

OFFICE OF
SUPERINTENDENT
JAN 14 1939
U. P. R. D.
LOS ANGELES, CALIF

Los Angeles, January 14, 1939

WO-1064

Mr. H. H. Larson:

We have Work Order 1064 covering retirement of 8 stall brick roundhouse, Lynndyl, together with machine shop and radial tracks.

The roundhouse is the old portion of this building and, of course, there will be ample room in the newer portion for all of our needs. However, the retirement of the machine shop will include the building, which, at present, houses the boilers, shop machinery, toilets, mechanical foreman's office and enginemen's register room. There is no provision whatever for replacing any of these facilities, either the toilets, relocation of machines, boilers, etc. In other words, if the work order is followed out as written, it would simply mean that we would remove the building and leave the machines and boilers setting out in the open and, of course, there would be no toilet facilities or engineer's register room left for use.

I do not know who made this recommendation, but certainly feel that before we undertake this work it is understood by all concerned just what will be left. You will recall that I mentioned this at our recent Staff Meeting in Las Vegas.

As you know, we are now engaged on retirement of the old portion of the roundhouse at Milford, using a B&B gang for that purpose and it is the intention to follow up the Milford work with the work of removal of these facilities at Lynndyl. However, the retirement at Milford only includes the old portion of the roundhouse and does not include retirement of the machine shop. Both the work orders covering the retirements at Milford and Lynndyl bear the notation "Recommended J.W. Burnett, Genl.Supt. MP&M."

Kindly advise if we shall proceed with removal of machine shop at Lynndyl in accordance with the approved work order.

J. P. Mack
JPM

cc-Mr. L. L. Hoeffel
Mr. W. J. Morrison

C. H. B.
JAN 16 1939

UNION PACIFIC RAILROAD COMPANY

TELEGRAM

Time Filed _____ M

6 SA V G

SALT LAKE 519 P JAN 23 39

JPM ON LINE.

ORIG HHL COPY JPM. HTC M-120 RE ROUNDHOUSE LYNNDYL. IN THIS CONNECTION
 HAVE COPY OF WIRE FROM JWB AS FOLLOWS: QUOTE. UNDERSTAND ENGINEERING
 DEPT ABOUT TO START DISMANTLING 8 STALLS OF ROUNDHOUSE AND MACHINE
 SHOP UNDER LA AND SL WORK ORDER 1064 LYNNDYL. AUTHORITY INCLUDES
 RETIREMENT OF RADIAL TRACKS AND MACHINE SHOP, BUT DOES NOT INCLUDE
 BOILER SHOP ORIGINALLY INSTALLED IN 1923, WORK ORDER 4227, AND MACHINE
 SHOP WOULD HAVE TO BE ABANDONED ONLY UP TO THE BOILER SHOP PARTITION
 SHOP MACHINERY, MECHANICAL FOREMAN'S OFFICE AND REGISTER ROOM WOULD
 HAVE TO BE RELOCATED. MACHINES COULD BE RELOCATED IN ROUNDHOUSE
 RETIREMENT OF THESE FACILITIES WAS RECOMMENDED YOUR LETTER JAN 22,
 1938, FILE 702, SUBJECT ABANDONMENT OLD STRUCTURES AND FACILITIES
 NOT REQUIRED. ADVISE QUICKLY WHAT CAN BE DONE TO RELOCATE MACHINERY
 FOREMAN'S OFFICE AND REGISTER ROOM. M-889. ORIG JG POCA. END QUOTE.
 UNDERSTAND JPM AT LYNNDYL TONIGHT. HAVE HIM CAREFULLY GO OVER ALL
 THESE FEATURES CONFER WITH MECH DEPT REPRESENTATIVE SEE WHAT IS
 NECESSARY TO RETAIN AT LYNNDYL. IF WE ARE GOING TO A LOT OF EXPENSE
 CHANGING AND REBUILDING FACILITIES THERE IS NOT MUCH ADVANTAGE IN.
 RETIRING ANY PART OF THIS ROUNDHOUSE. ADVISE. A-162.

