

RESIDENT
PRESIDENT

SS
CHGO

RET

ALLEN & GARCIA COMPANY

CONSULTING & CONSTRUCTING ENGINEERS



MCCORMICK BUILDING
332 S. MICHIGAN AVE.

CHICAGO

WM. VON MEDING, SECRETARY
JOHN A. GARCIA, JR., TREASURER

PHONE
HARRISON 2472

Aug. 30th, 1938.

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

Dear Sir:-

We wish to acknowledge and thank you for your letter of the 25th inst., authorizing us to cancel our insurance on the D. O. Clark tipple at Superior, as of the 25th, you assuming the risk effective on that date.

With kindest personal regards, I am,

Yours very truly,

ALLEN & GARCIA COMPANY

BY

William von Meding

WVM:HL

Aug. 27, 1938.

Mr. Sydney A. Hale, Editor,
"Coal Age,"
330 W. 42nd Street,
New York, N.Y.

Dear Mr. Hale:

Our D. O. Clark Mine is now running coal on the belt and through the tippie from the upper rotary dump located in #7 Seam. There has been some delay attached to the bottom development and the installation of the lower rotary dump in #15 Seam. I think it would be quite safe to come out the last part of September and I would particularly like to have you or your representative attend the dedication exercises incident to the Seventieth anniversary of the first mining of coal in the Rock Springs District.

The Governor of Wyoming, Hon. Leslie A. Miller, will deliver the dedicatory address and Ex-Governor B. B. Brooks, Chairman of the Historical Landmark Commission of Wyoming, will also speak, likewise Mr. W. M. Jeffers, President of the Union Pacific Railroad Company.

We will have some distinguished guests in attendance, including the Chief Justice of the Wyoming Supreme Court, Hon. Fred H. Blume, Brigadier General Ernest D. Peck, Commandant, Fort Warren, Cheyenne, Wyoming and many others. If you could come out for the 17th of September, you could start work on the write-up of the D. O. Clark Mine on the 19th, thus anticipating Mrs. Coombes' man who is coming out in October.

Sincerely yours,

EUGENE MCARDLE

At Rock Springs, Wyoming,
August 25, 1938.

Allon & Garcia Company,
McCormick Building,
Chicago, Illinois.

Gentlemen:

Attention Mr. G. H. Chapman

Yours August 23rd re insurance carried by your company
on our D. O. Clark mine tibble, Superior, as provided for in con-
tract.

It is satisfactory for you to cancel your insurance
entirely, we assuming the risk effective this date.

Very truly yours,

Original Signed:
EUGENE McAULIFFE

CC: Mr. George B. Pryde
Mr. H. C. Livingston

Mr. Pryde: Please see that the temporary timber tibble structure
is taken down as quickly as possible eliminating fire
hazard.

At Rock Springs - August 24, 1938.

Mr. George B. Pryde:

Yours of August 22nd on payment made to Allen & Garcia Company. I think we are perfectly safe to pay all that is now due the Allen & Garcia Company with the exception of \$2000, which I would hold for final settlement, this with the understanding that you have received waivers of proof of payment from all sub-contractors.

Original Signed:
EUGENE MCMAULIFFE

A, PRESIDENT
F, VICE-PRESIDENT

LE ADDRESS
AR" CHICAGO

ALLEN & GARCIA COMPANY

CONSULTING & CONSTRUCTING ENGINEERS



MCCORMICK BUILDING
332 S. MICHIGAN AVE.

CHICAGO

WM. VON MEDING, SECRETARY
JOHN A. GARCIA, JR., TREASURER

PHONE
HARRISON 2472

August 23, 1938

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

Dear Sir:

Due to the fact that the date of final acceptance on the D. O. Clark Mine at Superior, Wyoming has been postponed about a month, we don't feel that it is fair to ask the Allen & Garcia Company to continue with their carrying full insurance on this project. We are asking that the Union Pacific Coal Company either take out their own insurance for the next month or reimburse us with the actual cost and we will then keep ours in force.

Very truly yours,

ALLEN & GARCIA COMPANY

BY

L. H. Chapman

GHC:MB

CC: Mr. George B. Pryde
CC: Mr. H. C. Livingston

Rock Springs - August 22, 1938.

Mr. Eugene McAuliffe:

Referring to my letter of the 18th inst., to Mr. Frank Tallmire,
copy to you herewith.

For your information, voucher in the amount of \$12,005.28 was
mailed by the Assistant Treasurer to Allen & Garcia today.

Enc.

Glenn B. Pape

Rock Springs - August 18, 1938

Mr. Frank Tallmire:

Herewith copy of agreement entered into by myself for The Union Pacific Coal Company and by William von Hedding for The Allen & Garcia Company under date of August 3rd.

Inasmuch as I have been furnished with waiver of liens by all sub-contractors with the exception of Kellogg Lumber Company and Clarence Seeburg, I desire to now pay the balance due The Allen & Garcia Company in accordance with the agreement.

I will get Kellogg Lumber Company's waiver in the next few days. Mr. Seeburg's bill is about \$1,000 so the \$5,145.12 we are holding will more than cover the amount due sub-contractors. Therefore, please arrange to pay 70% of the 20% retained in the estimates as indicated below:

	<u>Percentage Retained</u>
April 1938	\$ 599.80
May	10,112.01
June	5,386.73
July	<u>1,051.86</u>
Total	17,150.40
70%	<u>12,005.28</u>
Balance due	5,145.12

The remaining 30% of the amount held is to be retained by us until the acceptance of the tipple structure.

Please advise when voucher has gone forward to The Allen & Garcia Company.

Enc.

Original Signed:
GEORGE B. PEYNE

CC - C. E. Swann

CC - Mr. Eugene McAuliffe

Rock Springs - August 16, 1938

Mr. Eugene McAuliffe:

Herewith copy of letter to Allen & Garcia Company regarding the siding and roofing on the tipple at the D. O. Clark Mine, Superior, also letter to the Link-Belt Company regarding testing the samples of belts in the conveyerway, and an apparent flaw in one of the U. S. belts. We will have these conditions corrected.

George M. Mudge

8
August 16, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Attention: Mr. G. H. Chapman.

Gentlemen:

Regarding corrugated metal covering, coal tipple,
D. O. Clark Mine, Superior, Wyoming, the following conditions
exist at this time:

1. Siding over sash near lump boom is loose.
2. Siding at southeast corner of building is
loose; not enough closing rivets used at this point.
3. Not enough straws under sash on first floor.
4. Siding is not connected to roofing at eaves
in gable ends of building.
5. Corners of loading boom tower roofing are not
tied down with straps.

We are advising that the sheeting job as a whole
is unworkmenlike, and not acceptable, and are requesting you
correct this condition immediately.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed
By H. C. LIVINGSTON
Assistant Chief Engineer

CC - Mr. G. H. Chapman, Park Hotel, Rock Springs
Mr. George B. Pryde
Mr. I. N. Bayless

8
August 16, 1938

Link-Belt Company
300 West Pershing Road
Chicago, Illinois

Attention: Mr. W. E. Phillips, Engineer.

Gentlemen:

Regarding belting furnished on conveyor system,
D. O. Clark Mine, Superior, Wyoming:

In stepping down splices for vulcanizing belts, there seemed to be some difference in friction between covers, breaker strip, and plies, in the Goodrich and U. S. belts, the Goodrich belt apparently having more adhesion friction than the U. S. belt.

Your Mr. Schoor has advised me that samples of both belts have been sent to you for test to determine whether or not they are up to specifications, and we are requesting a copy of the analysis of same.

Also, as a matter of record, we are advising that one of the U. S. belts furnished has a factory flaw indicating a carcass break. The U. S. factory representative assured us that it was entirely satisfactory, but we feel that you should know of the condition should the belt fail at this point.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed

H. C. LIVINGSTON

By

Assistant Chief Engineer

CC - Mr. George B. Pryde
Mr. I. N. Bayless

BY DIRECT WIRE FROM

WESTERN UNION

1223-S

SYMBOLS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SERVICE
a full-rate
am or Cable-
unless its de-
ed character is in-
icated by a suitable
symbol above or pre-
ceding the address.

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

(DAY LETTER)

Omaha - Aug 18 1938

Allon & Garcia Co.
McCormick Bldg.,
332 S. Mich. Ave.,
Chicago, Ill.

Fryde states Chapman still making minor adjustments. Only small amount coal being delivered from one dump. He thinks should release not Chapman and hold final test until coal from both dumps can be loaded over belt. Meantime we should be able to practically complete all payments.

Eugene McFuliffe

Chgo U P Coal Co.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

UNION PACIFIC RAILROAD COMPANY
TELEGRAM

^M
~~120 GRPAS~~ RUSH--Rock Springs, 150pm Aug 17, 1938

E McA, Omaha.

M-34. Mr. Chapman still making minor adjustments in view of small amount of coal we are handling over tipple. Do you not think advisable hold final acceptance of complete tipple plant over until we can arrange handle coal from 15 station as well as No. 7 loading up the belts and getting appreciable amount of coal on the screens, with small amount of coal we are at present handling it is difficult to load the screens to capacity in mean time we can release Mr. Chapman and make final tests later. B-90.

GBP.

411pm.

Omaha - Aug 17 1938

RUSH RUSH RUSH

G B Pryde - Rock Springs Wyo

Following from Allen & Garcia, Chicago Quote Can we meet you in Rock
Springs Saturday for tipple acceptance test End quote What reply will
I make?

M-34

Eugene McAuliffe

DESIRED
FOREIGN

FULL RATE CABLE
DEFERRED CABLE
NIGHT CABLE
LETTER
WEEK-END
CABLE LETTER
RADIOGRAM

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

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial
Cables



All America
Cables

Mackay

Radio

RECEIVER'S NUMBER

CHECK

TIME FILED

STANDARD TIME

Form 2

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

which are hereby agreed to

Chicago, Aug. 17th, 1938.

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

(CONFIRMATION)

CAN WE MEET YOU IN ROCK SPRINGS SATURDAY FOR TITPLE ACCEPTANCE TEST

ALLEN & GARCIA COMPANY

CHGE. A. & G. CO.
11:10 AM.

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

Form 16 CB108 11 XU

MC CHICAGO ILL 17 1017A

EUGENE MCAULIFFE

THE UNION PACIFIC COAL CO 1416 DODGE ST OMAHA NEBR

CAN WE MEET YOU IN ROCKSPRINGS SATURDAY FOR TIPPLE ACCEPTANCE

TEST

ALLEN & GARCIA CO..

AUG 17 AM 10 33

353-12

Omaha - Aug. 16, 1938.

Mr. W. M. Jeffers:

Test run made yesterday new tipple and belt
conveyor, D. O. Clark Mine, approximately 100 tons coal loaded.
Making minor changes today and resume loading coal tomorrow.

Original Signed
EUGENE MCAULIFFE

UNION PACIFIC RAILROAD COMPANY
TELEGRAM

M

7 gr j bn

Rock Springs 5pm Aug 15 1938

EMcA Omaha

Loaded approx 100 tons over new tipple and belt conveyor D O Clark Mine today. No serious difficulties developed some minor adjustment to equipment will be made eccentrics on shaking tables will be changed tomorrow will dump coal again Wednesday, B-86

GBP

125am

Rock Springs - August 6, 1938

Mr. Eugene McAuliffe:

Herewith copy of agreement between Mr. von Meding and myself.

We discussed these matters fully with Mr. von Meding, of the Allen & Garcia Company, whom I asked to come out here, as we thought these matters should be settled definitely, in view of the fact that it will be necessary to test the tipple before long. Mr. von Meding spent two days here, and we settled amicably all the questions in dispute.

We will necessarily have to pay \$280 above the contract for the changing of the 25-H.P. motor to a 40-H.P. motor, as the 25-H.P. motor is not large enough to operate the picking tables. Allen & Garcia will put a 50-H.P. motor on the screens as we requested. We will thereafter purchase the 25-H.P. motor and keep it in stock and use it in case of emergency.

Just as soon as they advise us that there are no liens for labor or material by their sub-contractors or by themselves, we will remit to them seventy per cent of the moneys retained on the estimates.

The work that Mr. Chapman did reinforcing the tipple structure shows a marked improvement. The additional steel on the back part of the tipple will be put in between now and the first of the week.

With the changing of the motors we will have no difficulty, and I am sure, with the reinforcing of the steel

structure, that the tipple will operate with a minimum of vibration now.

George M. M. M.

Rock Springs, Wyoming
August 3, 1938

Memo:

Confirming conference of this date, regarding the Coal Tipple at the D. O. Clark Mine, Superior, and mutual agreements by and between the Allen & Garcia Company and The Union Pacific Coal Company, Mr. Wm. Von Meding and Mr. G. H. Chapman representing the Allen & Garcia Company as Contractors, Messrs. George B. Fryde, I. H. Bayless, C. E. Swann and H. C. Livingston representing The Union Pacific Coal Company as Owners, the following is mutually agreed and understood by the parties above mentioned:

1. The Contractors agree to furnish and install structural steel in such manner as to bring tipple structure within tolerance limits, said tolerance limits to be according to good engineering practice and standards.
2. The Contractor agrees to furnish and install plate stiffeners in angle ash board stilt supports.
3. The Contractor agrees to make all stress welds in structural members continuous, no spot welding to be acceptable to the Owner.
4. The Contractor agrees to furnish and install new eccentric heads for egg picking table, said eccentric heads to be exactly matched.
5. The Contractor agrees to furnish and install new shaking screen motor, said motor to be 50 H.P., high torque, totally enclosed, other specifications same as other motors furnished. The owner agrees to compensate contractor to the

extent of the difference between 25-H.P. standard motor and 40-H.P. standard motor, in the amount of \$280.00, for which the Contractor agrees to replace present 25-H.P. motor on picking table drive with present 40-H.P. screen motor and magnetic starter and control.

6. The Contractor agrees to replace present grease cups on shaking screens with Lunkenheimer Bronze Automatic No. 2 and No. 3 grease cups as specified and called for on Contractor's drawings.

7. The Contractor agrees to adjust limit switches on loading boom hoists.

8. The Contractor agrees to adjust car changing clutches on loading booms.

9. The Contractor agrees to furnish the Owner complete spare parts list of all machinery furnished.

10. The Contractor agrees to furnish the Owner waiver of liens for labor and materials furnished by sub-contractors, thereafter the Owner agrees to remit to the Contractor seventy (70) per cent of all moneys retained under estimates as bond in the amount of twenty (20) per cent of all payments to date, including therein Engineer's Estimate for the month of July, 1938.

Approved:
The Allen & Garcia Co.

Approved:
The Union Pacific Coal Company

By William von Weding By George M. Mudge
Vice President, Operation

CC - The Allen & Garcia Co., Chicago
Mr. Eugene McAuliffe
Mr. George B. Pryde
Mr. I. H. Bayless
Mr. C. E. Swann

Rock Springs - July 14, 1938

Mr. Eugene McAuliffe:

Yours of July 11th, file 353-12, to Allen & Garcia
Company, copy to me:

On proper showing from the Allen & Garcia people that
there are no liens on the structure for either labor or material,
which I will develop
we will arrange to make payments in accordance with your letter,
holding back approximately \$5,000 until final tests are completed.

George Munge

July 15, 1938.

Mr. John A. Garcia, Pres.,
Allen & Garcia Co.,
352 S. Michigan Ave.,
Chicago, Ill.

My dear John:

Thanks for yours of the 14th. When we get the coal running over the tippie at the D. O. Clark Mine, I would be glad to have you come out. I am sure I can arrange for some interesting fishing in the Jackson Hole territory, keeping you, however, out of the clutches of the talkative lady that you complained about when you were last in the Jackson Hole territory.

Very sincerely yours,

Original Signed
EUGENE McAULIFFE

J.A. PRESIDENT
J.D.T. VICE-PRESIDENT

ABLE ADDRESS
GAR" CHICAGO

ALLEN & GARCIA COMPANY

CONSULTING & CONSTRUCTING ENGINEERS



MCCORMICK BUILDING
332 S. MICHIGAN AVE.

CHICAGO

WM. VON MEDING, SECRETARY
JOHN A. GARCIA, JR., TREASURER

PHONE
HARRISON 2472

July 14th, 1938.

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

Dear Mr. McAuliffe:-

We were happy to get your letter of the 11th, advising that you had looked over the Superior job and find it satisfactory, and also advising that you have arranged to clean up payments to this company reserving approximately \$5,000.00. This action is very much appreciated and is very nice of you to do it.

I have a notion that when the coal is running over the tipple that fishing will be good at Jackson Hole and I might be the man or one of the men representing A. & G. Company when the final inspection is made.

Yours very truly,

JAG:HL

July 11, 1938.

Mr. John A. Garcia, Jr., Pres.,
Allen & Garcia Co.,
McCormick Bldg.,
332 S. Michigan Ave.,
Chicago, Ill.

My dear John:

While in Rock Springs last week I went over the D. O. Clark Mine tippie with your Mr. Chapman, the tippie substantially completed except as to finishing the sheeting and glazing. Subsequent to my witnessing the tippie in operation without load, Mr. Chapman arranged for certain adjustments, taking out vibration, etc.

As the Link-Belt Company will not be in a position to handle coal for test from the tippie, I would suggest that Mr. Chapman return to Chicago, our engineers arranging to follow up the work of sheeting and glazing, insuring proper installation, etc., thereafter when the Link-Belt people are ready to hoist coal you can send a man back to conduct the test. This seems to me to be the more economical arrangement for your company.

I also suggested to Mr. Pryde that he proceed to clean up the payments due your company, reserving approximately \$5000 of the 20 per cent retention provision of the contract, paying the remainder over to you, the balance to be paid after test and acceptance of the tippie.

Of course it will be necessary for your company to

- 2 -

furnish evidence of release from the sub-contractors for labor and material furnished, obviating liens against the property. I trust this will be satisfactory to you, the tipple, as constructed, having the appearance of a very good job.

Sincerely yours,

Original Signed
EUGENE MCAULIFFE

cc: Mr. G.B. Pryde

Please handle in line with yours of July 9th to which you attached copy of Mr. Livingston's letter, same date, one copy of which I am returning to you.

