353-12

11

THE UNION PACIFIC COAL COMPANY

TIPPLE - D. O. CLARK MINE - SUPERIOR

Part 3

From: March 22, 1949

THE UNION PACIFIC COAL COMPANY

Rock Springs - February 20, 1952

1-1598

Mr. R. M. Sutton - Omaha:

(CC - Mr. I. N. Bayless
Mr. V. O. Murray)

MAIL TO

Your letter of February 18, file 709-21.

The oil treating plant on the tipple at D. O. Clark Mine at Superior is still in service and it has been decided to make it a permanent installation.

APE 21 supported by Work Order Authority No. 1701, amount $9,000, covering construction of this project, was sent to Mr. Bayless on February 15 for handling for approval in the regular manner. This item is carried on the 1952 Budget on sheet 4, item No. 21.

Original Signed
E. T. BALDRIDGE

THE UNION PACIFIC COAL COMPANY

Omaha - February 18, 1952

709-21

Mr. E. T. Baldridge - Rock Springs

(CC - Mr. I. N. Bayless
Mr. V. O. Murray)

Your letter July 5, 1951, file 1-1598.

Please advise if the temporary oil treating plant constructed on the tipple at D. O. Clark Mine, Superior, is still in service and if so, whether any decision has been reached as to whether the installation will be permanent.

R. M. SUTTON

THE UNION PACIFIC COAL COMPANY

Rock Springs, Wyo.-July 5, 1951

File No. 1-1598

Mr. R. M. Sutton - Omaha:

(CC - Mr. I. N. Bayless
Mr. H. C. Livingston)

Your letter of June 28, File No. 709-21.

The oil treating plant constructed on the tipple at D. O. Clark, Superior is being used at intermittent periods and is still considered a temporary arrangement.

Original Signed
E. T. BALDRIDGE

THE UNION PACIFIC COAL COMPANY

Omaha - June 28, 1951

709-21

Mr. E. T. Baldridge - Rock Springs

(CC - Mr. I. N. Bayless
Mr. H. C. Livingston)

Your letter January 5, 1951, file 1-1598.

Please advise if the temporary oil treating plant constructed on the tipple at D.O.Clark Mine, Superior, is still in service and if so, whether any decision has been reached as to whether the installation will be permanent.

R. M. SUTTON

THE UNION PACIFIC COAL COMPANY

Rock Springs - January 5, 1951

1-1598

Mr. R. M. Sutton - Omaha:

(CC - Mr. I. N. Bayless
Mr. H. C. Livingston)

Your letter of December 27, 1950, file 709-21:

The oil treating plant at D. O. Clark Mine, Superior, is being used at intermittent periods and is still considered to be in the experimental stage and of temporary status. Apparently no decesion has been reached by the Operating Department as to whether the installation is to be permanent.

Original Signed
E. T. BALDRIDGE

Rock Springs - January 4, 1951

Mr. E. T. Baldridge:

(CC - Mr. I. N. Bayless) MAIL TO

Your letter of date January 3, File 1-1598, with reference to Mr. Sutton's letter of date December 27, File 709-21, concerning the status of the oil treating plant at D. O. Clark Mine.

We wish to advise that this plant has been used at intermittent periods and is considered to be in the experimental stage and of temporary status.

Original Signed:
H. C. LIVINGSTON

HCL:KB

THE UNION PACIFIC COAL COMPANY

Omaha - December 27, 1950

709-21

Mr. E. T. Baldridge - Rock Springs

(CC - Mr. I. N. Bayless
Mr. H. C. Livingston)

Your letter May 1, 1950, file 1-1598:

Please advise if the temporary oil treating plant constructed on the tipple at D.O.Clark Mine, Superior, is still in service and if so, whether any decision has been reached as to whether the installation will be permanent.

R. M. SUTTON

THE UNION PACIFIC COAL COMPANY

Rock Springs - May 1, 1950

1-1598

Mr. R. M. Sutton - Omaha:

MAIL TO

(CC - Mr. I. N. Bayless
Mr. H. C. Livingston)

Your letter of April 27, file 709-21.

The oil treating plant constructed on the tipple at D. O. Clark Mine, Superior, is being used but it is my understanding that the facility is still being operated as a temporary arrangement and no decision insofar as I know has been reached as to whether or not it will be permanent.

Original Signed
E. T. BALDRIDGE

THE UNION PACIFIC COAL COMPANY

Omaha - April 27, 1950

709-21

Mr. E. T. Baldridge - Rock Springs.

(CC - Mr. I. N. Bayless
Mr. H. C. Livingston)

Your letter September 26, 1949, file 1-1598, and mine of October 11, 1949, above file, regarding temporary oil treating plant constructed on the tipple at D.O.Clark Mine, Superior.

Will you please advise if this plant is still in service and, if so, whether any decision has been reached as to whether the installation will be permanent.

R. M. SUTTON

Rock Springs - February 1, 1950

Mr. I. N. Bayless:

(CC - Mr. V. O. Murray
Mr. J. B. Hughes
Mr. J. Q. Berta
Mr. Robt. A. Dodds)

Your letter of date January 30, 1950, with reference to my letter of November 23, 1949, and your reply of November 25, 1949, regarding use of No. 5 fuel oil for treating slack coal at the D. O. Clark Mine tipple.

After carefully considering the attendant danger in the use of this oil, it was determined that we would not attempt to use same due to its low flash point. The oil is slightly heavier than the present spray oil being used and it was deemed possible that the No. 5 fuel oil would not properly atomize at a temperature of less than 180°. In view of the information from the Sinclair Refining Company that the flash point of the No. 5 fuel oil is 200°, we have determined that its use is hazardous and should not be attempted.

HCL/rt

H L Livingston

Omaha - January 30, 1950

Mr. H. C. Livingston:

Your letter of November 23rd and my reply of November 25th regarding use of No. 5 fuel oil for treating slack coal at the D. O. Clark tipple:

Was this oil used to treat slack, and if so, what was the result?

Original Signed
I. N. BAYLESS

Omaha - November 25, 1949

Mr. H. C. Livingston:

(cc: Mr. V. O. Murray
Mr. J. B. Hughes
Mr. J. Q. Berta)

Your letter of November 23, referring to previous correspondence on the use of No. 5 fuel oil for treating slack coal:

I see no objection to experimenting with the No. 5 fuel oil if it will atomize at less than 150°. However, if it is necessary to heat the oil to 180°, I would suggest that we refrain from using it.

As I mentioned before, extreme care should be taken in the use of oil for treating coal, and no attempt should be made to heat the oil near the flash point, as this is extremely dangerous around tipples.

Original Signed
I. N. BAYLESS

Rock Springs - November 23, 1949

Mr. I. N. Bayless:

(CC - Mr. V. O. Murray
Mr. J. B. Hughes
Mr. Joseph Q. Berta)

This has reference to our letter of date November 5, 1949, and your reply of November 9th on trial of Sinclair No. 5 fuel oil for treating slack at Superior D. O. Clark Mine tipple.

We were informed verbally this date, by the local agent for the Sinclair Refining Company that the flash point of No. 5 fuel oil is 200 degrees as determined by the Pensky-Marten Closed Cup Method.

We were also informed that the Pensky-Marten Closed Cup Method of determining flash point is accomplished by heating 50 cubic centimeters of fuel oil in a closed contained which also contains a thermometer. Heat is increased at the rate of 9 degrees per minute and lid of container removed every 2 minutes to determine temperature of oil. The flash point is determined to be the lowest temperature at which the oil flashes when lid of container is removed.

It may be possible to atomize and spray No. 5 fuel oil at a temperature less than the 180 to 210 degrees necessary with the present spray oil being used.

We certainly would not be warranted in trying to use No. 5 fuel oil with flash point of 200 degrees with present temperature and pressure.

We recommend that at some later date we experiment with the fuel oil at a temperature of 120 to 140 degrees to determine whether or not the No. 5 fuel oil will properly atomize at that temperature.

HCL/rt

Rock Springs - November 12, 1949

Mr. I. N. Bayless:

(CC - Mr. V. O. Murray
Mr. J. B. Hughes
Mr. Joseph Q. Berta
Mr. Robt. A. Dodds)

Your letter of date November 9, 1949, in reply to my letter of date November 5, concerning trial use of Sinclair No. 5 fuel oil for treating slack at the Superior D. O. Clark Mine tipple.

