUESDAY AM PICKED HIM  
UP PARK HOTEL CANVAS AVAILABLE TOOLS AND PURCHASE ANY CHAIN BLOCKS, ARC  
WELDERS AND OTHER TOOLS REQUIRED, ALSO ARRANGE TO BRING ANY NECESSARY  
KEY MEN

EUGENE MCAULIFFE.

*P. Howard Pierce*  
*Dis 1206pm*



Omaha May 9 1936

G B Pryde - Rk Springs

B-12. Chapman A&G Co. leaving for Rock Springs tonight. Cooley  
meets us Sunday morning Chicago. M-40

Eugene McAuliffe

UNION PACIFIC SYSTEM  
TELEGRAM

M

75GRFAX

ROCKSPRINGS 1010a 5 9 36

E MCA OMAHA

HOT RUSH\*\*\*

Burkhardt companies foreman here this morning on way to Reliance with erecting mach, one car steel, tool etc, shipped from Denver Thursday evening and other cars following expect erecting crew here ready for work Monday morning recruiting local unskilled labor today state work will now proceed uninterruptedly suggest you talk to allen and Garcia regarding engr to supervise work in accordance with our contract first car of steel to arrive Will be erected in vicinity of coal storage bin. B 12

GBP 1131a



# WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
CHECK	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to  
 Send the following message, subject to the terms on back hereof, which are hereby agreed to

Rock Springs - May 7, 1936 19

To Allen & Garcia Co.Street and No. McCormick Bldg.Place Chicago, Ill

PLEASE ARRANGE MEET MESSRS BAYLESS SWANN AND MYSELF UNION  
 LEAGUE CLUB CHICAGO TEN THIRTY AM SUNDAY TENTH PREPARED  
 DISCUSS TUPPLE ERECTION

Eugene McAuliffe

SENDER'S ADDRESS  
FOR REFERENCESENDER'S TELEPHONE  
NUMBER



May 4, 1936

Allen & Garcia Co.,  
332 S. Michigan Ave.,  
Chicago, Illinois.

Dear Sirs:

Your letter of April 2nd with copy of letter from Mr. Tescher, represents a further distinct disappointment in our Reliance tipple situation.

On April 6th, Mr. Garcia wrote that he would send Mr. Chapman out to Denver as soon as he could take him off of another task; nearly a month has elapsed, and apparently Mr. Chapman has not gone to Denver.

Is there not something which your company can do to expedite this construction, other than send Mr. Tescher to the Steel Company's offices?

Sincerely yours,

Original Signed  
EUGENE MCAULIFFE

CC: Mr. G. B. Pryde.



PRESIDENT  
VICE-PRESIDENT  
ADDRESS  
CHICAGO

# ALLEN & GARCIA COMPANY

CONSULTING & CONSTRUCTING ENGINEERS



MCCORMICK BUILDING  
332 S. MICHIGAN AVE.

CHICAGO

WM. VON MEDING, SECRETARY  
L. VON PERBANDT, TREASURER

PHONE  
HARRISON 2472

May 2nd, 1936.

Mr. Eugene McAuliffe, Pres.,  
The Union Pacific Coal Co.,  
1416 Dodge St.,  
Omaha, Nebraska.

Dear Mr. McAuliffe:-

We are in receipt of a letter today from Mr. Tescher, copy of which we are enclosing, for your information.

We have been expecting to receive word every day that they were ready to start erection and have held our man ready to go as soon as we hear from them.

Yours very truly,

ALLEN & GARCIA COMPANY

BY

*L. von Perbandt*

LVP:HL



C O P Y

NATIONAL FUEL COMPANY  
Colorado Building

Denver, Colorado,  
May 1st, 1936.

Mr. John A. Garcia,  
Allen & Garcia Co.,  
332 S. Michigan Ave.,  
Chicago, Illinois.

Dear Mr. Garcia:-

Work on the U. P. job at the Burkhardt plant during the past two weeks has been very disappointing. Examination at the shop discloses that about 50 per cent of the shop is engaged in outside work. Mr. Burkhardt advises me that he is unable to get in touch with his erector, who is doing work on a bridge at Colorado Springs. It appears that a girder on this bridge had failed, and the completion of the job at Colorado Springs has been delayed and for that reason he has been delayed and for that reason he has been unable to ship his tools to Reliance.

The shop is beginning to be cluttered with material fabricated for the U. P. job, and some of this material could be and should be shipped to Reliance. Mr. Burkhardt advises me that he has endeavored to communicate with his erector at Colorado Springs, but has been unable to reach him. I suggested that it will only take about three hours to reach him by car from Denver.

Mr. Burkhardt advised me yesterday that he had turned down \$100,000.00 worth of work for the Great Western Sugar Company in fabricating Beet Loaders on account of his inability to give them service on this work. He claims he has had to take on other work on account of being in business for so many years in Denver, and he could not turn down work given him by regular customers. He is endeavoring to make arrangements with a dragline outfit at Rock Springs to unload material when shipment is made.

I have delayed writing you until I could obtain something definite as to the exact time of shipment. Up to this morning, however, I have been unable to have Mr. Burkhardt state definitely when shipment could be made. He advised me again this morning that he will endeavor to communicate with his erector, stating that he would like to have his erector at Colorado Springs handle the job at Reliance.

The situation is about as follows:- Mr. Burkhardt has taken on work beyond the capacity of his ability to handle promptly. His shop facilities are limited, and the taking on of additional work the past two weeks has taxed the capacity of his mill so that at the present time his shop is on several jobs, with a resultant delay to the U. P. work.



**GARCIA COMPANY**  
BUILDING & CONSTRUCTING ENGINEERS

MCCORMICK BUILDING  
332 S. MICHIGAN AVE.

CHICAGO

SHEET NO. 2

Mr. J. A. Garcia,

5/1/36.

I told him yesterday that unless this job is hurried he will find himself erecting steel in below zero weather.

Mr. Burkhardt is very reluctant to commit himself as to a definite date of shipment. He has loaned his tools and equipment on a rental basis for the bridge job at Colorado Springs, and with the rental of this equipment he has also allowed his erector to take this job, which has delayed shipment. He could make shipment of four or five cars of material immediately if he were able to make arrangements for the unloading of this material at Reliance.

I will keep in touch with him daily until I can advise you definitely when shipment will be made.

Very truly yours,

(SIGNED) S. TESCHER

ST:M

AIRMAIL

Rock Springs - April 30, 1936

Mr. Eugene McAuliffe:

Herewith, for your information, copy of letter I received this morning from The E. Burkhardt & Sons Steel & Iron Works Company, Denver, regarding the shipment of steel for the Reliance tipple. I have been endeavoring to develop from them definitely when they will start erection, but have been unable to get any word from them other than the attached.

*George M. M. M.*



THE E. BURKHARDT & SONS  
STEEL & IRON WORKS CO.  
869 So. Broadway  
Denver, Colo.

April 28th, 1936

Mr. George B. Pryde,  
c/o Union Pacific Coal Co.,  
Rock Springs, Wyoming.

Dear Sir:

Answering your telegram of today with reference to shipment of steel for Reliance Tipple, beg to advise that we hope to ship two or three cars by the first of May, but our erection crew will not be able to get on the ground until sometime later.

We are trying to arrange with a local outfit to unload the steel when it arrives at Reliance, but up to this writing have not consummated this arrangement.

Very truly yours,

E. BURKHARDT & SONS STEEL & IRON WORKS CO.

By: (sgd) H. A. Burkhardt

HAB/a

C O P Y

PRESIDENT  
VICE-PRESIDENT  
ADDRESS  
CHICAGO

# ALLEN & GARCIA COMPANY

CONSULTING & CONSTRUCTING ENGINEERS



MCCORMICK BUILDING  
332 S. MICHIGAN AVE.

CHICAGO

WM. VON MEDING, SECRETARY  
L. VON PERBANDT, TREASURER

PHONE  
HARRISON 2472

April 20th, 1936.

Mr. Eugene McAuliffe, Pres.,  
The Union Pacific Coal Co.,  
1416 Dodge St.,  
Omaha, Nebraska.

Dear Mr. McAuliffe:-

Enclosed, please find copy of our latest report  
from Sam Tescher, on conditions at Burkhardt's shop.

The platework from Sheet Metal & Conveyor Company  
has been ready for sometime and they have been pushing us to  
release final shipments, which I understand will go forward  
as soon as they can get any cars for loading.

Yours very truly,

ALLEN & GARCIA COMPANY

BY

*A. B. Cooley*

HBC:HL

Encl.



C O P Y

NATIONAL FUEL COMPANY  
Colorado Building

Denver, Colorado,  
April 17, 1936.

Mr. John A. Garcia,  
Allen & Garcia Co.,  
332 S. Michigan Ave.,  
Chicago, Illinois.

Dear Mr. Garcia:

Progress at Burkhardt's has been a little more rapid this past week. They have picked up three more men and one more layout man will be at the plant either Saturday or Monday.

There are now between four and five carloads of material fabricated. Mr. Burkhardt advised me that his Erector and crew are at Colorado Springs on a job, and he believes they will complete that job on Wednesday, the 22nd. He hopes to have the erecting equipment back into Denver by the latter part of next week, and he will try to make shipment of tools and some steel a few days before May 1st. He hopes also to keep the erection crew busy after that time. He said that of course something might occur that would delay this, but this is the schedule which he will endeavor to carry out.

Of course I personally feel that this job has been rather slow, due to various features outlined in the letters I have written you. However, I will say that the plant is now turning out material much more rapidly.

At the present time about 90 to 95 percent of the shop is on the U.P. job. Of course there are some odd jobs that come into the plant that must be taken care of outside of the U.P. work. Mr. Burkhardt again called to my attention that Mr. Chapman or one of your men would be of great assistance at this time. I advised him that you intended to send Mr. Chapman as soon as he has completed design work on which he is now working. This job is still of much concern to Mr. Burkhardt and his brothers, and I believe they are endeavoring to do the best they can. I again suggested to him the addition of more employes, but he frankly admits they are unable to obtain them.

I will again report progress to you during the coming week.

Very truly yours,

(SIGNED) S. TESCHER

ST:M



April 15, 1936.

Mr. L. W. Hofflinger,  
The Alvey-Ferguson Co.,  
720 South 29th Street,  
Omaha, Nebraska.

Dear Mr. Hofflinger:

Your letter of April 14th:

The contract for our Reliance tipple was let last fall and the steel company is just now completing the fabrication of all steel, all conveyors and other equipment purchased some months ago.

Sincerely yours,

Original Signed  
EUGENE McAULIFFE



# The Alvey-Ferguson Company

INCORPORATED

CONVEYING  MACHINERY

CABLE ADDRESS "CONVEYOR"  
A. B. C. CODE FIFTH EDITION  
BEDFORD MCNEILL

OAKLEY STATION  
CINCINNATI, OHIO

BRANCHES  
IN PRINCIPAL CITIES

Omaha Office  
720 So. 29th St.  
April 14, 1936

Union Pacific Coal Co.  
Omaha, Nebraska

Att'n: Mr. E. McAuliffe, Pres.

Gentlemen:

The writer has been informed by our factory in Cincinnati, Ohio, that you are making plans for the construction of a steel tippe to cost \$232,000, in the state of Wyoming.

We would appreciate hearing from you, if you are contemplating on using any conveyors in this installation.

Thanking you very kindly for the above, and with kindest regards, we remain.

Yours very truly,

THE ALVEY-FERGUSON COMPANY

By 

IMH:VR

353-12

Omaha, April 14, 1936.

