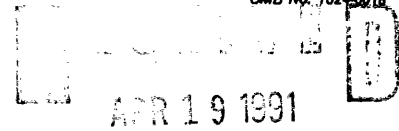


United States Department of the Interior
National Park Service



National Register of Historic Places
Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Reliance Tipple
other names/site number 48SW6461

2. Location

street & number NE 1/4 NE 1/4 NW 1/4 SE 1/4 Section 36, T20N, R105W. not for publication
city, town Reliance vicinity
state Wyoming code _____ county Sweetwater code _____ zip code 82943

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	_____	_____ buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ X sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ structures
	<input type="checkbox"/> object	_____	_____ objects
		_____	_____ Total

Name of related multiple property listing: _____
Number of contributing resources previously listed in the National Register _____

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
James E. Maruca, DSHPO 4/12/91
Signature of certifying official Date
WYOMING STATE HISTORIC PRESERVATION OFFICE
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Signature of commenting or other official _____ Date _____
State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:
 entered in the National Register. Autumn A. Bee 5/23/91
 See continuation sheet.
 determined eligible for the National Register. See continuation sheet.
 determined not eligible for the National Register.
 removed from the National Register.
 other, (explain:)
for Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)
This is an industrial structure that served as a coal loading and processing facility.

Current Functions (enter categories from instructions)
Industrial

7. Description

Architectural Classification
(enter categories from instructions)

Industrial

Materials (enter categories from instructions)

foundation concrete
walls steel and corrugated metal
roof corrugated metal
other steel I-beams are used as structural supports

Describe present and historic physical appearance.

The Reliance Tipple consists of two distinct features. The first is a tipple constructed from steel and concrete. The second is the site of the first wooden tipple. This site consists of a sandstone foundation and historical artifacts buried in a tailings pile adjacent to the original tipple.

The standing steel tipple at Reliance was built on a concrete foundation. The steel I-beams were bolted to the foundation and rivets were used to connect the I-beams in the building superstructure. The substructure was raised above a railbed and was constructed so that all sorting equipment was housed above the railroad. The tipple housing was covered with corrugated metal. Under this housing the sorting and loading facilities were housed.

The sorting of coal was accomplished by towing coal cars to a rotary dump situated on the south end of the tipple. The coal was dumped into a hopper and conveyed to a shaker screen. The shaker sorted the coal into four sizes: slack (powdered), nut, egg, and lump. The coal size literally corresponded to the names they were given. The coal fell from the shaker to chutes that carried the coal to a sorting table. Women and men stood over the sorting tables picking out non-burnable debris. From the tables the coal was shaken onto chutes. The fifth track ran to the north of the facility and served as a means of running cars past the tipple without interrupting the loading facility. Currently all the sorting tables, shakers, and chutes are still in place within the tipple. These pieces of equipment date to 1936 and are still in place within the structure. Only the electric motors used to operate the shakers and other equipment have been removed. The rails, conveyor, and rotary dump have also been removed, but the other equipment is still intact.

To the east of the standing structure are the remains of the wooden tipple. This wooden tipple was placed on a sandstone foundation. This sandstone foundation exhibits excellent craftsmanship. The stones were shaped and cut and held together with mortar. When the steel tipple was constructed in 1936 the wooden tipple was dismantled, however, much of the original stone and coal dump were left in place. As a result, artifacts dating from 1910 to 1936 are evident within the dump. Most of the historic artifacts consist of mining equipment and railroad rails. These rails have dates stamped on the sides assisting in dating the period of operation.

In sum, the Reliance tipple consists of a standing structure and a historic archaeological site that contains artifacts dating from 1910 to 1936.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

This site is one of the few intact
structures reflecting the importance
of the mining industry to the area's
economy. In the Intermountain West
there are few standing coal loading
facilities. This is one of the few
industrial facilities of its type left.