We were in the process of determining flash point on coal spray oil furnished by the Standard Oil Company and now being used at Superior at the time of receiving your letter of date November 9.

We attach copy of wire confirming telephone conversation advising that the minimum flash point on oil now being used is 340 degrees. This flash point insures our heating the oil to 180 degrees to 210 degrees.

We have determined at both the Hanna and D. O. Clark locations that it is necessary to heat the oil to temperature range of 180 degrees to 210 degrees to accomplish proper atomizing of this oil.

The advice that we have had on flash point of No. 5 fuel oil being 150 degrees has not been formal or been confirmed. We have been trying for some time to determine the flash point of this oil from the Sinclair Refining Company and to date have not received confirmation or the exact flash point of same. We have therefore deferred trying this oil due to possibility of flash back in the system. We will naturally secure the proper information before attempting any trial run of the oil.

H C Livingstone

HCL/rt

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1207

INTERNATIONAL SERVICE

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED
			COPY	

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

CHEYENNE, WYO.
NOV. 11, 1949

To ROBERT DODDS, PURCHASING AGENT

Street and No. THE UNION PACIFIC COAL COMPANY

Care of or Apt. No.

Place ROCK SPRINGS, WYO.

RE OUR TELEPHONE CONVERSATION EARLIER TODAY. C-70 COAL SPRAY VISCOSITY 700 AT 100, POUR ZERO, FLASH 340 MINIMUM.

E. T. STOREY
STANDARD OIL COMPANY

(Signed)

Sender's name and address (For reference)

Sender's telephone number

Omaha - November 9, 1949

Mr. H. C. Livingston:

(cc: Mr. V. O. Murray
Mr. J. B. Hughes
Mr. J. Q. Berta)

Your letter of November 5, commenting on trial of Sinclair No. 5 fuel oil for treating slack at Superior D. O. Clark mine tipple:

Extreme care should be taken to prevent any accident when oil treating coal. We should have some recommendation from the oil company who furnishes the oil or some statement as to the safe temperature to which the oil can be heated for use. It appears to me that 180° to 210° is rather high heat, and I would suggest that you immediately handle with the oil people to determine whether this heating of the oil to 210° causes additional hazards, and if there is danger of the oil flashing or exploding.

Would suggest this be given immediate attention and handled in a safe manner.

Original Signed
I. N. BAYLESS

Rock Springs - November 5, 1949

Mr. I. N. Bayless:

(CC - Mr. Robt. A. Dodds
Mr. Joseph Q. Berta)

Your letter of date November 2, 1949, concerning trial of Sinclair No. 5 fuel oil for treating slack at Superior D. O. Clark Mine tipple.

We were unable to obtain the oil until October 13, 1949, due to the necessity of handling back through the office of Mr. T. M. Naughton, Western Manager, Railway Sales, Sinclair Refining Company, Chicago, Illinois, which has delayed the trial somewhat. Also, we have been advised that the flash point of this oil is only 150 degrees, therefore, due to the hazard involved, we have been reluctant to try same until we have definite information from the Sinclair people. As you know it is necessary to heat coal spray oil to a temperature of 180 to 210 degrees.

We have the matter up with the Sinclair people now and expect to have a reply early next week and will advise you of the results shortly thereafter.

H. L. Livingston

Omaha - November 2, 1949

Mr. H. C. Livingston:

Referring to your letter of September 20th, advising that you would secure a barrel of No. 5 fuel oil from the Sinclair Refining Company for trial use at Superior, to determine its effectiveness in allaying dust, desirability as stoker fuel, etc.:

Has this test been completed? If so, would appreciate you advising the results.

Original Signed
L. N. BAYLESS

Rock Springs - October 10, 1949

Mr. I. N. Bayless:

(CC - Mr. E. T. Baldridge)

This has reference to expenditure for oil treating plant, D. O. Clark Mine, Superior, your File 353-12.

It is necessary to purchase one Lookout vertical tube boiler at a cost of $593.93, and one 9,000-gallon storage tank at a cost of $856.91 for this installation.

Will you kindly advise your approval of the purchase of the above equipment.

Will discuss if and when capital expenditures made for tipple.

HCL/rt

H L Livingston

THE UNION PACIFIC COAL COMPANY

Omaha - October 11, 1949

709-21

Mr. E. T. Baldridge - Rock Springs, Wyoming

(CC-Mr. I. N. Bayless
Mr. H. C. Livingston)

Your letter September 26, 1949, file 1-1598.

This matter has been discussed with Mr. Bayless, and it is understood that the work consisted mostly of repairs, and in any event the whole expense has already been charged out. Under the circumstances, there is no further action necessary at this time.

If this experimental plant is made permanent, the matter should be resubmitted.

A. E. CALLIN

AEC

Omaha - October 7, 1949

353-12

Mr. H. C. Livingston:

(cc - Mr. A. E. Callin
Mr. E. T. Baldridge)

I discussed the matter of charging out the cost of the coal oiling plant at the D. O. Clark Mine, Superior, with Mr. Callin and his assistant, Mr. R. M. Sutton. I suggested to Mr. Callin that as this labor and material had already been taken into account for the months of August and September, that we allow it to stand.

Mr. Callin agreed to write Mr. Baldridge, giving the necessary instructions to this effect.

I discussed the matter of the cost of one lookout tube vertical boiler, costing $593.93, and one 9,000-gallon storage tank, costing $856.91. I informed Mr. Callin that we would handle these two items in a formal way. Therefore I would suggest that you write me a letter, setting up the cost of these two items, and I in turn will write a letter to the President of the Railroad for his approval to charge these items to the cost of coal.

If the President of the Railroad thinks that these items should be charged to capital, then it will be necessary to make up an AFE, covering the two items mentioned above, and then the cost will be taken out of operating cost and charged to capital after proper handling and definite instructions.

Original Signed
I. N. BAYLESS

I discussed with Callow charge out and Recommended the matter be as it is. L.B.

THE UNION PACIFIC COAL COMPANY

Rock Springs - September 29, 1949

1-1598

AIR MAIL

Mr. I. N. Bayless - Omaha:

(CC - Mr. H. C. Livingston)

Herewith details of material charged to date to temporary oil treating plant at Superior totaling $5,079.72, also details of labor expended on this project amounting to $3,444.81, or a total of $8,524.53. In addition to this amount it is estimated that it will cost approximately $260.00 more to complete the project.

For your information I show below statement of charges to date and anticipated charges for material and labor to complete plant:

Labor as per detailed statement enclosed		$ 3,444.81
Estimated labor to complete	88.26	
For use of privately owned automobile by carpenter driving back and forth from Stansbury	37.50	125.76
Total labor charged out and estimated		3,570.57
Material as per detailed statement enclosed		5,079.72
Estimated cost of Solenoid valve	80.00	
1" Strainer	8.00	
Fire Extinguisher	46.00	134.00
Total material charged out and estimated		5,213.72
Grand Total to complete the project, charged out to date and estimated for material not received and installation		$ 8,784.29

The itemized statements of material and labor were furnished through Mr. Livingston's office this morning by the Mine Superintendent after receipt of your request for details of expenditures. The items yet to be received have been checked with the Mine Clerk.

Encl.