Mr. G. B. Pryde:

Herewith copy of letter written by Mr. Tescher to Mr. Garcia on shipment of steel for the Reliance tipple.

Mr. Garcia has asked Mr. Tescher to press the Steel Company further for earliest possible shipment.

Original Signed  
EUGENE McAULIFFE



ALLEN & GARCIA COMPANY  
PRESIDENT  
VICE-PRESIDENT  
ADDRESS  
CHICAGO

# ALLEN & GARCIA COMPANY

CONSULTING & CONSTRUCTING ENGINEERS

WM. VON MEDING, SECRETARY  
L. VON PERBANDT, TREASURER  
PHONE  
HARRISON 2472

  
McCORMICK BUILDING  
332 S. MICHIGAN AVE.

CHICAGO

April 13th, 1936.

Mr. Eugene McAuliffe, Pres.,  
The Union Pacific Coal Co.,  
1416 Dodge Street,  
Omaha, Nebraska.

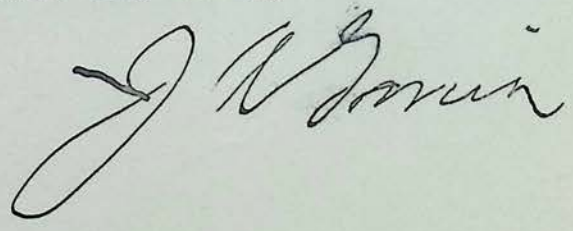
Dear Mr. McAuliffe:-

I attach copy of letter from Mr. Tescher which is encouraging up to the last few paragraphs. The Burkhardts seem to be a bunch of stubborn Germans and I am at my wits end to know how to make them ship. The difficult fabrication is completed and if they had 50% completed over two weeks ago, surely there must be 75% now, but still as you will note from Mr. Tescher's letter, they maintain May 1st as shipping date.

I am sending copy of this letter to Mr. Tescher in the hope that he can do something to pry this steel out of the shop at once.

I am going to be in the hospital all of this week for an operation on my hand and will be more or less out of business, but will arrange things in this office so that we can continue applying pressure. Please let me know if there is anything you can suggest to help.

Yours very truly,



JAG:HL

Encl.

CC-Mr. S. Tescher



C O P Y

NATIONAL FUEL COMPANY  
COLORADO BUILDING  
DENVER, COLO.

April 10th, 1936.

Mr. John A. Garcia,  
Allen & Garcia Company,  
332 S. Michigan Ave.,  
Chicago, Illinois.

Dear Mr. Garcia:-

Replying to your letter of April 6th, beg to advise that in talking with Mr. Burkhardt he stated that he was willing to pay the expenses of the men that you have to Denver, but not return to Chicago. He showed me a wire he has from his brother in which he states he has two "layout# men, and his reply to his brother was to bring these two men to Denver. The wire was dated April 9th. He also showed me an ad in the Chicago Tribune of April 5th, where he has advertised for layout men. The men that are coming to Denver are from the American Bridge Company, and they should assist immeasurably in getting this job out.

I note with considerable satisfaction that you will have your Mr. Chapman in Denver, and I trust that it will be in the near future as I am satisfied that Mr. Chapman will be of considerable help for rapid fabrication.

Progress this week has been rather slow as conveyor frames and elevator heads, requiring considerable rolling and slow fabrication, were being turned out this week.

I found two pieces of structural steel that are being built for the Climax Company, and asked Mr. Burkhardt whether or not this work was delaying the U.P. Job. He advised me that it did not delay it as these pieces were already cut and had been delayed for about two months, and the only work done on these pieces was welding, which was done at night. The shop is still practically 100 percent on the U.P. job and by Monday morning 20 tons of fabricated steel should be added to the piles now on the ground.

In reply to the last sentence of your last paragraph concerning shipment of steel, I have taken this matter up with Mr. Burkhardt again and he advises that he cannot ship steel at this time for the reason that he would have to send a crew to Reliance to unload this steel, and that no erection could progress continuously until more steel was fabricated; so that he would be compelled to pay his crew at Reliance without sufficient steel to keep them busy.

In this connection, I again took up with him as to when he will make shipment of tools and commence erection, and he is still of the opinion that he can commence operations in the field by May 1st. His erector is now in Chicago and no doubt will call on you today or tomorrow.

Examination at the shop this morning discloses that all men are on the U.P. job with the exception of a welder and one man, and this welder is used on the U.P. job whenever welding is necessary.

(SIGNED)

Yours very truly,  
S. TESCHER



**GARCIA COMPANY**  
CONSULTING & CONSTRUCTING ENGINEERS

MCCORMICK BUILDING  
332 S. MICHIGAN AVE.

CHICAGO

SHEET NO. \_\_\_\_\_

April 6th, 1936.

Mr. S. Tescher,  
National Fuel Company,  
Colorado Bldg.,  
Denver, Colorado.

Dear Mr. Tescher:-

I thank you for your report of April 4th. We lined up three layout men for the job, but Mr. Burkhardt did not want to pay their expenses to Denver and of course, for such a short period the men would not go on that basis. I hope Mr. Burkhardt calls at this office when he comes to Chicago and we will do everything possible to help him locate a man.

Our Mr. Chapman who will be our superintendent on the erection, will get out of here for Denver as soon as we can pry him off the design which he is working on and cannot leave. I still do not understand why Burkhardt cannot make shipment of 50 or 60% of the steel already fabricated and the balance consisting of simple work.

Yours very truly,

*J. A. Garcia*

JAG:HL

CC-Mr. Eugene McAuliffe.

C O P Y

NATIONAL FUEL COMPANY  
COLORADO BUILDING,  
DENVER, COLORADO

April 4, 1936.

Mr. John Garcia,  
Allen & Garcia Co.,  
332 S. Michigan Ave.,  
Chicago, Illinois.

Dear Mr. Garcia:-

Work at the Burkhardt plant is still progressing along the same lines, although the work at the present time is much simpler and is being turned out more rapidly. Mr. Hermann Burkhardt advises me that one of his brothers is leaving for Chicago today to see if he can locate a couple of "layout" men that will assist in this work.

We went into the matter of speeding up this work, and the only suggestion I can make is as outlined in my letter to you of March 28th. The presence of one of your men familiar with this job, in the shop, would materially assist in rapid fabrication.

Fabrication is still progressing as per the schedule of the drawings sent to the shop. The piles of fabricated material are growing from day to day, and with the exception of a few minor jobs that come into the shop, the shop is working practically 100 per cent on the U. P. job. No outside work is delaying the work in any way.

Very truly yours,

(SIGNED) S. TESCHER

ST:M



ALLEN & GARCIA COMPANY

CONSULTING & CONSTRUCTING ENGINEERS



McCORMICK BUILDING  
332 S. MICHIGAN AVE.

CHICAGO

WM. VON MEDING, SECRETARY  
L. VON PERBANDT, TREASURER

PHONE  
HARRISON 2472

April 4th, 1936.

Mr. Eugene McAuliffe, Pres.,  
The Union Pacific Coal Company,  
1416 Dodge Street,  
Omaha, Nebraska.

Dear Mr. McAuliffe:-

I am sorry to say that after scouring this section of the country for layout men for Burkhardt and obtaining three, Mr. Burkhardt advises us today that it is "against his principles to pay traveling expenses."

Of course, we cannot expect men to go to Denver for a few weeks work and pay their own traveling expenses, so I guess Mr. Burkhardt will have to struggle along as best he can.

Yours very truly,

JAG:HL

**J. A. & GARCIA COMPANY**  
CONSULTING & CONSTRUCTING ENGINEERS

MCCORMICK BUILDING  
332 S. MICHIGAN AVE.  
CHICAGO

SHEET NO. \_\_\_\_\_

April 2nd, 1936.

E. Burkhardt & Sons Steel & Iron Wks. Co.,  
869 S. Broadway,  
Denver, Colorado.

Gentlemen:

The reports we have been receiving from Mr. Tescher indicates that you are pushing the Union Pacific job in pretty good fashion and we are appreciative of your efforts to help us out. However, we are indeed in a very bad hole on that job as the schedule top and bottom was worked out by the mine officials on such a basis that May 1st shipment of steel would cripple the operation. We have not been able to find any layout men for you, but will keep on trying and in the meantime, isn't there something you could possibly do to speed up the work and start shipment sooner than you anticipate. We shall be grateful if you will renew your efforts to help us out in this matter and get your tools and some steel shipped in the very near future.

Yours very truly,

*J. A. Garcia*  
S.

JAG:HL

CC-Mr. Eugene McAuliffe  
CC-Mr. S. Tescher



April 2, 1936.

Mr. John A. Garcia,  
Allen & Garcia Co.,  
McCormick Bldg.,  
Chicago, Illinois.

Dear Mr. Garcia:

Replying to your several letters regarding delay in getting out our tipple steel by Burkhardts:

Mr. Pryde writes me on March 31st as follows:

"Two representatives of the Burkhardt people, of Denver, Mr. H. G. Drummond and Mr. James McDowell, visited here Saturday, and went over the tipple location at Reliance in preparation for the work there.

"They plan to use Mr. Whisenand's shovel with the boom for erecting the steel. Mr. Libby went over the entire layout with them, and is very well satisfied.

"I asked them if it would not be possible for them to ship the steel for the east part of the tipple first, working toward the west, and they stated they would try to work out a system of this kind.

"They said they had no hopes of making shipment before May 1st, as final plans were just received from Allen & Garcia Company on Monday, March 23rd."

In the light of Mr. Tescher's letter to you of March 25th, I do not see what more we can do in the premises, the use of the gasoline shovel boom located at Rock Springs eliminating the necessity of shipping a boom for unloading, etc. It is very apparent that much of the delay suffered was due to the failure of your people to get out the drawings as per promise, Mr. Cooley promising me faithfully that the last drawing would be out by March 1st.



-2-

I would be glad if you would still keep Mr. Tescher  
behind the job of getting out the material.

Sincerely yours,

Original Signed  
EUGENE MCAULIFFE



Rock Springs - March 31, 1936

Mr. Eugene McAuliffe:

Two representatives of the Burkhardt people, of Denver, Mr. H. C. Drummond and Mr. James McDowell, visited here <sup>3/28</sup> Saturday, and went over the tipple location at Reliance in preparation for the work there.

They plan to use Mr. Whisenand's shovel with the boom for erecting the steel. Mr. Libby went over the entire lay-out with them, and is very well satisfied.

I asked them if it would not be possible for them to ship the steel for the east part of the tipple first, working toward the west, and they stated they would try to work out a system of this kind.

They said they had no hopes of making shipment before May 1st, as all <sup>final</sup> the plans were just received from Allen and Garcia Company on Monday, March 23rd.

*G. W. M. J.*

353-12

March 30, 1936.

Mr. John A. Garcia,  
Allen & Garcia Co.,  
McCormick Bldg.,  
Chicago, Illinois.

Dear Mr. Garcia:

I am appreciative of the effort you are making toward trying to get our steel out of the Burkhardt plant earlier. If this work is delayed until May 1st, we will find ourselves in a difficult position with respect to coal from our Reliance mine, the demand increasing sharply in August.

Please keep me advised as to what Mr. Tescher can develop.

Sincerely yours,

Original Signed  
EUGENE MCAULIFFE



PRESIDENT  
VICE-PRESIDENT

ADDRESS  
CHICAGO

# ALLEN & GARCIA COMPANY

CONSULTING & CONSTRUCTING ENGINEERS



MCCORMICK BUILDING  
332 S. MICHIGAN AVE.