WCP

632 PM

3" Steam

\$ 250

Repair air water steam in new Post RH
 Re Airways

to get air - - -

3" Steam Rail Supply 175
 4" Water Underground 225
 Air on Rail 95

Electric

\$ 495

UNION PACIFIC RAILROAD COMPANY

TELEGRAM

Time Filed _____ M

LYNNDYL JAN 23 39

HHL JPM LA

WCP SL

WCP A 162 JPM CONFERRED WITH RH FOREMAN JJ KLING TONIGHT.

THERE IS ONE 36 INCH AND ONE 24 INCH LATHE- ONE VERTICAL DRILL PRESS- ONE
 HORIZ DRILL PRESS- ONE BOLT CUTTER- ONE POWER PRESS AND ONE EMERY WHEEL
 TOTAL 7 MACHINES IN MACHINE SHOP WHICH WOULD HAVE TO BE MOVED. THESE
 ARE NOW OPERATED FROM ONE MOTOR WHICH DRIVES AN OVERHEAD SHAFT WITH PULLEYS
 JJK STATESTHESE SHOULD BE PLACED IN AT STALLS ONE AND TWO IN NEW PART OF
 ROUND HOUSE - IF PRESENT MACHINE SHOP REMOVED. PORTION OR RH TO BE RETAINED
 IS OF CONCRETE CONSTRUCTION AND COST OF HANGING SHAFTING WOULD BE HIGH.
 THE FOUNDATIONS OF SOME OF THE MACHINES WOULD BE EXPENSIVE. JJK SUGGESTS
 MOVING ONE OF THE UNOCCUPIED HOUSES AND PLACE NEXT TO ROUND HOUSE TO SERVE
 AS FOREMANS OFFICE AND ENGINEERS REGISTER ROOM FITTING SAME UP WITH TOILET
 FACILITIES AND ELECTRIC LIGHTS AND HEAT. HAVE MADE ROUGH ESTIMATE AS FOLLOWS

FOLLOWS. MOVING AND SETTING UP MACHINES	\$ 1500
TOILET FACILITIES HEAT AND SEWER	400
LIGHTS	150
POWER FOR MACHINES	500
MOVE AND FIX UP HOUSE	500
CONTINGENCIES	325
	TOTAL 3375

THIS ON BASIS LEAVING BOILER ROOM INTACT.
 WILL ALSO COST \$ 495 TO REPAIR AND REARRANGE STEAM - WATER AND AIR LINES
 FROM PRESENT MACHINE SHOP TO NEW PORTION OF ROUND HOUSE REGARDLESS OF
 WHETHER MACHINE SHOP IS KEPT. TO THIS SHOULD BE ADDED HTC ESTIMATE COST
 OF PROPER LIGHTS IN NEW PORTION. THE ABOVE ESTIMATE OF \$ 3375 IS APPROX
 ONLY AND I HAVE HAD NO OPPORTUNITY TO CONFER WITH HTC ON ELECTRIC WORK.
 JJK AGREES WITH ME THAT PRESENT MACHINE SHOP SHOULD BE KEPT AND SAVE THIS
 EXPENSE . ORIG WCP COPY HHL JPM A 89

HHL

WO-1064

2-2 D GY

LA 1-23-39 1030 AM

WCP SL

HHL LA

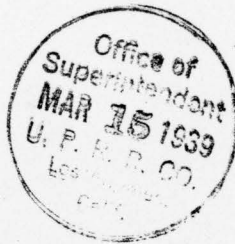
L. C. C.
JAN 23 1938
1939

1939 JUL 23 AM 11 01

RE WO NO 1064 RETIRE SECTION RNDHSE AT LYNN DYLA LEAVING THEN TEN
STALL CONCRETE SEC THIS SEC DOES NOT HAVE ANY ELECTRICAL CONDUITS
INSTALLED IN SAME

OTHER SIMILAR INSTALLATIONS SUCH AS AT YERMO AND PROVO HAD CONDUIT
RUNS PLACED AND CONCRETE POURED AROUND SAME WHEN UNITS WERE BUILT
ONLY WIRING IN THIS RNDHSE IS A TEMPORARY RUN OF SIX LIGHTS
USED A NUMBER OF YEARS AGO WHEN A SMALL HEAD LIGHT STEAM GENERATOR
FURNISHED LIGHTING IN THIS SEC TO WIRE PROPERLY WITH THREE LIGHTS
IN EACH WALKWAY AND ONE RECEPTACLE IN SAME FOR EXTENSION CORDS WILL
COST INV ACCT \$ 760 OE \$ 150 TOTAL \$ 910 JT WCP HHL M 120.