E. P. Baldridge

Mr. H. C. Livingston:

Herewith list of labor used in constructing Slack Oil Treating Plant to date:

Date	Shifts	Amount	Total Amount
July 25, 1949	1	14.71	14.71
August 1, 1949	2	14.63	29.26
August 2, 1949	2	14.63	29.26
August 3, 1949	2	14.63	29.26
Woodward Const. Co. Bachho Machine			170.50
August 4, 1949	2	14.63	29.26
August 5, 1949	1	14.71	
	3½ hrs	3.044	
	2	14.63	51.33
August 8, 1949	1	15.00	
	1	14.71	
	2	14.63	
	1	13.29	72.26
August 9, 1949	1	14.71	
	2	14.63	
	1	13.29	57.26
August 10, 1949	2	14.71	
	2	14.63	
	8 hrs	3.027	
	1	13.29	96.19
August 11, 1949	2	14.71	
	2	14.63	
	4 hrs	3.027	
	3	13.29	
	14 hrs	2.750	149.17
August 12, 1949	4	14.71	
	1	15.00	
	2	14.63	
	2	13.29	
	1 hr	3.027	132.71
August 15, 1949	3	14.71	
	1	14.63	
	1	13.29	72.05
August 16, 1949	2	14.71	
	1	14.63	
	1	13.29	57.34
August 17, 1949	1	14.71	
	1	14.63	
	1	13.29	42.63
August 18, 1949	2	14.63	
	3	13.29	69.13

Date	Shifts	Amount	Total Amount
August 19, 1949	1	14.71	
	2	14.63	
	12 hrs	3.027	
	2	13.29	
	1	14.89	
	4 hrs	2.750	132.76
August 20, 1949	1	14.71	
	1	21.95	36.66
August 22, 1949	2	14.71	
	2	14.63	
	1	12.03	70.71
August 23, 1949	2	14.71	
	1	12.03	
	2	14.63	70.71
August 24, 1949	2	14.71	
	1	12.03	
	1	14.63	
	1 hr	3.027	59.11
August 25, 1949	2	14.71	
	1	12.03	
	2	14.63	
	1	14.89	
	2	13.58	112.76
August 26, 1949	3	14.71	
	1	12.45	
	1	12.03	
	1	13.79	
	2	14.63	
	1	13.59	
	2	14.89	
	2	13.29	181.61
August 27, 1949	3	14.71	
	9¼	2.79	69.94
August 29, 1949	2	14.71	
	4 hrs	3.044	
	2	14.63	
	1	13.29	84.15
August 30, 1949	3	14.71	
	1	13.79	
	2	14.63	
	1	13.29	100.47
August 31, 1949	2	14.71	
	2	13.79	
	1	14.71	
	1	14.63	
	1	13.29	99.63
September 1, 1949	3	14.71	
	1	15.00	
	1	14.63	73.76
September 2, 1949	2	14.71	29.42
September 3, 1949	2	14.71	
	1	12.03	41.45

Date	Shifts	Amount	Total Amount
September 6, 1949	3	14.71	
	1	14.63	58.76
Steve Popp			2.80
D. Tullio			140.00
Stansbury Carp.			267.88
R. S. Engineering Dept.			247.38
September 7, 1949	1	14.71	
	1	12.03	
	1	14.63	41.37
September 8, 1949	1	14.71	
	1	12.03	26.74
September 9, 1949	1	14.71	
	1	12.03	26.74
September 10, 1949	2	22.07	
	1	19.70	63.84
September 12, 1949	1	14.71	14.71
September 13, 1949	1	14.71	14.71
September 14, 1949	1	14.71	14.71
September 15, 1949	1	14.71	14.71
Frank Shubert, Hauling Gravel			245.00
			$3444.81

Superior, September 27, 1949

H. C. Livingston:

Herewith List of material used in constructing Slack Oil Treating Plant to date:

1 - Gate Valve 3/4"	$2.63	2 - Lengths ½" Pipe	4.38
1 - 3/4" Elbow	.19	1 - 3/4" Plug	.08
1 - 3/4" Union	.47	2 - ½" Tees	.42
20-Lengths 3/4" Pipe	58.77	2 - ½" Plugs	.114
2 - Lengths ½ x 2 Iron	10.30	3 - ½" Unions	1.56
1 - 6" Pipe Coupling	2.07	3 - 3/4" Unions	1.60
2 - 1" x 2½" Cap Screws	.63	2 - ½ x 3/4" Bushings	.20
2 -Lengths 3/4" Pipe	5.88	2 - 3/4" Tees	.55
4 - 3/4" Elbows	.76	2 - 3/4" Elbows	.38
2 - 3/4" Unions	.94	2 - 1" Unions	1.03
1 - 3/4" Water Faucet	1.43	2 - 1" Couplings	.27
1 - 1½" Coupling	.29	1 - 1 x 3/4" Bushing	.15
1 - 1½" Elbow	.41	1# Can White Lead	.49
9 - 3/4" Elbows	1.77	3 - 3/4" 45° Street Elbows	.50
2 - 3/4" Unions	.94	2 - 1/2" Tees	.42
1 - 3" Tee	1.22	2 - ½" Street Elbows	.35
1 - 3" 45° Elbow	1.18	3 - 3/4" Street Elbows	.41
2 - 1½" Elbows	.82	1 - 1" Tee	.16
1 - Length 1½" Pipe	5.21	16- 5/8" x 2" Cap Screws	.75
1 - Length 2" Pipe	8.20	1 - Bar ½" x 2" x 2" Iron	8.01
1 - 3" 45° Elbow	1.18	24- ½ x 1" Machine Bolts	.65
1 - 2" Tee	.93	2 - ½ x 2½" Cap Screws	.10
1 - Length 3/8" Pipe	1.04	12- Sheets 28x 30 x .20 Pack	8.78
1-3" Plug	.19	1 - Bar ¼ x 2" x 2" Iron	6.67
4 - ½ x 12 Carrige Bolts	.28	1 - Pyrene Extinguisher	9.78
1 - 2" Union	1.30	1 - Length 3/4" Pipe	2.94
8 - ½ x 1½ Cap Screws	.32	1 - ½" Pipe Plug	.07
8 - ½" Lock Washers	.04	2-3/4" Couplings	.22
1 - 3" Elbow	1.56	1 - 3/4" Plug	.08
1 - 3" Plug	.19	1 - 1" Plug	.04
3 - ¼ x 1" Machine Bolts	.02	1 - ½" Plug	.07
6 - Quick Lugs	1.69	6 - 3/4 x 1/2" Bushing	.59
200 - Sacks Cement	253.30	2 - 1" Unions	1.03
1 - Bar ½ x 5" Angle Iron	13.06	1 - Can Graphite Plastic	.82
6 - ½ x 2" Machine Bolts	.29	1 - 1½" Paint Brush	.38
5 - Gallons Savakote #601	4.24	1 - Pair 4" Strap Hinges	.37
1 - 2" Union	1.30	6 - 1/4 x 2½" Carriage Bolts	.03
4 - 2" Tees	3.74	4 - 1/4 x 2/½" Carge Bolts	.03
3 - 2" Plugs	.82	3 - 3/8" Elbows	.33
1 - Length 3/8" Pipe	1.04	2 - ½" Elbows	.22
1 - 3" Elbow	1.56	4 - 1" 45° Elbows	.66
1 - 2½" Plug	.15	4 - 1" Unions	2.05
1 - 3 x 2½" Bushing	.39	6 - ¼ x 1" Mach Bolts	.04
1 - Length 2" Pipe	8.20	6 - ¼" Lock Washers	.01
4 - ½ x ½" Bushings	.27	6 - ¼" Cut Washers	.04
4 - ½" Couplings	.29	4 - ½" Conduit Lock Nuts	.02
1 - 3/8" Street Elbow	.07	4 - ½" Conduit Bushings	.04
1 - 3/8" Elbow	.11	3 - 3/4 x ½" Bushings	.29
1 - 12" HR File	.66	500 Ft. 10 R C Wire	12.03