EMcA

Rock Springs - July 9, 1938

Mr. Eugene McAuliffe:

Referring to our conversation regarding paying part of the 20 per cent hold-back to Allen & Garcia Company on the Superior tipple:

I have had Mr. Livingston work me up a statement, two copies of which I attach herewith.

I agree with Mr. Livingston that, before any of the 20 per cent hold-back money is paid over, we should have evidence from the Allen & Garcia people that there are no liens for material purchased, or owing the five sub-contractors who have been doing the work.

At the end of July, as Mr. Livingston states, there will be due \$4,775.29, plus the \$17,053.60 hold-back. If we paid the July estimate of \$4,775.29, and 70 per cent of the hold-back when evidence had been furnished us that there were no liens, that would leave a balance due of \$5,116.08, until the final tests have been run on the tipple and same accepted.

George M. Mays

Rock Springs - July 9, 1938

Mr. George B. Pryde:

Regarding financial status of contract with Allen & Garcia Company covering construction of coal tipple at D. O. Clark Mine, Superior, Wyoming, total amount of contract, total monthly estimates, amounts paid, and amounts retained, are as follows:

Contract lump sum price	\$85,000.00
Additional foundations	268.00
TOTAL amount of contract	<u>\$85,268.00</u>

<u>Est. No.</u>	<u>Month^x</u>	<u>Amount</u>	<u>Amt. Remitted</u>	<u>Amt. Retained</u>
1	April	\$2,999.00	\$2,399.20	\$ 599.80
2	May	50,560.07	40,448.06	10,112.01
3	June	26,933.64	21,546.91	5,386.73
4	July	<u>4,775.29</u>	<u>3,820.23</u>	<u>955.06</u>
	TOTALS	\$85,268.00	\$68,214.40	\$17,053.60

^xEstimate for month shown due and payable on first of following month, viz.: Estimate No. 4 covers work done during July and paid for on First of August.

On August First, the Contractor will have been paid all moneys with the exception of the 20 per cent retained as a bond, the 20 per cent retention amounting to \$17,053.60.

Following your suggestion as to remitting money held as bond with the exception of approximately \$5,000, I would suggest that 70 per cent of bond money be paid the Allen & Garcia Company, only after evidence of release from subcontractor for labor and material liens has been presented to the Coal Company by the Contractor.

Following this plan, we would be holding \$5,116.08 as bond until tipple has been thoroughly tested under load. This test can possibly be made on or about August 15th.

H. Livingston

D. O. CLARK MINE TIPPLE NEARS COMPLETION

Tests Satisfactory, U. P. Officials Report

Construction of the steel tippie at the new D. O. Clark mine of The Union Pacific Coal company at Superior is expected to be completed by Saturday, it was announced Wednesday by Eugene McAuliffe, president of the coal company.

The Allen and Garcia company, of Chicago, contractors on the

*tippie, have reduced the construction force to a few men who now are installing the tippie covering and doing the glazing, with a mechanic adjusting the motors, screens, conveyors and picking tables. President McAuliffe found on a tour of inspection of the mine.

The tippie machinery was put in motion Tuesday and operated throughout the day Wednesday. Mr. McAuliffe expressed pleasure with the smooth operation of the screens and other machinery.

President McAuliffe also found marked progress being made underground, with the Link-Belt company of Chicago having com-

pleted the upper, or No. 7 seam, dumping station with rotary dump and empty and loaded car hauls in place, all nearly completed.

With completion of the Link-Belt company's underground contract about August 15, a complete working test of the entire installation will be made.

At the No. 15 seam, near the foot of the two slopes, Kellogg Lumber company was installing the foundation for the second loading station, which will be a counterpart of the No. 7 seam dumping station.

The Link-Belt company now is lowering the upper sections of the massive conveyor belt, 48 inches in width, and machinery for driving the belt, four sets in all, is being installed.

Mr. McAuliffe found the work of driving the mine bottoms in seams 7, 9 and 15 going forward rapidly; the upper or No. 7 seam measuring seven feet at the face, the intermediate or No. 9 seam measuring six feet at the face and the lower or No. 15 seam measuring eight feet six inches of clean coal at the face.

After leaving the shaft, where eight feet six inches of coal was penetrated by the air shaft, a roll, not uncommon in the Rock Springs district, was encountered. This difficulty, entailing heavy rock work, now is past and the nine foot seam at the entry face is in normal position.

An estimated 60 days will be required to complete the mine bottoms. Mr. McAuliffe reported. By October 1, he said, all underground steel will be in place and the mine well under production.

L. S. Corey, vice president of the Utah Construction company, and R. B. Emens, engineer for the Utah concern, accompanied Mr. McAuliffe and other members of the coal company's local staff on the tour of inspection. During the tour they made a final check and settlement of the underground work on the mine completed last April by the Utah concern.

D. O. Clark Tipple Is Given Trial Test Before Completion

Present indications are that The Union Pacific Coal company's new million dollar D. O. Clark mine at Superior will be producing coal by Oct. 1, Eugene McAuliffe, president, stated here Wednesday. This statement was made after the tipple machinery was set in motion Tuesday and continued in operation Wednesday on a trial test. The tipple, which is being built by the Allen and Garcia company of Chicago, will be completed Saturday.

The underground construction which is being built by the Link-Belt company of Chicago will be finished around Aug. 15 when a complete working test of the entire installation will be made.

The upper or No. 7 seam has been completed with the dumping station nearly completed. At the No. 15 seam, near the foot of the two slopes, the S. E. Kellogg company is installing the foundation for the second loading station. The Link-Belt company this week is lowering the upper sections of the massive conveyor belt, 48 inches wide, and the machinery for driving the belt.

The work of driving the mine bottoms in seams Nos. 7, 9 and 15 is going ahead rapidly, Mr. McAuliffe says. The No. 7 seam measures seven feet at the face, the No. 9 seam six feet and the No. 15 seam eight feet six inches.

Mr. McAuliffe who inspected the mine Tuesday was accompanied by L. S. Corey, vice president, and R. B. Emens, construction engineer of the Utah Construction company which did a part of the underground construction work and several members of the local company's staff.

DESIRED	
CABLE	
FULL RATE	
DEFERRED	
NIGHT LETTER	
SHIP RADIOGRAM	
LETTER	

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

COPY OF WESTERN UNION TELEGRAM

Rock Springs - June 11, 1938

A.B. Foulger
Utah Construction Co.
First Security Bank Bldg.
Ogden, Utah

HAVE ARRANGED WITH OUR AUDITOR RELEASE EIGHTY PERCENT OF \$35,297.05
ON ESTIMATE NO. 14. DISCUSSED RELEASE PORTION OF RETENTION MONEY
WITH MR. MCAULIFFE AND HE WILL GIVE MATTER CONSIDERATION.

George B. Pryde.

LINK-BELT COMPANY
300 WEST PERSHING ROAD
CHICAGO

May 27, 1938

OFFICE OF
VICE-PRESIDENT

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

Dear Mr. McAuliffe:

Owing to the illness of Mr. Kauffmann, who has been in the hospital for several weeks, it is my privilege to acknowledge your letter of April 29th.

We have a very keen appreciation of the soundness of the philosophy and the ethics underlying your reasoning in the negotiations leading up to the placing of the contracts for the equipment for your mine at Rock Springs. If all engineering installations for material handling equipment were handled in a manner similar to the one you followed, the life of the manufacturer would be a happier one and the operators would be better satisfied. It would permit the maximum of economy in prices.

You are familiar, of course, from your broad experience, with the hazards which accompany construction work of the character you are now doing. By following the policy of working up complete general designs and specifications, as you did in the case of the Rock Springs installation, it definitely helps to minimize the hazards usually associated with work of this character.

I am sorry the charge for extras which has been the subject of an interchange of correspondence between Mr. Livingston and Mr. Huntington has antagonized you. We are cancelling the charge even though it is attributable to an error in the fundamental layout. However, we have the very definite conviction that the errors

LINK-BELT COMPANY
300 WEST PERSHING ROAD
CHICAGO

May 27, 1938

OFFICE OF
VICE-PRESIDENT

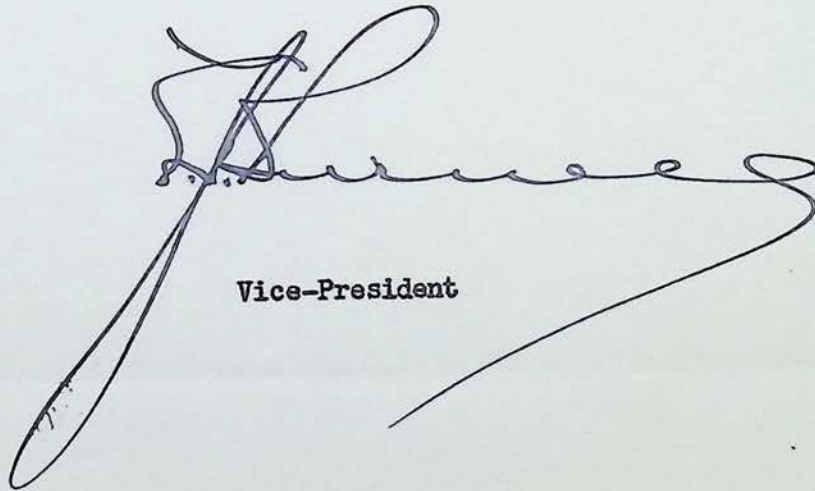
-2-

on this job will be reduced to a minimum due to the excellence of the preliminary engineering and we shall absorb this particular charge.

Again permit me to express my very sincere appreciation of the splendid manner in which the preliminary and final negotiations were handled by your organization.

With kindest regards, I remain,

Cordially yours,

A large, stylized handwritten signature in dark ink, appearing to read "S. J. Lawrence". The signature is written in a cursive style with a long, sweeping underline that extends to the right and then loops back down to the left.

EJB:bm

Vice-President

May 21, 1938.

Mr. John A. Garcia, Jr.,
Allen & Garcia Co.,
McCormick Bldg.,
332 S. Michigan Ave.,
Chicago, Ill.

My dear John:

I have yours of May 17th. If any one thing was fully discussed, threshed out and agreed upon it was that the price named in the contract, covering the construction of our D. O. Clark tipple and the underground equipment awarded Link-Belt Company, was a fixed one, that neither company would be held responsible for any changes in cost of material, freight rates or any other factor.

I fully expected that structural steel prices would be reduced and that matter was discussed, but it was not written into the contract; in substance, I agreed to take a chance on steel prices remaining constant, your company did the same, the same will apply to labor costs, freight rates, taxes, etc.

You have my reaction and it is exactly what I have given the Link-Belt people, who apparently without authority from Mr. Jaxon have asked us to pay some small allowances due to alleged change in amount of material required. Of course, if we asked your company or the Link-Belt Company to change the plans with added expense, it would be our direct obligation to pay for same.

Frankly, John, I am somewhat shocked at your suggestion. I think it does not represent what the Englishman calls "cricket."

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
JOHN A. GARCIA, JR., TREASURER

PHONE
HARRISON 2472

May 17th, 1938.

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

Dear Mr. McAuliffe:-

I feel that your attention should be called to an item of additional expense which has recently been imposed upon us in connection with our work for your company - namely, the increase in freight rates which went into effect last March 28th, 1938.

It appears to us that even though we have "bought" the work we are now doing for you, such relationship should not be construed as a gamble. We have not and do not intend to ask for extras, but our sense of the ethics in this business prompts us to say that the acts of God and the Interstate Commerce Commission should be paid for by the ultimate purchaser. We just today paid our first freight bill with the 10% increase which forcibly brought this matter to our attention. As a result, I would appreciate hearing your re-action on this matter at your convenience.

With kindest personal regards, I am,

Yours very truly,

ALLEN & GARCIA COMPANY

BY

John A. Garcia, Jr.

JAGJr:HL

Rock Springs - May 12, 1938

Mr. Frank Tallmire:

I am returning herewith invoices and bills of lading on cars of machinery and equipment shipped by the Link-Belt Company for our D. O. Clark Mine, Superior.

You will note that the bills state "80% cash due on May 15th." I am sure that the Link-Belt people have misinterpreted Section 10 of our contract with them, under "TERMS OF PAYMENT," which states:

"During the progress of the work, the Engineer shall cause estimates to be made of the amount of work done and/or materials furnished during each calendar month and about the fifteenth day of the succeeding month the value of the same based on the Contract Price aforesaid, less a reserve fund of twenty (20) percent, which shall be held by the Company as security for the completion of the whole work in its several parts, shall be paid to the Contractor."

The intent of the contract is that, each month, our Engineering Department will estimate the percentage of the total job that is completed for that month, paying 80 per cent of the labor and material so furnished for the completion of that part of the job for that month, 20 per cent to be retained each month until the job is completed. After the job is completed and accepted, the 20 per cent so held back will be paid to the Link-Belt Company. You will recall this 20 per cent is held in lieu of a bond, as Mr. McAuliffe and I discussed with you and with the Link-Belt people.

The Link-Belt people have evidently assumed that Section 10, where it states, "the amount of work done and/or materials furnished during each calendar month," applies to

materials shipped. However, that applies only to the materials furnished in the part of the job finished during the calendar month, for which we pay the 80 per cent each month, and has no connection with the shipment of materials each month.

I wish you would, therefore, return the bills to the Link-Belt Company, so advising them.

Original Signed:
GEORGE B. PRYDE

Mr. McAuliffe: ✓

I have discussed this matter with Mr. Livingston, and he states that the Link-Belt people brought the matter up of being paid for the material as delivered, but you took no action in the matter, nor did you make any commitment.

CC - Mr. Eugene McAuliffe ✓
Mr. C. E. Swann
Link-Belt Company
re their invoice 205354

May 7, 1938

Mr. C. S. Huntington, Chief Engineer
Link-Belt Company
300 West Pershing Road
Chicago, Illinois

Dear Sir:

Referring to your letter of April 29th,
subject K-9700, regarding extras:

I discussed this matter with Mr. McAuliffe
when we were in Cincinnati, and he advised me that
he had written your Mr. Alfred Kauffman under date
of April 29th, file 353-12, regarding this subject.

Yours very truly,

Original Signed:
GEORGE B. PRYDE

CC - Mr. Eugene McAuliffe
Mr. I. N. Bayless
Mr. H. C. Livingston

353-12

Omaha - May 9, 1938.

Mr. G. B. Pryde:

I am returning Link-Belt bill No. 305354. I have no recollection whatever of making any verbal agreement with the Link-Belt people regarding a 60 per cent or any other agreement relative to payment save that written in the contract.

I wish you would ask Mr. Livingston if he has any recollection of my making any such statement.

I think the Link-Belt proposition is very much like that I wrote the President about a few days ago.

Original Signed
EUGENE MCAULIFFE

Rock Springs - May 7, 1938

Mr. Eugene McAuliffe:

The Link-Belt people have made a claim during the last week for about \$100,000 for material shipped for the conveying system at the D. O. Clark Mine.

We have gone over Contract No. 22879, and, according to this contract, we are not supposed to pay for material delivered, but eighty per cent of the completed work each month, holding back twenty per cent as security on this in lieu of a bond. The Link-Belt people, I understand, are asking for this money on account of a verbal agreement with you when Mr. Livingston and you were in Chicago, making the final arrangements for the letting of the contracts, that is, that sixty per cent of the value of any equipment and machinery delivered on the ground at Superior, would be paid, regardless of our agreement in the contract.

If you have such an agreement with the Link-Belt people, I would appreciate your verifying this, as I am holding up this payment, and, unless otherwise advised, I will make payments in accordance with our contract only.

George M. Mays

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

K-BELT COMPANY

ENGINEERING PLANTS: CHICAGO, PHILADELPHIA, SAN FRANCISCO, TORONTO, ATLANTA
CHAIN FACTORIES AND MALLEABLE FOUNDRIES: INDIANAPOLIS
EXECUTIVE OFFICES: 307 N. MICHIGAN AVE., CHICAGO

May 2nd, 1938

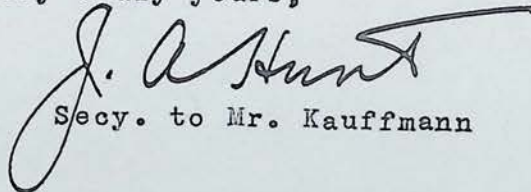
File 353-12

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

Dear Sir:-

This will acknowledge receipt of your letter of April 29th, addressed to Mr. Kauffmann, who is at present confined to his home by illness. In his absence, we are forwarding your letter to Mr. Edward J. Burnell, Vice President in charge of our Pershing Road Plant, from whom we feel sure you will receive reply shortly.

Very truly yours,


Secy. to Mr. Kauffmann

May 3, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Attention: Mr. L. von Perbandt.

Gentlemen:

Your wire and letter of the 30th, accompanying Stephens-Adamson Company's communication regarding wearing bars for conveyors:

We have had considerable trouble with wearing bars on drag conveyors on the Reliance tipple, especially at sprocket ends and curved sections of conveyor frames, it being necessary to renew same at intervals of approximately sixty days.

Therefore, we are hesitant to approve any metal except the specified SAE 9250 bar in longer lengths than the 4-foot length suggested by the Stephens-Adamson Company, this feature adding to the wear and tear on the rivetless chain, and are requesting that you follow the specifications and good practice as to maximum length of wearing bar in so far as it is possible to do so.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed

By H. C. LIVINGSTON
Assistant Chief Engineer.

CC - Mr. Eugene McAuliffe
Mr. George B. Pryde
Mr. I. N. Bayless

ALLEN & GARCIA COMPANY
CONSULTING & CONSTRUCTING ENGINEERS

MCCORMICK BUILDING
332 S. MICHIGAN AVE.
CHICAGO

SHEET NO. _____

April 30th, 1938.

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

Gentlemen:-

Atten.- Mr. H. C. Livingston.

We are enclosing a copy of letter received from Stephens-Adams Manufacturing Company in connection with the wearing bars for conveyors and wish that you would advise us whether it is satisfactory to make the substitution as suggested in their letter.

Appreciating your early reply, we beg to remain,

Yours very truly,

ALLEN & GARCIA COMPANY

BY

L. von Perbandt

LVP:HL

Encl.

CC-Mr. Eugene McAuliffe
Mr. Geo. B. Pryde
Mr. I. N. Bayless

April 28th, 1938.

