

Salt Lake City - August 23, 1948

Mr. L. P. Drew - Omaha:

On request from Division Engineer Rieder, I have inspected engine house at Salt Lake City, and following is report covering same:

This structure consists of 32 stalls, numbered counter clockwise. End and outer walls are brick on concrete footings. The roof is of open frame construction and roofing is J-M roofing. There are no smoke jacks, instead each stall is provided with ventilator. The clere story is on following stalls only: Stalls 2 & 3; stalls 6 to 19 inclusive; stalls 22 to 24 incl. and stalls 27 to 31 inclusive. There are brick fire walls as follows:

Between stalls 4 and 5; between stalls 20 and 21; between stalls 25 and 26.

Condition of Structure:

It was noted that many roof joists are in very bad condition. They are brash, cracked and soft on bearings, especially those with ends resting on brick walls. Many joists have been repaired by bolting helpers to same. These repairs are almost continuous, and in spite of light weight of roof and ventilators, joists are breaking up almost daily.

The roof sheeting, on which the J-M roofing is applied, is generally poor, soft, split and shredded. There are also a large number of columns badly decayed at base, which should be stubbed.

I found the following number of very poor roof joists:

Stall # 1	-	8 joists	Stall #17	-	3 joists
" 2	-	6 "	" 18	-	12 "
" 3		5 "	" 19		10 "
" 4		4 "	" 20		15 "
" 5		8 "	" 21		6 "
" 6		10 "	" 22		2 "
" 7		9 "	" 23		2 "
" 8		10 "	" 24		3 "
" 9		6 "	" 25		2 "
" 10		7 "	" 26		2 "
" 11		8 "	" 27		1 "
" 12		9 "	" 28		2 "
" 13		11 "	" 29		2 "
" 14		10 "	" 30		3 "
" 15		10 "	" 31		2 "
" 16		9 "	" 32		all along brick wall

The roof sheeting is especially poor on stalls 1 to 20 inclusive, and on stall 32. Heavy timber girders between stalls 7 & 8; also between 19 & 20 are cracked.

The following columns or posts are to be stubbed:

Door post between stalls 1 & 2; 1st intermediate post between stalls 3 & 4; 2nd intermediate post between stalls 6 & 7; 2nd interm. post between stalls 8 & 9; 2nd interm. post between stalls 10 & 11; 2nd interm. post between stalls 11 & 12; 1st interm. post between stalls 12 & 13; 2nd interm. post between stalls 14 and 15; 2nd interm. post between stalls 15 and 16; 1st and 2nd interm. post between stalls 18 & 19; door post and 2nd interm. post between stalls 16 & 17; 1st interm. post between stalls 19 & 20; door post between stalls 21 & 22; door post between stalls 23 & 24; 2nd interm. post between stalls 27 & 28; door post between stalls 30 & 31; both door posts stall #32 and 3rd interm. post between stalls 31 & 32.

The clere stories are in generally poor condition. Much of the siding is split; many windows have been boarded up and a large number of window sash are broken and several missing; a large number of window panes are broken or missing.

General:

In view of the fact of so many roof joists breaking under rather light roof weight, a great number are anticipated to crack under snow loads. Also I cannot see any good reason to keep clere stories in repairs.

Recommendations:

Complete renewal of roof on stalls 5 to 20 inclusive; complete renewal of roof on stall 32. Stub 22 posts as above shown. Renew 2 heavy roof girders. Repair all clere stories and windows in same, unless clere story be left off entirely and no break in roof. I would suggest that this work be undertaken as soon as material can be obtained.

H. M. Buell

UNION PACIFIC RAILROAD COMPANY

SAVE TELEGRAPHING

MAILGRAM

SAVE TELEGRAPHING

At Salt Lake - Sept. 23, 1948

350-03

350-1

352

Mr. G. A. Cunningham
Mr. E. F. Kidder

(CC - Mr. C. E. Myers)

In connection Mr. Cunningham's A-202, September 9th, and Mr. Kidder's letter September 13th, retirement of Stalls 9 to 24 Salt Lake roundhouse.

Retirement of these stalls cannot be made at this time due to amount of steam power still being handled in and out of this roundhouse daily. There is a total of 32 stalls at Salt Lake roundhouse and at this time we are handling 22 to 24 steam engines per day out of the roundhouse. In addition, we have 5 steam engines held and 1 diesel yard engine held for work. It is necessary these engines occupy stalls.

See no prospects for getting diesel power to replace steam power on various locals, etc. and during extreme cold weather will be necessary to have this power inside where men can work on it. Recommend closing up roof openings where repair work had already been started between stalls 14 and 18, and that minor repairs be made to roof, enough to get by until more diesel power is available.