[illegible]" Cut Washers	.05
[illegible]" Cut Washers	.04
[illegible]" T17 Condulets	.91
3500 Ft 2 x 4 Lumber	298.41
3 - 10 Amp Fusetrons	.56
2 - 5 Amp Fusetrons	.30
2 - 2.3 Amp Fusetrons	.45
3 - Rolls Friction Tape	.86
1 - Roll Rubber Tape	.37
2 - ½" Lock Nuts	.01
2 - ½" Bushings	.02
1 - 3/4" Bate Valve	2.93
1 - 2" x 3/4" Bushing	.20
6 - 12" T Hinges	1.69
2 - 3/4" Tees	.55
1 - 3/4" Gate Valve	2.93
1 - 3/4" Swing Check	2.27
1 - 2½" Plug	.15
18- 3/8" x 1½" Mach. Bolts	.38
1 - 3/8 x 2" Mach. Bolts	.07
17- Lengths 2" Pipe	139.47
2 - 3/4" Elbows	.38
2 - 1½ x 1¼" Bushings	.34
3 - 1½" Unions	4.63
1 - 1¼ x 3/4" Bushings	.19
1 - 1½" Gate Valve	5.56
6 - ½" Hex Nuts	.14
2 - 1¼" Elbows	.70
2 - 1½" Elbows	.82
1 - 1½" Unions	.68
1 - 3/4" Union	.53
1 - Rim Lock Set	5.00
2 - Sheets 36 x 36 x ½" Pack	12.31
1 - Sheet 36 x 36 x 1/8 Pack	3.13
1 - 1" Union	.51
2 - ½" Elbows	.22
12- 3/8 x 8" Mach. Bolts	.40
1 - 3/4" Couplings	.11
1 - ½" Coupling	.07
3 - ½" Plugs	.21
2 - 3/8" Elbows	.22
3 - 3/8" Street Elbows	.21
4 - ½" Tees	.87
16- ½ x 1½ Machine Bolts	.68
1 - 1½ x 3/4" Bushing	.09
3- 1½" Tees	1.73
4 - 1½" Elbows	1.65
1 - Length 1¼" Pipe	4.89
2 - 1¼" Elbows	.43
3 - 3/4" Unions	1.60
3 - 3/4" Tees	.83
3 - 3/4" Elbows	.57
20 Sacks Cement	25.65
1 - 3/4" Pipe Plug	.04
1 - 3/4" EYS Condulet	.36
1 - 3/4" Lock Nut	.01
48- ¼" Hex Nuts	.28
1 - Gallon Red Paint	8.02
2 - 3/4" Unions	1.07
1 - 2" Coupling	.35
1 - 2 x 1¼ Bushing	.20
1 - 2" Check Valve	4.77
1# Can White Lead	.49
5 - 3/8 x 1" Machine Bolts	.06
¼# 3/8" Cut Washers	.05
1 - ¼" Elbows	.07
1 - ¼" Tee	.07
8 - 3/8" Rope Clips	1.48
4 - ½" Hex Nuts	.09
4 - 3/8 x 3" Mach. Bolts	.05
1 - 2" Tee	.93
2 - 1" Unions	1.03
3 - 1" Tees	.48
2 - 1" Elbows	.46
2 - 1" Plugs	.11
2 - 1" Paint Brushes	.54
1 - Length 3/8" Pipe	1.04
1 - 3/4 x ½" Bushing	.10
6 - ½ x 2½" Machine Bolts	.18
¼# ½" Washers	.05
1 - 1½" Gate Valve	4.82
1 - 2" Elbow	.59
1 - 1¼" Elbow	.35
2 - 3/4 x 3" Cap Screws	.29
2 - 3/4" Hex Nuts	.10
2 - 3/4" Lock Washers	.03
2 - 3/4 x 4" Machine Bolts	.13
2 - 1 x 3/4" Bushings	.30
2 - 3/4" Elbows	.38
1 - 3/4" Union	.53
2 - ½" Tees	.42
3 - 3/4" Plugs	.25
1 - ½" Plug	.07
5 - 3/8" Elbows	.55
5 - ½" Elbows	.54
12- ½" Street Elbows	.35
1 - ½" Union	.55
12 - 3/4" Washers (Lock)	.21
4 - 3/4 x 2½" Machine Bolts	.26
2 - 3/4 Elbows	.38
1 - 3/4" Tees	.28
1 - 3/4" Unions	.53
2 - 3/4 Couplings	.22
12- ½" Lock Washers	.07
6 - ½ x 1 Cap Screws	.25
26 3/8 x 8 Mach Bolts	.86
8 - ½ x 6" Machine Bolts	.29
1 - 2" Gate Valve	8.66
3500 Ft 1 x 12 Lumber	289.57
1 - 3/4" Gate Valve	2.93

" Gate Valves	5.28
1 x 3/4" Bushing	.15
- 3/4" Elbows	.38
- ½ x 2½" Cap Screws	.19
4 - ½" Hex Nuts	.09
4 - 1½" Elbows	1.64
2 - 1½" Tees	1.15
1 - 1½" Unions	1.54
3 - 1½ x 1" Bushings	.23
2 - 1 x ½" Bushings	1.09
8 - 7/8 x 2½" Cap Screws	.98
8 - 7/8" Lock Washers	.17
8 - 7/8" Hex Nuts	.25
2 - 1" Couplings	.27
6 - 3/4" Elbows	1.15
7 - Lengths 3/4" Pipe	20.57
5 - Lengths 1" Pipe	11.36
1 - 3/4" Tees	.28
2 - 3/4" Elbows	.38
4 - ½" Unions	2.21
6 - ½" Elbows	.66
4 - 3/4" Unions	2.13
88- Sacks Cement	112.49
150 Ft. 3 Cond. # 10 BXL Cd.	32.82
1 - 100 Amp 3 Pole Switch	18.57
2 - 3/4" Lock Nuts	.03
2 - 1" Bushings Conduit	.04
2 - 3/4 x 1" Bushings	.30
1 - 3/8" Union	.35
1 - 3/4 x ¼ Bushing	.10
1 - 3/8 x ½ Bushing	.07
1 - 1" Gate Valve	3.59
2 - 3/4" Gate Valves	5.86
2 - 3/4" Tees	.55
4 - 3/4" Elbows	.76
1 - 3/4" Street Elbows	.14
2 - 3/4" Unions	1.60
2 - 1" Unions	1.03
2 - 1" Elbows	.46
1 - 3/4" Tees	.28
2 - 3/4" Elbows	.38
1 - Length 3/4" Pipe	2.94
6 - ½ x 2" Machine Bolts	.29
2 - 1¼" Unions	.14
1 - 1¼ x 1" Bushings	.06
8 - 3/4" Lock Washers	.14
8 - 3/4" Hex Nuts	.41
8 - 3/4 x 2½" Cap Screws	.79
1 - ½ x 3/4" Bushings	.10
1 - ½" Coupling	.07
4 - 1¼" Elbows	.86
2 - 1¼" Tees	.93
1 - 1" Gate Valve	3.59
2 - 1" Plugs	.04
2 - 1" Tees	.32
4 - 1" Elbows	.92

12- 5/8" Lock Washers	.10
1# 5/8" Cut Washers	.14
12 - 5/8" x 1½" Machine Bolts	.49
12 - 5/8" x 2" Machine Bolts	.81
1 - ½ x 1/8" Bushing	.03
1 - ½" Street Elbow	.18
1 - ½" 45° Elbow	.10
3 - ½" plugs	.21
1 - Roll ~~8x~~ #11 Form Wire	9.90
1 - Box Belt Lacing	2.02
10- ½" x 2" Machine Bolts	.49
1 - Length 1½" Pipe	5.21
1 - 1½" Elbow	.41
1 - ½" Gate Valve	2.23
1 - Can Permatex	1.07
1 - Length 3/16 x 2 x 2" angle Iron	5.07
1 - 3/4" x ½" Bushing	.10
1 - 3/4" Plug	.07
1 - Length ¼" x 1 x 1 Angle Iron	2.33
1 - 1½" Plug	.84
1 - Pair 3½ x 3½" Hinges	.32
8 - Pieces Corrigated Ridge Roll	4.93
3 - 3/4" Copper Return Bends	2.24
6 - 3/4" Copper Tees	2.70
7 - ½" Sweat Unions	7.25
1 - Pc. 428 x ½" Sheet Rock	1.82
8 - Sheets Alumium-.26x 96	19.08
7 - pcs. 28" Ridge Roll	4.10
FB # 1491	1.52
6 3/4" Copper Unions	7.83
7 - 3/4" Return Bends	4.09
3 - 3/4" Tees	1.35
300 Ft. Copper Pipe	97.20
180 Ft. Copper Pipe	68.04
40 Yds. ~~Xxxx~~X Gravel	70.00
30 Yds. Sand	52.50
1 - Pair 3½ x 3½ Hinges	.32
2 - Length ½" Pipe	4.38
3 - ½" Gate Valves	6.70
1 - 47-2-XLow Water Cut Off	33.53
1 - Length ½" Pipe	2.19