Period of Significance

1910-1955

Significant Dates

1910-1955

Cultural Affiliation

Euro-American

Significant Person

Architect/Builder

Garcia-Allen

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

HISTORIC OVERVIEW

Generally speaking, historians have tended to ignore coal mining in the West. Most of the literature about mining has centered on hard rock mines. Specifically, this focus has been on gold and silver mines in Colorado, California, Montana, Idaho, Nevada, and Wyoming (e.g., Paul 1974; Smith 1974, 1977; Hafen 1941; Bancroft 1890). Coal camps were seemingly not as romantic as the gold and silver camps and they were dealt with only briefly. Even though coal fueled the smelters at a majority of the precious metal camps, coal mining was seen as secondary to the quest for gold. Coal also fueled the railroads that served the large heavy-metal mines and provided the means to transport various natural resources to market. Recently there has been widespread interest in coal camps. Sociological studies from a historic and cultural viewpoint have been made on early twentieth century coal camps (Margolis 1984). In addition, historic journal articles (Athearn 1982; Bryans 1982) and doctoral dissertations (e.g., Bryan 1988) are providing new information regarding the importance of coal mining. This new interest in coal mining will provide insights into the mining communities, their role in the growth of the West, and the economic and social forces involved in their development.

Coal was significant in the development of an American industrial revolution. As a fossil fuel, coal provided the infant industries with the energy needed to develop an industrial complex, including the steel empires of the East. Initially, this coal came from the eastern United States, especially from Pennsylvania and from the Appalachian chain. Labor was cheap and plentiful, so the mines of the East produced vast quantities of the inexpensive fuel that, in turn, fired the industrial revolution in the Northeast. "As the West was settled during the mid-nineteenth century, precious mineral deposits were found and a need for locally produced coal occurred, this was due not only to the lack of suitable alternative fuels, but also thanks to prohibitive transportation costs from east to west" (Athearn 1982:44).

In the West, the largest users of coal were in the mineral industries, especially gold, silver, and copper producers. Smelters from California to Colorado and Montana needed a steady supply of fuel, and coal was readily available. Initially smelters were fueled by charcoal made from locally available timber; but as mining and the

See continuation sheet

9. Major Bibliographical References

Anonymous

1940 History of the Union Pacific Coal Company 1940. Colonial Press, Omaha, Nebraska.

Gardner, A. D. and J. L. Gardner

1986 Results of the Telephone Survey Regarding the Reliance Tipple. Ms. on file, Archaeological Services of Western Wyoming College, Rock Springs.

Gardner, A. D. and C. Harrison

1984 Archaeological and Historical Survey of 31 Mine Reclamation Sites in Sweetwater County, Wyoming. Preliminary Report for the Department of Environmental Quality, Project 6. Archaeological Services of Western Wyoming College, Rock Springs.

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State historic preservation office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other Western Wyoming College
- Specify repository: _____

10. Geographical Data

Acreage of property ca. 5 acres

UTM References

A 12 650180 4614280
 Zone Easting Northing

C _____

B _____
 Zone Easting Northing

D _____

See continuation sheet

Verbal Boundary Description

The Reliance Tipple (48SW6461) is located in the eastern portion of Section 36, T20N, R105W. The tipple is located south of an unnamed ephemeral drainage. This location is directly south of the town of Reliance, Wyoming. The boundary of the Reliance Tipple is defined by the location of the standing tipple on the west

See continuation sheet

Boundary Justification

The boundaries of the Reliance Tipple site (48SW6461) presented here are based on the results of historic cultural inventories conducted from 1984 through 1986 (Gardner and Johnson 1985, 1986a). The site boundaries were based on the location of historic artifacts related to the operation of the standing tipple and the wooden

See continuation sheet

11. Form Prepared By

name/title A. Dudley Gardner, Director of Historic Studies

organization Western Wyoming College date _____

street & number 2500 College Drive telephone (307) 382-1666

city or town Rock Springs state Wyoming zip code 82901

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population grew, forests surrounding mining camps were denuded. By the 1880s, smelters throughout the West were experiencing fuel shortages (Ibid.). The result was that new fuel sources were needed.

The first major users of coal from the western coal reserves were railroads. In order to fuel the railroad, development of the vast coal beds was necessary. Building of the railroads also provided a means of shipping coal to smelters throughout the West. The railroads provided the necessary capital for expansion and the needed transportation to get the fuel to market throughout the region. Thus, it was the coming of the railroads that caused the coal industry in the West to grow and flourish during the nineteenth century and into the twentieth century.