Further, have advice from Mr. P. J. Norton that consideration is being given to moving DC&H laundry from Ogden to Salt Lake and installing same in roundhouse building. This may alter the intentions of retiring stalls 9 to 24.

Stalls 20 to 23 inclusive are our drop pit section and this section must be retained for dropping wheels on steam locomotives and also traction motors and wheels on diesels.

A-102

A. R.  Norton

Union Pacific Railroad Co

SEP 27 1948

DIVN. ENGR. UTAH DIVN
SALT LAKE CITY, UTAH

Salt Lake - June 10, 1949

Mr. R. M. Brown:

The recent heavy wind blew off about 18,000 Square Feet of roofing from Round House and it made a good opportunity to make inspection of sheathing and I find it in such poor condition it must come off now before parts of it drop down on some diesel or on a workman and cause an accident. Whether or not the roof is to be repaired or retired this sheathing must come off and the part of the Round House they decide to retain can be repaired. Suggest this be done at once, Furthermore I see no use of a Clear Story. The clear story is in a dilapidated condition and another wind storm will take it. Please advise which portion is to be used for diesels so I can figure to make these repairs as it must be handled at once, as roof is even unsafe to walk on.

E. F. Bateman

R. M. E.
JUN 10 1949

Salt Lake - June 10, 1949

Mr. R. M. Brown:

Referring to damage caused to Roundhouse
roof by high wind:

Wind ripped 18,200 Sq. ft. Roofing paper
off the Roundhouse roof and 2,700 Sq. ft. Roofing paper
off the Old Power House.

E. F. Bateman

R. M. B.
JUN 10 1949

1949

Salt Lake, August 16, 1949.

Mr. F. C. Paulsen,
Mr. O. A. Cunningham,
Mr. R. F. Weiss

(CC-Mr. W.C. Perkins)

A thorough inspection of the roof on the Salt Lake roundhouse has been made, and it was found necessary to condemn that portion of the roof over engine stalls #1 to #20 inclusive. Should any unusual strain from snow or wind, or men working thereon, be imposed on this portion of the roof it will not be safe for the men working under it.

Provisions are being made to repair and renew the roof over stalls #21 to #32 inclusive.

J. W. Godfrey

JWG:K

WORK ORDER AUTHORITY FOR PROPERTY RETIRED AND NOT TO BE REPLACED

OREGON SHORT LINE RAILROAD COMPANY

Engineering Department Utah Division December 29, 19 49

Authority for an estimated expenditure of \$ 3 723 for On the property of O.S.L.R.R. Co.
 Retirement of stalls 5 to 20 inclusive of Now operated by U.P.R.R. Co.
Description of Property
enginehouse and 2949 ft. of radial tracks. At Salt Lake City, Utah - Main Line
(Station or Location)

Detailed estimate (Forms 30-1 and 30-2) and plan attached.

Reason for retirement: This 16-stall section of enginehouse is not required for terminal operation and retirement is recommended. The remaining stalls and facilities are sufficient for turning diesel and steam power. This property is withdrawn from transportation service effective with date of issue hereof.

For rearrangement of facilities on account of retirement, see Work Order 2972.

Work to be done under direction of Superintendent, location print dated December 28, 1949.

Character of Improvement No. 10 - Additional Yard Tracks, Sidings and Industry Tracks \$ 3 884
21 - Shop Buildings, Enginehouses, and Appurtenances \$147 334

Copies to: PJL WCP FCP BRM GAO(6) GTW JLI(2) DSN(5) VHH(2)

Recommended:
D. S. Newhart

1. Credit Account <u>701</u> for ledger value of property retired	-	-	-	-	-	-	-	-	-	\$ 151 118
2. Chargeable as follows:										
(a) "Accrued Depreciation—Road and Equipment"	-	-	-	-	-	-	-	-	-	\$ 139 072
(b) "Operating Expenses"	-	-	-	-	-	-	-	-	-	11 673
(c) Value of Salvage; <u>from Road Property Retirements</u>										374
(d)										
(e)										
3. Estimated cost of removal of property retired chargeable to:	-	-	-	-	-	-	-	-	-	\$ 3 723
(a) "Operating Expenses"	-	-	-	-	-	-	-	-	-	3 723
(b) Profit and Loss Account	-	-	-	-	-	-	-	-	-	
4. Estimated cost, chargeable to Account 701, of incidental property installations	-	-	-	-	-	-	-	-	-	* * *