-	Sheets 8' Galv. Iron Corrigated 28 Ga.	40.19
117 -	Ft. #1 Com Fir Lumber	14.86
12 -	No.30 Viking Hot Vapor Nozzles	30.51
3 -	1/2" Snap Action Valves	17.75
6 -	1/2" Meter Strainers	21.50
6 -	Pressure Gauges	12.50
1 -	Hot Oil Meter	40.00
700 -	8x8x16" Cinder Blox	196.00
120 -	8x8x16 Cinder Corner Blox	34.80
30 -	8x8x8" " " "	4.50
1 -	Lookout Tube Verticle Boiler	593.93
400 -	Ft. 1/2" Soft Copper Tubing	74.17
15 -	1/2" Copper Unions	7.06
10 -	1/2" Copper Tube Ells	.94
18 -	1/2" Copper Male Connections	1.67
210 -	Ft. 1" Galv. Pipe T&C	40.97
12 -	1" Galv. 90°Ells	2.77
4 -	1" Galv. 45° Ells	1.01
1 -	3/4" Corporation Cock & Lead Goosneck	7.44
6 -	1" Galv. Unions	4.15
43 -	1/2" Deformed Reinforcing Iron 40 Ft. Long	97.17
150 -	Ft. 2-1/2" x 4 Ply Aircell Pipe Covering	47.85
1 -	Model C1-15 Ag 3903 Deming Condensation unit Complete with 1/2 HP AC Single Phase Motor	196.28
1 -	Model RF40 Iron Fireman Stoker	180.00
3 -	Steel Truscon Windows	34.06
1 -	9000 Gal Storage Tank	856.91
1 -	16" Smoke Stack 25' Long	149.97
1 -	12" Ventilator	25.22
1 -	40221A Trumbull Switch	4.95
4 -	40321A Trumbull Switches	23.01
2 -	GE2844 Switches	2.62
2 -	FS2 Comdulets	2.04
2 -	DS128 Covers	5.11
1 -	Class 11-200-S01 Deion Line Starter	18.26
2 -	Class 11-200-S11 Deion Line Starter	41.09
6 -	Pcs. 3/4" Copper Sweat Unions	7.85
7 -	Pcs. 3/4" Copper Sweat Return Bends	4.09
3 -	3/4" Copper Tees	1.35
4 -	3/4" Copper 90° Ells	1.62
300 -	Feet 1/2" Copper Pipe	97.71
180 -	Feet 3/4" Copper Pipe	68.45
1 -	Pc. 4 x 8 - 1/2" Sheetrock	2.10
8 -	Sheets 26"x96" Aluminum	19.29
7 -	Pcs. 28" Alum. Ridge Roll	4.19
8 -	Pcs. 28" Alum. Ridge Roll	4.93
3 -	3/4" Copper Ret. Bends	2.29
6 -	3/4" Copper Tees	2.70
7 -	1/2" Sweat Unions	7.25
1 -	W24323 WPH Trumbul STIW Switch 100Amp. 3 Pole Fusible	19.90
		5079.72

THE UNION PACIFIC COAL COMPANY

Rock Springs - September 26, 1949

1-1598

Mr. A. E. Callin - Omaha:

MAIL TO

(CC - Mr. I. N. Bayless
Mr. H. C. Livingston)

A temporary oil treating plant has been constructed on the tipple at D.O. Clark Mine, Superior, at a cost of $8,185.78. This plant was first operated on September 12th, although there are some minor additions to be made the cost of which is estimated at $255.76, making a total estimated cost of $8,441.54. It is my understanding that this project is an experimental arrangement for treating slack coal in the Rock Springs Field. If the experiment proves satisfactory and a market is developed for treated slack coal from this field, all of the operating mines would benefit under the arrangement.

Mr. Bayless has suggested that the expense of this temporary project be charged to Operating Expenses on a tonnage basis for coal produced in the Rock Springs Field. In order to not abnormally increase the cost of our coal for any one month, it is proposed to spread this cost over the months of October, November and December, 1949. This arrangement has the approval of Mr. Livingston.

If you desire further information in connection with the construction and proposed operation of this plant, I suggest that you contact Mr. Bayless who is familiar with the entire project.

If after talking to Mr. Bayless you are agreeable to distributing the cost over the three months on a tonnage basis for all coal produced in the Rock Springs Field, please advise and I will arrange to proceed with handling of the accounting.

Original Signed
E. T. BALDRIDGE

Rock Springs - September 20, 1949

Mr. I. N. Bayless:

(CC - Mr. Joseph Q. Berta
Mr. Robt. A. Dodds)

Your letter of date September 16, 1949, attaching copy of letter from Mr. T. M. Naughton of the Sinclair Refining Company concerning the use of No. 5 fuel oil for treating slack at Superior D. O. Clark Mine tipple.

We are instructing Purchasing Agent Dodds to secure one barrel of No. 5 fuel oil (Union Pacific shop oil) from the Sinclair Refining Company for trial use at Superior. It is our plan to oil treat slack for use at the bath house, mine office and shop buildings at Superior to determine its effectiveness in allaying dust and any objectionable characteristics of odor and its desirability as stoker fuel.

We will report on our findings after trial use.

HCL/rt

H C Livingston

Omaha - September 16, 1949

Mr. H. C. Livingston:

I am attaching herewith copy of letter from Mr. T. M. Naughton of Sinclair Refining Company.

I would not recommend purchasing a full tank car; however, if it is possible to get a small drum of the No. 5 grade of Fuel Oil, then make a test to see what effect it has on the coal and how much odor is evidenced after it has been used.

I would appreciate you keeping me advised.

Original Signed
I. N. BAYLESS

However, I am sending a copy of your letter to Mr. H. C. Livingston, Vice President-Operation, Rock Springs, Wyoming, and I will suggest to Mr. Livingston that he secure a sample of your #5 grade of Fuel Oil for trial purposes, either at our Hanna or Superior, Wyoming mines which, as you know, is not a great distance from Sinclair, Wyoming.

I appreciate your interest.

Sincerely yours,

Original Signed
I. N. BAYLESS

SINCLAIR REFINING COMPANY

REFINERS OF PETROLEUM

T. M. NAUGHTON
WESTERN MANAGER
RAILWAY SALES
135 SOUTH LA SALLE STREET
CHICAGO

September 13, 1949

Mr. I. N. Bayless, President
Union Pacific Coal Company
1416 Dodge Street
Omaha 2, Nebraska

Dear Sir:

Mr. M. K. Goldberg of the Union Pacific Railroad Purchasing Department discussed with us yesterday the matter of supplying, from our Sinclair, Wyoming Refinery, a product for spraying coal. We told Mr. Goldberg that the product which we have always supplied to other coal companies for "wetting down" coal is a Fuel Oil similar to Shop Fuel which we are supplying to the Union Pacific Railroad from our Sinclair, Wyoming Refinery. This is a #5 grade of Fuel Oil.

We feel confident that Union Pacific Shop Fuel is entirely satisfactory for this purpose. However, it is our suggestion that before taking any definite steps to eliminate your present source of supply and switch over to this product, you obtain a tank car and try it out.

We can supply your requirements of Union Pacific Shop Fuel from our refinery at Sinclair, Wyoming at our posted tank car market price in effect on date of shipment. Our present price is $1.28 a barrel f.o.b. our refinery.

This proposal is subject to the additional provisions covering taxes, force majeure, containers and terms set forth in the attached, marked "Additional Provisions," and made a part hereof to the same extent as though set out in full herein.

We will appreciate it very much if you will advise us whether you are interested in trying out Union Pacific Shop Fuel for spraying coal.

Yours very truly,

SINCLAIR REFINING COMPANY

T. M. Naughton

WAP:jl
cc - Mr. G. T. Wickstrom, Purchasing Agent
Union Pacific Railroad
Omaha 2, Nebraska

Attn: Mr. M. K. Goldberg

ADDITIONAL PROVISIONS

TAXES: To the prices listed there shall be added the amounts of any taxes, duties, charges and inspection fees which may now or hereafter be imposed by any governmental agency or authority and which are applicable to the products mentioned, or to the sale, delivery or handling of said products or to our agreement or proposal.

TERMS OF PAYMENT:

Gasoline, Kerosene, Long Time Burning Oil and Light Fuel Oils (including Nos.1, 2, 3, 4, Diesel Fuel and Locomotive Cleaning Oils) via barge, tank car and/or transport truck.	1% discount for cash within ten days from date of shipment, -- Net 30 days.
Heavy Fuel Oils (including Nos. 5 & 6 and Bunker "C"), via barge, tank car and/or transport truck	Net 30 days --- No discount for cash.
Gasoline, Kerosene and all light Fuel Oils, via tank wagon and/or drums. . . .	Net 15th proximo -- No discount for cash.
Lubricating Oils and Greases and Specialties, via all methods of delivery. .	1% discount for cash within ten days from date of shipment, -- Net 30 days.