HTC 11 AM



GW
W. D. J.
MAR 20 1939

W 1064

Salt Lake City, March 13, 1939.

Mr. H. H. Larson:

Referring to previous correspondence relative to retiring roundhouse facilities at Lynndyl.

Please note the following from Mr. Burnett under date of March 8th:

"In connection with proposed retirement of roundhouse, Lynndyl, have made investigation as to what would be necessary to provide additional facilities in connection with this abandonment, and find that new roundhouse is not in use and only the old section is used.

"Inspection was made on grounds March 2nd, and it has been found that all machines are belt driven and it would be necessary to put up shaft for driving machines, which could be done by closing off first stall in new roundhouse. Foreman's office could be located in Store Department and register room could be placed with very small additional expense in one corner of present boiler room by closing small portion to keep out the noise. Phone should also be placed in same location so as to have use of stationary fireman in answering phone.

"It is recommended that if possible machine shop building be retained and retire only old portion of roundhouse. To place new section of roundhouse in service it would be necessary that all steam lines, oil lines and electric lines be placed in condition."

Please furnish promptly your further recommendation as to action that should now be taken. Apparently the new house is not being used while the retirement authority issued last year calls for the abandonment of the old 8 stall house. Also give me full information with sketch and estimate showing exactly what is proposed in connection with retirement of portion of this building.

W. D. J.
MAR 15 1939

L. C. O.
MAR 16 1939

GW W-57
4/12/39

W. C. Perkins.

W. C. Perkins

Indicate on the map retirement of old portion of roundhouse which is partly same as Milford SW furnish Est
W. C. Perkins

Union Pacific Railroad Co.

Salt Lake City, SEP 23 1941
September 22, 1941.

SUPT. UTAH DIV.,
SALT LAKE CITY, UTAH

Mr. A. E. Stoddard:

December 28, 1937, W.O. 1064 authorized retirement of eight stalls of roundhouse, machine shop and radial tracks at Lynndyl.

May 15th, 1939, I inspected the roundhouse with Assistant General Superintendent of Motive Power, Gogerty, and my report at that time contained the following:

"May 12th I went over this matter with Mr. Gogerty and Master Mechanic Hoeffel at Lynndyl, and while they agree that it would be satisfactory to retire the eight stalls of the round house if we made expenditure of \$3,425.00 for extending service, Mr. Gogerty further advised, and I agree, that there is practically no benefit whatsoever in disrupting the present service at Lynndyl, and we are in agreement that Retirement Work Order should be cancelled and that the entire round house should be retained for the present."

June 5th, 1939, Work Order 1064 was cancelled.

When Work Order 1064 was approved, we proposed to retire the eight stalls in the older part of the round house. These stalls are not in satisfactory condition and this portion of the building now requires heavy repairs. The ten stalls which it was proposed to retain are of later construction and, generally, the building is in much better condition than the old portion.

Retirement was deferred in 1939 due to the fact that it would require a substantial amount of rearrangement and repairs to put newer part of house in operating condition. This would involve extending water, steam, electric lines, etc.

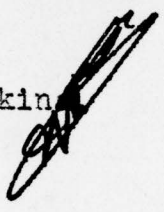
It seems to me that ten stalls at Lynndyl should be sufficient to serve this station indefinitely. The question now is whether we are going to retain the entire roundhouse and spend \$2,000.00 to \$4,000.00 to make repairs to the building as it is, or whether it will be less expensive to retire the old portion and extend service to the ten stalls of more recent construction. It seems to me we would be wasting money in repairing the old part of the building unless we actually need eighteen stalls at Lynndyl.

I am attaching hereto my entire file in connection with this subject. Would appreciate it if you will go into this matter carefully with Superintendent, MP&M and give me further recommendation.

Mr. A. E. Stoddard.

-2-

If you propose to retain the entire building, give me statement showing the repairs necessary. If old portion of building is to be retired, give me careful estimate with print showing what is necessary to extend service to the newer ten stall portion of the house. } 1
} 2

W. C. Perkin 

cc - Mr. B. H. Prater.
Mr. F. C. Paulsen:
Mr. L. L. Hoeffel.