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

Gentlemen:-

Atten.- Mr. H. C. Livingston, Asst.Ch.Engr.

We have your letter of April 26th regarding
paint and accordingly will arrange to use the standard alumi-
num paint as called for in your specifications.

We are arranging to have our Mr. Chapman leave
Chicago for Rock Springs this coming week, so that the erec-
tion work will be expedited as much as possible.

Yours very truly,

ALLEN & GARCIA COMPANY

BY

L. von Perbandt

LVP:HL

CC-Mr. Eugene McAuliffe
Mr. Geo. B. Fryde
Mr. I. N. Bayless

April 29, 1938.

Mr. Alfred Kauffman, Pres.,
Link-Belt Co.,
307 N. Michigan Ave.,
Chicago, Ill.

Dear Mr. Kauffman:

Returning from the west I find my files contain letters from your Mr. Huntington and Mr. Richard asking for allowances for extra work, etc.:

In placing the contract with your Mr. Jaxon, we had a distinct understanding that the price bid covered the construction complete and inworking order, in fact we departed from the established practice generally employed of dividing the responsibility of the total over-all cost with the contractor, preparing plans in our Rock Springs offices which were to be covered by a firm bid.

It was also understood that a definite measure of coordination between your Company, the Allen & Garcia Company, and our staff would be necessary and I think we have tried to maintain the fullest measure of cooperation and frankly I do not think that men connected with your organization, who were not parties to the making of the contract, should begin submitting requests for allowances even in advance of material being put on the ground.

It is not our intantion to expand the price set forth in the contract for the service rendered. I would be glad if you would ask your people to refrain from making relatively petty claims for allowances which are not in keeping with the spirit of the terms of the contract.

Sincerely yours,

Original Signed
EUGENE McAULIFFE

cc: Mr. G. B. Fryde
Mr. C. E. Swann

April 26, 1938

Link-Belt Company
300 West Pershing Road
Chicago, Illinois

Attention: Mr. C. S. Huntington, Chief Engineer

Gentlemen:

Your letter of April 19th, regarding claim for "extra" in the amount of \$221.00, due to alteration of machinery supports embracing some 250 pounds of structural steel:

I am calling your attention to general overall layout of belt conveyor system illustrated by our drawing No. 1940.35A, furnished your company. This drawing clearly shows the distance of intersection point from portal to screens to be 80' 6 $\frac{1}{2}$ ", measured along center line of belt conveyor slope, indicating that there has been an error of omission committed by your engineers, as well as ours, in detailing plans.

I am also calling your attention to page 4 of contract specifications, "Errors and Discrepancies," and stipulations contained therein.

Upon awarding contracts for both tipple and conveying system at Omaha, it was specifically understood that all claims for "extras" were to be avoided, your people agreeing that a contingency item had been set up to take care of such conditions that might arise.

Therefore, we do not feel that your claim for "extra" is justified, and are advising that we cannot authorize your billing same.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed

By H. C. LIVINGSTON
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe
Mr. George B. Pryde
Mr. I. N. Bayless.

April 26, 1938

Mr. W. J. Heacock, Electrical Engineer
Link-Belt Company
300 West Pershing Road
Chicago, Illinois

Dear Mr. Heacock:

Referring to yours of April 20th, subject Belt
Conveyor System, D. O. Clark Mine, K-9700:

Mr. Livingston advises as follows:

"Proposed plan by Link-Belt Company for
carrying conduit from transformers in belt slope
along roof of belt slope, thence upwards through
concrete manway alongside of concrete dump bin
and across to control panel, is the most feasible
way of making this installation. Imbedding the
conduit in the concrete bin wall would tend to
weaken the structure, and also make the conduit
permanently inaccessible."

Yours very truly,

Original Signed:
GEORGE B. PRYDE

CC - Mr. Eugene McAuliffe
Mr. I. N. Bayless
Mr. H. C. Livingston

April 26, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Attention: Mr. L. von Perbandt.

Gentlemen:

Your letters of April 22nd regarding starting date of steel erection, and paint for structure:

Confirming wire of this date, the concrete foundations will be ready to receive structural steel on May 1st.

As to use of standard aluminum paint containing two pounds of paste per gallon in lieu of "Pabco Coolite" requested under letter of February 9th, we request you follow the original plan of using standard aluminum paint, as we cannot authorize "extra" in the amount of \$95.00 for "Pabco Coolite," it being our policy to eliminate all claims for "extras" under contracts.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed

By H. C. LIVINGSTON
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe
Mr. George B. Pryde
Mr. I. N. Bayless

Coal sales during construction - D.O.Clark Mine, Superior

THE UNION PACIFIC COAL COMPANY

Omaha, Nebr., April 25, 1938

No. A-217-FA-13

Mr. Frank Tallmire,
Auditor, Rock Springs.

Dear Sir:

Referring to your letter, File No. 2-1353, April 20, 1938, in regard to above subject:

Revenue from sale of coal produced from the D.O. Clark Mine until such time as the mine reaches a regular producing status, should be credited to the Investment Account under the work order covering the construction and development of the mine.

Yours truly,

H.A. Toland
Vice-President.

CC: Mr. Eugene McAuliffe

Rock Springs - April 23, 1938

Mr. I. H. Bayless:
Mr. C. E. Swann:
Mr. H. C. Livingston:

Herewith copy of letter from George Talbot, Superintendent of Construction for the Link-Belt Company, regarding shipment of materials and erection tools April 25th.

I am assuming this will be satisfactory.

I suggest that Mr. Bayless send a copy of this letter to Mr. Brown and Mr. Swann send a copy to Mr. Kellogg.

Original Signed:
GEORGE B. PRYDE

CC - Mr. Eugene McAuliffe. ✓

LINK-BELT COMPANY

300 W. Pershing Road (Thirty Ninth St.) Chicago

April 21, 1938.

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

Dear Mr. Pryde:

Conforming with the erection schedule made while at Superior, the first shipment of materials will go forward from this plant April 25th. Erection tools, etc., will be shipped in advance.

Our erector, William Schoor, will report to you the latter part of next week to make whatever arrangements that are necessary to start the erection upon the arrival of the material.

Very truly yours,
LINK-BELT COMPANY

(sgd) Geo. Talbot.

George Talbot
Supt. Construction

GT/ak

COPY

April 20, 1938

Pan American Bridge Company
New Castle, Indiana

Attention: Mr. J. K. Wise.

Gentlemen:

Your letter of April 13th regarding your sub-contract from the Allen & Garcia Company for the fabrication and erection of structural steel coal tipple at our D. O. Clark Mine, Superior, Wyoming:

All compressors, welding equipment, etc., on hand at our Superior camp are in daily use and are therefore not available for rental.

As to the 90-foot boom for unloading and erection, this unit should be adequate. There is considerable ground on the down-track side of the tipple for storage.

Regarding non-Union labor employment for erection, we are advising that the locality is highly unionized, the United Mine Workers agreement being in effect throughout the district, also that the Kellogg Lumber Company now installing concrete foundations for the structure are working under an agreement with the C.I.O. However, we do not feel free to dictate your policy in this direction, but are merely advising you as to conditions that may present some difficulty.

Your proposal for sub-contracting reinforced concrete floors to a local man, possibly the Kellogg Lumber Company: This firm is acceptable, and the only local contractor qualified in experience to do the work.

Concrete foundations will be ready to receive steel on May 1st, your schedule of shipment for arrival at Superior April 30th being very satisfactory.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed

H. C. LIVINGSTON

By

Assistant Chief Engineer

CC - Mr. Eugene McAuliffe
Mr. George B. Pryde
Mr. I. N. Bayless
Allen & Garcia Co.

PAN-AMERICAN BRIDGE COMPANY
Structural Steel Work and Bridges.
New Castle, Ind.
April 13, 1938

Mr. Livingston
c/o Union Pacific Coal Co.
Superior, Wyoming

Dear Sir:

We have the fabrication and erection of considerable material on the tippie which Allen & Garcia has contract with you. The writer was talking to Mr. Garcia this week about our erection men, and we intend to send non-union men, and very likely they will pick up a few additional local men.

It is our intentions to send a derrick with a 90' boom, and set this along the track, near the building and erect as the material arrives. Also we will have a compressor, welding equipment and necessary tools. In case there is any of this material on the ground which we could rent, it might be cheaper for us to rent, particularly a compressor.

At present it is our arrangements to ship the first car from New Castle, Indiana, having it arrive about the 30th of April, so that we can start our erection the first or second. Our men feel that your mine being back from any large city, that they will, very likely, work Sundays, as they are a long way from home and do not wish to stay any longer than necessary.

For the installation of the concrete floor we are intending to get some nearby concrete man, and will ask for price at present from the Kellogg Lumber Company, who is doing the work for Allen & Garcia, and if we can make it with their figure we will do so.

We would appreciate any comments you have, as we believe your being on the job, would know more about conditions than we.

Thanking you, we remain,

Yours very truly,

PAN-AMERICAN BRIDGE COMPANY

BY: (sgd) J. K. Wise

JKW:MM

COPY

April 16, 1938

Link-Belt Company
300 West Pershing Road
Chicago, Illinois

Attention: Mr. J. J. Richard.

Gentlemen:

Your letter of April 12th regarding alterations necessary to conveyor supports in gallery from concrete portal to head end of Conveyor No. 1, due to error (discovered by this office) in calculating the structure on wrong center line:

We have gone into steel items listed under your letter and, being very lenient in overall quantities, find that some 250 pounds of steel is affected. Your estimate of \$260 for this amount of steel is very much out of line. Allowing 8 cents per pound for fabricating and detailing, plus a fee for calculating lengths, etc., in the design, this should not exceed \$45.00.

There exists a dual responsibility on this project, the information furnished your people as to the distance from center line of tracks to portal when measured along center line of slope being correct. Therefore, the error being one of common responsibility to the Allen & Garcia Company, the Link-Belt Company, and the owner, and considering the magnitude of the project, we do not feel that the claim for extra payment is justifiable.

Discovery of the error at this time, before shipment of materials, will prove to be more economical for all concerned. Correcting this condition in the field would be much more costly.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed
H. C. LIVINGSTON

By _____
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe
Mr. George B. Pryde
Mr. I. N. Bayless

APR 15 1938

April 15, 1938

Mr. Geo. R. Putnam
The Utah Construction Company
Ogden, Utah

Dear Sir:

Your letter of April 14th regarding final estimate and acceptance of work under your contracts, D. O. Clark Mine, Superior:

We are awaiting bills for extra work authorized under letter orders for work and for which time slips have been issued by your forces and signed by the Coal Company's Engineer, these to be presented by your company for checking and to be made a part of final estimate for payment in full.

Upon receipt of same, we can complete our final estimate, and will forward to you for checking before authorizing for payment and final acceptance of the work in its entirety.

Your Mr. Emens informed us that above-mentioned bills for authorized extra work would be prepared and forwarded to the Coal Company by your Ogden office.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed

By H. C. LIVINGSTON
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe ✓
Mr. George B. Pryde
Mr. I. M. Bayless

THE UTAH CONSTRUCTION COMPANY
Engineers and Contractors
Ogden, Utah
April 14,
1938

Mr. H. C. Livingston,
Assistant Chief Engineer,
Union Pacific Coal Company,
Rock Springs, Wyoming.

Dear Mr. Livingston:

It is our understanding that our organization at Rock Springs has completed to your satisfaction our contract in connection with the D. O. Clark mine at Superior, Wyoming. If this is true, we would appreciate a letter to this effect.

We would also like to know how you are coming with the final estimate and when these figures are in our hands, we will endeavor to expedite the checking and arrange a conference with you at Rock Springs at an early date.

Yours very truly,

THE UTAH CONSTRUCTION COMPANY,

BY (sgd) Geo. R. Putnam

GRP/c

COPY

April 15, 1938

Link-Belt Company
300 West Pershing Road
Chicago, Illinois

Atten: Mr. J. J. Richard

Gentlemen:

We are returning herewith approval copies of your drawings No. CO-55269 to CO-55273, inclusive, and specifications, all covering electrical installation and wiring of conveyor system, D. O. Clark Mine.

We request you furnish your sub-contractor, Kellogg Lumber Company, also the owner, revised prints of masonry plans showing locations of foundations for transformer banks and starters at your earliest convenience.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed
By H. C. LIVINGSTON
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe ✓
Mr. George B. Fryde
Mr. I. N. Bayless

ALLEN & GARCIA COMPANY
CONSULTING & CONSTRUCTING ENGINEERS

MCCORMICK BUILDING
332 S. MICHIGAN AVE.
CHICAGO

SHEET NO. _____

April 12th, 1938.

Mr. H. C. Livingston, Asst. Ch. Engr.,
The Union Pacific Coal Co.,
Rock Springs, Wyo.

Dear Sir:-

We are enclosing revised prints of drawings C-1 and C-3, and D-1. Drawing C-1 shows the correction in the distance from the face of the portal to the intersection of the center line of the belt conveyor with the center line of the tippie.

Drawing C-3 has been revised to take care of the changes in the end of the bridge in relation to the face of the portal. The difference in elevation of the bridge seat was taken care of by a correction in the elevation, but the changes in elevation required for the building housing the drive was taken care of by increasing the projection of the anchor bolts, figuring on shimming up the steel to the proper elevation and grouting under the bases.

Referring to drawing D-1, you will note that the face of the portal is now 9-1/4" from the face of the steel structure. We inquired of the Pan-American Bridge Company and found that this entire steelwork was fabricated and it would therefore, have meant considerable scrapping to increase this steelwork to 9-1/4". We believe that the best and cheapest way of handling this is to pour a 9-1/4" filler wall of concrete and trust that this meets with your approval. In this way there will be no shop changes required. The change in the slope of the bridge is so slight that we are not altering any of the steelwork, but are figuring on taking it up in the play of the holes.

WVM:HL

Encl.

Yours very truly,

ALLEN & GARCIA COMPANY

By

William von Meding

CC-Mr. Eugene McAuliffe
Mr. I. N. Bayless
Mr. Geo. B. Pryde

ALLEN & GARCIA COMPANY
CONSULTING & CONSTRUCTING ENGINEERS

MCCORMICK BUILDING
332 S. MICHIGAN AVE.
CHICAGO

SHEET NO. _____

April 11th, 1938.

AIR MAIL

Mr. H. C. Livingston, Asst. Ch. Engr.,
The Union Pacific Coal Co.,
Rock Springs, Wyoming.

Dear Sir:-

We are in receipt of your letter of the 7th inst., with enclosed sketch dated 4/7/38, being the layout of the revisions necessary to the gallery from the face of the concrete portal to the tibble.

We had a conference with Mr. Richards of the Link-Belt Company today and correlated the changes that will be necessary between us to meet this situation. We have decided to follow your layout pulling the bridge away from the Portal 9-1/4" as you indicate and changing the slope of the bridge to correspond. In order to maintain the belt alignment, the Link-Belt Company will have to make the necessary revisions in connecting the stringers to the bridge, adding a 9-1/4" extension immediately next to the head pulley.

We have checked over your drawing and on the assumption of the 1'4" between the center line of the belt slope and the center line of the belt conveyor, find your figures correct. Our foundation drawing C-3 will have to be revised to take care of these changes, but foundation drawings C-1 and C-2 can be used for putting in the foundations as they are on the basis of moving the entire location of the tibble 1'6-15/32" down-track from the location originally shown.

We are making the necessary revision in all of the drawings and will send you revised copies as soon as completed.

Yours very truly,

ALLEN & GARCIA COMPANY

BY

William von Meisinger

WVM:HL

CC-Mr. Eugene McAuliffe
CC-Mr. George B. Fryde
CC-Mr. I. N. Bayless

APR 11 9, 1938

Link Belt Company
300 West Pershing Road
Chicago, Illinois

Atten: Mr. J. J. Richard

Gentlemen:

Your letter of April 6th to our Mr. Pryde regarding concrete footings for conveyor system, D. O. Clark Mine.

Please be advised that we are following the best engineering practice on this job and that all footings will naturally be carried to the solid and not set on any made or filled ground on the surface or in the slopes proper.

We are laying out and inspecting all work executed by the Kellogg Lumber Company.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed
By H. C. LIVINGSTON
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe ✓
Mr. George B. Pryde
Mr. I. W. Bayless

April 7, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Attention: Mr. L. von Perbandt.

Gentlemen:

We are enclosing herewith sketch dated 4-7-1938, layout of revisions necessary to gallery from face of concrete portal to tipple.

Distance of 80' 6 $\frac{1}{4}$ " from face of portal at Sta. 0 plus 90.48 to intersection with center line of screens at Sta. 0 plus 09.96, is in error, due to the fact that all stationing is carried on the center line of belt slope and not on center line of belt conveyor.

In laying out foundations, we checked the distance of 80' 6 $\frac{1}{4}$ " from portal to center line of screens when measured along center line of slope, thence to center line of tracks in place, and found it to be correct.

Will you please make necessary changes in all plans affected by the above, correlating changes with the Link-Belt Company, furnishing us with revised copies of same, especially foundation plans, at your earliest convenience.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed
By H. C. LIVINGSTON
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe ✓
Mr. George B. Pryde
Mr. I. N. Bayless

April 7, 1938

Link-Belt Company
300 West Pershing Road
Chicago, Illinois

Attention: Mr. J. J. Richard.

Gentlemen:

Enclosing herewith layout sketch dated 4-7-1938, revisions necessary in structural gallery and machinery supports from face of concrete portal to tipple.

It will be necessary to revise machinery supports in this gallery due to distance from portal to center line of screens when measured along center line of conveyor being in error. The distance, 80' 6 $\frac{1}{2}$ ", shown is correct when measured along center line of belt slope, said error being discovered when laying out foundations.

Will you kindly make all necessary changes in plans affected by the above, correlating same with the Allen & Garcia Company, furnishing us with revised copies of all plans affected at your earliest convenience.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed

By H. C. LIVINGSTON
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe ✓
Mr. George B. Pryde
Mr. I. N. Bayless

ALLEN & GARCIA COMPANY
CONSULTING & CONSTRUCTING ENGINEERS

MCCORMICK BUILDING
332 S. MICHIGAN AVE.
CHICAGO

SHEET NO. _____

April 5th, 1938.

Kellogg Lumber Company,
Rock Springs, Wyoming.