CONTAINERS: All light steel and heavy steel drums (except Grease containers) shall remain Seller's property and when empty should be returned to point of origin, freight prepaid. The following deposits will be included as a separate item on the same invoice which covers the product delivered. All Grease containers are non-returnable and are not subject to deposit charges.

a. $4.00 for the 55-gallon 18-gauge light steel drum

b. $3.00 for the 30-gallon light steel drum

c. $2.00 for the 15-gallon steel drum

d. $8.00 for the ICC 55-gallon heavy steel drum

Drum deposits will be refunded to depositors upon prompt return of the containers in good condition. In all ordinary circumstances reusable drums should be returned within a 30 day period. There will be a deduction from the deposit of 20¢ each where bungs are missing.

FORCE MAJEURE: Seller shall not be obliged to furnish any of the products hereunder, nor be liable in damages for failure so to do, in the event acts of God, strikes, differences with its workmen, lockouts, fires, foreign or domestic governmental authority, war conditions in this or any foreign country, accidents, delays by railways or other methods of transportation, reduction of Seller's supply of such products or containers therefor at any point from which Seller customarily would make shipments hereunder, or other causes beyond its control, render it impossible or inexpedient for Seller so to do.

SINCLAIR REFINING COMPANY

- c o p y -

SINCLAIR REFINING COMPANY

T. M. Naughton
Western Manager
Railway Sales
135 South La Salle St.
Chicago

September 13, 1949

Mr. I. N. Bayless, President
The Union Pacific Coal Company
1416 Dodge Street
Omaha 2, Nebraska

Dear Sir:

Mr. M. K. Goldberg of the Union Pacific Railroad Purchasing Department discussed with us yesterday the matter of supplying, from our Sinclair, Wyoming Refinery, a product for spraying coal. We told Mr. Goldberg that the product which we have always supplied to other coal companies for "wetting down" coal is a fuel oil similar to Shop Fuel which we are supplying to the Union Pacific Railroad from our Sinclair, Wyoming Refinery. This is a #5 grade of Fuel Oil.

We feel confident that Union Pacific Shop Fuel is entirely satisfactory for this purpose. However, it is our suggestion that before taking any definite steps to eliminate your present source of supply and switch over to this product, you obtain a tank car and try it out.

We can supply your requirements of Union Pacific Shop Fuel from our refinery at Sinclair, Wyoming at our posted tank car market price in effect on date of shipment. Our present price is $1.28 a barrel f.o.b. our refinery.

This proposal is subject to the additional provisions covering taxes, force majeure, containers and terms set forth in the attached, marked "Additional Provisions", and made a part hereof to the same extent as though set out in full herein.

We will appreciate it very much if you will advise us whether you are interested in trying out Union Pacific Shop Fuel for spraying coal.

Yours very truly,

SINCLAIR REFINING COMPANY

/s/ T. M. Naughton

cc: Mr. G. T. Wickstrom
Att: Mr. M. K. Goldberg

- c o p y -

ADDITIONAL PROVISIONS

TAXES: To the prices listed there shall be added the amounts of any taxes, duties, charges and inspection fees which may now or hereafter be imposed by any governmental agency or authority and which are applicable to the products mentioned, or to the sale, delivery or handling of said products or to our agreement or proposal.

TERMS OF PAYMENT:

Gasoline, Kerosene, Long Time Burning Oil and Light Fuel Oils (including Nos. 1,2,3,4, Diesel Fuel and Locomotive Cleaning Oils) via barge, tank car and/or transport truck	1% discount for cash within ten days from date of shipment, - Net 30 days.
Heavy Fuel Oils (including Nos. 5 & 6 and Bunker "C"), via barge, tank car and/or transport truck	Net 30 days - No discount for cash.
Gasoline, Kerosene and all light Fuel Oils, via tank wagon and/or drums . . .	Net 15th proximo - No discount for cash.
Lubricating Oils and Greases and Specialties, via all methods of delivery...	1% discount for cash within ten days from date of shipment, - Net 30 days.

CONTAINERS: All light steel and heavy steel drums (except Grease containers) shall remain Seller's property and when empty should be returned to point of origin, freight prepaid. The following deposits will be included as a separate item on the same invoice which covers the product delivered. All Grease containers are non-returnable and are not subject to deposit charges.

a. $4.00 for the 55-gal. 18-gauge light steel drum
b. $3.00 for the 30-gal. light steel drum
c. $2.00 for the 15-gal. steel drum
d. $8.00 for the ICC 55-gal. heavy steel drum

Drum deposits will be refunded to depositors upon prompt return of the containers in good condition. In all ordinary circumstances reusable drums should be returned within a 30 day period. There will be a deduction from the deposit of 20¢ each where bungs are missing.

FORCE MAJEURE: Seller shall not be obliged to furnish any of the products hereunder, nor be liable in damages for failure so to do, in the event acts of God, strikes, differences with its workmen, lockouts, fires, foreign or domestic governmental authority, war conditions in this or any foreign country, accidents, delays by railways or other methods of transportation, reduction of Seller's supply of such products or

FORCE MAJEURE: (Contd) containers therefor at any point from which Seller customarily would make shipments hereunder, or other causes beyond its control, render it impossible or inexpedient for Seller so to do.

SINCLAIR REFINING COMPANY

6/49

Rock Springs - May 5, 1949

Mr. I. N. Bayless:

Copy: Mr. H. C. Livingston

As requested in your letter of May 2, 1949, file 353-12, herewith comments concerning temporary oiling installation at D. O. Clark tipple, Superior, Wyoming.

Without bin storage facilities, the separation of a reasonable amount of slack may best be accomplished by diverting part of the slack on the shaking table to the mixing conveyor for loading with larger sizes, reducing to a uniform flow as nearly as possible the slack stream during treatment; probably requiring, however, attention and manual adjustment of oil quantity while unloading oiled slack. Diversion of part of slack flow will limit the capacity of spraying equipment required, and is, I think, desirable unless loading part of the slack with larger sizes is found objectionable.

I concur in Mr. Livingston's preliminary estimate dated May 3,1949, of the cost. Recommend consideration of Lion Coal Company's storage tank or tanks only. To handle tank carloads of oil probably 12,000 gallon capacity is required; we have 4,000 gallon tank on hand at Rock Springs which might be satisfactory if oil is secured in smaller quantities.

IMC/ac

Rock Springs - May 5, 1949

Mr. I. N. Bayless;

Referring to your letter of date May 2, 1949, File 353-12, concerning previous correspondence on tipple changes at Superior D. O. Clark Mine to prepare commercial coal.

Concerning major changes providing for additional loading boom to allow the separation of 6" x 1" coal into 3" x 1" nut and 6" x 3" egg, also lump loading, on separate boom, and various other combinations common to 4-track loading facility, we attach hereto print prepared by the Engineering Department together with preliminary estimate of cost dated March 29, 1949, of installation of new loading track and attendant work thereto.

The undersigned has also prepared print and preliminary cost estimate varying from the plan and estimate submitted by the Engineering Department, copies attached hereto.

Referring to the installation of equipment for oiling 0" x 1" or 0" x 1-5/8" slack, we transmitted estimate of cost with our letter of date May 3, 1949, covering the transfer of available equipment at Hanna to be supplemented by necessary equipment not on hand. We assume that you will wish to review this estimate before authorizing the start of work. In the meantime, we shall arrange for the transfer of the available equipment at Hanna awaiting your further advice and approval of the expenditure in the amount of $6,534.00, to be charged to operating expense.