WORK ORDER AUTHORITY—Detail of Estimated Expenditures

UNION PACIFIC RAILROAD COMPANY

SHEET 1 OF 1 SHEETS

Engineering

DEPARTMENT

Utah

DIVISION

October 13, 1941

LOCATION: Lynndyl, Utah - 6th Subdivision.

DESCRIPTION: Retire 8 stalls of old roundhouse and
install lights, steam, water and air
service for concrete portion of house.

President's	No.
State	
Valuation Section	No.
Department	No.

R. and E. ACCT. No.	*DESCRIPTION	QUANTITY	UNIT	UNIT COST	LABOR	MATERIAL OR TRANSPORTATION CHARGES	TOTAL CHARGEABLE TO	
							INVESTMENT ACCOUNT	OPERATING EXPENSES
20	<u>New Additional Property</u>							
	Electric light plugs and connections				300	300		
	Arb. Percentages				30	30	660	
	4" water line	320	l.f.		180	320		
31	Arb. Percentages				20	30	550	
	3" OH Insul. Steam line	320	l.f.		690	670		
	2" OH air line	320	l.f.		150	130		
	Transmission line				50	90		
MOH	Arb. Percentages				90	90	1960	
	<u>Operating Expense Work</u>							
	Remove 8 stalls RH				500			
	Repair steam, water and air lines inside new portion of round- house				150	120		770
MOH	Repairs to doors, windows & trackage				1000	200		1200
	<u>Salvage</u>							
MOH	Scrap iron and rail							110
-	TOTAL	-	-	-	3100	1980	3170	1860

Total Estimated Expenditure - - - - - \$ 5030.

Estimate By Divn. Engr. Office

Date October 13, 1941

Approved

Approved

*When labor or material is chargeable to both Investment Account and Operating Expenses show items separately.

COPY

Salt Lake, Oct. 20, 1941

Mr. W. C. Perkins:

Referring to your letter of September 22, and returning your file, regarding the proposed retirement of eight stalls of roundhouse, radial tracks, etc., at Lynndyl.

A further inspection has been made of the old and new sections of enginehouse, and I am attaching copy of detailed estimate in amount of \$5030.00, of which \$3170.00 is capital account, which covers the estimated cost to retire the eight stalls of the old roundhouse, and extend steam, water and air lines, and electrical service to the ten stall concrete enginehouse.

The estimate includes the estimated cost to remove the eight stall roundhouse, repair steam, water and air lines inside the concrete portion of enginehouse, and repair doors, windows, and trackage. One blue print showing proposed work is attached.

The condition of the old eight stall portion of enginehouse is such that general repairs to doors, windows and roof are necessary at this time, and we estimate it will cost \$2400.00 of which \$1500.00 is labor, and \$900.00 material to put the old portion of enginehouse in good serviceable condition.

Under the present set up, we have no need for 18 stalls in enginehouse at Lynndyl, and after going through your file and giving matter further consideration, it is my recommendation that consideration be given to abandoning the old eight stalls and extending service lines, and repairing new portion of the enginehouse.

If this is not approved by the management, we should make necessary repairs to the old portion of the enginehouse roof, doors, and windows, and board up the new portion of the enginehouse so as to avoid any further damage to doors and windows.

A. E. Stoddard

cc- Mr. F. C. Paulsen
Mr. B. H. Prater
Mr. L. L. Hoeffel

C O P Y

Lós Angeles, October 29, 1941

Mr. W. C. Perkins:

Your letter of October 24, in connection with retirement portion of the old enginehouse at Lynndyl, Utah:

It is necessary that we have a machine shop at Lynndyl and is also necessary that we have at least 8 stalls in the roundhouse for engine use.

When the question of retiring the 8 old stalls was under consideration, it was agreed that we could get along by using the 10 new stalls if steam, air, water and electric service was installed in these 10 stalls. However, it is going to be necessary to retain the machine shop or relocate machines transferring them to the power house and it will also be necessary to make some provisions for engineers register room and mechanical foremans office.