Atten.- Mr. G. G. Morris.

Gentlemen:

RE: Job 1195- The Union Pacific Coal Co.

We are in receipt of your several letters of the 2nd inst., wherein you advise that it will be May 1st before the tipple foundations are completed. In talking with the Pan-American Bridge Company today, who will erect the steelwork, we find that the fabricating is well along and steel erection could start sooner if there is any possibility of bettering the date of May 1st. Please let us know what the condition of the site is at the present time and whether you have actually started work on the foundations.

You state that you have been advised by the Union Pacific Coal Company's engineering department, that the foundation bolts are already on the job. The Pan-American Bridge Company advise that they are still holding these bolts pending your instructions to ship as requested in our letter of March 26th, and in view of this, we have taken the liberty of instructing them today to forward the bolts at once by freight, and ask that you take care of them on arrival.

Thanking you, we are,

Yours very truly,

ALLEN & GARCIA COMPANY

BY

William von Meding

WVM:HL

CC-Mr. Eugene McAuliffe
Mr. G. B. Pryde
Mr. H. C. Livingston
Mr. I. N. Bayless

CHICAGO
ALLEN & GARCIA COMPANY
CONSULTING & CONSTRUCTING ENGINEERS

McCORMICK BUILDING
332 S. MICHIGAN AVE.
CHICAGO

SHEET NO. _____

March 29th, 1938.

Attention- Mr. G. G. Morris.

The Kellogg Lumber Co.,
Rock Springs, Wyo.

Gentlemen:

In order to meet our erection schedule on the Union Pacific Coal Company's job, it is necessary that we know at what time you believe the foundations will be completed. We must allow about two weeks for the shipment of steel and equipment so that you can realize why we are most anxious to know what the approximate dates will be.

Appreciating your early reply, we beg to remain,

Yours very truly,

ALLEN & GARCIA COMPANY

BY

L. von Perbandt

LVP:HL

→ CC-Mr. Eugene McAuliffe
Mr. G. B. Fryde
Mr. H. C. Livingston
Mr. I. N. Bayless

CHICAGO
ALLEN & GARCIA COMPANY
CONSULTING & CONSTRUCTING ENGINEERS

McCORMICK BUILDING
332 S. MICHIGAN AVE.

CHICAGO

SHEET NO. _____

March 22nd, 1938.

Mr. H. C. Livingston, Asst. Chf. Engr.,
The Union Pacific Coal Co.,
Rock Springs, Wyo.

Dear Sir:-

We have your several letters sent with the return of approved drawings, and in connection with drawing M-50, we have arranged to provide the additional rope length for car retarders as requested, and we will also provide a good rigid support for journal box at hand wheels shown on drawing M-29.

We note that you state it will be possible to start masonry work with the Kellogg Lumber Company on or about April 1st, and would appreciate your advising us of the exact date as soon as possible, so that we can arrange the balance of our schedule.

Yours very truly,

ALLEN & GARCIA COMPANY

By *L. von Perbandt*

LVP:HL

CC-Mr. Eugene McAuliffe
Mr. Geo. B. Pryde
Mr. I. N. Bayless

March 19, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Attention: Mr. R. S. Pappe.

Gentlemen:

We are returning herewith approval copies of your drawing E-1, and Post Electric Company drawings A-1 and A-2, electrical layouts and switchboard apparatus, D. O. Clark Mine coal tipple.

All changes requested by the owner have been fulfilled and approved.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed

By H. C. LIVINGSTON
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe ✓
Mr. George B. Pryde
Mr. I. H. Bayless

March 17, 1938

Link-Belt Company
300 West Pershing Road
Chicago, Illinois

Attention: Mr. W. J. Heacock, Elec. Engr.

Gentlemen:

Your letter of March 10th and enclosed prints of your drawing CO 55269, showing outline dimension of control panels for 220-volt D.C. motors, magnetic controls for 2,300-volt motors, and transformer banks at dump stations.

We are enclosing prints of our drawings No. 2146.32D, No. 2146.32E and No. X21P, indicating thereon the desired locations of above-mentioned equipment, all conforming to our Code of Standards for electrical installations underground. Control for 125-H.P. drive for Conveyor No. 1 is to be located in drive house at portal.

Provision should be made for carrying D.C. feeder conduit from Pyranol transformers to control panel at time of concrete bin installation. We trust you will give this your attention.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed
By H. C. LIVINGSTON
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe
Mr. George B. Pryde
Mr. I. N. Bayless

March 17, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Attention: Mr. L. von Perbandt.

Gentlemen:

Enclosing approval copies of your drawings No. M-10, M-11, and M-12, details of mixing conveyor frame, and M-30, layout of car retarders.

You will note red pencil notation on drawing M-30 requesting an additional ten feet of length on each 5/8" rope. It is necessary to change hitch and cut this rope from time to time, therefore, we request the additional length to obviate the necessity of changing a full length of rope shortly after the installation.

As per your letter, this completes submission of all details for approval.

Our plans call for starting masonry work under your sub-contract with the Kellogg Lumber Company on or about April 1st.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed

By H. C. LIVINGSTON
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe ✓
Mr. George B. Pryde
Mr. I. M. Bayless

ALLEN & GARCIA COMPANY
CONSULTING & CONSTRUCTING ENGINEERS

McCORMICK BUILDING
332 S. MICHIGAN AVE.
CHICAGO

SHEET NO. _____

March 17th, 1938.

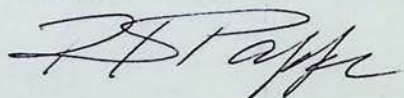
Mr. H. C. Livingston,
The Union Pacific Coal Co.,
Rock Springs, Wyo.

Dear Sir:-

We are submitting herewith, for your approval, two prints of switchboard apparatus drawing A-2, showing the bus bar cabinet in connection with the electrical work. We are also resubmitting two prints each of our drawing E-1 and Post Electric Company drawing A-1, which incorporate the changes you requested, and in addition, other changes made necessary by your change in the specifications.

Yours very truly,

ALLEN & GARCIA COMPANY



RDP:HE

Encl.

CC-Mr. Eugene McAuliffe
Mr. Geo. B. Pryde
Mr. I. N. Bayless

March 15, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Attention: Mr. L. von Perbandt.

Gentlemen:

I am enclosing herewith approval copies of your drawings, No. M-28, details of Gear Guards for Drives and counterweights for car changing chute, and M-29, details of Mixing Conveyor Gate, also copies of requisitions No. 2 to No. 12, inclusive, covering steel sash, glazing, paint, lumber for guards, bolts, reinforced concrete floor, subway grating, corrugated covering and fasteners.

With regard to drawing No. M-29, details of Mixing Conveyor Gate: We request you provide a good, rigid support for journal box at hand wheels to prevent the shaft's binding in bearings.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed

By H. C. LIVINGSTON
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe
Mr. George B. Pryde
Mr. I. N. Bayless

ALLEN & GARCIA COMPANY
CONSULTING & CONSTRUCTING ENGINEERS

MCCORMICK BUILDING
332 S. MICHIGAN AVE.
CHICAGO

SHEET NO. _____

March 15th, 1938.

Mr. H. C. Livingston,
The Union Pacific Coal Co.,
Rock Springs, Wyo.

Dear Sir:-

We are enclosing two prints of the following drawings:

M-10, M-11 and M-12- Details of mixing conveyor frame.
M-30, Car retarder layout.

We wish you would go over these and advise us of any criticisms or suggestions which you may have to make. If satisfactory, kindly approve one copy returning same to us for our file.

Yours very truly,

ALLEN & GARCIA COMPANY

BY

L. von Perbandt

LVP:HL

Encl.

CC-Mr. Eugene McAuliffe
Mr. I. N. Bayless
Mr. Geo. B. Fryde

P.S. M-30 is the last drawing required for this job and its approval completes the work.

CHICAGO
ALLEN & GARCIA COMPANY
CONSULTING & CONSTRUCTING ENGINEERS

McCORMICK BUILDING
332 S. MICHIGAN AVE.
CHICAGO

SHEET NO. _____

March 10th, 1938.

Mr. H. C. Livingston, Asst. Ch. Engr.,
The Union Pacific Coal Co.,
Rock Springs, Wyo.

Dear Sir:-

In reply to your letter of March 8th, regarding the foundations for tipple, we are forwarding you three prints each of our drawing C-1, C-2 and C-3, job 1195, covering the details of the concrete work as requested.

Trusting that you will be able to let Kellogg Lumber Company start work as soon as possible, we beg to remain,

Yours very truly,

ALLEN & GARCIA COMPANY

BY

L. von Perbandt

LvP:HL

Encl.

CC-Mr. Eugene McAuliffe
Mr. Geo. B. Pryde
Mr. I. N. Bayless

ALLEN & GARCIA COMPANY
CONSULTING & CONSTRUCTING ENGINEERS

MCCORMICK BUILDING
332 S. MICHIGAN AVE.

CHICAGO

SHEET NO. _____

March 10th, 1938.

Mr. H. C. Livingston, Asst. Ch. Engr.,
The Union Pacific Coal Co.,
Rock Springs, Wyo.

Dear Sir:-

We are enclosing two prints of our drawing M-28, showing details of guards and loading chute mechanism, and M-29 showing the mixing conveyor gates.

Upon referring to the mixing conveyor gate drawing, you will note that it has been quite difficult to incorporate the operating mechanism on account of its location and the numerous tables and chutes in this vicinity. Making it open in two sections has increased the amount of mechanism required, but we believe it is now worked out in such a manner as to be satisfactory. Wish that you would check into it and advise us of any comments or suggestions which you may have to make. If found satisfactory, would appreciate your approval.

Yours very truly,

ALLEN & GARCIA COMPANY

BY

L. von Perbandt

LVP:HL

Encl.

CC-Mr. Eugene McAuliffe
Mr. Geo. B. Pryde
Mr. I. N. Bayless

CHICAGO
ALLEN & GARCIA COMPANY
CONSULTING & CONSTRUCTING ENGINEERS

McCORMICK BUILDING
332 S. MICHIGAN AVE.
CHICAGO

SHEET NO. _____

March 10th, 1938.

Mr. H. C. Livingston, Asst.Ch.Engr.,
The Union Pacific Coal Co.,
Rock Springs, Wyo.

Dear Sir:-

We are enclosing two prints of our requisitions as listed below, giving the detail requirements of miscellaneous material on the tipple structure.

No. 2-	4 sheets-	Covering steel sash
3-		Window glass
4-		Skylights
5-		Paint
6-		Lumber for pickers guards
7-		Bolts for guards
8-		Reinforced concrete floors
9-	2 sheets-	Subway grating, floor and treads
10-		Corrugated covering
11-		Ridge roll and flashing
12-		Corrugating fasteners

Wish that you would go over them and advise us of your criticism or approval.

Yours very truly,

ALLEN & GARCIA COMPANY

BY

L. von Perbandt

LVP:HL

Encl.

CC-Mr. Eugene McAuliffe
Mr. Geo. B. Pryde
Mr. I. N. Bayless

March 9, 1938

Mr. J. J. Richard, Engineer
Link-Belt Company
300 West Pershing Road
Chicago, Illinois

Dear Mr. Richard:

Referring to your letter of March 4th,
regarding four prints each of drawings CO-55256
to CO-55267, inclusive:

These prints were received today, and I
have turned them over to Mr. Livingston.

Yours very truly,

Original Signed:
GEORGE B. PRYDE

CC - Mr. Eugene McAuliffe ✓
Mr. I. N. Bayless
Mr. H. C. Livingston

March 8, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Attention: Mr. L. von Perbandt

Gentlemen:

Enclosing herewith approval copies of
your drawings M9, details of mixing conveyor, and
M15, details of lower end of loading booms.

We shall appreciate your submitting details
of gate operating mechanism and gate plates for
mixing conveyor at your convenience.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed
By H. C. LIVINGSTON
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe
Mr. George B. Pryde
Mr. I. N. Bayless

March 8, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Attention: Mr. L. von Perbandt.

Gentlemen:

Your letter of March 4th regarding order for work forwarded to Kellogg Lumber Company, covering concrete work for tipple, D. O. Clark Mine:

We expect the present contractors, The Utah Construction Company, to complete their work on or about April 1st, at which time we shall proceed with tipple and belt conveyor installations.

The Kellogg Lumber Company has expressed a desire to start on April 1st and we shall stake out locations for them just as soon as the Utah Construction Company complete their contract and vacate the premises.

We will appreciate your forwarding us three copies of all concrete details for use in locating and inspection of work in the field.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed

H. C. LIVINGSTON

BY

Assistant Chief Engineer

CC - Mr. Eugene McAuliffe ✓
Mr. George B. Pryde
Mr. I. N. Bayless

ALLEN & GARCIA COMPANY
CONSULTING & CONSTRUCTING ENGINEERS

McCORMICK BUILDING
332 S. MICHIGAN AVE.
CHICAGO

SHEET NO. _____

March 4th, 1938.

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

Gentlemen:

Atten.- Mr. H. C. Livingston.

We have today forwarded the order covering concrete work to The Kellogg Lumber Company and have asked them to look to you for instructions as to the best time to start this work, and also, for assistance in staking out locations. We trust that this is satisfactory to you and will appreciate your advice as to when you will expect them to start construction.

Yours very truly,

ALLEN & GARCIA COMPANY

BY

L. von Perbandt

LVP:HL

CC-Mr. Eugene McAuliffe
Mr. I. N. Bayless
Mr. Geo. B. Pryde

ALLEN & GARCIA COMPANY
CONSULTING & CONSTRUCTING ENGINEERS

MCCORMICK BUILDING
332 S. MICHIGAN AVE.
CHICAGO

SHEET NO. _____

March 4th, 1938.

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

Gentlemen:-

Atten.- Mr. H. C. Livingston.

We are enclosing two prints each of our drawings M-9 and M-15, job 1195, covering machinery details of mixing conveyor and wish that you would look them over advising us of any criticisms or suggestions which you may have to make, or approving them if satisfactory.

Yours very truly,

ALLEN & GARCIA COMPANY

BY

L. von Perbandt

LVP:HL

Encl.

CC-Mr. Eugene McAuliffe
Mr. I. N. Bayless
Mr. Geo. B. Pryde

March 2, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Attention: Mr. L. von Perbandt.

Gentlemen:

Enclosed find approval copies of your drawings Nos. M23, M24 and M26.

Your letter of February 28th regarding leads into bus-bar cabinet furnished by The Union Pacific Coal Company:

We will carry 4/0, 220-volt leads from the transformer bank to your terminals in bus-bar cabinet.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed

H. C. LIVINGSTON

By Assistant Chief Engineer

CC - Mr. Eugene McAuliffe ✓
Mr. George B. Pryde
Mr. I. N. Bayless

March 1, 1938

Link-Belt Company
300 West Pershing Road
Chicago, Illinois

Attention: Mr. J. J. Richard.

Gentlemen:

Your letter of February 18th regarding revised drawings No. CO-55200 to CO-55267, inclusive, transmitted under separate cover in duplicate:

We are advising that above-mentioned prints arrived on this date.

Please furnish four copies each of wiring diagrams, also prints Nos. CO-55256 to CO-55267, inclusive, covering concrete foundations, in addition to prints furnished, for use in laying out same on the ground.

Yours truly,

THE UNION PACIFIC COAL COMPANY

Original Signed
By H. C. LIVINGSTON
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe ✓
Mr. George B. Pryde
Mr. I. N. Bayless

March 2, 1938

Mr. W. J. Heacock, Electrical Engineer
Link-Belt Company
300 West Pershing Road
Chicago, Illinois

Dear Sir:

Referring to your letter of January 21st,
reference K-9700:

I am advising that our Electrical Department has checked these motors, and state that the equipment, as indicated, is satisfactory.

I regret that this matter has been delayed through an oversight.

Yours very truly,

Original Signed:
GEORGE B. PRYDE

CC - Mr. Eugene McAuliffe
Mr. I. N. Bayless
Mr. H. C. Livingston

February 25, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Attention: Mr. L. von Perbandt.

Gentlemen:

Enclosed find approval copy of your
drawing M-25, details of tramp iron chute and refuse
bin gate, coal tipple, D. O. Clark Mine, Superior.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed

H. C. LIVINGSTON

By

Assistant Chief Engineer

CC - Mr. Eugene McAuliffe
Mr. George B. Pryde
Mr. I. N. Bayless

February 24, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Attention: Mr. L. von Perbandt.

Gentlemen:

We are returning herewith approval copy
of your drawing No. M-6, details of Lump Picking
Table, D. O. Clark Mine Tipple.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed
By H. C. LIVINGSTON
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe
Mr. George B. Pryde
Mr. I. N. Bayless

ALLEN & GARCIA COMPANY
CONSULTING & CONSTRUCTING ENGINEERS

McCORMICK BUILDING
332 S. MICHIGAN AVE.
CHICAGO

SHEET NO. _____

Feb. 24th, 1938.

Atten.- Mr. H. C. Livingston.

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

Gentlemen:-

We have received your approved copy of our drawing M-5, showing details of nut and egg picking tables and as suggested by you in working up the shop details, we will provide a method of stopping the gate in several different positions to enable you to control the cut of coal.

Yours very truly,

ALLEN & GARCIA COMPANY

BY

L. von Perbandt

LVP:HL

→ CC-Mr. Eugene McAuliffe
Mr. I. N. Bayless
Mr. G. B. Pryde

ALLEN & GARCIA COMPANY
CONSULTING & CONSTRUCTING ENGINEERS

McCORMICK BUILDING
332 S. MICHIGAN AVE.
CHICAGO

SHEET NO. _____

Feb. 23rd, 1938.

Mr. H. C. Livingston, Asst. Ch. Engr.,
The Union Pacific Coal Co.,
Rock Springs, Wyo.

Dear Sir:-

We are enclosing two prints of our drawing
M-25, job 1195, showing the details of tramp iron chute
and refuse bin gate. Wish that you would look over same
and approve if satisfactory.

Yours very truly,

ALLEN & GARCIA COMPANY

BY

L. von Perbandt

LVP:HL

Encl.

CC-Mr. Eugene McAuliffe
Mr. G. B. Pryde
Mr. I. N. Bayless

February 21, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Attention: Mr. L. von Perbandt.