Our letter 5/5

HCL/rt

H L Livingston

PRELIMINARY COST ESTIMATE
INSTALL LOADING BOOM AND LOADING TRACK
TOGETHER WITH ATTENDANT WORK THERETO
D. O. CLARK MINE TIPPLE
SUPERIOR, WYOMING

No.	Description	Unit	Unit Cost	Quantity	Amount
1.	Move and Re-install Passing Track	lin. ft.	$ 5.00	450	$ 2,250.00
2.	Construct New Lump Track, including 2 turnouts	lin. ft.	10.00	600	6,000.00
3.	Concrete Foundations	cu. yds.	60.00	20	1,200.00
4.	Concrete Floors	sq. ft.	2.50	600	1,500.00
5.	Structural Steel, complete in place	tons	80.00	8	640.00
6.	Plate Work, complete in place	tons	90.00	2	180.00
7.	Dismantle and Re-install House Coal Bin	Lump Sum	-	-	1,900.00
8.	New Lump Loading Boom, complete	Lump Sum	-	-	5,600.00
9.	New Boom Hoist, complete	Lump Sum	-	-	1,650.00
10.	Extend Refuse Conveyor	lin. ft.	120.00	40	4,800.00
11.	Extend Mixing Conveyor	lin. ft.	160.00	18	2,880.00
12.	New Refuse Conveyor Drive	Lump Sum	-	-	2,310.00
13.	New Loading Boom Drive	Lump Sum	-	-	1,605.00
14.	Modify Discharge End Picking Tables	Lump Sum	-	-	300.00
15.	Corrugated Iron Covering, 22 gauge	squares	30.00	22	660.00
16.	Lighting and Wiring	Lump Sum	-	-	200.00
17.	Lump Track Car Retarder	Lump Sum	-	-	970.00
				Sub-total	$34,645.00
			Plus Engineering and Contingencies, 10%		3,464.50
				TOTAL	$38,109.50

H. C. Livingston
Rock Springs, Wyoming
May 5, 1949

PRELIMINARY ESTIMATE OF COST
OF ADDITIONAL CLASSIFICATION R. R. TRACK
FOR LOADING EGG COAL SEPARATELY
D. O. CLARK TIPPLE, SUPERIOR, WYOMING

		Material	Labor or Contract	Total
New Foundations:				
House Coal Bin Piers	80 cu.ft.			
Additional Bent Piers	414 cu.ft.			
Loco. Loading Bent Piers	80 cu.ft.			
Total, (inc. excavation, reinforcing and bolts)	574 cu.ft.			
	say 22 cu. yd. @$60		1,320.00	1,320.00
New Loading Track:				
2 turnouts			1,000.00	
600 ft. new track	@$5.00		3,000.00	
Move 900 ft. passing track	@$1.00		900.00	4,900.00
Additional Structural Frame:				
Extend Boom Hoist Support (Cantilever)		260.00	310.00	
New Bent - 3 T.		900.00	300.00	
New Span over egg and passing tracks - 5 T.		1,500.00	500.00	3,770.00
Conv. Frames				
Boom - 3 T.				
Mix. Conv. - 2 T.				
Ref. Conv. - 1.5 T.		1,950.00	1,500.00	3,450.00
Additions to Machinery:				
New Boom - 48"		2,500.00	500.00	
Counter weight		750.00	200.00	
Rock Loading Chute		500.00	100.00	
Speed Red.		350.00	100.00	
10 H.P. Motor and control		250.00	50.00	
New Boom Hoist		200.00	50.00	
New Car Retarder		800.00	200.00	
Extend House Coal Conv. 33'		300.00	600.00	
Extend Mixing Conv. 16'		700.00	1,000.00	
Platework		300.00	200.00	9,650.00
Addition to Housing:				
Covering - 21 sq. ft.		300.00	250.00	
Windows		30.00	30.00	
Power and Light wiring		200.00	100.00	
Floors and Walks - 800 sq. ft.	@$1.00		800.00	
Painting		150.00	100.00	1,960.00
Move Domestic Coal Bin Est. 12 Tons			1,800.00	
Move Loco. Feeder Frame			300.00	
Remove Rope Carrier Tower) Install sheave on Bin Frame)			300.00	2,400.00
				$27,450.00
		15% Contingencies		4,120.00
				$31,570.00

The Union Pacific Coal Company
Engineering Department
Rock Springs, Wyoming
March 29, 1949

Omaha - May 5, 1949

353-12

Mr. H. C. Livingston: Mr. V. O. Murray
(cc: Mr. I. M. Charles)
Mr. E. T. Baldridge

Your letter of May 3 on oil treating facilities for treating slack coal, D. O. Clark Mine, Superior:

It is very necessary that we develop information on whether there is a market for oil treated slack coal from our mines in the Rock Springs field.

As we have discussed a number of times, the D. O. Clark Mine is the logical location for such an experimental plant. Therefore I would suggest that we go ahead and install a plant, gathering up the material that we have on hand that can be used, and secure additional equipment to make the installation, keeping in mind that any material purchased or work done should fit in with a larger permanent installation if we find it desirable to make the larger installation.

I would suggest that the cost of this experiment be charged on a tonnage basis equally to all coal produced from what is known as the Rock Springs field.

A discussion with Auditor Baldridge will no doubt indicate that this material and work should be charged to Material, and the charges allotted to the different districts on tonnage for the balance of the year.

As the season is short, I would suggest that this work be started immediately, with the thought of having it completed by the latter part of August.

Original Signed
I. N. BAYLESS

Omaha - May 5, 1949

353-12

Mr. H. C. Livingston: Mr. V. O. Murray
(cc: Mr. I. M. Charles)
Mr. E. T. Baldridge)

Your letter of May 3 on oil treating facilities for treating slack coal, D. O. Clark Mine, Superior:

It is very necessary that we develop information on whether there is a market for oil treated slack coal from our mines in the Rock Springs field.

As we have discussed a number of times, the D. O. Clark Mine is the logical location for such an experimental plant. Therefore I would suggest that we go ahead and install a plant, gathering up the material that we have on hand that can be used, and secure additional equipment to make the installation, keeping in mind that any material purchased or work done should fit in with a larger permanent installation if we find it desirable to make the larger installation.

I would suggest that the cost of this experiment be charged on a tonnage basis equally to all coal produced from what is known as the Rock Springs field.

A discussion with Auditor Baldridge will no doubt indicate that this material and work should be charged to Material, and the charges allotted to the different districts on tonnage for the balance of the year.

As the season is short, I would suggest that this work be started immediately, with the thought of having it completed by the latter part of August.

Original Signed
I. N. BAYLESS

Rock Springs - May 3, 1949

Mr. I. N. Bayless:

(CC - Mr. I. M. Charles
Mr. Robt. A. Dodds)

Your letter of date April 22, 1949, concerning oil treating equipment for Superior and the possibility of securing oil treating equipment from the Hanna tipple sufficient to installing oil sprays for a reasonable amount of slack coal at the D. O. Clark Mine.

We have determined that the steam heating and circulating unit purchased from the Commercial Fuel Company, Pittsburg, Kansas on date September 5, 1946, is now being used to heat and circulate oil through the oil storage tank at Hanna. Also that this equipment could be relieved and a small circulating pump installed to replace same.

We have prepared and attach hereto preliminary cost estimate of moving and installing the equipment purchased in 1946 at Superior, together with the necessary material and equipment to supplement same to allow oil treating slack at the D. O. Clark Mine. Our past experience with the equipment to be transferred is that capacity of same is limited to approximately 1½ railroad cars per shift, which would no doubt suffice for the present time.

Our estimate includes the purchase of a 40-pound p.s.i. steel boiler together with second hand stoker, second hand storage tank which we feel can be secured from the Star Mine of the Lion Coal Corporation; also building to house the boiler and stoker and oil heating and circulating unit of corrugated iron construction on concrete foundations with concrete floor.

We feel that all material listed in the estimate is readily available with the exception of the steel boiler and we have asked Mr. Dodds to secure quotation and delivery on a duplicate of that installed at the Hanna plant.

H C Livingston

HCL/rt

PRELIMINARY COST ESTIMATE
INSTALL OIL TREATING FACILITY FOR SLACK COAL
SUPERIOR D. O. CLARK MINE TIPPLE
BY TRANSFER OF EQUIPMENT AT HANNA TOGETHER
WITH OTHER NECESSARY EQUIPMENT TO BE SECURED

No.	Description	Labor	Material	Total
1.	Transfer from Hanna and install at Superior D.O.Clark Mine Viking steam heating unit purchased from Commercial Fuel Co. at Pittsburg, Kansas, September 5, 1946	$ 200.00	$ 25.00	$ 225.00
2.	One (1) Vertical Steel Boiler, 40# Pressure	200.00	950.00	1,150.00
3.	One (1) Bin Type Coal Stoker (2nd Hand)	200.00	300.00	500.00
4.	Condensate Pump for Steam Lines	30.00	230.00	260.00
5.	Building to House Boiler and Stoker, also oil heating and circulating unit, of corrugated iron construction on concrete foundation and floor, size 14' x 28'	650.00	970.00	1,620.00
6.	800-gallon capacity Storage Tank (2nd Hand)	200.00	800.00	1,000.00
7.	Unloading Rack Pump for unloading oil from tank car to storage tank	50.00	300.00	350.00
8.	Pipe, valves and fittings	150.00	300.00	450.00
9.	Insulating pipe lines	150.00	125.00	275.00
10.	4' x 4' x 7' Steel Chute to receive slack for oiling	60.00	50.00	110.00
	Sub-total	$1,890.00	$4,050.00	$5,940.00
	Plus 10% Engineering & Contingencies	189.00	405.00	594.00
	Total	$2,079.00	$4,455.00	$6,534.00

H. C. Livingston
Rock Springs, Wyoming
May 3, 1949

Omaha - May 2, 1949

353-12

Mr. H. C. Livingston:
Mr. I. M. Charles:

Please refer to recent correspondence on tipple changes at Superior to prepare commercial coal:

The major changes discussed should be worked up in detail for discussion, and if we agree to make the changes, we will include them as a budget item for 1950.