The facilities we require at Lynndyl are 8 stalls for engine use, machine shop, Mechanical Foremans Office and an engineers register room. If sufficient savings can be made by retiring the 8 old stalls and machine shop, feel that other arrangements can be made for the moving of the machinery and setting it up in the power house with other facilities needed.

Am having Master Mechanic Tapp check to see if there is sufficient room in the power house for these facilities.

L. L. Hoeffel.

cc:Mr. B. H. Prater
Mr. F. C. Paulsen

COPY

Salt Lake - November 21, 1941

Mr. A. E. Stoddard:

Referring to your letter of October 26, in connection with retiring old stalls in roundhouse at Lynndyl, Utah:

It is necessary that we have at least 8 stalls in the roundhouse Lynndyl for engine use and when the question first came up in regards to retiring the 8 old stalls, it was agreed that we could get along by using the 10 new stalls providing air, steam, water and electric service was installed in the 10 new stalls, although it is going to be necessary to retain the machine shop or relocate machines transferring them to the power house and to make some provisions for engineers register room and the mechanical foreman office.

Just received inquiry if we had any available space for storing large stocks of material for the store department at Lynndyl, and we advised them we had ten stalls not now in use which could be used for this purpose, and if the store department anticipate the using of these stalls for storage of material, no doubt the retirement of these facilities at that point will be temporarily set aside.

E. M. Tapp

MAILGRAM

Salt Lake, Nov. 25, 1941

Mr. E. M. Tapp:

Referring your letter November 21, regarding proposal to retire a portion of engine house at Lynndyl, Utah. In my letter October 26, I quoted General Manager's letter on the subject, instructing that a definite statement with recommendations of Mechanical Department be forwarded to him.

As a matter of information, I am attaching a copy of my letter October 20, to Mr. Perkins.

Both Mr. Hoeffel and yourself make reference to retiring machine shop, foremen's office, etc. We are giving no consideration to retiring any portion of machine shop, foremen's office, tool room or boiler room, as these facilities will remain as they are.

The question is, whether we should repair and retain the 8 stalls in old portion of engine house, which is adjacent to the machine shop, or whether we should abandon the 8 old stalls and make repairs to the newer section of engine house comprising 10 stalls.

As stated in my letter October 20 to Mr. Perkins, copy attached, it will cost about \$5,030.00 to set up the 10 stalls comprising the newer section of engine house, and retire the 8 stalls comprising the old engine house, and extend necessary water, steam and air lines, and provide electrical outlets. In case it is decided to retain the entire engine house, repairs to the old portion of engine house necessary at this time will cost about \$2400.00.

In case the old 8 stall engine house is retired, the new section of engine house would be approximately 150 feet from the machine shop building, and materials and supplies would of course, have to be handled between the machine shop and the engine house through this open space.

Advise if in your opinion this would be objectionable and also let me have your recommendations as to which set up would be preferable and most economical from a Mechanical Department viewpoint. Please let me have an answer as quickly as possible so I may conclude handling of this subject with the General Manager and District Engineer. P-104.

A. E. Stoddard

*Hold
note
12-2-41*

[Handwritten mark]

COPY

Salt Lake City - December 24, 1941

9233-3-E

Mr. B. H. Prater:

Please refer to Mr. Perkins' wire A-35 December 23rd regarding rearrangement and abandonment of portion of enginehouse, Lynndyl.

Since this matter was originally considered, conditions have changed, and it is now recommended that the old portion of enginehouse be repaired and the newer section, comprising 10 stalls, be retained for storage purposes or possible future enginehouse use.

The Store Department has made inquiries regarding use of the new portion of enginehouse for storage purposes, and with the proposed development of the Columbia Steel Company and increased business to be handled from the Iron Mountain District to Provo, we will, no doubt, be in need of additional facilities at Lynndyl.

Mr. Hoeffel in his letter of October 29th, of which you received a copy, made reference to abandonment of machine shop, office, etc.; however, no consideration has been given to the retirement of these facilities, and plan of enginehouse retirement would have no effect on existing machine shop, boiler room, Mechanical Foreman's office, and etc.