Gentlemen:

Returning herewith approved copy of your
drawing No. M-5, details of nut and egg picking tables.

In working up shop details, please provide
pins and holes in gate rack and guides for stopping
gate in any desired position to control cut of coal,
this to be provided in all gates, nut, egg and slack
tables.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed

By H. C. LIVINGSTON
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe ✓
Mr. George B. Pryde
Mr. I. N. Bayless

GARCIA COMPANY
ENGINEERING & CONSTRUCTING ENGINEERS

MCCORMICK BUILDING
332 S. MICHIGAN AVE.
CHICAGO

SHEET NO. _____

Feb. 19th, 1938.

Mr. H. C. Livingston, Asst. Ch. Engr.,
The Union Pacific Coal Co.,
Rock Springs, Wyo.

Dear Sir:-

We are enclosing two prints of our drawing
M-6, job 1115, showing the details of the lump picking
table, which we wish you would check over and if it meets
with your approval, return one copy to us endorsed for our
files.

Yours very truly,

ALLEN & GARCIA COMPANY

BY

L. von Perbandt

LVP:HL

Encl.

CC-Mr. Eugene McAuliffe
Mr. E. N. Bayless
Mr. Ge. B. Pryde

February 18, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Attention: Mr. L. von Perbandt.

Gentlemen:

Your letter of February 16th regarding field paint for tipple structure and carbon copy to Pan-American Bridge Company regarding anchor bolt shipment:

In requesting "Coolite" paint, we were merely indicating type desired. Any paint having the same ingredients and quality will be acceptable.

We shall be happy to cooperate in taking care of the anchor bolt shipment until such time as the foundation contractor uses same.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed

H. C. LIVINGSTON

By Assistant Chief Engineer

CC - Mr. Eugene McAuliffe
Mr. George B. Pryde
Mr. I. N. Bayless

February 17, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Attention: Mr. Wm. von Meding

Gentlemen:

Herewith approved copy of your drawing
No. 32, covering details of supports for magnetic
pulley and manganese steel plate chute to screens.

You will note dimension correction in
red which was in error.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed

By H. C. LIVINGSTON
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe.
Mr. George B. Fryde.
Mr. I. N. Bayless.

ALLEN & GARCIA COMPANY
MINING & CONSTRUCTING ENGINEERS

McCORMICK BUILDING
332 S. MICHIGAN AVE.
CHICAGO

SHEET NO. _____

Feb. 17th, 1938.

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

Gentlemen:-

Atten.- Mr. H. C. Livingston.

We are enclosing two prints of our drawing
M-5, job 1195, showing the detail of nut and egg picking
tables upon which we would like to have your approval as
soon as possible.

Yours very truly,

ALLEN & GARCIA COMPANY

BY

L. von Perbandt

LVP:HL

Encl.

CC-Mr. Eugene McAuliffe
Mr. I. N. Bayless
Mr. G. B. Pryde

CHICAGO
ALLEN & GARCIA COMPANY
BUILDING & CONSTRUCTING ENGINEERS

McCORMICK BUILDING
332 S. MICHIGAN AVE.
CHICAGO

SHEET NO. _____

Feb. 16th, 1938.

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

Gentlemen:- Atten;- Mr. H. C. Livingston.

In connection with your letter regarding the use of "Pabco Coolite #9392" aluminum paint for the field coat for the tipple, we assume that you will have no objections to using a paint having the same ingredients and qualities. As far as we can determine "Pabco Coolite" merely consists of an asphaltic base paint with which they use 2 lbs. 5 oz. of aluminum paste and the price of \$2.95 per gallon is considerably above what was allowed. You can see that it is up to us to obtain the best price we can and still keep the quality.

Trusting that this is in accord with ^{your} ideas and awaiting your reply, we beg to remain,

Yours very truly,

ALLEN & GARCIA COMPANY

BY

L. von Perbandt

LVP:HL

CC-Mr. Eugene McAuliffe
CC-Mr. I. N. Bayless
CC-Mr. Geo. Pryde
CC-Pan-American Bridge Co.

February 14, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Attention: Mr. L. von Perbandt.

Gentlemen:

Herewith approved copies of drawings
M7 and M27, also revised print M13, covering
slack shaking table and telescoping chute and
revised print loading boom machinery.

Drawings No. M7 and M27, cover our requests
on slack handling, and wish to thank you for the com-
pleteness of design submitted.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed

By H. C. LIVINGSTON
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe
Mr. George B. Pryde
Mr. I. N. Bayless

February 14, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Attention: Mr. L. von Perbandt.

Gentlemen:

Returning herewith approved copies of drawings Nos. C3, M1 to M4, inclusive, M8, M13, M14, M16, M17 to M22, inclusive, SD60 and SPH6, covering details of concrete foundations at portal and machinery details for tipple proper.

All drawings have been approved as presented with the possible exception of a dimension or note omitted on a few sheets.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed

By H. C. LIVINGSTON
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe ✓
Mr. George B. Pryde
Mr. I. N. Bayless

February 9, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Attention: Mr. L. von Perbandt.

Gentlemen:

Regarding type of field paint for tippie structure, D. O. Clark Mine, Superior:

Our specification calls for aluminum paint, but does not designate type. We request that you furnish The Paraffine Companies' "Pabco Coolite No. 9392," this type having a rust inhibitor, fire retardant, and high illuminating qualities. The specification calls for 2 pounds 5 ounces of paste per gallon, one gallon covering 300 square feet, the price quoted being \$2.95 per five gallons, f.o.b. Superior.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed
By H. C. LIVINGSTON
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe
Mr. George B. Pryde
Mr. I. N. Bayless

February 9, 1938

Link-Belt Company
300 West Pershing Road
Chicago, Illinois

Attention: Mr. J. J. Richard.

Gentlemen:

Regarding the type of field paint for steel supports, bins, etc., Belt Conveying System, D. O. Clark Mine, Superior, Wyoming:

You will recall suggesting that we recommend specification for above, it being immaterial to your Company as to this item.

We request that you furnish The Paraffine Companies' "Pabco Coolite No. 9392," which can be either brushed or sprayed, this type of aluminum paint having a rust inhibitor, is fire retardant and highly illuminating, all desirable in underground installations. This specification calls for 2 pounds 5 ounces of paste per gallon, one gallon covering 300 square feet of surface, the delivered price at Superior being \$2.95 per 5 gallons.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed

H. C. LIVINGSTON

By Assistant Chief Engineer

CC - Mr. Eugene McAuliffe ✓
Mr. George B. Pryde
Mr. I. N. Bayless

ALLEN & GARCIA COMPANY
BUILDING & CONSTRUCTING ENGINEERS

McCORMICK BUILDING
332 S. MICHIGAN AVE.
CHICAGO

SHEET NO. _____

Feb. 8th, 1938.

Atten.- Mr. H. C. Livingston.

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

Gentlemen:-

RE: Job 1195.

We are sending you under separate cover, two prints each of sheets M-1 to M-4 inclusive, M-8, M-13, M-14, M-16, M-17 to M-22, inclusive, SD-30 and SPH-6, details of various parts of the machinery entering into the construction of your new tipple which we would like to have you go over and approve so that we can proceed with the fabrication.

Yours very truly,

ALLEN & GARCIA COMPANY

BY

C. Von Kerkhardt

LVP:HL

→ CC-Mr. Eugene McAuliffe
Mr. I. N. Bayless
Mr. G. B. Pryde

CHECK

ACCT'G INFMN.

TIME FILED

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

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

Rock Springs - February 4, 1938

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

LETTER SECOND. EXPLANATION STRUCTURAL DESIGN APPROVED
ON CONDITION YOU ACCEPT RESPONSIBILITY.

The Union Pacific Coal Co.
Livingston

CC - Mr. Eugene McAuliffe ✓
Mr. George B. Pryde
Mr. I. N. Bayless

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

February 4, 1938

Allen and Garcia Company
McCormick Building
Chicago, Illinois

Attention Mr. Wm. von Meding

Gentlemen:

Confirming wire of this date regarding structural design,
D. O. Clark Mine Tipple.

As to column between beams at elevation 135' - 8" and 127' - 4", your plan V-V was not quite clear and we merely questioned whether or not a column was indicated at this point, checking again we find you are indicating a section of 10x10 back braces. We have no objection to elimination of this column.

As to sizes of column supports for screen drive we concur in change at PP from 10x8 - 33# to 10x10 - 49#, not having your design notes, stress diagrams, etc., we insist you accept full responsibility for the design of all supports for the screen drive.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

By

H. B. Livingston
Ass't. Chief Engineer

CC: E. McAuliffe ✓
G. B. Pryde
I. W. Bayless

February 4, 1938

Allen and Garcia Company
McCormick Building
Chicago, Illinois

Attention Mr. L. von Perbandt

Gentlemen:

Your letter of January 28th and accompanying print, line diagrams of electrical installation, D. O. Clark Mine Tipple.

We are returning prints approved as noted in red thereon and as contained herein.

It will be agreeable to run leads from operators cab push button controls to contactors in two metal troughs with removable cover for inspection and repair.

A lockout push-button safety switch must be provided at all motors, except 1 H.P. car retarders, to protect repairmen from possibility of motor being started from operator cab. Wires for lockout buttons may be installed in conduit provided for motor leads from contactor.

Conductors to boom hoists must be run in conduit instead of open or aerial, conduit to be run to ground from screening plant, underground to boom hoist bents, thence to motors.

Calling your attention to the fact that you are working under specifications in signed contract, also specifications submitted and returned with corrections for sub-contract, not under the specifications submitted in your proposal, also item 5, page 29 of specifications in contract, stating that all materials, workmanship, installation in its entirety, etc., must be approved and accepted by Chief Electrical Engineer.

We cannot authorize "extra" in the amount of \$125.00, your contract calling for a completed, approved and accepted turn-key job with no extra costs or charges contemplated.

Yours very truly,

CC: E. McAuliffe ✓
G. B. Pryde
I. N. Bayless

THE UNION PACIFIC COAL COMPANY

By *[Signature]*
Ass't. Chief Engineer

February 2, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Attention: L. von Perbandt.

Gentlemen:

Your letter of January 29th and accompanying prints C-1 and C-2, concrete foundations for Tipple, D. O. Clark Mine.

Upon checking over plans with loads indicated on your steel details, also considering the fact that all piers will be located in a "cut" section of ground with excellent soil pressure, we find all foundations to be adequate and the design sound.

In view of the fact that you are "subbing" concrete work to the Kellogg Lumber Company, we request that you submit usual bending diagram of reinforcing steel, showing size, lengths, weights, number of each, etc., also indicate same by corresponding number or letter in bending diagram and details.

Returning herewith approved prints Nos. C-1 and C-2.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed
By H. C. LIVINGSTON
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe
Mr. George B. Pryde
Mr. I. N. Bayless

February 2, 1938

Link-Belt Company
300 West Pershing Road
Chicago, Illinois

Attention: J. J. Richard

Gentlemen:

Returning herewith print No. CO 55268,
Line Diagram, Electrical Equipment, Belt Conveyor
System, bearing the approval of our Mr. G. L.
Stevenson, Chief Electrician, and the undersigned.

Mr. Stevenson has also approved bulletins
descriptive of non-reversing across-the-line starters
and reversing across-the-line starters with thermal
overload, also bulletin describing centrifugal
governors.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed

H. C. LIVINGSTON

By

Assistant Chief Engineer

CC - Mr. Eugene McAuliffe ✓
Mr. George B. Pryde
Mr. I. N. Bayless

Feb. 2nd, 1938.

Mr. H. C. Livingston, Asst. Ch. Engr.,
The Union Pacific Coal Co.,
Rock Springs, Wyo.

Dear Sir:-

We are in receipt of your letter of January 31st, returning our structural designs approved except as noted.

In reference to a column between beams at elevations 155'8" and 127'4", which you indicated with a question mark on Section D-D, please be advised that the beams at both elevations are figured strong enough to carry over the 16'0" span and there would be no object in tying them together. Furthermore, such a column would interfere with the accessibility around the drive for the refuse conveyor and we are, therefore, omitting it, and trust that this meets with your approval.

In reference to the column sizes of the supports of the screen drive, we have designed these very carefully and feel they are ample in size and are quite willing to stand behind our design, but will increase the size of the columns in bent P-P from 10 x 8 to 10 x 10 to conform to your request for ample insurance, but respectfully request that we be permitted to keep the size of columns in bent G-G as is, because these columns are not a part of the screen drive support system and their only function is to carry the dead weight of the structure above for which they are more than ample, both from a standpoint of the unit stress and the $1/r$.

We also request that you allow us to omit the bracing between the 10 x 10 back braces you call for. Referring to the Carnegie Handbook, you will note that this section is actually 11-7/8" deep with 1-1/2" thick flanges and webs 15/16" thick. Furthermore, they are tied in to the floor framing at plan V-V with an 8 x 6-1/2 beam tie and a solid concrete floor. Therefore, these braces are so well secured and relatively so stiff in themselves that the bracing you call for would never come into action. It would also interfere with the clear floor space in plan V-V.

ALLEN & GARCIA COMPANY
ENGINEERING & CONSTRUCTING ENGINEERS

MCCORMICK BUILDING
332 S. MICHIGAN AVE.
CHICAGO

SHEET NO. 2.

Mr. H. C. Livingston, 2/2/38.

Frankly, we have already added about five tons of metal to the main structure above that called for in your design to absolutely insure rigidity, and the change in columns in bent P-P which you request adds another 1000 lbs. With this further addition we feel everything has been more than amply taken care of and trust that you will waive the other changes above referred to. All material has already been mill ordered and we are attempting to change the order for the columns in bent P-P, but allowing the balance of the order to stand as is.

Your wire approval will be very greatly appreciated.

Thanking you, we are,

Yours very truly,

ALLEN & GARCIA COMPANY

BY

William von Weding

WVM:HL

→ CC-Mr. Eugene McAuliffe
CC-Mr. I. N. Bayless
CC-Mr. Geo. B. Pryde

CHECK

ACCT'G INFMN.

TIME FILED

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

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

Rock Springs - January 31, 1938

Allen & Garcia Company
McCormick Bldg.
Chicago, Ill.

STRUCTURAL DESIGN APPROVED GENERALLY. RETURNING PRINTS SHOWING
MINOR CHANGES TODAY. NO CHANGES D1, D4, D7, D9, D10, D12, D14,
D15.

The Union Pacific Coal Co.
Livingston

CC - Mr. Eugene McQuilliffe
Mr. George B. Pryde
Mr. I. N. Bayless

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

January 31, 1938

Link-Belt Company
300 West Pershing Road
Chicago, Illinois

Attention: J. J. Richard.

Gentlemen:

Confirming approval of drawings submitted upon your recent visit and points of difference not indicated on drawings:

We are advising that the drawings submitted and approved with exceptions noted in red thereon are accepted under the following provisions:

1. The Link-Belt Company assumes full responsibility for all detailed dimensions, elevations, etc., shown thereon, which are calculated from information furnished by The Union Pacific Coal Company, it being understood that The Union Pacific Coal Company assumes full responsibility for information furnished the Link-Belt Company.

2. The Link-Belt Company is to furnish all steel supports for tail take-up sheaves which may be framed into mine timbers.

3. The Link-Belt Company is to furnish and install concrete foundations for conveyor drive No. 1 at mine portal.

4. The Link-Belt Company will furnish 3/4-inch base plates on all column supports for conveyor drives, reciprocating feeders, etc., in lieu of the 1/2-inch base plates indicated on detailed drawings submitted, calling your attention to detail of "Typical Column Base" on The Union Pacific Coal Company's drawing 2146.32D, which specifies 1-inch base plate. We are waiving the 1-inch plate in favor of the 3/4-inch plate, in view of the fact that you are allowing 3/4-inch grout under columns.

Yours very truly,
THE UNION PACIFIC COAL COMPANY

Original Signed
H. C. LIVINGSTON

By
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe
Mr. George B. Pryde
Mr. I. N. Bayless

January 31, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Attention: Mr. L. von Perbandt.

Re: Completed steel designs, D. O.
Clark Mine Coal Tipple.

Gentlemen:

We are returning herewith approved copies, exceptions noted in red, your drawings D1 to D15, inclusive, structural design for tipple.

The design as a whole is accepted, minor changes necessary for relocation of slack shaking chute, also column supports for screen drive, which we feel should be increased to provide ample insurance, all as noted in red pencil on copies attached.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed

H. C. LIVINGSTON

BY

Assistant Chief Engineer

CC - Mr. Eugene McAuliffe
Mr. George B. Pryde
Mr. I. N. Bayless

CHECK

ACCT'G INFMN.

TIME FILED

WESTERN UNION

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

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

Rock Springs - January 29, 1938

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

REVISED DIMENSION CENTER LINE BELT TO OUTSIDE WALL DRIVE HOUSE
SEVENTEEN FEET SIX INCHES

The Union Pacific Coal Co.
Livingston

CC - Mr. Eugene McAuliffe
Mr. George B. Pryde
Mr. I. N. Bayless

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

January 29, 1938

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

Dear John:

I am enclosing herewith copies of letters regarding my acting as agent for service for your company in the State of Wyoming, which are self-explanatory.

I would suggest that you make arrangements to have Mr. Taliaferro act as your agent, and, at a later date, when starting actual work at Superior, invest authority in Mr. Taliaferro to represent you in any compensation litigation.

The Utah Construction Company, Stearns-Roger Company, and other contractors have followed this procedure under work for the Coal Company, and have found it very satisfactory and economical.

With regard to the location of Rock Springs, it is in Sweetwater County, Wyoming.

With kindest personal regards, I am

Yours very truly,

Original Signed
H. C. LIVINGSTON

CC - Mr. Eugene McAuliffe
Mr. Geo. B. Pryde
Mr. I. N. Bayless



Rock Springs - January 28, 1938

Mr. H. C. Livingston:

I am returning herewith letter from John A. Garcia, Jr., together with letter from Mr. Taliaferro. I regret that this matter has been delayed on account of Mr. Taliaferro's being in court.

My thought was that Mr. Taliaferro could act as Agent for Service, and also act in compensation matters, but you will note that he states he could act as Agent for them, but he would have to have specific authority from them to handle compensation. However, this can be arranged when they start work.