Recommended by P. C. Paulsen
 Recommended by W. C. Perkins
 Recommended by P. J. Lynch

Approved A. E. Stoddard
 President

Date Issued April 1950, 19

Calculations and Distribution Correct

E. R. Miller

For General Auditor

Date

President's No. 2971
 State Utah
 Valuation Section No. 1
 Department No. _____

WORK ORDER AUTHORITY

DETAIL OF ESTIMATED CREDITS

Sheet 1 of 1 Sheets

OREGON SHORT LINE RAILROAD COMPANY

Engineering

Department Utah

Division December 29, 1948

Location: Salt Lake City, Utah - Main Line

President's No. 2971

State Utah

Description: Ledger value of stalls 5 to 20 inclusive of enginehouse, and 2949 ft. of radial tracks, to be retired.

Valuation Section No. 1

Department No.

R. and E. Acct. No.	ITEM		Oper Exp.	Accrued Deprec	Ledger Value
	<u>Radial tracks - 2948.7 ft.</u>				
8	Ties	837.57			
9	Rail	1393.90			
10	Other track material	396.83			
12	Track laying & surfacing	487.92			3 116.22
72	General officers and clerks	20.57			
73	Law	12.78			
74	Stationery and printing	1.25			
75	Taxes	7.17			
76	Interest during construction	288.56			
77	Other expenditures - general	4.67			335.00
	Prior to July 1, 1914				
9	Rail	20.48			
10	Other track material	43.01			
12	Track laying & surfacing	17.14			80.63
	1923 - WO 381				
9	Rail	128.19			
10	Other track material	18.17			
12	Track laying & surfacing	129.57			275.93
	1926 - WO 2034				
9	Rail	126.00			
10	Other track material	19.23			
12	Track laying & surfacing	35.07			180.30
	1927 - WO 2347				
9	Rail	35.54			
10	Other track material	5.46			
12	Track laying & surfacing	16.16			57.16
	1928 - WO 2830				3 883.98

Estimated credit to "Reserve for Road Property to be retired and replaced" - - - - - \$

Estimated credit to "Road Property retired and not to be replaced" - - - - - \$

Estimated credit to "Equipment Retired" - - - - - \$

Estimated credit to - - - - - \$

Estimated credit to "Donations and Grants" - - - - - \$

Estimated by _____ }
 Date _____ 19 _____ } Approved _____ Approved _____

WORK ORDER AUTHORITY DETAIL OF ESTIMATED CREDITS

Sheet 2 of 4 Sheets

OREGON SHORT LINE RAILROAD COMPANY

Engineering

Department

Utah

Division

December 29,

1949

Location:

Salt Lake City, Utah - Main Line

President's

No.

2971

State

Utah

Description:

Ledger value of stalls 5 to 20 inclusive of

Enginehouse, and 2949 ft. of radial tracks, to be retired.

Valuation Section No. 1

Department

No.

R. and E. Acct. No.	ITEM		Exp	Deprec	Ledger Value
	<u>Enginehouse Facilities</u>				
20	Enginehouse stalls 5 to 20 incl. excluding walls between stalls 4 and 5 and 20 and 21, and wood smoke jacks				75 467.33
72	General officers and clerks	498.08			
73	Law	309.41			
74	Stationery and printing	30.18			
75	Taxes	173.57			
76	Interest during construction	6988.28			
77	Other expenditures - General Prior to July 1, 1914	<u>113.21</u>			8 112.73
20	Claretoxy over 14 stalls 1917 - WO 4195				899.74
20	12" GI grates over swamps 1918 - WO 5505				115.78
20	Urinals - 2 in 16 stalls 1919 - WO 6341				382.33
20	Covering steam lines with asbestos 1920 - WO 8031				286.92
20	Wiring for arc welding machine 1922 - WO 9847				1182.47
20	Protection pits on 16 tracks 1923 - WO 381				207.40
1	Engineering	14.44			
20	Boiler washout piping 1924 - WO 539	<u>788.68</u>			803.12
20	Platforms at check valves 1925 - WO 1504				148.19

Estimated credit to "Reserve for Road Property to be retired and replaced" - - - - - \$ _____

Estimated credit to "Road Property retired and not to be replaced" - - - - - \$ _____

Estimated credit to "Equipment Retired" - - - - - \$ _____

Estimated credit to _____ \$ _____

Estimated credit to "Donations and Grants" - - - - - \$ _____

Estimated by _____ }
Date _____ 19____ } Approved _____ Approved _____

WORK ORDER AUTHORITY DETAIL OF ESTIMATED CREDITS

Sheet 3 of 4 Sheets

OREGON SHORT LINE RAILROAD COMPANY

Engineering

Department

Utah

Division

December 29,

19 49

Location: Salt Lake City, Utah - Main Line

President's No. 2971State Utah

Description: Ledger value of stalls 5 to 20 inclusive of enginehouse, and 2949 ft. of radial tracks, to be retired.