CHICAGO

WM. VON MEDING, SECRETARY  
L. VON PERBANDT, TREASURER

PHONE  
HARRISON 2472

March 26th, 1936.

Mr. Eugene McAuliffe, Pres.,  
The Union Pacific Coal Co.,  
1416 Dodge Street,  
Omaha, Nebraska.

Dear Mr. McAuliffe:-

I enclose copy of Mr. Tescher's letter from Denver, dated March 25th, and you will note that May 1st means beginning and not completion of erection. Just why he waits until the job is practically fabricated before he ships is something I do not yet understand and I am writing Mr. Tescher today, copy enclosed, suggesting that shipment be made earlier.

I can readily see that the complicated nature of the work would slow down fabrication, but hardly to such an extent. Will advise you if I am able to do anything toward getting Burkhardt to anticipate the date he specifies.

Yours very truly,

JAG:HL

Encl.

March 26th, 1936.

Mr. S. Tescher,  
National Fuel Company,  
Colorado Building,  
Denver, Colorado.

Dear Mr. Tescher:-

Thanks very much for your letter of March 25th, although the news that erection would start May 1st was a big disappointment to me. I do not yet understand why it is necessary to practically complete fabrication before shipment. Don't you think Mr. Burkhardt could anticipate that date considerably and ship steel, boom and tools at a much earlier date?

We will try to locate a couple of layout men, but there are very few in this class of work which is probably the most difficult and expensive kind of steel fabrication, and also, most concerns in the tipple and washery line are very busy.

I am wondering if Mr. Burkhardt is fabricating the steel according to a schedule which would permit of erecting the columns and lower portions of the structure, or whether he is working on purlins, girts, roof trusses, etc., which will not be needed until the last part of the erection program. His unfamiliarity with this class of work might lead him to do this and I am also fearful of shop errors.

Yours very truly,

JAG:HL

CC-Mr. Eugene McAuliffe



C O P Y

NATIONAL FUEL COMPANY  
COLORADO BUILDING

AIR MAIL

Denver, Colorado,  
March 25, 1936.

Mr. John A. Garcia,  
Allen & Garcia Co.,  
332 S. Michigan Ave.,  
Chicago, Illinois.

Dear Mr. Garcia:-

I visited the Burkhardt Iron Works Monday and today; was unable to be there yesterday. I have your letter of the 23d. instant, and Mr. Burkhardt in telling me that he anticipates erection May 1st., means that he expects to ship his boom for erection May 1st. so that erection will start about May 1st. He stated that he expected to have sufficient material fabricated by May 1st. so that shipment of boom and material can be made about that time, and further fabrication after May 1st. will keep the job going continuously until completed.

In regard to the statement that 50% of the steel is fabricated, I beg to advise that there is some discrepancy as to this percentage. Mr. Hermann Burkhardt, who is in charge of the office and administration, and his brother who is in charge of the shop, are at some variance in regard to this percentage. Mr. Burkhardt who has charge of the shop does not believe that 50% is fabricated. Mr. Hermann Burkhardt and his chief engineer feel that in view of the first 50% being more difficult of fabrication means that the job is really 50% fabricated insofar as the time element is concerned.

Examination at the shop discloses that this job has full preference, and that it is being put through as rapidly as labor and facilities of the shop allow.

In making inquiries I find that they are short of "layout" men, and I suggested to Mr. Burkhardt that perhaps you could put him in touch with two good "layout" men in your vicinity. Mr. Burkhardt advised me to write you this morning, making this suggestion to you. He states that he could probably use these men for six weeks or more, and after the completion of your job he may have other work that would make the trip to Denver worth while for these men.

I feel that they are doing everything possible to get this job out for you. There is this drawback, however - you must remember that steel fabrication in Denver has followed rather simple lines, such as buildings and bridges, and steel organizations in Denver are not fully familiar with tippie fabrication. The drawings are rather complicated for men that have been accustomed to fabricating framing for steel buildings and bridges. The numerous bends, angles, and other intricate details have slowed up this work considerably.



**& GARCIA COMPANY**  
BUILDING & CONSTRUCTING ENGINEERS

MCCORMICK BUILDING  
332 S. MICHIGAN AVE.  
CHICAGO

SHEET No. 2.

Mr. J. A. Garcia, . . . . . / 3/25/36.

I find also that an increase in the amount of actual tonnage needed for this job has retarded the work beyond the estimate of time originally made. Mr. Burkhardt is considerably worried about this job and feels that if you could locate two "layout" men for him, it might assist completion. He advises me that he has difficulty in getting layout men that are familiar with this character of work. I would suggest that if two layout men are located, that you communicate with Mr. Burkhardt as to their disposition.

I want to again call to your attention that the time of May 1st means that he will have sufficient steel fabricated to make shipment so that erection can commence, and that from May 1st on, he will be able to continuously ship completed fabrication so as to not retard erection.

A snow-storm here Sunday and Monday retarded some of the work that is done outside the shop. Work at the shop this morning discloses that with the exception of the painting of a light roof truss and the unloading of a car of material, all fabrication was being done on Job No. 9500.

I trust the above gives you the information asked for in your letter of the 23rd.

Very truly yours,

(SIGNED) S. TESCHER

ST:M



CHICAGO  
A. PRESIDENT  
VICE-PRESIDENT  
MAIL ADDRESS  
GAR CHICAGO

# ALLEN & GARCIA COMPANY

CONSULTING & CONSTRUCTING ENGINEERS



MCCORMICK BUILDING  
332 S. MICHIGAN AVE.

CHICAGO

WM. VON MEDING, SECRETARY  
L. VON PERBANDT, TREASURER

PHONE  
HARRISON 2472

March 23rd, 1936.

## AIR MAIL

Mr. Eugene McAuliffe, Pres.,  
Union Pacific Coal Company,  
Rock Springs, Wyoming.

Dear Mr. McAuliffe:-

You will note from the attached report of Mr. Tescher that the situation at Burkhardt's shop is not nearly as bad as we thought. Evidently you were misinformed as to his not starting fabrication until the last shop detail was in, for, according to Mr. Tescher's report, 50% of the total is already fabricated.

I do not know just why he doesn't start shipment but probably because he wants to see enough of the steel finished before starting his erection crew and having idle periods account of shipping failures. All shops have their own schedule for shipping, delivering and erecting and we should not disrupt his schedule, but I am going to ask Mr. Tescher to dig into this matter and see if he cannot arrange his schedule so that shipments can go forward at once.

I am somewhat confused as to the statement "doing everything in his power to anticipate erection May 1st". I hope that means complete erection, but I will find out and advise you.

Yours very truly,

*J. A. Garcia*

JAG:HL

CC-Omaha, Nebr.

Att.



C O P Y

NATIONAL FUEL COMPANY  
COLORADO BUILDING

Air Mail

Denver, Colorado,  
March 21, 1936.

Mr. J. A. Garcia,  
Allen & Garcia Co.,  
332 S. Michigan Ave.,  
Chicago, Illinois.

Dear Mr. Garcia:-

Replying to yours of the 20th, instant, beg to advise that I visited the Burkhardt Company's shop this morning and the situation is as follows:

Sheets numbered from 1 to 120 inclusive are 75% fabricated; sheets numbered from 121 to 187 inclusive, except missing sheets Nos. 183, 185 and 186 have been checked, ready for the shop, and cutting lists for sheets 121 to 187 will be completed in three or four days.

Mr. Burkhardt showed me your last letter advising that complete mailing of all sheets has been made, and I beg to advise you that sheets Nos. 183, 185, 186, 190, 191, 192 and 194 did not arrive, but are expected today which, as your letter states, will complete the mailing of all detail drawings to Burkhardt. The Shop Number of this job is 9500, and I noted in going through the shop that all the men are working on this job. At the present time he has a crew of about 43 men doing nothing but fabricating material for this job.

Mr. Burkhardt advised me that he is and has been working on this job daily, Sundays and nights, and is doing everything in his power to anticipate erection May 1st.

Mr. Ross, their Chief Engineer, also advised me that most of the work requiring difficult fabrication is completed, and that from now on the work should move faster. From examination made and from information, the job at present is 50 per cent fabricated, and the remaining 50 per cent should not be as difficult as the first 50 per cent.

The entire office crew is also engaged checking shop detail so as to not delay the work.

You may rest assured that I will visit Burkhardt's as much as possible and keep you advised as to progress. Hoping that I may be of some assistance to you in getting this job out, I am,

Very truly yours,

(SIGNED) S. TESCHER

ST:M



# Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial  
Cables



All America  
Cables

Mackay

Radio

RECEIVER'S NUMBER

CHECK

TIME FILED

STANDARD TIME

Send the following message, subject to the terms on back hereof,

which are hereby agreed to

Form 2

Chicago, March 23rd, 1936.

Mr. Eugene McAuliffe, Pres.,  
Union Pacific Coal Co.,  
1416 Dodge St.,  
Omaha, Nebr.

(CONFIRMATION)

FIFTY PERCENT OF STEEL ALREADY FABRICATED AM WRITING

JOHN A. GARCIA

CHGE. A. & G. CO.  
10:52 AM.

CC-Rock Springs, Wyo.

March 23rd, 1936.

AIR MAIL

Mr. Eugene McAuliffe, Pres.,  
Union Pacific Coal Company,  
Rock Springs, Wyoming.

Dear Mr. McAuliffe:-

You will note from the attached report of Mr. Tescher that the situation at Burkhardt's shop is not nearly as bad as we thought. Evidently you were misinformed as to his not starting fabrication until the last shop detail was in, for, according to Mr. Tescher's report, 50% of the total is already fabricated.

I do not know just why he doesn't start shipment but probably because he wants to see enough of the steel finished before starting his erection crew and having idle periods account of shipping failures. All shops have their own schedule for shipping, delivering and erecting and we should not disrupt his schedule, but I am going to ask Mr. Tescher to dig into this matter and see if he cannot arrange his schedule so that shipments can go forward at once.

I am somewhat confused as to the statement "doing everything in his power to anticipate erection May 1st". I hope that means complete erection, but I will find out and advise you.

Yours very truly,

*J. A. Garcia*

JAG:HL

CC-Omaha, Nebr.

Att.



**& GARCIA COMPANY**

ENGINEERING & CONSTRUCTING ENGINEERS

MCCORMICK BUILDING  
322 S. MICHIGAN AVE.

CHICAGO

SHEET No. \_\_\_\_\_

C O P Y

NATIONAL FUEL COMPANY  
COLORADO BUILDING

Air Mail

Denver, Colorado,  
March 21, 1936.

Mr. J. A. Garcia,  
Allen & Garcia Co.,  
332 S. Michigan Ave.,  
Chicago, Illinois.

Dear Mr. Garcia:-

Replying to yours of the 20th, instant, beg to advise that I visited the Burkhardt Company's shop this morning and the situation is as follows:

Sheets numbered from 1 to 120 inclusive are 75% fabricated; sheets numbered from 121 to 187 inclusive, except missing sheets Nos. 183, 185 and 186 have been checked, ready for the shop, and cutting lists for sheets 121 to 187 will be completed in three or four days.

Mr. Burkhardt showed me your last letter advising that complete mailing of all sheets has been made, and I beg to advise you that sheets Nos. 183, 185, 186, 190, 191, 192 and 194 did not arrive, but are expected today which, as your letter states, will complete the mailing of all detail drawings to Burkhardt. The Shop Number of this job is 9500, and I noted in going through the shop that all the men are working on this job. At the present time he has a crew of about 43 men doing nothing but fabricating material for this job.

Mr. Burkhardt advised me that he is and has been working on this job daily, Sundays and nights, and is doing everything in his power to anticipate erection May 1st.