The estimated cost to repair the old portion of the enginehouse, including 8 stalls, would be approximately \$2400, chargeable to Operating Expenses. It is my recommendation that we now make such repairs as are necessary to the 8 stalls and also board up the other 10 stalls comprising newer portion of enginehouse, and lock the doors so as to avoid any further damage to frame work. The repairs to the old portion can be made within maintenance of way program.

R. E. Titus

CC - Mr. W. C. Perkins
Mr. L. L. Hoeffel
Mr. G. C. Fish

J. L. B.
DEC 21 1942

Provo Utah, December 18, 1942.

Mr. L.F. Racine - Salt Lake;

While at Lynndyl yesterday was informed it was the intention to take up the rails from 2 of the 3 tracks now leading from turntable to that part of the roundhouse now being used by store department for warehouse stock.

There is about fifty car loads journal waste, burlap, sacks, nalco Compound, etc, in this building. It would be very difficult to load this material out with only one track.

The waste is practically all in 600 pound bales and very hard to handle.

T. Wight

Storekeeper, Railroad Co.

CC - Mr. F.G. Mole, Pocatello

DEC 19 1942

DIVN. ENGR. UTAH DIVN.
SALT LAKE CITY

Work Order 2225

RETURN TO:
B. F. WILLMORE
Trav. Engineer Accountant

Location Lynndyl, Utah.

Description Retirement of 1703 ft of radial tracks in
roundhouse stall 1 to 10

Material ordered on Requisitions _____

Work scheduled to be done _____

Work begun 12-21-42 Work Completed 12-22-42

Remarks _____

Field Book Reference _____

Reference to Form 3063 _____

Lynndyl, Utah

December 23, 1942

H.F. Buel-Milford, Utah

Released 12-22-42 from Lynndyl Roundhouse on W.O. 2225

Were:

5---13'3" Turntable frogs 75#
1---12'0" " " " 75#
280---Scrap Cross Ties (Removed from outside of Rndhse. only
56---Angle Bars--75#
109---Tie Plates--75#
564---Lin.FT. Radial Track 75# ASCE

~~Radial~~ Tracks to stalls #s 9, 12, and 15 were left to facilliate handling of material in and out of new part (West End) of roundhouse which is now used for storage of company material.

The rails in this part of roundhouse have not been removed because it is figure the time and expence involved in handling Material in this part of the building would be much more than the value of the rails.

W.E. WinkelKotter
Frnn. X.G. 127

Mr. R. E. Titus:

Referring to your letter of September 20th regarding retirement of radial tracks at Lynndyl roundhouse covered by W.O. 2225.

There are attached the two prints you request, showing in red the trackage now remaining.

The trackage inside the roundhouse is covered up by material stored therein and the three tracks remaining in place from turntable to roundhouse are desired left in place for handling this material in and out of the west end of roundhouse.

W. J. Morrison

Trk # 60	Removed entirely	
Trk # 82	" "	
Trk # 84	Removed turn Table to Ro. Ho.	90.8 still in place
" # 86	" "	" "
" # 88	" "	" "
" # 92	" "	" "
" # 94	" "	91.0 " "
" # 96	" "	" "
" # 100	" "	" "
# 90	still in place	
# 92	" "	
# 102	" "	

Work Order 2225 - Lynndyl, Utah - Retire Radial Tracks.

Salt Lake City, Utah
November 5, 1943

Mr. F. J. Kroeck:

(cc - Mr. B. H. Prater
Mr. V. C. Perkins)

With the inclusion of charges and credits previously reported on Forms 4907 and with the following adjustments, Work Order 2225 may be considered physically and financially completed.

RAE

OE

A&B

OE

Ledger value to be adjusted to show 1147.2 ft. of track retained and not retired as per Mr. B. H. Prater's letter of 10-14-43, File LA-10-37. Include Salvage value of Material Released and not reported as per attached Form 507.

DESCRIPTION OF WORK PERFORMED
Lynndyl, Utah-Third Subdivision

Retired 555.4 ft. of Radial Tracks as Follows:

Track No.	84	-	79.4'
"	86	-	79.4'
"	88	-	79.4'
"	92	-	79.3'
"	94	-	79.3'
"	98	-	79.3'
"	100	-	79.3'

Date work begun December 21, 1942

Date work completed December 22, 1942

No personal injuries or damage to abutting property.

B. F. Willmore,
Trav. Engr. Acct.