I suggest that you say to Mr. John A. Garcia, Jr., that you do not think it advisable for you to act as their agent, but Mr. Taliaferro would be willing to do so for a nominal consideration. We can also make similar arrangements with the Link-Belt people when the proper time arrives.

/s/ George B. Pryde

COPY

THE UNION PACIFIC COAL COMPANY

Rock Springs, Wyoming

January 22, 1938

Office of
Attorney

Mr. George B. Pryde
City

Dear Sir:

Referring to the inclosed letter from Allen & Garcia Company, Chicago, to Mr. Livingston:

I will be glad to act as Agent for Service. Of course, an Agent for Service does not represent the principal in any cases coming under the Workmen's Compensation Law, or otherwise. The Agent for Service simply acts for the principal, for the purpose of serving process upon the corporation.

If compensation, and other matters, are attended to for the principal, that would be an entirely different matter.

Yours truly,

/s/ T. S. Taliaferro, Jr.

TST:ga

COPY

ALLEN & GARCIA COMPANY

CONSULTING & CONSTRUCTING ENGINEERS

McCORMICK BUILDING
332 S. MICHIGAN AVE.
CHICAGO

SHEET NO. _____

Jan. 29th, 1938.

Mr. H. C. Livingston,
The Union Pacific Coal Co.,
Rock Springs, Wyo.

Dear Sir:-

We are enclosing two prints each of our drawing C-1 and C-2, covering the foundations for the tipple. Drawing C-1, shows the plan of the foundations together with the details of the individual units and C-2 shows additional details of units as well as the anchor bolts.

Upon referring to C-1, you will note that we have not indicated the foundations at the mouth of the slope, as we were awaiting data regarding the clearances at this point before showing the details. However, as soon as this part of it is straightened out we will forward an additional drawing covering that part of the installation.

We have estimated the quantities of materials required and find that covering this portion of the work the concrete is estimated at 86 cu. yds., and reinforcing at 5200#. The original estimate covered 95 cu. yds., of concrete and 3000# of reinforcing. Taking the unit prices quoted for this material we find that this design would indicate a saving of approximately \$30.00 for the tipple foundations. We wish that you would go over these drawings and approve them if satisfactory.

We would appreciate your approving our general design drawings for the steel structure as soon as possible so that we may proceed with the detailing of this work. A wired approval would expedite matters if you can see your way clear to approve our design.

Thanking you for your assistance, we beg to remain,

Yours very truly,

ALLEN & GARCIA COMPANY

BY

L. von Perbandt

LVP:HL

Encl.

CC-Mr. Eugene McAuliffe
Mr. Geo. B. Pryde
Mr. I. N. Bayless

ALLEN & GARCIA COMPANY

ENGINEERING & CONSTRUCTING ENGINEERS

MCCORMICK BUILDING
332 S. MICHIGAN AVE.
CHICAGO

SHEET No. _____

Jan. 28th, 1938.

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

Gentlemen: Atten.- Mr. H. C. Livingston.

We are submitting herewith for your approval, two prints each of our drawings E-1 and Post Electric Company drawing A-1.

These drawings have been revised to incorporate the changes in our specifications as requested in your letter of January 7th, 1938. Our original specifications called for black enameled conduit #14 wire and the running of several of the minor circuits in one single conduit. However, your letter asked us to provide galvanized conduit, a minimum wire size of #12, and not to run over one circuit in a single conduit. This naturally has its effect upon the cost and the electrical contractor has advised us that it will mean an additional cost of \$125.00. We are, therefore, asking that you authorize this amount, namely \$125.00, as an extra.

We wish to call your attention to the fact that on page 15 of our bid, we specifically noted our intention to use black enameled conduit and your specifications which call for wiring to conform to the National Electric Code. The National Electric Code allows the use of #14 wire for 15 amperes or less and allows not over nine wires in one conduit provided all conductors belong to the same system, and our bid was made in order to conform with these provisions.

Should you not desire to authorize the extra, we will change the drawings and re-submit them to you for approval, conforming with our original bid.

Yours very truly,

ALLEN & GARCIA COMPANY

BY

L. von Perbandt

LVP:HL

Encl.

CC-Mr. Eugene McAuliffe
Mr. I. N. Bayless
Mr. Geo. Pryde

Rock Springs - January 27, 1938

Mr. Eugene McAuliffe:

The copies of contract C. D. No. 22879 between The Union Pacific Coal Company and Link-Belt Company, attached to your letter of January 18th, were received and have been handled.

George

ALLEN & GARCIA COMPANY
CONSULTING & CONSTRUCTING ENGINEERS

MCCORMICK BUILDING
332 S. MICHIGAN AVE.
CHICAGO

SHEET NO. _____

Jan. 27th, 1938.

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

Gentlemen: Atten.- Mr. H. C. Livingston.

We have received a print of Link-Belt Company's drawing CQ-55205, giving the exact dimensions of the drive for the belt conveyor located at the mouth of the slope. This differs materially from that shown on your drawings and necessitates a change in the foundation to correspond. We are enclosing a velum sketch showing the layout with the new dimensions from which you will note that there is now only 3-1/4" clearance between the end of the motor and the wall of the structure enclosing it, if the present dimensions of the structure are maintained.

It is quite evident that you intended passageway around the end of the motor and we believe that this is desirable to maintain. Will you kindly check into this at once and advise us by wire as our designs of this part of the work are complete and we are anxious to finish the shop drawings.

Thanking you, we are,

Yours very truly,

ALLEN & GARCIA COMPANY

BY

William von Mehling

WVM:HL

Encl.

CC-Mr. Eugene McAuliffe.

January 24, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Attention: Mr. L. von Perbandt.

RE: Slack table and gates
in nut and egg tables

Gentlemen:

Your letter of January 18th and accompanying print L3, layout of Slack Shaking Table:

We have examined the layouts of all tables as submitted, from an operating standpoint, and request slight changes to meet our requirements as follows:

SLACK SHAKING TABLE

Layout as submitted does not allow tippie operator to watch slack loading, which is important. We are returning print L3 with necessary changes marked in red, extension of table to discharge into telescoping chute, chute to car, all in view of operator's cab, concrete walkway to be extended over table to corner of building and steps relocated accordingly.

We also request that slide gates be provided instead of flop gates indicated. Slide gates shown on your Reliance drawing No. M-11 will be acceptable.

NUT AND EGG SHAKING TABLES

Flop gates on these tables are to be changed to slide gates as per Reliance drawing No. M-11. We also request that two gates be provided on 1" x 2 $\frac{1}{2}$ " table, with chutes delivering to mixing conveyor the same as 2 $\frac{1}{2}$ " x 6" table, one gate or opening delivering to one side of mixing conveyor and one gate or opening to opposite side of mixing conveyor, all as shown in elevation F-F, The U.P.C.Co. Drawing 2146.31K.

The plan we desire is to have two slide gates on all tables, enabling us to control delivery of coal to mixing conveyor both as to amount and location on either side of mixing conveyor.

MIXING CONVEYOR

Rack and pinion slide gate from mixing conveyor to nut and egg loading booms is to open full width of conveyor in transverse direction as previously requested.

SLACK TELESCOPING CHUTE

Referring to your drawing L3, it will be necessary to provide three (3) sections of 2'4" telescope extending to 7'6" above rail, bottom section to have manually operated slide or cut-off gate at lower end of same. Slack storage in this chute is not important, due to the fact that only 10 per cent of slack made is loaded directly into slack car, and car changes can be made with the aid of the cut-off gate indicated above.

We feel that the above information clarifies all layouts in regard to this structure, and that you may proceed with completed design and details.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed

By H. C. LIVINGSTON
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe
Mr. George B. Pryde
Mr. I. N. Bayless

ALLEN & GARCIA COMPANY
CONSULTING & CONSTRUCTING ENGINEERS

MCCORMICK BUILDING
332 S. MICHIGAN AVE.
CHICAGO

SHEET No. _____

Jan. 24th, 1938.

Mr. H. C. Livingston,
The Union Pacific Coal Co.,
Rock Springs, Wyo.

Dear Sir:-

We are sending you under separate cover, blue print copies of our drawings D-1 to D-15, inclusive, job 1195, showing the completed steel designs for structural steel as required for tipple we are furnishing you.

You will note that we have included vertical posts alongside of each window not shown on the original design, in order to reinforce and support these windows properly. The balance of the structure has merely been revised to accommodate the installation of our pendulum hung screens and has not been altered except in detailed dimensions conforming to the original design as closely as possible.

We wish that you would go over these drawings as quickly as possible and give us your approval, as we are proceeding with the details and do not wish to be too far advanced should you find any suggestions or criticisms to make.

Thanking you for your prompt attention, we beg to remain,

Yours very truly,

ALLEN & GARCIA COMPANY

BY

L. von Perbandt

LVP:HL

CC-Mr. Eugene McAuliffe

LINK-BELT COMPANY

ENGINEERING PLANTS: CHICAGO, PHILADELPHIA, SAN FRANCISCO, TORONTO, ATLANTA
CHAIN FACTORIES AND MALLEABLE FOUNDRIES: INDIANAPOLIS
300 W. PERSHING ROAD (THIRTY NINTH ST.) CHICAGO

January 20, 1938

Union Pacific Coal Company
1416 Dodge Street
Omaha, Nebraska

Attention of Mr. Eugene McAuliffe
President

Dear Mr. McAuliffe:

In reply to your letter of January 19th addressed to our Mr. Jaxon, with reference to my letter to Mr. Pryde, of the 14th, with reference to belt specifications, we are furnishing you for your slope conveyors at Rock Springs.

Together with the specifications I sent Mr. Pryde a sample of the conveyor belt, which is made to specifications, we have given the rubber belt manufacturer as well as those we have placed the order with and we are pleased to inform you that our purchasing department advises this order has been placed with the Goodrich Tire & Rubber Company and the United States Rubber Company. This order will be made all in accordance with the same specifications and will be furnished by the two sources of supply, which we hope meets with your approval.

We often find there are some advantages in this procedure and believe it will be in the case of the Union Pacific Coal Company's belt.

Sincerely yours



Engineer
Link-Belt Company

WEPhilips/ak

January 18, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Attention: John A. Garcia, Jr.

Subject: Mixing Conveyor Slack Gate
Slack Handling Equipment.

Gentlemen:

Referring to your letters of January 14th
regarding the above subjects:

As to details of mixing conveyor and mixing
conveyor slack gate submitted for approval, I am
calling your attention to paragraph two of our letter
dated January 12th requesting slack gate be redesigned
to open the full width of conveyor in a transverse
direction to allow all slack to be placed on egg and
nut booms. It may also be necessary to alter the
overall length of this conveyor to conform to new
layout of slack handling equipment.

We suggest that approval of mixing conveyor
details be delayed until such time as layout and
details of slack handling equipment are completed
and presented for approval as a unit.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed
H. C. LIVINGSTON

By Assistant Chief Engineer

CC - Mr. Eugene McAuliffe
Mr. George B. Pryde
Mr. I. N. Bayless

~~xxxxxx~~
Operation

January 17, 1938

Mr. W. E. Philips, Engineer
Link-Belt Company
300 West Pershing Road
Chicago, Illinois

Dear Mr. Philips:

Thank you for your letter of January 14th.
We were indeed pleased to have your letter and the
sample of the belt, which I have turned over to our
Engineering Department.

Close examination of the belt would indicate
that it will stand up under the most rigid service.

I hope to see more of you this summer when
you are making the installation.

With kind personal regards, I am

Yours very truly,

Original Signed:
GEORGE B. PRYDE

CC - Mr. Eugene McAuliffe ✓
Mr. I. N. Bayless
Mr. C. E. Swann

353-12

Jan. 19, 1932.

Mr. Geo. S. Jaxon, Engr.,
Coal Preparation Division,
Link-Belt Company,
300 W. Pershing Road (Thirty-ninth St.)
Chicago, Ill.

Dear Mr. Jaxon:

Referring to my letter of the 17th regarding
belt:

I now have copy of Mr. Phillips' letter to
Mr. Pryde. Will you please advise me who manufactures the belt
you propose to supply.

Sincerely yours,
Original Signed
EUGENE MCAULIFFE

Jan. 18th, 1938.

The Union Pacific Coal Company,
Rock Springs, Wyoming.

Gentlemen: Atten.- Mr. H. C. Livingston, Asst.Ch.Engr.

In accordance with your letter of January 12th, regarding the changes in the slack and mine run chutes, we are enclosing a print of our drawing L-5, showing how the slack table would be revised to follow suggestions made by you. This follows the layout at Reliance closely and the only difference that we can see from the original scheme is, that it does not provide for any storage of coal while changing cars. We have not provided a gate at the bottom of the slack loading chute.

Would appreciate your checking over this drawing and advising whether it will meet with your approval if constructed in this manner.

Yours very truly,

ALLEN & GARCIA COMPANY

BY

L. von Perbandt

LVP:HL

Encl.

CC-Mr. Eugene McAuliffe
Mr. Geo. B. Pryde
Mr. I. N. Bayless

Rock Springs - January 17, 1938

Mr. Eugene McAuliffe:

Herewith, for your files, copy of letter from Mr.
W. E. Philips. The samples of the belt have been turned over
to Mr. Swann, and it looks as if it would stand up under very
rugged service.

George

BELT COMPANY

300 W. Pershing Road (Thirty Ninth St.) Chicago

January 14, 1938

Mr. George B. Pryde, Vice-President
Union Pacific Coal Company
Rock Springs, Wyoming

Dear Mr. Pryde:

Referring to our conversation with you, Mr. Bayless and Mr. Livingston with reference to the conveyor belt to be furnished on our contract for your slope conveyor: At that time I agreed to step up the specifications to a higher grade belt than that on which we had specified in our proposal, if it were possible to do so. It, therefore, gives me great pleasure to advise you of the following specifications, as well as submit a sample of the belt we are ordering for this installation, as follows:

- 4 - Conveyor belts, 42-oz duck 6-ply with 3/16" top cover and 1/16" bottom cover. Top cover to have breaker strip included. The breaker strip has a friction of 65 pounds between cover and breaker, 30 pounds friction between breaker and carcass, 20 to 24 pounds friction between plies, bottom cover to have a friction of 21 pounds between carcass and bottom cover. The cover stock has a tensile strength per square inch of 3500 to 4000 pounds.

Inhibitor for prevention of mill dew in the friction between the plies.

This belt, in my opinion, is one of the highest grade belts that can be furnished and I am sure you will be very well pleased with our selection of this specification, as will Mr. Bayless, Mr. Swann and Mr. Livingston.

It has been my earnest desire, not only to select the best possible belt for the service intended, but I have carefully checked over with our engineering department other details, and I am confident that there can be no question but that this belt conveyor installation including the belt is of exceptionally high quality throughout.

I am indeed proud of the small part I may have played in pointing out to you the importance of quality and that we have found it unnecessary to sacrifice quality in any respect whatsoever.

I feel that you, as well as ourselves, will be very well pleased with this entire installation when it is put into operation and the writer is looking forward to an opportunity of inspecting it when in service.

With kind personal regards,

Yours very truly

LINK-BELT COMPANY

(s) W. E. Philips

Engineer

WEPhilips-w

P.S.

Sample of belt sent under separate cover.
W.E.P.

COPY

Omaha - Jan. 18, 1938.

Mr. R. R. Mitchell:

Referring to your letter of Jan. 18th, file S-
6400-1500-665:

Our Rock Springs organization and myself made a definite agreement not to interfere with the Link-Belt Company's choice of motors and motor control apparatus, providing they purchased same from either Westinghouse, General Electric or Allis-Chalmers.

Mr. Bryan is over-insistent in calling me on the long distance telephone, as well as your office and communicating with our Rock Springs officials, refusing to accept the arrangement which has been outlined to him repeatedly, i.e., the choice of equipment within the limits above mentioned rests with the L.B. Co.

As sure as fate, if we deviate from our arrangement, attempting to interfere with the L.B. Co. in their selection of motors, that fact will get back to the Westinghouse and General Electric Companies and we will have lost our reputation for impartiality. I therefore decline to interfere. In substance, I am standing on the position stated to Mr. Bryan over the long distance telephone.

What the gentleman does not know is that even the Westinghouse or General Electric got the motors for this particular job, we would undertake to balance our purchases when individual motors are required, a number of which are bought annually for various purposes. I feel I am compelled to maintain our previous position, any other one merely getting us into trouble with two firms with whom we enjoy very

satisfactory relations and who have not pressed the motor purchase matter as has Mr. Bryan.

Original Signed
EUGENE MCAULIFFE

Omaha, January 18, 1938.

File S-5400-1500-665

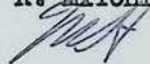
Mr. Eugene McAuliffe:

Referring to our conversation regarding the purchase of motors by the Link Belt people for use in the new mine at Superior:

Attached is a copy of letter from Mr. F. C. Bryan, General Traffic Manager, Allis Chalmers Mfg. Co.

Will you please enable me to reply to Mr. Bryan?

R. R. MITCHELL



COPY

Allis-Chalmers Manufacturing Company
Milwaukee, Wis.

January 17, 1938.

Mr. R. R. Mitchell, F.T.M.,
Union Pacific Railroad,
Omaha, Nebraska.

Dear Sir: Union Pacific Coal Company.
 Link Belt Company.

Referring to the above and to your wire of even date in reference to same, in the first place want to say that we have certainly taken up a great deal of your time in this matter, but considering our relations and the enormous traffic we have been giving, and expect to continue to give, to the Union Pacific, that we are not asking too much for you to give us full recognition.

We have had up several times today with the Link Belt people and finally these people have agreed to use Allis Chalmers motors, provided Westinghouse control is satisfactory to the Union Pacific Coal Company.

Now this is the whole proposition, and if you will be good enough to take up with Mr. McAuliffe and then wire the Link Belt people your acceptance of this proposition we will be much obliged to you.

Appreciating your very best attention, I remain,

Yours very truly,

/s/ F. C. Bryan

General Traffic Manager

Omaha - Jan. 18, 1938.

Mr. G. B. Pryde:

Herewith duplicate-original of contract C.D. No. 32879
between The Union Pacific Coal Co. and Link-Bolt Co., which I would
thank you to hand to Mr. Tallmire, I am also enclosing file copy for
use of the Engineering Department.