Valuation Section No. 1

Department No. _____

R. and E. Acct. No.	ITEM		Spec Exp	Accum Deprecn	Ledger Value
1	Engineering	810.75			
20	Extend stalls 14 to 20 incl to 110 ft	16390.70			
	Sewer lines	142.16			17 343.62
	1926 - WO 2034				
1	Engineering	798.30			
20	Extend stalls 7 to 13 incl to 110 ft	18636.73			
	Sewer lines	288.07			
	Water lines	376.40			20 099.50
	1927 - WO 2347				
1	Engineering	127.13			
20	Condensate return lines	371.04			498.17
	1928 - WO 2335				
1	Engineering	187.13			
20	Extend stalls 5 and 6	5770.38			
	Sewer lines	113.00			6 070.56
	1928 - WO 2830				
20	Flexible blower connection				74.53
	1928 - WO 3329				
20	Radiator on wall betw stalls 20 & 21				270.63
	1930 - WO 4787				
1	Engineering	65.81			
20	Forced draft blowers	11980.80			12 046.61
	1938 - WO 1678				
1	Engineering	6.17			
20	Hand operated equip on forced draft blowers	323.58			329.73
	1943 - WO 635				
20	Foreman's office and tool room in stall				1 001.41
	20				
	1943 - WO 716				
1	Engineering	47.15			
20	Steaming drops and circle steam mains	204.52			

Estimated credit to "Reserve for Road Property to be retired and replaced" - - - - - \$ _____

Estimated credit to "Road Property retired and not to be replaced" - - - - - \$ _____

Estimated credit to "Equipment Retired" - - - - - \$ _____

Estimated credit to _____ \$ _____

Estimated credit to "Donations and Grants" - - - - - \$ _____

Estimated by _____ }
Date 19 _____ }

Approved _____ Approved _____

WORK ORDER AUTHORITY DETAIL OF ESTIMATED CREDITS

Sheet 4 of 4 Sheets

OREGON SHORT LINE RAILROAD COMPANY

Engineering

Department

Utah

Division

December 29,

19 49

Location: Salt Lake City, Utah - Main Line

President's No. 3971

State Utah

Description: Ledger value of stalls 5 to 20 inclusive of enginehouse, and 2949 ft of radial tracks, to be retired.

Valuation Section No. 1

Department No.

R. and E. Acct. No.	ITEM		Super Exp	Accrued Deprecia	Ledger Value
20	Rotary ventilators 1946 - WO 1182	960.21			1 211.88
20	Ventilator head & concrete floor 1946 - WO 1345		11 672.71	147 234.86	682.22
				139072.13	151 118.84
	<u>VALUE OF MATERIAL RELEASED</u>				
	Rail scrap 56.957 Cwt @ 5.60	319			
	Other trk matl 25.236 Cwt @ .20	5			
	Scrap metal	50			
		374			
	Cost to remove and fill pits		3 723		

Estimated credit to "Reserve for Road Property to be retired and replaced" - - - - - \$

Estimated credit to "Road Property retired and not to be replaced" - - - - - \$ 151 118.84

Estimated credit to "Equipment Retired" - - - - - \$

Estimated credit to - - - - - \$

Estimated credit to "Donations and Grants" - - - - - \$

Estimated by _____
Date _____ 19 _____

Approved _____ Approved _____

Salt Lake - Nov. 2, 1951

Mr. C. E. McCauley:

(CC-Mr. B. Esbenson)

This to advise Work Order 2971, retiring stalls
in Salt Lake Roundhouse, was completed November 1, 1951.

J. A. TIPPETS

Union Pacific Railroad Co.

NOV 2 - 1951

DIVN. ENGR. UTAH DIVN
SALT LAKE CITY, UTAH

Work Order No. 2971

W.O.#2971

Location - Salt Lake City, Utah - Main Line

Description - Retirement of stalls 5 to 20 inclusive of engine-house and 2949 ft. of radial tracks.

Date Commenced 6-1-50 Date Completed 11-2-51

JOB ~~#2~~
#26

Remove engine house Stalls 1 to 4 and 21 to 32, the machine shop section, pits, foundations, etc.

Dec 1951

T. E. A. FILE