Mr. Ross, their Chief Engineer, also advised me that most of the work requiring difficult fabrication is completed, and that from now on the work should move faster. From examination made and from information, the job at present is 50 per cent fabricated, and the remaining 50 per cent should not be as difficult as the first 50 per cent.

The entire office crew is also engaged checking shop detail so as to not delay the work.

You may rest assured that I will visit Burkhardt's as much as possible and keep you advised as to progress. Hoping that I may be of some assistance to you in getting this job out, I am,

Very truly yours,

(SIGNED)

S. TESCHER

ST:M



# Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial  
Cables



All America  
Cables

Mackay

Radio

RECEIVER'S NUMBER

CHECK

TIME FILED

STANDARD TIME

Send the following message, subject to the terms on back hereof,

which are hereby agreed to

Form 2

Chicago, March 23rd, 1936.

Mr. Eugene McAuliffe, Pres.,  
Union Pacific Coal Co.,  
1416 Dodge St.,  
Omaha, Nebr.

(CONFIRMATION)

FIFTY PERCENT OF STEEL ALREADY FABRICATED AM WRITING

JOHN A. GARCIA

CHGE.A.&G.CO.  
10:52 AM.

CC-Rock Springs,Wyo.



Omaha March 23 1936

Eugene McAuliffe - Cheyenne

Following from John Garcia. QUOTE. Fifty per cent of steel  
already fabricated. Am writing. UNQUOTE. R-62

R W Pierce

# Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial  
Cables



All America  
Cables

Mackay

Radio

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
WLT	WEEK END CABLE LETTER
	RADIOGRAM

STANDARD TIME  
INDICATED ON THIS MESSAGE

CB156 8

MC CHICAGO ILL 23 1103A

1936 MAR 23 AM 10 24

EUGENE MCAULIFFE

PRES UNION PACIFIC COAL CO 1416 DODGE ST OMAHA NEBR

FIFTY PERCENT OF STEEL ALREADY FABRICATED AM WRITING

JOHN A GARCIA.



353-12

March 21, 1936.

E. Burkhardt & Sons Steel & Iron Works Co.,  
869 South Broadway,  
Denver, Colorado.

Dear Sirs:

Herewith our Order No. 27592 covering 83 tons of additional structural steel for our coal tippie at Reliance, Wyoming, this over and above our Order No. 24651 of September 30, 1935, in accordance with revised specifications from Allen & Garcia Company.

Sincerely yours,

Original Signed  
EUGENE MCAULIFFE

CC: Allen & Garcia Co.  
Mr. G. B. Pryde.

## UNION PACIFIC COAL COMPANY

ORDER

27592

REQUISITION

Rel.

Quote both numbers on invoice

Rock Springs, Wyo.

Mar. 14, 1936.

Burkhardt & Sons Steel & Iron Works  
869 S. Broadway,  
Denver, Colorado.

Please furnish this Company, the following, subject to agreement and conditions on the back hereof. Ship to and mark:

THE UNION PACIFIC COAL CO., care of Mr. M. W. Medill, Supt., Reliance, Wyo.

Ship via Union Pacific.

83--Tons Additional Structural Steel for Coal Tipple at Reliance,

Wyo. This steel is over and above our Order No. 24651,  
dated Sept. 30, 1935, in accordance with revised specifications  
from Allen & Garcia Co.

83 tons @	\$88.00	per T. F.O.B. Reliance, Wyo. -	\$7,304.00
" "	28.00	Erection	2,324.00
" "	2.50	Field Painting	207.50
		Estimated Costs	\$9,835.50.

APPROVED:

APPROVED:

*E. E. McAuliffe*  
Vice Pres. & Genl. Mgr.  
CC - Allen & Garcia Co.  
Mr. E. McAuliffe

*E. M. McNeill*  
President.  
Mr. F. Tallmire  
Mr. F.A.H.-Machy.File.

Purchasing Agent.

MAKE INVOICE IN TRIPLICATE AND  
FOLLOW INSTRUCTIONS ON BACK



March 18th, 1936.

The E. Burkhardt & Sons Steel & Iron Wks.Co.,  
869 S. Broadway,  
Denver, Colorado.

Gentlemen:

RE: Job No. 1150.

We are sending you under separate cover, four  
prints each of the following drawings:

177- 183- 185- 186- 187- 188- 189- 190- 191-  
192- 193- 194- 195- 196- 197 and 198.

These sheets comprise the last of the details and you should  
now have prints of drawings 1 to 198 inclusive. Would be  
glad to have you check your files to see that you have re-  
ceived them all. Kindly acknowledge receipt.

Yours very truly,

ALLEN & GARCIA COMPANY

BY *William von Weding.*

WVM:HL

CC-Mr. Eugene McAuliffe  
CC-Mr. F.B. Pryde  
CC-Mr. F.A. Hunter.

Rock Springs - March 16, 1936

Mr. Eugene McAuliffe:

I have had an additional order made up for 83 tons of steel, in accordance with your letter of February 21, File 353-12.

I am sending this to you for handling, as my thought is that the Burkhardt people should have an order covering these 83 tons of additional steel, plus erection and field painting.

If you agree with me, will you please approve, sending the original to the Burkhardt Company and one copy to Allen & Garcia Company, retaining one copy for your files and returning two copies to me for further handling.

*George M. ...*



IDENT  
PRESIDENT  
ADDRESS  
CHICAGO

ALLEN & GARCIA COMPANY  
CONSULTING & CONSTRUCTING ENGINEERS

  
McCORMICK BUILDING  
332 S. MICHIGAN AVE.

CHICAGO

WM. VON MEDING, SECRETARY  
L. VON PERBANDT, TREASURER

PHONE  
HARRISON 2472

March 16th, 1936.

Mr. Eugene McAuliffe, Pres.,  
The Union Pacific Coal Co.,  
1416 Dodge Street,  
Omaha, Nebraska.

Dear Mr. McAuliffe:-

I acknowledge yours of the 13th. It has been your job and mine for many years to face difficult situations with courage and iron them out and I have no doubt but that we can do it in this case. I suspect that Burkhardts have taken on more remunerative work and are giving it preferred attention. I have checked over the drawings and their delivery and can see no reason why Burkhardt should not have started fabrication after Mr. Chapman's visit to the shop last January. The shop details sent him in the last week or so were miscellaneous drawings that need not have delayed the job at all and to await the delivery of the last sheet before starting fabrication is wrong. The outfit is either resentful and sore about something, or as stated above, they have higher priced work in the shop.

As a practical suggestion, I believe you should get in touch with Sam Tescher and have him visit the shop every day, or oftener if necessary, and ride them hard. This was done on the National Fuel job at Denver and brought results. I wish you would do this and Tescher is exactly the man, would do anything possible to help you and is located at the right spot.

I will take care of this end of it and between us we will get results. The manufacturers of all the rest of the material are begging for shipping orders and if Mr. Tescher will do what I think he can, I see no reason why the job should not come through on time.

Yours very truly,

JAG:HL

*J. A. Garcia*



March 13, 1936.

Mr. John A. Garcia,  
Allen & Garcia Company,  
McCormick Building,  
Chicago, Illinois.

Dear Mr. Garcia:

Mr. Von Pirbandt's letter of March 9th before me on my return from the West today. To say that I am definitely disappointed in the handling given our tipple contract would be merely expressing the matter mildly. We started several months ago with the theory (which was thoroughly accepted by your representatives) that with ample time, there could be no possibility of delay in construction, to the end that the tipple might be completed by mid-summer and before our fall mine load overtakes us.

Mr. Cooley assured me that with the long time afforded him for preparation of drawings, etc., we would be compelled to hold back material, including structural steel, rather than have to expedite same. I was advised in the beginning that the detail drawings would be gotten out promptly, and on the occasion of Mr. Cooley's last visit to Omaha, he assured me that the final drawing would be in the Burkhardt office by March 1st. Now Mr. Von Pirbandt comes along on March 9th with a well dressed statement of what the steel company should do, with no apology for his defections. In reply to our inquiry, the Burkhardt Company write on March 9th that they had not as of that date received all of the detail drawings from your company, having received 16 on the 9th with several yet to come, stating that under these circumstances they are unable to state just when fabrication will be completed, but do know that it will not be before April 1st.

Mr. Von Pirbandt states in his letter that the last of the detail drawings for the tipple will go to the shop on March 18th, explaining that cold weather is responsible for Burkhardt's delay, etc., not as yet attempting to allege that the cold weather had anything to do with the failure to fulfill Mr. Cooley's promises.

Two tragic errors were made in the estimates, the first relating to the concrete foundation, the last (which Mr. Cooley told me about on his visit) the under-estimate of the structural steel by 83 tons. On top of this situation, which I presume we will have to absorb and which puts our cost far beyond our estimate, to which Mr. Cooley subscribed, we find that we are given excuses and explanations rather than drawings.

Will you please take hold of this matter personally, and



give me some date when the last drawings for the tippie will reach Burkhardts, with any other information that might be helpful in expediting the work of the steel company and the erection of the plant? It might be well for you to make a special check of the other material to be designed and purchased through your company, it entirely possible that new deflections will develop in that direction.

Sincerely yours,

Original Signed  
EUGENE MCAULIFFE

CC: Mr. G. B. Pryde.



PRESIDENT  
VICE-PRESIDENT

ADDRESS  
CHICAGO

# ALLEN & GARCIA COMPANY

CONSULTING & CONSTRUCTING ENGINEERS



MCCORMICK BUILDING  
332 S. MICHIGAN AVE.

CHICAGO

WM. VON MEDING, SECRETARY  
L. VON PERBANDT, TREASURER

PHONE  
HARRISON 2472

March 9th, 1936.

Mr. Eugene McAuliffe,  
The Union Pacific Coal Co.,  
1416 Dodge St.,  
Omaha, Nebr.

Dear Sir:-

We have your letter of March 6th together with telegram of March 9th, regarding the question of drawings and shipment of steel, and will outline for you our records covering the shipment of drawings to Burkhardt.

The main unit consisting of dump station building, conveyor frames, etc., of that portion which could be erected first, went forward to Burkhardt on January 6th, 1936. This part of the work could be handled as a unit and if they are up to date on their fabrication should be ready to ship by this time so that erection could be started on April 1st as anticipated.

During the month of January we forwarded them in addition, the detail drawings of the refuse conveyor. During the month of February we forwarded them crusher conveyor on the 15th and mixing conveyor on the 7th. On March 3rd details covering the main columns were sent them and on March 6th the shaker trusses went forward, thus making the date of the last drawings of the main supports having been sent on March 6th, so that at the present time they have in their hands drawings for all of the main structure and if they fabricate this material in accordance with schedule, they should have it ready to ship by April 1st which will be in time to fit in with the erection program.

The last of the detail drawings for the Reliance tippie will go to the shop March 18th, those parts remaining being mostly stairs, hand rails and miscellaneous floor beams which will not interfere or hold up erection if they are shipped last, same being only odds and ends that are necessary to make a final complete job.

It seems to me as though the cold weather in Denver during the months of January and February has hampered Burkhardt to a great extent and this, together with some delay in the forwarding of shop details probably will account for the postponement of erection date, but in our opinion, the date of May 1st could be anticipated considerably if sufficient pressure could be brought to bear on Burkhardt.

Yours very truly,  
ALLEN & GARCIA COMPANY

BY

*L. von Perbandt*

LVP:HL  
CC-Mr. Geo. Pryde.



ENGINEERS  
DESIGNERS



FABRICATORS

ERECTORS

DENVER, COLO.  
March 9th, 1936.