Original Signed
EUGENE MCAULIFFE

353-12

Jan. 17, 1938.

Mr. Geo. S. Jaxon, Engr.,
Coal Preparation Div.,
Link-Belt Co.,
800 W. Pershing Road (Thirty-ninth St.,)
Chicago, Ill.

Dear Mr. Jaxon:

You will recall that when the contract was awarded your company you agreed to write me a letter of a confidential nature setting out the fact your company would furnish a belt of a grade higher than that set out in the specifications. Will you kindly oblige me with this letter which will enable me to complete my file.

Sincerely yours,

Original Signed
EUGENE MCAULIFFE

UNION PACIFIC RAILROAD COMPANY
TELEGRAM

M

GRRFAS

HOT RUSH

Rock Springs, 1240pm Jan 15, 1938

Eugene McAuliffe, Omaha.

M-50. Have specified no particular motor beyond that included in specifications Vis: Allis Chalmers Westinghouse or General Electric. No objection to buying Allis Chalmers motors but think we should leave that entirely up to the contractor which company motor they will furnish.

Any of three companies motors indicated in specification entirely satisfactory and will give good service.

Westinghouse people have asked me to go on record favoring their motor, which I have refused. Have advised them that is entirely up to contractor and I feel if we specify any particular manufacturers motor we will incur enmity of other manufacturers who fail get business.

B-34.

G.B.P.

156pm

Omaha - Jan. 17, 1938.

Mr. M. Holbrook:

For your information.

Eugene McAuliffe

RUSH

Omaha - Jan 15 1938

G. B. Pryde -Rock Springs, Wyo.

Allis-Chalmers say that Link Belt are agreeable to giving them order for four 125 H.P. motors. Have you specified any particular motor for belt drives and if so for what reason? Also are you agreeable to buying Allis-Chalmers 125 H.P. motors? M-50

Eugene McAuliffe

Rock Springs - January 15, 1938

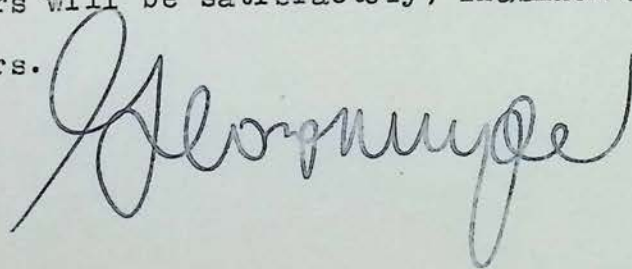
Mr. Eugene McAuliffe:

Referring to your M-50.

Benedict Shubart called me yesterday and wanted me to write to the Link-Belt people and say that the Westinghouse motors would be satisfactory, and I am attaching herewith copy of letter I wrote to Mr. Shubart, refusing to do this.

Shubart and Schloss, of course, are agents for the Link-Belt Company, and they also are the agents for the Westinghouse motors.

I feel that we cannot afford to take sides and say which motor we specify, staying with the statement made in our general specifications, that General Electric, Westinghouse or Allis-Chalmers motors will be satisfactory, inasmuch as they are standard motors.

A handwritten signature in dark ink, appearing to read "George", is written over the end of the typed text. The signature is fluid and cursive, with a large initial "G" and a trailing flourish.

January 14, 1938

Mr. Benedict Shubart
c/o Shubart & Schloss
Boston Building
Denver, Colorado

Dear Ben:

Referring to our telephone conversation
today:

I do not feel that I want to write any letter to the Link-Belt Company saying whether any particular manufacturer's motor would be satisfactory. We previously put in the General Electric and Westinghouse motors. Then the Allis-Chalmers people came in and set up quite an objection that we had overlooked them. We agreed then to specify General Electric, Westinghouse or Allis-Chalmers, on the presumption that they were all standard motors.

You realize our position; after having done this, we cannot go and say we will accept any particular one. We will have to leave that entirely with the Link-Belt Company. I can only say this, that, if they should adopt any one of the three motors we have specified, it will be satisfactory to us. I cannot go beyond that, because we are in the same situation with belts and other equipment. Certain companies have asked us to specify their equipment, but we feel we cannot do this, but have merely made general specifications as to what equipment shall be used, putting the final decision up to the contractor, which, in this case, is the Link-Belt Company.

Yours very truly,

(s) George B. Pryde.

COPY

Jan. 15, 1938.

Mr. Geo. S. Jaxon, Engr.,
Coal Preparation Divn.,
Link-Belt Company,
300 W. Pershing Road (Thirty-ninth St.,)
Chicago, Illinois.

Dear Mr. Jaxon:

I am returning herewith the duplicate original
of contract No. 22879 executed by me on my return from the west
this morning. When I next see you I will give you a perfectly
valid reason for my hurry.

I regret you were ill and I trust that you have
completely recovered.

Sincerely yours,

Original Signed
EUGENE MCAULIFFE

Jan. 14th, 1938.

Atten.- Mr. H. C. Livingston, Asst.Ch.Engr.

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

Gentlemen:- RE: Slack Handling Equipment.

Referring again to your letter of January 12th, we note your recommendation of changes on the slack handling equipment. Please be advised that we are looking into this matter in regard to its effect on the design as a whole and will notify you later as to how it works out. As soon as we have investigated this thoroughly, we will submit our layout and details for your inspection and approval.

Yours very truly,

ALLEN & GARCIA COMPANY

BY

John A. Garcia, Jr.

JAGJr:HL

CC-Mr. Eugene McAuliffe ✓
Mr. Geo. B. Pryde
Mr. I. N. Bayless

Jan. 14th, 1938.

Atten.- Mr. H. C. Livingston, Asst. Ch. Engr.

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

Gentlemen: RE: Mixing Conveyor Slack Gate.

Referring to your letter of January 12th, in regard to the above mentioned subject. We are enclosing herewith, prints showing our arrangement of the mixing conveyor slack gate and operating shaft. The mixing conveyor and slack gate details are all completed and in strict accordance with the original design.

You will note that we have been able to detail the gate operating shaft so that same is outside of chute and flow of coal from nut table. There is, therefore, no interference in operation of this equipment and we are anticipating your approval of this design.

Yours very truly,

ALLEN & GARCIA COMPANY
BY *John A. Garcia, Jr.*

JAGJr:HL

Encl.

→ CC-Mr. Eugene McAuliffe ✓
Mr. Geo. B. Pryde
Mr. I. N. Bayless

LINK-BELT COMPANY

ENGINEERING PLANTS: CHICAGO, PHILADELPHIA, SAN FRANCISCO, TORONTO, ATLANTA
CHAIN FACTORIES AND MALLEABLE FOUNDRIES: INDIANAPOLIS
300 W. PERSHING ROAD (THIRTY NINTH ST.) CHICAGO

January 14, 1938

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

SUBJECT: Contract K-9700

Dear Mr. McAuliffe:

We take considerable pleasure in attaching the Agreement in duplicate, covering contract for belt conveying system for your D. O. Clark Mine at Superior, Wyoming.

It will appear that we have been lax in getting this Agreement to you properly signed, but the fact is, it is quite a lengthy document and we have taken extra time to go into every detail in a very careful manner with the feeling that you would wish it checked thoroughly in this way.

We are very pleased to report that we have found no corrections necessary and are returning the Agreement duly signed by our President, Mr. A. Kauffmann, and our Secretary, Mr. R. W. Yerkes.

It might be well to mention in this letter that the writer has been absent for the last week, confined to a sick bed, or otherwise there is no question but that we could have mailed this Agreement to you about a week earlier.

With very kind regards and trusting that the Year 1938 will be a Most Happy and Prosperous one for you, we are

Yours very truly,

LINK-BELT COMPANY

George S. Jaxon
Engineer
Coal Preparation Division

GSJaxon/dm

January 13, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Gentlemen: Attention: Mr. L. von Perbandt

Confirming your letter of January 11th
regarding hinge point of loading booms and plate
on lower run of booms:

The design of hinge point of boom should
be substantial and not necessarily exact duplicate
of the Link-Belt detail. The plate on the bottom
run of the boom should be made continuous, with
overlapping connection at hinge point to eliminate
any spillage of fines on tracks, all as set forth
in your letter.

We feel that the above details can be
efficiently worked out by your organization.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed
H. C. LIVINGSTON

By
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe ✓
Mr. George B. Pryde
Mr. I. N. Bayless

January 12, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Gentlemen: Attention, Mr. L. von Perbandt.

Your letter of January 8th and enclosed prints of drawings L-1 and L-3, Coal Tipple, D. O. Clark Mine, received.

With reference to print L-1, layout of shaking picking tables and chutes to nut and egg loading boom, we are in agreement with this design. In regard to gate operating shaft from mixing conveyor to place slack on this boom, we request that you re-design slide gate at this point, providing for gate to move in a transverse direction up the track for full width of conveyor, this, of course, to provide proper clearances and allow placing all slack on nut and egg boom when necessary.

Your print L-3, showing slack and mine-run chutes, shaking slack table and apparent interferences. We are calling your attention to the fact that lowering the elevation of the head pulley, shaking screens and picking tables, all as requested by you, has caused the interferences noted.

In order to alleviate the above conditions, we will allow you to make the following minor changes in the plant, which we feel will be of mutual benefit:

1. Omit slack telescoping chute as indicated on your drawing L-3 and The Union Pacific Coal Company's drawing 2146.31L, also butterfly gate and slack chute connection to emergency mine-run chute. We do not feel that the telescoping chute at the end of the emergency mine-run chute is necessary, as this unit is very rarely used, and degradation at this time is unimportant. This will allow placing bearing supports for shaking table drives and bridge trees at will. All as noted in red on Allen & Garcia Company's drawing L-3.

2. In lieu of the above, extend slack shaking table, provide two gates as per $2\frac{1}{2}$ " x 6" table for outlet to mixing conveyor, and furnish telescoping slack chute at down-track edge of building, as per Reliance tipple drawing No. M-21, for discharge of slack from shaking table to cars. It is apparent that all slack from screens is to be carried over the slack shaking table,

diverted at will to mixing conveyor, or directly to the slack chute at down-track edge of the building.

We request you submit layouts and details of all of the above-mentioned changes for inspection and approval.

THE UNION PACIFIC COAL COMPANY

Original Signed
By H. C. LIVINGSTON
Assistant Chief Engineer

CC - Mr. Eugene McAuliffe ✓
Mr. George B. Pryde
Mr. I. N. Bayless

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

1938 JAN 11 PM 5 39

CB350 8 SER

PF CHICAGO ILL 11 500P

EUGENE MCAULIFFE

PRESIDENT THE UNION PACIFIC COAL CO 1416 DODGE ST OMAHA NEBR
REGRET EXTREMELY DELAY RETURNING CONTRACT WILL MAIL TOMORROW

LINK BELT CO.

Jan. 11th, 1938.

Mr. H. C. Livingston,
The Union Pacific Coal Co.,
Rock Springs, Wyo.

Dear Sir:-

If you will recall upon your last visit to Chicago, Link-Belt Company advised us that they would let us have a print showing the construction of hinge point of loading boom indicated on your drawing #2146-31-P. So far we have been unable to obtain this print and are accordingly designing it in accordance with our ideas as to what it should be.

According to our interpretation of this loading boom drawing, the plate on the lower run of the boom serves no useful purpose outside of possibly catching spillage of fines that have become lodged in the loading boom chain. The design as shown only carries this plate up to within a certain distance of the hinge point so that whatever was collected in this manner would be spilt on the track or the same place that it would go if there was no plate in the bottom run of the conveyor.

If the plate were made continuous with an overlapping connection at the hinge point and continued back to the mixing conveyor, it might recirculate until it has found its way out of this system at some regular point. We are, therefore, arranging to furnish the plates in the bottom run of the conveyor, overlapping to the hinge point and continuous to the mixing conveyor which we trust will be satisfactory to you.

Yours very truly,

ALLEN & GARCIA COMPANY

BY

L. von Perbandt

LVP:HL

CC-Mr. Eugene McAuliffe
CC-Link-Belt Co., Atten.-Mr. Jackson.

January 10, 1938

Mr. C. S. Huntington, Chief Engineer
Link-Belt Company
300 West Pershing Road
Chicago, Illinois

Dear Mr. Huntington:

Referring to yours of January 5th to Mr.
McAuliffe, at Omaha:

All of the information requested in Mr.
Jaxon's letter to me has been sent forward to you.

Yours very truly,

Original Signed:
GEORGE B. PRYDE

CC - Mr. Eugene McAuliffe ✓
Mr. I. N. Bayless
Mr. C. E. Swann

353-12

Jan. 10, 1938.

Mr. Alfred Kauffman, Pres.,
Link-Belt Company,
307 North Michigan Ave.,
Chicago, Ill.

Dear Mr. Kauffman:

On Dec. 7th I sent your
firm two copies of Contract C.D. 22879 to your 307 N. Michigan
Avenue address. I traced for same under date of Dec. 24th and
again on Jan. 4th, receiving no reply whatever.

This handling seems so
far contrary to the attention given solicitation of the busi-
ness that I am wondering what your people have in mind, the
Allen & Garcia contract checked by that firm, executed by me
and returned some days ago. Will you not look into this mat-
ter personally, obliging.

Sincerely yours,

Original Signed
EUGENE MAULIFFE

ALLEN & GARCIA COMPANY

CONSULTING & CONSTRUCTING ENGINEERS



MCCORMICK BUILDING
332 S. MICHIGAN AVE.

CHICAGO

WM. VON MEDING, SECRETARY
JOHN A. GARCIA, JR., TREASURER

PHONE
HARRISON 2472

Jan. 8th, 1938.

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

Dear Sir:-

We have your letter of January 6th, advising us how to make shipment on materials for the new tipple, and will make arrangements accordingly.

Yours very truly,

ALLEN & GARCIA COMPANY

BY

L. von Perbandt

LVP:HL

CC-Mr. G. B. Pryde
CC-Mr. F. A. Hunter

January 8, 1938

Mr. George S. Jaxon, Engineer
Link-Belt Company
300 West Pershing Road
Chicago, Illinois

Dear Sir:

Herewith prints with regard to the proposed change in design of car feeders and trip makers at No. 7 and No. 15 Loading Stations, D. O. Clark Mine, with explanatory memo from Mr. Livingston, this in answer to yours of January 3rd.

Yours very truly,

Original Signed:
GEORGE B. PRYDE

CC - Mr. Eugene McAuliffe ✓
Mr. I. N. Bayless
Mr. C. E. Swann

Jan. 8th, 1938.

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

Gentlemen: Atten.- Mr. H. C. Livingston.

We are enclosing two prints each of our drawings
L-1 and L-3, job 1195.

Upon referring to L-1, you will note that it is a revised layout covering the design of shaking picking tables and boom loading chutes. These are in accordance with our conversation upon your recent visit and we believe that you will now find them satisfactory.

It will be necessary, however, for us to provide an extension to the gate operating shaft in order that it will clear the chute as its location on the original design submitted by you placed it directly in the flow of coal. We have, therefore, taken the liberty of increasing the length of the rack and moving the hand wheel shaft to a location that will clear the chute.

Drawing L-3, shows the layout of the slack shaking chute, together with parts of the mine-run chute and slack loading facilities. You will note that under design submitted by you, No. 2146-31-K, the plan view of the slack loading chute calls for drive rods to be 2'6" centers, whereas, on your drawing No. 2146-31-L, indicating the mine-run chute, the drive rods have been shown in to clear the chute, but this dimension scales 3'6", whereas they are to be actually 2'6".

In trying to conform to your instructions regarding these drive rods, we have encountered several interferences. The spacing of chutes and shaking table are such that it does not leave space to provide supports for the bridge trees and also clearance for the slack telescoping spout. We have noted these conditions on our blue prints in red pencil, and will appreciate your advice as to what you will permit us to do.

You will also note that with 2'6" centers of driving rod, it will be necessary for one rod to pass through the slack hopper and it will be in the flow of coal, a condition ~~of~~ which we do not like to see in a finished plant.

ALLEN & GARCIA COMPANY

MECHANICAL & CONSTRUCTING ENGINEERS

MCCORMICK BUILDING
332 S. MICHIGAN AVE.

CHICAGO

SHEET No.

2.

The Union Pacific Coal Co., 1/8/38.

It is our suggestion that we be permitted to move the slack shaking chute reducing the centers between the slack and nut tables. Your drawings originally called for 4'6" from the center line of column to the center line of the chute and our drawing indicates that we have changed this to 4'4". However, we would like to reduce that still more in order to get the proper clearances. We have revised this layout to indicate the butterfly valve in place of the flop gate on the shaker screen, all in accordance with our discussion while you were in the office. We are also arranging to telescope the slack spout, but in order to do so, it is necessary to have a little additional side clearance as indicated.

We wish that you would go into this matter and advise us as to how far we dare to go in eliminating the interferences and if it will be satisfactory to work them out to the best of our ability, as there may be some advantage in our being able to change the dimensions governing the center line of rods for the slack chute from the 2'6" dimension shown.

Your advice regarding our suggestions would be appreciated and trust that you will let us know as soon as possible what to do.

Yours very truly,

ALLEN & GARCIA COMPANY

BY

L. von Prebhardt

LVP:HL

CC-Mr. Eugene McAuliffe.

Rock Springs - January 8, 1938

Mr. Eugene McAuliffe:

Herewith copies of correspondence with Allen & Garcia Company and the Link-Belt Company, of which you have not heretofore received copies. Hereafter, I will see that copies of all correspondence are sent to you.

George Munge

January 5, 1938

Mr. J. J. Richard, Engineer
Link-Belt Company
300 West Pershing Road
Chicago, Illinois

Dear Mr. Richard:

Referring to yours of December 30th, re-
garding Belt Conveyor System, D. O. Clark Mine, K-9700:

I am attaching herewith memo from our
engineer, Mr. Livingston, together with one copy of
print showing the arrangement desired, your No. "X-X".

Yours very truly

(s) George B. Pryde.

COPY

Rock Springs - January 7, 1938

MEMO:

Subject: Link-Belt Company's proposal for change in design of car feeders and trip makers at No. 7 and No. 15 Loading Station, D.O. Clark Mine.