However, I would suggest that you immediately begin moving the extra oiling equipment from Hanna and installing it at the D. O. Clark Mine, Superior. What we have in mind is to make up and install oiling facilities sufficient for oiling a reasonable amount of slack for commercial sales for this year's market.

The installation of this oiling equipment will, of course, be temporary if major changes are made to the tipple within a year or two. Therefore it will be necessary to charge the installation of the temporary oiling facilities to operating cost, which should not be a large item. However, keep in mind that any additional material required should be secured with the thought in mind of being able to use it in the permanent setup.

I would appreciate you gentlemen advising your thought in this matter, beginning work on the installation as quickly as possible.

Original Signed
I. N. BAYLESS

Omaha - April 22, 1949

Mr. H. C. Livingston:

(cc: Mr. I. M. Charles)

Your letter of April 4 on oil treating equipment for Superior:

Mr. Charles' letter would indicate that the equipment at the Lion Coal Company's mine would not be suitable for our purpose, or we would not be justified in making the installation. However, I requested that you check up on the oiling equipment at Hanna and see if we could rig up sufficient equipment to install oiling sprays for a reasonable amount of slack coal at the D. O. Clark Mine, using surface equipment from Hanna.

Would appreciate further advice in this matter.

Original Signed
I. N. BAYLESS

Rock Springs - April 4, 1949

Mr. I. N. Bayless:

As per your request, Chief Engineer I. M. Charles and General Chief Electrician U. F. Toucher have inspected the coal oiling system at the Lion Coal Company's Star Mine. We attach copy of their report hereto.

As per our phone conversation, we have requested Mine Superintendent Hodge Burress to discuss the matter of releasing the Viking oiling system originally purchased for Hanna from Pittsburg, Kansas. We feel that this equipment, supplemented by oil storage tank, etc., will serve our purposes much better than that inspected at the Lion Coal Company's Star Mine.

H L Livingston

HCL/rt

Rock Springs - April 2, 1949

H. C. Livingston:

In accordance with your verbal request, Chief Electrician, Urban F. Taucher, and the writer visited the Lion Coal Company's Star Mine on March 31, 1949, to examine the coal oiling system in use there.

It consists of two steel tanks partly set below ground level, with a total capacity of 14,000 gallons for oil storage. In the pit adjacent to the tanks is an old water pump, single cylinder reciprocating type, but could not find the name-plate, and estimate capacity would be about 25 to 50 g.p.m.

Nearby, in another improvised building, is located a steel tank about 500-gallon capacity used as a heat exchanger. A steel water heater set on a fire brick base adjacent to the tank heats the tank by circulating water from the stove jacket. The stove was originally stoker fired, stoker is now used only as a blower, and boiler is hand fired.

The pump circulates oil from the storage tanks to the bottom of the 500-gallon tank, forcing the oil from the top to circulate to the oiling points on the tipple, the excess returning to the storage tanks. Provision is also made for returning part of the oil from the heater room to the storage tank.

Oiling equipment consists of two gates in the bottom of a hopper which collects the undersize from a trommel with one-inch round holes; each gate being arranged with a low head room shroud and each containing four viking No. 60 sprays. A manual spray is provided to augment the slack spraying and one spray is provided to spray pea coal as it passes in a chute to the loader, and provision is made for oiling larger size coal in the tipple.

The Lion Coal Company employe in charge of oiling equipment, Mr.

...son, advised that they use about 2½ gallons of oil and a ton of coal; oil comes from Salt Lake City by truck, specifications not known. A total of about 700 gallons per day can be applied with the system.

Although quite ingenuous, we do not consider the equipment suitable for our needs, excepting possibly the crude oil storage tanks. For example, if whole slack is to be oiled at Superior, we would estimate the oiling capacity as follows:

	Screen Size	Percent of Total	Coal Tons Per hr.	
Mine run 400 tons per hr.	¼"	15%	60 T.	68 qt. - 480 qt.
	¼" - 1"	17%	68 T.	85 qt. - 340 qt.
	1" - 1 5/8"	15%	60 T.	04 qt. - 240 qt.
Total			188 T.	1060 qt. = 265 g.p.h.

Original Signed
L. M. CHARLES

P.S. An electric heater estimated capacity about 10 K.W. is located on the line near the slack spraying station.

DMC/ac

Omaha - March 24, 1949

353-12

Mr. H. C. Livingston:

(cc: Mr. I. M. Charles)

I would suggest that you gentlemen make a study of the D. O. Clark Mine tipple at Superior and determine whether it is practical to add a loading boom.

What I have in mind is to add a track between the present lump track and the main push-up track, at the east end of the tipple; the lump coal to be loaded on the newly installed track, taking the present lump boom for egg coal, and the present nut-egg boom for nut coal.

If this is at all practical, I would appreciate you giving me a sketch showing the proposed changes and estimated cost.

Original Signed
I. N. BAYLESS

Omaha - March 24, 1949

Mr. H. G. Livingston:

(cc: Mr. I. M. Charles)

I am attaching copy of letter from Mr. John Lucas relative to oil treating plant for dustproofing slack coal at D. O. Clark Mine tipple, Superior.

I would suggest that you get in touch with Mr. Lucas and have our engineering department make up a sketch showing Mr. Lucas' proposed installation and the estimated cost. I would also appreciate you giving me an estimate on the cost to The Union Pacific Coal Company of installing an oil treating plant at the D. O. Clark Mine and a detailed sketch showing such proposed installation.

Early handling of this matter will be appreciated.

Original Signed
I. N. BAYLESS

March 24, 1949

Mr. John Lucas - President
Rock Springs Fuel Company
Rock Springs, Wyoming

(cc: Mr. H. C. Livingston
Mr. I. M. Charles)

Dear Mr. Lucas:

This will acknowledge receipt of your letter of March 22, proposing to install an oil treating plant for dust-proofing slack or stoker coal loaded at the D. O. Clark Mine, Superior.

I have asked Mr. Livingston and Mr. Charles to discuss this matter with you and make up a sketch and estimated cost of your proposed installation.

I have also requested that they give me a sketch showing the proposed installation and cost of oil treating facilities to be installed by The Union Pacific Coal Company. I will discuss the matter and advise you later as to installation.

Sincerely yours,

Original Signed
I. N. BAYLESS

ROCK SPRINGS Fuel COMPANY
KLEEN-FYRE COAL
CLEANER AND BETTER
MINERS • SHIPPERS •
• PHONE • 100
GENERAL OFFICE • • ROCK SPRINGS • Wyoming

March 22, 1949

Mr. I. N. Bayless, President
The Union Pacific Coal Company
Omaha, Nebraska

Dear Mr. Bayless:

This will, more or less, review previous conversations relative to our placing an oil treating plant at the D. O. Clark mine, or one of your other mines in this area, for use in dustproofing stoker coal during the forthcoming coal season of 1949-50.

Currently, it is our understanding you are willing to permit the placement of an oil treating plant at your D. O. Clark mine, or one of your other mines, and that we are to be responsible for the processing of the coal. Charges for the oil treatment to be determined by us and collectible by us from your distributors on any coal treated for their accounts.

Please be advised we are prepared to proceed with the installation of the plant and now would like to have some understanding as to the type of protection, or reimbursement, we can expect from The Union Pacific Coal Company in the event you should decide to discontinue the availability of stoker coal for sale on the commercial market. While we do not expect to be confronted with such a situation, we deem it wise to explore the possibility and establish a mutual understanding as to what our individual liabilities might be.

Will you give this matter your thought and advise?

With kindest personal wishes,

Sincerely yours,

John Lucas

John Lucas, Sr.
President

JLJ