Union Pacific Coal Company,  
1416 Dodge Street,  
Omaha, Nebraska.

Gentlemen:

In answer to your letter of  
March 6th, beg to advise that we have not as  
yet received all of the detail drawings for  
your Reliance, Wyoming, tipple from Allen and  
Garcia.

Today we received sixteen draw-  
ings, and understand that there are several yet  
to come.

At this writing we are unable  
to state just when fabrication will be completed,  
but do know that it will not be by April 1st.

Very truly yours,

E. BURKHARDT & SONS STEEL & IRON  
WORKS COMPANY.

By: *E. Burkhardt*

HAB/a

MEMBER



ALL AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS, OR OTHER CAUSES BEYOND OUR CONTROL  
ORDERS FOR FABRICATED MATERIAL WILL NOT BE CANCELLED UNDER ANY CIRCUMSTANCES AFTER THE WORK HAS BEEN COMMENCED

Rock Springs - March 9, 1936

Mr. Eugene McAuliffe:

Herewith copy of letter from the Burkhardt Company which indicates that they have not received all of the shop drawings from the Allen & Garcia Company, and that there is little possibility of the shipment date of May 1st being advanced.

George M. M. M.



THE E. BURKHARDT & SONS STEEL & IRON WORKS CO.

Denver, Colo.  
March 6th, 1936.

The Union Pacific Coal Co.,  
Rock Springs, Wyoming.

Atten: Mr. Geo. B. Pryde.

Gentlemen:

We regret that Mr. Cooley informed you that we expected to begin erection of the steel work for your Reliance tipple by April 1st, for in our letter to him on February 24th, we informed Mr. Cooley that shipment could not be made before May 1st.

We have been hampered to a very great extent in fabricating this work by the extremely cold weather during all of January and most of February.

We still have a number of shop drawings to come, and a few points on some already received, which must be cleared up before the parts in question can be fabricated.

We will do all in our power to anticipate the above date, but doubt seriously our ability to do so.

Very truly yours,

E. BURKHARDT & SONS STEEL & IRON WORKS CO.

By: (sgd) H. A. Burkhardt.

HAB/a

C O P Y

Omaha March 9 1936

Allen & Garcia Co  
McCormick Bldg  
Chicago Illinois

Burkhardt's advised Mr Pryde commence shipments steel Reliance  
tipple about May first Please develop responsibility for  
delay advising

Eugene McAuliffe

Send - W.U.  
Chg. - U. P. Coal Co.



March 9, 1936.

Mr. M. K. Frank,  
P. O. Box 1234,  
Pittsburgh, Pa.

Dear Sir:

Your letter of March 6th on material for steel tipple  
at Reliance, Wyoming:

We are not in the market for rails or other track  
equipment at this time, using second-hand railroad steel  
located nearby.

Sincerely yours,

Original Signed  
EUGENE MCAULIFFE

# M. K. FRANK

NEW AND RELAYING RAILS  
IRON AND STEEL



MINE CAR MANUFACTURERS

POST OFFICE BOX 1234  
PITTSBURGH, PA.

CABLE  
ADDRESS  
MARK FRANK

PLANT  
CARNEGIE, PA.

ADDRESS WIRE MESSAGES:  
M. K. FRANK  
PITTSBURGH, PA.

NEW YORK OFFICE  
GRAND CENTRAL PALACE

March 6th, 1936.

Union Pacific Coal Company,  
Omaha, Nebraska.

Gentlemen:

We understand that you contemplate the construction of a steel tipple.

Have you as yet purchased the rails and track supplies necessary for this undertaking?

We have on hand at all times in centrally located warehouses throughout the country a large supply of rails, all sections, and track equipment, also industrial and contractors cars and equipment, from which we can make immediate shipment.

Trusting that we may have the pleasure of receiving your inquiry and that you will be so kind as to place our name on your mailing list, we remain

Yours very truly,

M. K. FRANK

PER

*M. J. Fruchs*

MF\*HCM



Rock Springs - March 5, 1936

Mr. Eugene McAuliffe:

Herewith copy of letter from The E. Burkhardt & Sons Steel & Iron Works Company, and my answer thereto.

I cannot understand this deferred date, after receiving Mr. Cooley's letter of February 17th, in which he stated that the erection could start about the third week in March, provided weather conditions were favorable. We have always contemplated having erection start about the First of April, because we figured the weather would be satisfactory at that time so that we might have uninterrupted construction, and if the Burkhardt people do not ship until May 1st, it will be about the middle of May before they get started on the erection. This will throw us way into August before we will be able to complete the tipple.

We had figured on having the tipple completed early in July.

I am wondering if you could get in touch with Mr. Cooley, determining if the final plans for the Burkhardt people have been delayed by the Allen & Garcia Company.

*Glorie Murre*

March 5, 1936

Mr. H. A. Burkhardt  
The E. Burkhardt & Sons Steel & Iron Works Co.  
869 South Broadway  
Denver, Colorado

Dear Sir:

I am in receipt of your letter of March 4th, indicating you will not be able to make shipment on the steel for our Reliance tipple until about May 1st. This would indicate that erection will probably not start before May 15th.

This is very much out of line with our Order No. 24651, September 30, 1935, which states, "Field erection to start about March 1st, 1936, and to be completed approximately May 1st, 1936." Also, under date of February 17th, Mr. H. B. Cooley, of Allen & Garcia Company, stated that it was their Mr. Chapman's understanding that shipment could be made and erection started about the third week in March.

We had expected to start erection not later than April 1st, and this deferring of that date for six weeks will very seriously cripple us, inasmuch as it will carry us into the period of peak production when we are required to make heavy production for the Union Pacific Railroad Company, before the tipple is completed.

I would appreciate very much further advice from you as to just what has caused the delay since we received Mr. Cooley's letter about two weeks ago, which indicated that erection could be started the latter part of the present month.

Yours very truly,

Original Signed:  
GEORGE E. PRYDE



THE E. BURKHARDT & SONS  
STEEL & IRON WORKS CO.

869 So. Broadway

Phone SPruce 4451

Denver, Colo.  
March 4th, 1936.

The Union Pacific Coal Company,  
Rock Springs, Wyoming.

Gentlemen:

The steel for your tipple at  
Reliance, Wyoming, will be ready for shipment  
about May 1st. Should we be able in the meantime  
to anticipate this date, we will so advise you.

Very truly yours,

E. BURKHARDT & SONS STEEL & IRON  
WORKS COMPANY.

By: (sgd) H. A. Burkhardt

HAB/a

C O P Y

March 5, 1936

Mr. H. A. Burkhardt  
The E. Burkhardt & Sons Steel & Iron Works Co.  
869 South Broadway  
Denver, Colorado

Dear Sir:

I am in receipt of your letter of March 4th, indicating you will not be able to make shipment on the steel for our Reliance tipple until about May 1st. This would indicate that erection will probably not start before May 15th.

This is very much out of line with our Order No. 24651, September 30, 1935, which states, "Field erection to start about March 1st, 1936, and to be completed approximately May 1st, 1936." Also, under date of February 17th, Mr. H. B. Cooley, of Allen & Garcia Company, stated that it was their Mr. Chayman's understanding that shipment could be made and erection started about the third week in March.

We had expected to start erection not later than April 1st, and this deferring of that date for six weeks will very seriously cripple us, inasmuch as it will carry us into the period of peak production when we are required to make heavy production for the Union Pacific Railroad Company, before the tipple is completed.

I would appreciate very much further advice from you as to just what has caused the delay since we received Mr. Cooley's letter about two weeks ago, which indicated that erection could be started the latter part of the present month.

Yours very truly,

Original Signed:  
GEORGE E. PRYDE



869 So. Broadway

THE E. BURKHARDT & SONS  
STEEL & IRON WORKS CO.

Phone SPruce 4451

Denver, Colo.  
March 4th, 1936.

The Union Pacific Coal Company,  
Rock Springs, Wyoming.

Gentlemen:

The steel for your tipple at  
Reliance, Wyoming, will be ready for shipment  
about May 1st. Should we be able in the meantime  
to anticipate this date, we will so advise you.

Very truly yours,

E. BURKHARDT & SONS STEEL & IRON  
WORKS COMPANY.

By: (sgd) H. A. Burkhardt

HAB/a

C O P Y

353-12

Omaha, March 6, 1936.

Mr. G. B. Pryde:

Herewith bill from Allen & Garcia Company, covering further structural detail shop drawings, amount \$501.90. This completes the \$3,500 to be paid Allen & Garcia for detail shop drawings, as per contract with them.

Original Signed  
EUGENE MCAULIFFE



CHICAGO, February 29th, 1936.

Union Pacific Coal Company  
1626 Dodge Street  
Omaha, Nebraska

TO ALLEN & GARCIA COMPANY DR.  
McCORMICK BUILDING

JOB NO. 1150

Engineering for new tippie at Reliance Wyoming as per formal  
contract dated 9/3/35.

TERMS: 30 DAYS NET - NO CASH DISCOUNT

Detail Shop Drawings

\$ 501.90

PAYMENTS TO ALLEN & GARCIA UNDER CONTRACT NO. 21161

For Engineering Services

Total amount to be paid		\$8,000.00
Paid October 15, 1935	\$1,000.00	
Paid November 15, 1935	2,000.00	
Paid December 15, 1935	2,000.00	
Paid January 15, 1936	<u>1,000.00</u>	
Total amount paid		<u>6,000.00</u>
Balance due when engineering services completed		\$2,000.00

For Shop Detail Drawings

Total amount to be paid		\$3,500.00
Paid December 15, 1935	\$ 142.83	
Paid January 15, 1936	<u>1,055.33</u>	<u>1,198.16</u>
Balance to be paid		\$2,301.84
Paid February 15, 1936	<u>\$ 1,799.94</u>	
Balance to be paid		\$ 501.90
Paid March 10, 1936	<u>\$ 501.90</u>	
Balance		-



March 6, 1936.

E. Burkhardt & Sons Steel & Iron Works Co.,  
869 South Broadway,  
Denver, Colorado.

Dear Sirs:

Please advise if you have received all of the detail drawings for our Reliance, Wyoming, tippie from Allen & Garcia Company, and when a sufficient amount of the steel to admit of starting fabrication will be at Reliance.

I had in mind that this work should start about April first if it is possible to so arrange.

Sincerely yours,

Original Signed  
EUGENE MCAULIFFE

CC: Mr. G. B. Pryde.

March 6, 1936.

Allen & Garcia Co.,  
McCormick Building,  
Chicago, Illinois.

Dear Sirs:

When Mr. Cooley called on February 21st, he advised that all of the detail drawings for the Reliance tipple would be finished by March first, and forwarded to Burkhards at Denver.

Can you now advise the date when the last drawings went forward?

Sincerely yours,

Original Signed  
EUGENE MCAULIFFE



March 6, 1936.

Mr. A. Fletcher Marsh,  
Marsh & Truman Lumber Co.,  
332 South Michigan Avenue,  
Chicago, Illinois.

Dear Sir:

Your letter of March 4th on lumber for new coal tipple  
being built by our company at Reliance, Wyoming:

This tipple is of steel construction, and we do not  
anticipate using any timber in connection with same.

I am obliged to you for your inquiry.