We have examined Link-Belt Company's layout prints No. CO-55206 and CO-55207, and find that the design does not fit our conditions and does not conform to specifications set up for this equipment. After due consideration of this matter, we have decided that the economical and acceptable procedure is to develop a small room in the rib at drive end of both car feeder and trip maker, the car feeder to be a right-hand drive and trip maker a left-hand drive. The cost of driving said rooms are to be borne by The Union Pacific Coal Company and eliminate non-desirable extra costs set up by the Link-Belt Company.

The design of drives set up by Link-Belt Company does not conform in that motor and speed reducer are to be set on a style B bed plate with outboard bearing carrying pinion shaft. We request that plans and specifications, along with noted corrections on Link-Belt Company prints CO-55206 and CO-55207, be followed.

We are enclosing copies of our drawings No. 1940.310 and No. 1940.310A showing details of entries at points in question for Link-Belt Company's information in developing clearance lines.

Original Signed
H. C. LIVINGSTON

Messrs. George B. Pryde
I. N. Bayless

W-BELT COMPANY

300 W. Pershing Road (Thirty Ninth St.) Chicago

January 3, 1938

Mr. George B. Pryde
Vice President
Union Pacific Coal Company
Rock Springs, Wyoming

SUBJECT: Changes to Drives for Loaded Mine Car
Feeder Hauls and Empty Mine Car Feeder Hauls.

Dear Mr. Pryde:

We are enclosing our blue prints CO-55206 and CO-55207 which show the layouts for loaded mine car feeder hauls at levels Nos. 7 and 15 and for empty mine car hauls at levels Nos. 7 and 15 respectively.

You will note that the driving machinery has been rearranged to that shown on your blue print 2146-32K and Allen & Garcia blue print Nos. 1150-M-1 and 1150-M-2.

When Mr. Livingston was in Chicago recently, these changes were discussed and the reason for the changes fully explained.

Should the machinery be installed exactly to your layouts it would be necessary for you to provide additional room in your entries to accommodate the arrangement and this would be costly inasmuch as your steel work is now in place and it would also involve shooting out the rock in the side wall for each haul, to the extent of about 24" extra width to your present entry, as well as additional height and length along the side wall to provide clearance for the machinery and access to same.

By the rearrangement as shown on our blue print CO-55206 covering loaded mine car hauls, we have been able to work in the machinery without disturbing your entry walls, while on blue print CO-55207 covering empty mine car feeder hauls the entry walls are not disturbed to any appreciable amount and it will only mean trimming off about 6" of the face of the side walls to permit the rearrangement to work in.

In arranging the machinery as described above, one additional bearing, one flexible coupling and an extra 6'6" length of 3-15/16" diameter shaft are required in the case of each loaded trip feeder haul, and one additional bearing, one flexible coupling and an extra 6'6" length of 3-7/16" diameter shaft are required in the case of each empty mine car haul.

This improved layout relieves you of the additional cost of shooting away your present entry walls and making charges to your present steel work, but it has naturally added an expense to us, as explained above, for which the cost amounts to the following:

Additional machinery for loaded
mine car hauls.

Net Price delivered and erected . . . \$263.00

Additional machinery for empty mine
car hauls.

Net Price delivered and erected . . . 251.00

We are placing this matter before you for your consideration, as it is our earnest endeavor to cooperate to the fullest extent during the progress of our work on your contract.

When conditions of this character are discovered, we feel it our duty and to our mutual benefit to call them to your attention, thereby relieving you of the additional expense of making changes to your tunnels and entries, which after completion would not result in the clean-cut arrangement that this important job deserves.

With reference to the error in the length of No. 4 belt conveyor, we have already notified you and have received your reply about the lengthening of this machine at the foot end approximately 6'3" in centers, complete with two additional No. 40 Anti-Friction type idlers, steel frame, stringers, decking etc. For the additional conveyor length as already discussed, we are making no charge for the extra material involved.

We believe you will see the fairness of the extra amounts quoted above, and will authorize us to bill you for them.

With very kindest regards, we are

Yours very truly

LINK-BELT COMPANY

(s) George S. Jaxon

Engineer
Coal Preparation Division

GSJaxon/ak

COPY

353-12

Omaha - Jan. 6, 1938.

Mr. G. B. Fryde:

Herewith copy of letter from Mr. C. S. Huntington, Chief Engineer of the Link-Belt Company, under date of Jan. 5th, their order K-9700.

Will you please have direct reply made to the Link-Belt Company with carbon to this office.

Original Signed
EUGENE McAULIFFE

353-12

Jan. 6, 1939.

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

Link-Belt Company,
300 W. Pershing Road,
Chicago, Illinois.

Dear Sir:

Will you kindly see that all material and
equipment purchased at Chicago or east thereof for our D. C.
Clark Mine, Superior, Wyoming, is routed via the C. & N. W.,
care of the Union Pacific at Council Bluffs, and Union Pacific
Railroad to destination, obliging.

Sincerely yours,

Original Signed
EUGENE McAULIFFE

cc: Mr. G. B. Pryde
Mr. F. A. Hunter

LINK-BELT COMPANY

ENGINEERING PLANTS: CHICAGO, PHILADELPHIA, SAN FRANCISCO, TORONTO, ATLANTA
CHAIN FACTORIES AND MALLEABLE FOUNDRIES: INDIANAPOLIS
300 W. PERSHING ROAD (THIRTY NINTH ST.) CHICAGO

January 5, 1938

Union Pacific Coal Company
1416 Dodge Street
Omaha, Nebraska

Attention: Mr. Eugene McAuliff
President

Subject: Your File 353-12
Our Order K-9700

Gentlemen:

This will acknowledge your letter of December 26th together with the memorandum prepared by Mr. H.C. Livingston covering ten items which are being attached to and considered as a part of your specifications, which is all in accordance with your letter.

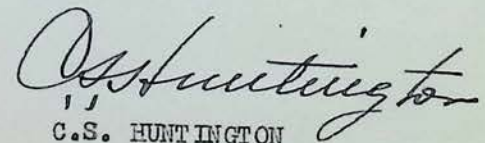
We call your attention to item ten, and apparently this will now be a hinged dribble plate, the details of which have been sent to Rock Springs for discussion or approval.

We also call your attention to two additional items covered by Mr. Jaxon's letter to Mr. Pryde at Rock Springs on necessary additional changes for both the loaded mine car feeder hauls and the empty mine car feeder hauls. As explained in Mr. Jaxon's letter, these changes are necessary unless you desire to excavate the rock further in order to clear the motors and reducers.

Full information was enclosed with Mr. Jaxon's letter for your consideration and final disposal.

Very truly yours,

LINK-BELT COMPANY


C.S. HUNTINGTON
Chief Engineer

OMAHA - January 5th, 1938.

File B-5101-5130-12

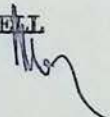
Mr. Eugene McAuliffe:

Your letter of January 4th, file 353-12:

I would like to have this business routed via
the C.& N.W., care of the Union Pacific at Council Bluffs.

Thank you very much.

R. R. MITCHELL



ALLEN & GARCIA COMPANY
CONSULTING & CONSTRUCTING ENGINEERS

MCCORMICK BUILDING
332 S. MICHIGAN AVE.

CHICAGO

SHEET NO. _____

Jan. 4th, 1938.

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

Gentlemen: Atten.- Mr. H. C. Livingston.

We are enclosing a copy of the electrical specifications under which we have asked the Post Electric Company, 327 S. LaSalle St., Chicago, Illinois, to work and wish that you would approve our employment of them as sub-contractors on this portion of the work.

Under date of December 27th, we sent you copies of blue print D-1, job 1195, covering the design of boom hoist bent, and so far have not received our approved copy. As we are most anxious to start detailing on this work, wish that you would forward an approved copy as soon as possible.

Yours very truly,

ALLEN & GARCIA COMPANY

BY *L. von Perbandt*

LVP:HL

CC-Mr. Eugene McAuliffe.

353-12

Omaha - Jan. 4, 1938.

Mr. R. R. Mitchell:

Your file B-5101-5130-12 of Dec. 28th requesting points of origin of material entering into the construction of the D. O. Clark Mine:

I advised various representatives of your department a number of times that the contracts let to Allen & Garcia and Link-Belt, Chicago, were based on definite specifications with two or three options in the case of machinery, the details of which were to be agreed to before the machinery was ordered.

The various supply men have also been told in every instance and frequently a number of times that they would have to negotiate their sales with the two contracting companies referred to. In the circumstances, I do not think I can make an intelligent reply to your inquiry. If you will advise how you prefer the material routed, I will be glad to arrange insofar as I can.

Original Signed
EUGENE MCAULIFFE

353-12

Jan. 4, 1937.

Link-Belt Company,
300 W. Pershing Road (39th St.)
Chicago, Illinois.

Dear Sirs:

Attention: Mr. Geo. S. Jaxon, Engr.

On December 7th I sent your firm two copies of contract C.D. No. 22879, which was mailed to you at 307 North Michigan Avenue, Chicago, tracing you for same under date of December 24th, receiving no reply in either instance.

Almost a month has elapsed since the contract was forwarded to you and it would seem ample time had passed for you to check and return same.

Will you not advise me by return mail when I can expect return of the contract.

Sincerely yours,

Original Signed
EUGENE MCAULIFFE

Rock Springs - January 4, 1938

MEMO:

Subject: Hinged dribble plate at No. 7 Seam
Loading Station, Belt Conveyor System,
D. O. Clark Mine.

We have carefully examined Link-Belt Company's sketch No. "X-X" showing general design of proposed hinged plate under loading fingers in front of reciprocating feeder, No. 7 Seam Loading Station, D. O. Clark Mine, and find it suitable to our conditions.

You will note one correction on sketch "X-X" as to providing a stop to insure a minimum clearance of 1' 0" above working line of belt.

Due to the type and size of material to be loaded and carried on this belt, we do not feel that there is any danger of jamming or spillage at this point with the plate in a raised position. The period of time when the plate would be raised to its maximum height should be practically negligible.

H. Livingston

January 3, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Gentlemen:

Attention Mr. L. von Perbandt.

Your letter of December 27th and accompanying
prints of drawings Nos. D-1 and D-1A, regarding
design of boom hoist bent for coal tipple, D. O.
Clark Mine:

We are returning herewith copies of said
prints approved except as to ridge framing for
corrugated covering, which we prefer to be of steel
instead of indicated 4" x 6" timber, the covering
to be secured with straps, tin-smith's rivets and
burrs as per the Reliance installation.

Yours very truly.

THE UNION PACIFIC COAL COMPANY

Original Signed
H. C. LIVINGSTON

By
Assistant Chief Engineer

CC - Mr. George B. Pryde
Mr. I. N. Bayless

A. M. O.
JAN 4 1938

January 3, 1938

Allen & Garcia Company
McCormick Building
Chicago, Illinois

Gentlemen:

Attention: Mr. R. D. Pappo

Your letter of December 30th regarding
starters and safety switches for coal tippie, D. O.
Clark Mine:

We assume from your letter that you are
using Westinghouse motors throughout, and request
that you keep all equipment consistent, viz: motors,
starters and safety switches all to be Westinghouse.
You, of course, under the contract, have the
privilege of using either Westinghouse or General
Electric equipment.

Yours very truly,

THE UNION PACIFIC COAL COMPANY

Original Signed
H. C. LIVINGSTON

By
Assistant Chief Engineer

CC - Mr. George B. Pryde ✓
Mr. I. N. Bayless

A. M. O.
JAN 4 1938

LINK-BELT COMPANY

300 W. Pershing Road (Thirty Ninth St.) Chicago

December 30, 1937

Union Pacific Coal Company
Rock Springs, Wyoming

Attention Mr. Geo. B. Pryde
Vice President & General Manager

Re: Belt Conveyor system
D.O. Clark Mine
K-9700

Gentlemen:

Proceeding on the basis of your memorandum item #10 and your wire of December 29th in reference to hinged plate instead of slide plat at #7 dumping point, we have prepared sketch "XX" dated 12/30/37. Two prints of this sketch are enclosed and would be glad if you will return one print marked with your approval or comments, so we can proceed with the revision of the details.

We would be glad if you would tell us your ideas on just how you anticipate this hinged plate to work. It appears to us there is considerable danger of jamming and spilling of coal from No. 7 feeder if the hinged plate is lifted for any length of time by the coal from conveyor 3.

For your general information one print of CO-55221 and CO-55222 is enclosed showing the details of the rack and pinion slide gate.

Yours truly,

LINK-BELT COMPANY

(s) Jos. J. Richard

J.J. Richard
Engineer

mh

COPY

December 31, 1937

Mr. J. J. Richard, Engineer
Link-Belt Company
300 West Pershing Road
Chicago, Illinois

Dear Mr. Richard:

Referring to yours of December 29th:

You are correct in your assumption that Column No. 208 should be shown as station 10 plus 47.11. The detail drawing No. X21J-T2-V6, on which column No. 208 is shown as station 1022.25 should be disregarded, as this is in error. When this was made, we had not intersected No. 7 Seam, and the station was later moved about twenty feet.

Yours very truly,

(s) George B. Pryde.

COPY

LINK-BELT COMPANY

300 W. Pershing Road (Thirty Ninth St.) Chicago

December 29, 1937

Union Pacific Coal Co.,
Rock Springs, Wyoming

Attention Mr. George B. Pryde
Vice President & General Manager

Re: Belt Conveyor System
D. O. Clark Mine
K-9700

Gentlemen:

On your design drawings No. 2146.32E at section "kk" and No. 1940.35B-T7-Fe column No. 208 you show the station as 10 + 47.11. However, on your detail drawing No. X21J-T2-V6 you show the station of column 208 as station 1022.25.

We are, of course, going ahead on basis that the above mentioned design drawings are correct and the stations as indicated on the detail drawing are incorrect.

For definite record purposes we would be glad to have you confirm this understanding.

Yours truly,

LINK-BELT COMPANY

(s) Jo's. J. Richard

J. J. Richard
Engineer

mh

COPY

SERVICE 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.

COPY OF WESTERN UNION TELEGRAM

Rock Springs - December 29, 1937

J. J. Richards
Link-Belt Co.
200 W. Pershing Road
Chicago, Ill.

RETEL. DESIRE HINGED PLATE INSTEAD OF SLIDE PLATE NUMBER 7 LEVEL

The Union Pacific Coal Co.
George B. Pryde.

COPY

CHECK

ACCT'G INFMN.

TIME FILED

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

DESIRED	
CABLE	
FULL RATE	
DEFERRED	
NIGHT LETTER	
SHIP RADIOGRAM	

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

Chicago, Illinois
December 29, 1937

CONFIRMATION

MR. GEO. B. PRYDE
UNION PACIFIC COAL COMPANY
ROCK SPRINGS, WYOMING

REFER YOUR MEMORANDUM ITEM 10. ARE WE TO UNDERSTAND YOU DEFINITELY WANT TO REPLACE SLIDE PLATE AT NUMBER 7 LEVEL AS SHOWN YOUR DRAWING 2146.32E AND REPLACE WITH HINGED PLATE. OUR DETAILS ARE COMPLETED FOR THIS SLIDE PLATE.

LINK-BELT COMPANY RICHARD

MH
1:20 P.M.

COPY

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

LINK-BELT COMPANY

300 W. Pershing Road (Thirty Ninth St.) Chicago

December 20, 1937

Mr. Geo. B. Pryde
Vice-President & General Manager
Union Pacific Coal Company
Rock Springs, Wyoming

Dear Mr. Pryde:

Thank you very much for your letter of the 17th inst. calling our attention to correspondence that has recently passed between our company and yours, and we will see to it in the future that all letters concerning our contract K-9700 will be addressed to you.

We are indeed very sorry that we have had to have our attention called to this matter, but can assure you that it will be our earnest effort to see that all of your instructions are followed out very carefully and properly.

With very kindest regards and wish you and your associates the Compliments of the Season, we are

Yours very truly,

LINK-BELT COMPANY

(s) George S. Jaxon

Engineer
Coal Preparation Division

GSJaxon/ak

COPY

December 17, 1937

Mr. Geo. S. Jaxon, Engineer
Link-Belt Company
300 West Pershing Road
Chicago, Illinois

Dear Mr. Jaxon:

I notice letters are coming in with regard to the conveying system for the D. O. Clark Mine, Superior, addressed merely to The Union Pacific Coal Company.

I would appreciate your sending the letters addressed to me, and then I will see that they are brought to the attention of the different departments. I am carrying a complete file on this work.

Yours very truly,

(s) George B. Pryde.

COPY

December 13, 1937

Mr. J. J. Richard, Engineer
Link-Belt Company
300 West Pershing Road
Chicago, Illinois

Subject: Grades at Dump Stations,
D. O. Clark Mine.

Dear Sir:

Your letter of December 7th regarding curve location at outlet end of rotary dump, and grades across car feeder and scales into rotary dump:

We are in accord with your suggestion as to new location of P.C. of curve beyond rotary dump and thank you for calling this to our attention.

As to grade changes, we are enclosing herewith your print sketch 12/7/37 with corrections thereon to allow setting car feeder on a zero grade. However, we do not approve of the adverse 4.0% grade shown on your sketch, and have indicated the grade suitable to our operating conditions.

Yours very truly,

(s) H. C. Livingston

Assistant Chief Engineer.

Approved:

(s) C. E. Swann

Chief Engineer

COPY

November 30, 1937

Mr. Geo. S. Jaxon
Link-Belt Company
300 West Pershing Road
Chicago, Illinois

Dear Sir:

Confirming telephone conversation of this date as to use of Link-Belt herringbone speed reducers on "trip makers" and "car feeders," also motors for the Belt Conveyor System, D. O. Clark Mine, Superior:

I have contacted Mr. Pryde regarding same, and there is no objection to the use of Link-belt reducers. As to the choice of motors, this matter is entirely in your hands, General Electric, Westinghouse and Allis-Chalmers all being acceptable for this installation, our request being that Allis-Chalmers have an opportunity to submit a proposal on this equipment.

We are mailing you, under separate cover, prints of underground dumping stations showing grade elevations, etc. The C. S. Card Company is mailing prints of rotary dump, dump structure, and dump shield directly to you.

Please feel free to call on us for any further information you may desire.

Yours very truly,

(s) H. C. Livingston

Assistant Chief Engineer.

COPY