Sincerely yours,

Original Signed  
EUGENE MCAULIFFE

PAYMENTS TO ALLEN & GARCIA UNDER CONTRACT NO. 21161

For Engineering Services

Total amount to be paid		\$8,000.00
Paid October 15, 1935	\$1,000.00	
Paid November 15, 1935	2,000.00	
Paid December 15, 1935	2,000.00	
Paid January 15, 1936	<u>1,000.00</u>	
Total amount paid		<u>6,000.00</u>
Balance due when engineering services completed		\$2,000.00

For Shop Detail Drawings

Total amount to be paid		\$3,500.00
Paid December 15, 1935	\$ 142.83	
Paid January 15, 1936	<u>1,055.33</u>	<u>1,198.16</u>
Balance to be paid		\$2,301.84
Paid February 15, 1936	<u>\$ 1,799.94</u>	
Balance to be paid		\$ 501.90



TELEPHONE HARRISON 6491

# MARSH & TRUMAN LUMBER COMPANY

332 SOUTH MICHIGAN AVENUE

CHICAGO

TIMBER  
OAK-FIR  
YELLOW PINE  
RAILROAD  
CAR MATERIAL  
SWITCH TIES  
CROSS TIES  
BARGE MATERIAL

TRUMAN, PRESIDENT  
MARSH, VICE-PRESIDENT  
FAIRBAIN, SECRETARY  
M. BURNS, TREASURER  
COAST OFFICE  
SEATTLE, WASHINGTON  
SOUTHERN OFFICE  
HATTIESBURG, MISS.

March 4, 1936

Union Pacific Coal Company  
c/o E. McAuliffe  
5610 Farnam Street  
Omaha, Nebr.

Gentlemen:

Noticed with considerable interest that you are planning coal handling plant at Reliance, Wyo., and will appreciate knowing whether this contemplates the use of Fir or Yellow Pine timbers.

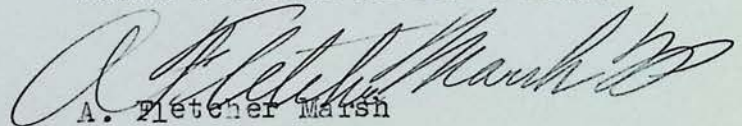
Specializing as we do in furnishing timber for coal handling plants throughout the country, we are anxious to cooperate with you on whatever you may be needing.

We will very much appreciate hearing from you, and will be delighted to cooperate.

Yours truly,

MARSH & TRUMAN LUMBER COMPANY

AFM/G

  
A. Fletcher Marsh

At Rock Springs, Wyoming  
February 25, 1936

Mr. John K. Beidler  
Bravo-Doyle Company  
Bravo Building  
Pittsburgh, Pennsylvania

Dear Sir:

Yours of February 18th:

I do not think that we will find it necessary to install a heater in the new tipple going up at Reliance, but if such develops, I would be very glad to communicate with you further, your arrangement apparently carrying a great deal of merit.

Yours very truly,

Original Signed:  
EUGENE McCAULIFFE



# DRAVO-DOYLE COMPANY

## MERCHANT ENGINEERS

GENERAL OFFICES  
DRAVO BUILDING  
PITTSBURGH, PA.

Feb. 18, 1936

IN REPLY REFER TO  
JKB:CLC

Union Pacific Coal Company,  
Omaha, Neb.

Attention: Mr. E. McAulissie

Gentlemen

SUBJECT: Tipple at Reliance, Wyoming

We have to offer in connection with coal tipples direct-fired unit heaters, adaptable to either hand or stoker fire. We have made several installations for coal companies, where they are using the units to keep their breakers from freezing up, also the conveyors. The capacity of the unit is 800,000 BTU output per hour; the overall efficiency is 85%. If you would be interested in this equipment, we would be very glad to quote you a price upon receipt of your inquiry, giving us some idea of your problems.

The principle of the unit is that we discharge air from fans over a corrugated sheet, which surrounds the combustion chamber. Fins are welded on the inside and the outside of the corrugations, in order to facilitate conduction. The gases of combustion at no time come in contact with the air which is discharged into the building. As far as the fire hazard goes, the unit is accepted on that basis very readily by all fire insurance companies.

We trust that we may have the pleasure of serving you.

Yours very truly,

DRAVO-DOYLE COMPANY

By:

*John K. Beidler*  
John K. Beidler

February 24, 1936.

Mr. A. J. Werner,  
Wisconsin Bridge & Iron Co.,  
5023 North 35th Street,  
Milwaukee, Wisconsin.

Dear Mr. Werner:

Your letter of the 22nd on our Reliance, Wyoming,  
tipple:

I beg to advise that contracts for the construction  
of this tipple were let some months ago, the steel now under  
fabrication.

I am obliged to you for your inquiry.

Sincerely yours,

Original Signed  
EUGENE MCAULIFFE



A. WAGNER, PRES. & TREAS.  
J. A. RIEMER, VICE PRES. & MGR.  
E. D. CODDINGTON, VICE PRES.  
J. A. SCHOENECKER, SECY.



SALES OFFICES  
MILWAUKEE  
CHICAGO  
DETROIT

# WISCONSIN BRIDGE & IRON COMPANY

5023 NORTH 35TH STREET

MILWAUKEE, WIS.

February 22, 1936.

ADDRESS ALL COMMUNICATIONS TO THE COMPANY

Union Pacific Coal Company,  
Omaha, Nebraska.

Attention: Mr. E. McAuliffe, President.

Gentlemen:

We understand that you plan on constructing a new steel tipple and also plan on constructing a Power Plant at Reliance, Wyoming, and Rock Springs, Wyoming, respectively.

When inviting bids for constructing the steel tipple will you be kind enough to include our Company with the list of people from whom you intend inviting bids, and also, we would greatly appreciate an opportunity to bid on the structural steelwork for your Power Plant.

We are in a position to quote attractive prices and prompt deliveries and will look forward with pleasure to hearing from you.

Yours truly,

WISCONSIN BRIDGE & IRON COMPANY

BY

*A. J. Kerner*  
Contracting Agent

AJW:AP



Omaha, February 21, 1936.

Mr. G. B. Pryde:

Mr. Cooley met with me this afternoon, discussing the tipple situation, and advises me that the detailing of the steel will be finished this month, and there remains about \$500 worth of minor material to purchase, including bolts, nails, etc., which he will secure bids for, submitting to Mr. Hunter at Rock Springs for purchase, Mr. Hunter to check these bids with other companies in the West.

We are confronted with a further over-run in the cost of the tipple, the tipple steel running 258 tons instead of 175 tons as originally estimated, this over-run of 83 tons amounting to \$9,835.50. Our over-runs, including tipple and foundation, less the reduction in purchases below estimate, and after making use of the contingency allowance set up by the Allen & Garcia Company, are substantially as follows:

Allen & Garcia Estimate

Excess steel, 83 tons (total now 258)	\$9,835.50
Purchases below estimate, including contingency allowance	<u>4,809.90</u>
Net over-run by Allen & Garcia Co.	\$5,025.60
Add foundation over-run	<u>6,400.00</u>
Total over-run	\$11,425.60

This would indicate an over-run to date of \$11,425.60, excluding the box car loader, the purchase of which we have abandoned.

In your letter of September 3rd, you set up as available, \$115,679.58, the estimate as gone over by Mr. Cooley and myself today now running as follows:



Allen & Garcia material and engineering	\$ 99,700.07
Add wiring	5,010.53
Add track changes	1,500.00
Add foundations	<u>13,400.00</u>
TOTAL	\$117,610.60

This would indicate an excess to date, over your figure, of \$1,931.02.

I would suggest that you write Burkhardt and ask them when they will be able to complete the fabrication of the tipple steel, assuming that the last detail specifications will reach them by Monday, March 2nd.

Original Signed.  
EUGENE McAULIFFE

CC: Allen & Garcia Co.,  
McCormick Bldg.,  
Chicago, Illinois.

Balance of 6185.00

Steel over 9835.50

175 to 258 tons

Drawing 3650.50

Tons  
Est

258  
175  
83

Overall wt  
419.8 tons

0069517  
4156700  
14424513

0811481  
12196-5-51



3d  
 Chain  
 + tight  
 roller - motor  
 Screen  
 Drive  
 UP Coal NW 14.

945 00 12  
 25 00 12  
 615 12

~~70 00~~

97.685 12

94.500

3185 12  
 70

More Equipment  
 added

3115 12  
 3,115 12

Excess Steel	8.100	9835.50
Saving by purchase		4809.90
Net overrun		5025.60
Foundation overrun		7400.00
Total overrun		<u>12,425.60</u>

Omaha Febr 20 1936

Allen & Garofa Co  
McCormick Bldg  
Chicago Ill

Your wire date      Glad see Mr Cooley my office Friday

Eugene McAuliffe

Send - W.U.  
Chg. - U. P. Coal Co.



# Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial  
Cables



All America  
Cables

Mackay

Radio

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

STANDARD TIME  
INDICATED ON THIS MESSAGE

B359 11 XU

1936 FEB 20 PM 4 17

MC CHICAGO ILL 20 405P

THE UNION PACIFIC COAL CO

1416 DODGE ST OMAHA NEBR

WIRE IF MR MCAULIFFE CAN SEE COOLEY FRIDAY AFTERNOON OMAHA OFFICE

ALLEN & GARCIA CO.

**ALLEN & GARCIA COMPANY**  
CONSULTING & CONSTRUCTING ENGINEERS

MCCORMICK BUILDING  
332 S. MICHIGAN AVE.  
CHICAGO

SHEET NO. \_\_\_\_\_

Feb. 17th, 1936.

Mr. George Pryde, Vice-Pres.,  
The Union Pacific Coal Co.,  
Rock Springs, Wyoming.

Dear Sir:-

RE: Structural Steel - Job 1150.

We have your letter of the 14th, regarding status of structural steel in Burkhardt's shop and would advise as follows.

Early in January, we sent one of our engineers to Denver to insure that all the mill steel for the job was ordered and to assist in arranging a fabricating schedule that would insure putting the work through their shop in such a way as to provide for an uninterrupted erection schedule.

Since then we have continued to furnish shop drawings in this order as nearly as possible and expect to complete delivery to Burkhardt of all the details by the end of this month. Judging from our Mr. Chapman's report on the condition of Burkhardt's shop, it would appear that they can easily complete fabrication within two weeks after receipt of the last shop details.

On this basis, it would seem that erection could start about the third week in March provided weather conditions are favorable that early. It is my understanding that you would not expect to start erection until such time as the weather would permit efficient and uninterrupted erection service.

I note from our file that while we had written Mr. McAuliffe regarding this same subject, copies were not sent to you. We will endeavor to see that in cases of this kind you are provided with copies of our letters to him.

Yours very truly,

ALLEN & GARCIA COMPANY

BY *H. B. Cooley*

HBC:HL

CC-Mr. Eugene McAuliffe.



February 15, 1936.

Mr. A. M. Block,  
Thomas Hoist Co.,  
20 S. Hoyne Avenue,  
Chicago, Illinois.

Dear Mr. Block:

Your letter of February 13th: Our tippie at Reliance has been under way for a year, but such does not involve any new hoists, our mines of slope construction without any hoist on the tippie.

Sincerely yours,

Original Signed  
EUGENE MCAULIFFE

# THOMAS HOIST COMPANY

DESIGNERS AND MANUFACTURERS OF HOISTING MACHINERY

20 SO. HOYNE AVENUE

CHICAGO

February 13th. 1936.

THOMAS HOISTS

ELECTRIC  
GASOLINE  
STEAM

Union Pacific Coal Company,  
Omaha,  
Nebr.

Gentlemen:

Attention Mr. E. Mc Auliffe,  
President.

We note that you contemplate the construction of a new tippie at Reliance, Wyoming, and we write to ask whether the plans include a hoist. If so, we ask to have the opportunity of figuring with you on a Thomas Hoist. We can quote you a very attractive proposition on almost any size or type of mine hoist. We have had considerable experience in hoists of this type and hope to hear from you.

Yours very truly,

THOMAS HOIST COMPANY.

A. M. Block.





February 15, 1936.

Mr. E. S. Ridgway,  
Graver Tank & Mfg. Co., Inc.,  
East Chicago, Indiana.

Dear Sir:

Your letter of the 13th on construction of steel tipple  
at Reliance, Wyoming:

This work has been in the hands of the Allen & Garcia  
Company of Chicago for several months, the steel now being  
fabricated at Denver.

Sincerely yours,

Original Signed  
EUGENE MCAULIFFE

# GRAVER TANK & MFG. CO., INC.

DESIGNERS, FABRICATORS AND ERECTORS  
STEEL TANKS, GENERAL STEEL PLATE CONSTRUCTION  
WATER TREATING EQUIPMENT

NEW YORK, N. Y.  
CATASQUA, PA.  
EAST CHICAGO, IND.  
CHICAGO, ILL.



EAST CHICAGO, INDIANA  
February 13, 1936

Union Pacific Coal Co.,  
Omaha, Nebraska.

Gentlemen:

In a recent trade journal we note that you are planning to construct a steel tipple at Reliance, Wyo.

As manufacturers of steel tipples, we are interested in receiving your specifications on this work so that we may submit our figures for your consideration. We have been makers of this type of equipment for seventy-five years and feel that we are well qualified to render you a superior service.

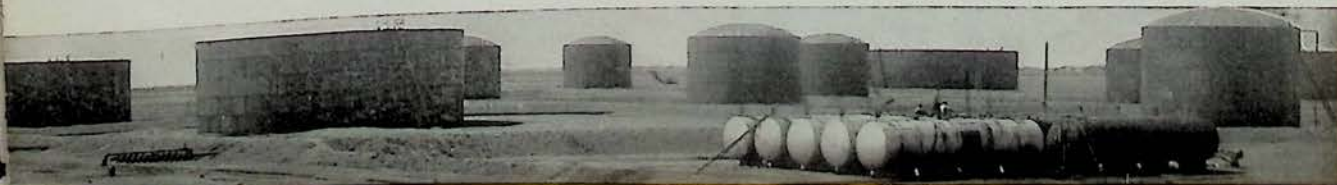
May we have the pleasure of hearing from you at an early date?

Yours very truly,

GRAVER TANK & MFG. CO., INC.

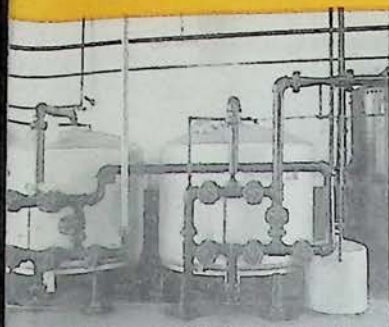
*Edw. S. Ridgway*  
Edw. S. Ridgway,  
GENERAL MANAGER OF SALES.

ESR:LC



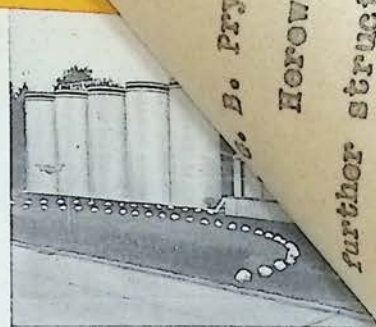
**A GRAVER PRODUCT MEANS QUALITY**





Filters—Great Lakes Brewing Co., Calumet City, Ill.

# A Partial List of **GRAVER**



Typical Bulk Plant erected complete with fittings.

NEW YORK, N. Y.—CATASQUA, PA.—CHICAGO, ILL.—EAST CHICAGO, IND.

## Steel Plate and Alloy Products

**AGITATORS**—Brine, Chemical and Drug, Oil, Paint and Mixing, Refinery.

**ANNEALING BOXES, PITS, TRAYS.**

**BALLOON FLUES.**

**BLAST FURNACE HOT STOVES.**

**BLAST FURNACE PIPING.**

**BOILER WATER PURIFYING APPARATUS.**

**BREECHINGS.**

**BREW KETTLES.**

**BRIDGE CAISSONS.**

**BULK PLANTS.**

**CAISSONS**—Sheet Steel.

**CARS**—Tank.

**CEMENT and LIME KILNS.**

**CONDENSER BOXES.**

**CONDUITS.**

**CONTAINERS**—(Dry — any shape) — Ashes, Barley, Coal, Coal Dust, Coal Briquettes, Coke, Crushed Stone, Dry Cement, Fertilizer, Fuller's Earth, Grain, Gravel, Lime, Malt, Ores, Quartz, Salt, Sand, Seeds, Soda Ash, Starch, Sugar. (Liquid — any shape) — Acids, Ammonia, Alcohol, Beer, Chemicals, Cottonseed Oil, Creosote Oil, Fuel Oil, Gasoline, Oils (Petroleum), Paint, Soap Liquids, Syrup, Turpentine, Varnish, Vinegar, Water. (Semi-Liquid — any shape) — Asphalt, Beet Sugar Syrup, Blackstrap Molasses, Fats (Animal), Fats (Soap Stock), Glycerine, Graphite, Grease, Lard, Mash, Paraffin, Soap, Tallow, Tar, White Lead.

**CREOSOTING CYLINDERS.**

**CREOSOTING STILL.**

**CRUDE OIL STILL.**

**CYLINDER and TANK, Shells.**

**DREDGE HULLS.**

**DREDGE PIPING.**

**DRYER SHELLS.**

**DUST COLLECTORS.**

**EXPANSION JOINTS, Steel Plate.**

**FILLING STATION EQUIPMENT.**

**FILLING STATIONS, Steel.**

**FILTERING and PURIFYING PLANTS.**

**FILTERING MATERIALS.**

**FILTERS**—Charcoal and Activated Carbon, Clarifying, Continuous Operation Type, Disk, Gravity and Pressure, Ice Machine, Iron Removal, Oil Vapor Recovery, Sand, Swimming Pool, Water (Industrial, Municipal, Domestic), Water (feed), Water (portable), Water Softening.

**FLUMES**—Iron and Steel.

**FRACTIONATING TOWERS.**

**GAS FLUES**—Riveted or Welded.

**GAS PIPING**—Riveted or Welded.

**GAS PLANT EQUIPMENT.**

**GAS PURIFIERS.**

**GAS SCRUBBERS.**

**HOLDERS, Gas, with Floating Roof.**

**HOPPERS, Loading.**

**ICE TANKS and PANS.**

**KETTLES**—Brewing, Chemical, Dye, Galvanizing, Paint and Varnish, Pressure, Soda and Potash, Steam Jacketed, Steel, Tar, Vacuum.

**LOCOMOTIVE TENDER TANKS.**

**MUNICIPAL FILTRATION EQUIPMENT.**

**OIL REFINING EQUIPMENT.**

**OIL STEAM STILL.**

**OIL STILL (Externally Fired).**

**PANS**—Acid, Chemical, Oil, Vacuum.

**PENSTOCK Bells (discharge), Headers.**

**PIPE**—Hydraulic, Steel (riveted).

**PONTOONS.**

**PRESSURE STILL.**

**PURIFIERS**—Feed Water.

**PURIFIERS and SCRUBBERS**—Gas.

**REFINERY EQUIPMENT.**

**RENDERING TANKS.**

**SERVICE STATION EQUIPMENT.**

**SEWAGE DISPOSAL EQUIPMENT, Floating Steel Covers.**

**SMOKE HOODS.**

**SOAP FRAMES**—Kettles.

**SOFTENERS and PURIFIERS**—Water (Chemical and Mechanical), Lime-Soda, Zeolite.

**STACKS**—Smoke, Steel.

**STANDPIPES.**

**STATIONS**—Fuel Oil Supply, Locomotive.

**STEEL BARGES.**

**STEEL PLATE WORK.**

**STEEL SHELLS.**

**STEEL**—Structural (Fabricators).

**STILLS**—Acid, Oil, Tar, Vacuum.

**SWIMMING POOL APPARATUS.**

**SWIMMING POOL PURIFICATION.**

**SWIMMING POOLS**—Steel Floating.

**TANKS**—Acid, Agitator, Air, Alcohol, Allegheny Metal, Aluminum, Ammonia, Annealing, Ash, Asphalt and Coal Oil, Asphalt Heating, Automatic Sprinkler, Beer, Bleaching, Blow-Off, Boat,

Brewery, Brine, Car (steel), Chemical, Chlorinating, Chrome Iron, Cold Storage, Compartment, Compounding, Condenser, Corrosion (Resisting Alloy), Cotton Seed Oil, Creosoting, Cyanide, Dairy, Dipping, Distillery, Elevated (steel), Enamelled, Enduro KA2, Expansion, Evaporating, Farm, Fermenting, Field Storage, Filter, Floating Roof, Food Products, Fuel Oil, Galvanized, Garbage Wagon (steel), Gas, Gasoline, Government Brewery, Grain Storage, Gravity and Pressure, Heater Coil, Horizontal, Hot Water, Hydro-Pneumatic, Ice Freezing, Iron and Steel, Jacketed, Knock Down, Kraut, Lard, Lead Lined, Lubricating, Malt, Milk, Mining, Mixing, Molasses, Monel Metal, Municipal, Oil (cylindrical), Oil Storage, Oil Refinery, Packing Plants, Paint, Paper Mills, Pasteurizing, Pressure, Printers Ink, Process, Rendering, Rubber Cement, Rubber Lined, Sand Lift, Sand Storage, Septic, Settling, Sludge-Acid Separator, Slurry, Soaking, Soap, Sprinkler, Steel (seamless), Sugar-House, Storage, Sugar, Syrup, Tannery, Tar, Tender-Locomotive, Tempering, Tin Lined, Truck or Wagon, Turpentine, Underground, Varnish, Vinegar, Welded, Wine, Water—Railroad.

**TOWERS**—Bubble, Fractionating, Water Cooling.

**WATER FILTERING and PURIFYING APPARATUS.**

**WATER FILTERS.**

**WATER FILTRATION PLANTS.**

**WATER SOFTENING APPARATUS.**

**WATER TREATMENT and CONDITIONING.**

**VACUUM OIL STILL.**

**VACUUM TANKS.**



**SEVENTY FIVE YEARS OF SERVICE TO INDUSTRY**



ND.  
Typical Bulk Plant erected via plate with fittings.

353-12

Omaha, February 14, 1936.

Mr. G. B. Pryde:

Herewith bill from Allen & Garcia Company covering further structural detail shop drawings, amount \$1,799.94.

Will you kindly pass to Auditor Tallmire for voucher?

Original Signed.  
EUGENE MCAULIFFE



CHICAGO, January 31st, 1936.

Union Pacific Coal Company  
116 Dodge Street  
Omaha, Nebraska

TO ALLEN & GARCIA COMPANY DR.  
McCORMICK BUILDING

Engineering for new tipple at Reliance Wyoming as per formal  
contract dated 9/3/35.

JOB NO. 1150

TERMS: 30 DAYS NET - NO CASH DISCOUNT

Structural Detail Shop Drawings

\$ 1,799.94

# ALLEN & GARCIA COMPANY

CONSULTING & CONSTRUCTING ENGINEERS



MCCORMICK BUILDING  
332 S. MICHIGAN AVE.

CHICAGO

Feb. 6th, 1936.

WM. VON MEDING, SECRETARY  
L. VON PERBANDT, TREASURER

PHONE  
HARRISON 2472

Mr. Eugene McAuliffe, Pres.,  
The Union Pacific Coal Co.,  
1416 Dodge St.,  
Omaha, Nebraska.

Dear Sir:-

The writer is taking the liberty of answering your letter to Mr. Cooley, in his absence. Please be advised that we are figuring on completing the shop drawings by the end of this month, making regular deliveries from time to time, all in accordance with schedule agreed upon between the Burkhardt people and our Mr. Chapman upon his recent visit.

They assured us that this schedule would enable them to meet your delivery requirements. We might add, that the drawings for the more complicated parts of the steelwork are already in their hands and all material requirements taken care of.

Yours very truly,

ALLEN & GARCIA COMPANY

BY

*William von Meding*

WVM:HL



February 5, 1936.

Mr. H. B. Cooley,  
Allen & Garcia Co.,  
McCormick Bldg.,  
Chicago, Illinois.

Dear Mr. Cooley:

You will recall our telephone conversation of December 31st regarding the failure to supply the Burkhardt Steel & Iron Works, Denver, with drawings, enabling them to order tipple steel.

The Burkhardt Company, on January 10th, acknowledged receipt of Sheets 1 to 29, Blue Prints Shop Drawings 1 to 27, and 34 to 40, inclusive, enabling them to order the material on January 10th.

While in Denver yesterday, they advised me that a certain amount of fabrication had been carried forward from steel in stock, but that all prints for detail construction had not yet been received.

Can you now say when the Steel Company will receive the last of the detail drawings, enabling them to complete their fabrication?

Sincerely yours,

Original Signed  
EUGENE MCAULIFFE

ALLEN & GARCIA COMPANY

CONSULTING & CONSTRUCTING ENGINEERS



McCORMICK BUILDING  
332 S. MICHIGAN AVE.

CHICAGO

WM. VON MEDING, SECRETARY  
L. VON PERBANDT, TREASURER

PHONE  
HARRISON 2472

Jan. 28th, 1936.

Mr. Eugene McAuliffe, Pres.,  
The Union Pacific Coal Co.,  
1416 Dodge Street,  
Omaha, Nebraska.

Dear Mac:-

Your letter of the 27th, file 353-12, distressed me beyond words - in fact, it has made me physically ill.

After twenty years association with Mr. Cooley and in contact with him on a thousand or more jobs, I cannot possibly reconcile myself to the situation as outlined in your letter. There is nothing I can say or do. I must accept your statements of course, but that that man, checked by the others here could make such a radical error is incomprehensible.

To say that I am sorry, is futile.

Yours very truly,

JAG:HL



353-12

January 27, 1936.

Mr. John A. Garcia,  
Allen & Garcia Co.,  
McGermick Bldg.,  
Chicago, Illinois.

My dear John:

Since our discussion in Chicago regarding the very serious under-estimate on the amount of concrete necessary for our Reliance tipple foundations, I find that contrary to Mr. von Meding's statement, the profile of the embankment was furnished Mr. Cooley before the estimate was made.

Mr. Cooley's original estimate was 215 yards, which was raised by our people to 355 yards before the plans were received, the amount now estimated to run 420 yards. Our people estimate that the made ground required about 30 excess yards, and putting in the tie beams, 15 additional yards. Looking up the McNally bid, I find that they estimated 350 yards, using structural steel for bin purposes. In checking the weight of the steel, we find that as against your estimate of 320 tons, McNally estimated 342.5 tons.

This under-estimate is proving a most costly situation for us.

Sincerely yours,

Original Signed  
EUGENE MCAULIFFE



Omaha, January 17, 1936.

Mr. G. B. Pryde:

Yours of the 14th to Mr. Cooley on the concrete:

I had quite a session on this matter with Mr. Garcia and their engineer, Mr. Van Meter, at Chicago on the 15th, Mr. Van Meter a little bit inclined to dissemble.

Among other statements made by him, he stated that no contour of the surface of the fill had been furnished Mr. Cooley before the concrete estimate was made. Will you please look into this, so that I may discuss the matter with you when I am next in Rock Springs?

In the meantime, I might say that I have shaken him down pretty heavily.

LOUISE MAULI



January 14, 1936

Mr. H. B. Cooley  
Allen & Garcia Company  
McCormick Building  
Chicago, Illinois

Dear Mr. Cooley:

I have your letter of January 9th re foundations for Job 1150.

I have gone into your letter carefully, but the fact remains that a great deal more concrete has been put in than was originally contemplated.

Just as I stated to you in my former letter, when you figured on the concrete with Mr. Kellogg from your first plans, at that time they were merely a picture. I realized this when we received your detailed plans. When Mr. Kellogg started the work and received the detailed drawings, he stated that the concrete was much more elaborate than originally contemplated. I told him to go ahead with the work and when he had something tangible to talk about, I would go over it with him.

I told Mr. Kellogg that we reserved the right to check his payrolls and invoices for material. This Mr. Libby has done, and he states we will have to pay the Kellogg Company at least \$4.00 additional per yard for additional work. He has requested \$5.00 per yard, but I think we can make a settlement on the basis of \$4.00, which will allow him no profit for this part of the work.

Mr. Libby has gone into this matter most carefully, and thinks that the price of the concrete is not out of line when consideration is given to the character of the concrete and the additional forms which had to be built.

It is true that Mr. Kellogg's invoice of December 16th showed only half the yardage, but the work was pretty well completed, and we could not make any change in the plans now, as the forms have all been put in and the work will be completed this week. In other words, we could not afford to tear out the mass of forms behind the bin to substitute a different type of design. The expense of doing this would be prohibitive, as well as the delay involved.

Had we been given, as you suggest, only the basic design, I am sure our engineers would not have put in such

heavily reinforced concrete. But that, of course, is all "water over the dam" now, and I do not feel we will get anywhere by further exchange of correspondence. I wanted to have an explanatory letter from you, which you have given me, and, of course, I wanted to have justification for paying Mr. Kellogg the additional amount that he claims for changes in the plans.

As I stated, I expect to settle with him on the basis of \$4.00 per yard instead of \$5.00, for the yardage on which he claims additional price. I have discussed this matter fully with Messrs. Swann and Libby, and they agree with me in this suggested arrangement.

Yours very truly,

Original Signed:  
GEORGE B. PRYDE

CC - Mr. Eugene McAuliffe. ✓



Jan. 13th, 1936.

Mr. F. A. Hunter, Pur. Agt.,  
The Union Pacific Coal Co.,  
Rock Springs, Wyo.

Dear Sir:-

RE: Corrugated Covering - Job 1150.

We can appreciate your difficulty in attempting to reconcile the apparent price differences between your order of November 15th and their invoice of December 24th.

Apparently the different freight allowance was made when they gave us their quotation of October 23rd, copy of which is enclosed, and on which we made up requisition #20909-REL. For instance, please note the following comparison:-

Based on \$4.26 per sq. f.o.b. Youngstown and a weight of 125# per sq. at \$1.39 per Cwt., the f.o.b. price would be \$6.00 per sq., whereas their invoice is shown at \$5.57 per sq.

Inasmuch as the unit prices appear lower on their invoice and lower than the original figures given to you and shown on page 95 of the original estimate, I have prepared a comparison sheet, copy of which is enclosed herewith. I would call your attention to the fact that the original estimate and quotation from the American Rolling Mill above referred to as page 95 of our estimate to you, was based on "applied area", that is including horizontal and vertical laps, whereas the shipping invoice is actually based on gross area which accounts for some of the differences between the number of squares shown on the invoice as compared with the estimate. You will note from this comparison that where we originally figured 112 sqs. applied area, that the final take-off actually required 147 sqs. applied area which translated into gross area of material to be shipped would amount to 172 sqs. Translated another way, the actual material which you are purchasing amounts to -

Actual Cost	40,824#	@ \$4.44 Cwt.,	= \$1,815.19
Total Est.			
Cost	28,920#	@ 5.22 Cwt.,	= 1,511.78
		Over-run . . .	= \$ 303.41

Inasmuch as these unit prices work out lower than their quotation of October 23rd, we are returning the invoice to you with the recommendation that it be paid as itemized.

Yours very truly,  
ALLEN & GARCIA COMPANY

HBC:HL

Encl.

cc-Mr. Eugene McAuliffe

BY *WOB Cooley*



# **& GARCIA COMPANY**

CONSULTING & CONSTRUCTING ENGINEERS

McCORMICK BUILDING  
332 S. MICHIGAN AVE.  
CHICAGO

SHEET NO. \_\_\_\_\_

Jan. 13th, 1936.

## COMPARISON OF COST CORRUGATED COVERING THE UNION PACIFIC COAL COMPANY JOB NO. 1150

### Siding:

Original estimate	- 112 sq. applied area @ \$6.56	= \$ 734.72
Final Take-off	- 147 " " " 6.56	- 964.32
Invoiced	- 172.14 sqs.gross,	$\frac{1}{2}$ 961.13

### Roofing:

Original Estimate	- 96 sq. applied area @ \$7.85	= 753.60
Final Take-off	- 103 " " " 7.85	- 807.55
Invoiced	- 121.001 sq.gross area	- 808.06

### Ridge Roll:

Original estimate	- 100 lin.ft.	@ \$7.99	- 7.99
Ordered & Invoiced	- 230 " "	@ 9.44	- 21.71

### Flashing:

Original estimate	- 250 lbs.	@ 6.31 Cwt.-	15.47
Ordered & invoiced	- 526 "	@ 4.62 " -	24.29

Total Actual Cost	- 40,824#	@ \$4.44 Cwt.	- \$1,815.19
Estimated Cost	- 28,990#	@ \$5.22 "	- <u>1,511.78</u>

Over-run . . . . . \$ 303.41

Comparison between prices and quantities as shown on page 95 of Allen & Garcia Company estimate and Y. S. & T. Co. invoice dated December 24th, 1935.



C O P Y

THE YOUNGSTOWN SHEET & TUBE COMPANY

111 W. Washington St., Chicago, Ill.

October 23rd, 1935.

Allen & Garcia Co.,  
352 S. Michigan Ave.,  
Chicago, Illinois.

Gentlemen: Attention- Mr. C. J. LaMena.

All sales and contracts are subject to the conditions printed on the back of this sheet.

RE: Corrugated Covering - Union Pacific  
Coal Company.

Replying to your letter of October 17 which was in reference to our letter of the 16th, we are pleased to advise that we could accept for shipment on or before December 31, 1935, at the following prices:

GALVANIZED STEEL SHEETS-

	Approx. Weight.
2 $\frac{1}{2}$ " corrugated, 112 sqs., 24 Ga. 26" wide, base lengths	14,000#
" " 96 " 22 " 27 $\frac{1}{2}$ " " " "	14,690#
100 Lin.ft. 22 Ga. plain ridge roll, 96 or 120" lengths	141#
250 lbs. 24 Ga. plain flat sheets, 8" wide, base lengths	250#

PRICES - 1st item \$ 4.26 per square  
2nd " 5.13 " "  
3rd " 4.69 " 100 lin. ft.  
4th " 3.65 " 100#

Plus \$435.60 lump sum freight, which is to your advantage, or less than total freight at less than carload rate.

F.O.B. Rock Springs, Wyoming with freight allowed from point of shipment, which is Youngstown, Ohio to Rock Springs, Wyoming.

TERMS- 1/2 of 1% cash discount, 10 days from date of invoice on F.O.B. basing point value, or 30 days net.

Trusting to hear favorably from you, we are,

Very truly yours,  
THE YOUNGSTOWN SHEET & TUBE COMPANY  
(SIGNED) E. E. LEONARD.

BEL:LME