Sweetwater County's Early Coal Development

The presence of coal in the Rock Springs area was first reported during the nineteenth century. One of the earliest accounts describing the coal in the Bitter Creek Valley was by Howard Stansbury, who passed through the area in 1850. Near present-day Rock Springs, Stansbury noted "a bed of bituminous coal cropping out of the north bluff of the valley with every indication of its being quite abundant" (1853:234). He goes on to mention coal outcroppings in the vicinity of present-day Point of Rocks. In 1865, James Evans, who was responsible for surveying the proposed Union Pacific rail line, gave a more detailed report of the coal resources in the area. He noted that coal mining had already occurred in the area and stated; "At Black Butte, 30 miles from the summit of Bitter Creek and on our line, where this coal occurs, several seams have been opened, one 5 feet, and one 3-1/2 feet of clean coal. . . . This is the hardest and best quality of coal found on the line" (1865:11).

With the arrival of the Union Pacific Railroad in the Bitter Creek Valley in 1868, coal mining began in earnest. The Frontier Index, a travelling newspaper which accompanied the railroad construction camps, gave the first description of the mines at present-day Rock Springs. It was in the year 1868 that coal mining in present Sweetwater County began in earnest.

From 1868 to 1900 coal mining in Sweetwater County centered around the Union Pacific mainline. Most of the coal was extracted from mines near the present town of Rock Springs. Union Pacific railroad locomotives served as the principal consumer of the area's coal, but Rock Springs coal was also shipped throughout the region. Soon coal from the Rock Springs area became synonymous with quality and throughout Wyoming other coal fields compared their product to that mined along the Bitter Creek Valley.

The Coal Mines at Reliance

After the turn of the century, the nature of mining in the Rock Springs area began to change. Shortly before the turn of the century and in the early 1900s, coal camps opened outside Rock Springs. A. R. Schultz, in his 1908 report for the United States Geological Survey, summed up this change when he wrote:

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From the completion of the Union Pacific in 1869 to the construction of the Superior branch up Horsethief Canyon in 1906, all the mining camps in the Rock Springs field, except the Sweetwater camp south of Rock Springs were opened along the railroad in Bitter Creek Valley at distances of less than a mile from the mainline (1908:251).

As Schultz noted, early mining occurred adjacent to the Union Pacific mainline. After 1906 when the Superior railspur was completed, other towns began appearing north of the line. For instance, towns like Reliance, East Plane, Dines, Winton, Gunn, and, later, Stansbury sprang up north of Rock Springs. Most of these coal towns developed between 1910 and 1940.

At the turn of the century, there were four coal mining districts in Sweetwater County: Rock Springs, Superior, Point of Rocks, and Black Butte (Schultz 1908:251). The Rock Springs District was the oldest and largest. This district was defined as "all the coal-bearing beds north and south of Bitter Creek Valley on the west side of the dome in the Killpecker valleys whose source of supply and transportation centers around Rock Springs" (Schultz 1908:251). Prior to 1908 there were seven mining camps within this district. These camps included Rock Springs, Sweetwater (later called Quealy), Blairtown, No. 6, Interstate, Van Dyke, and Gunn (Schultz 1908:26). The Point of Rocks District encompassed the area surrounding Point of Rocks. In 1908 only one mine was operating in that district (Schultz 1908:174-275). The Black Butte District consisted of all coal-bearing beds from the Point of Rocks District southward to Black Butte Creek. When Schultz (1908:276) conducted his survey, only the Gibraltar mine was actually operating in the Black Butte District. The other district was the then newly-opened Superior District, which was confined to the northern end of Horsethief Canyon with initial exploration beginning in 1903. By 1907, Superior had four operating mines. These included A Mine, B Mine, C Mine, and D Mine (Taft et al. 1909:277-278; HUPCM 1977:139). Their production was still not adequate to meet the growing demand for coal, and Union Pacific took steps to open new mines. In addition, the Union Pacific Railroad, as a result of changing needs and economic realities, began to construct railspurs to serve mines not owned by Union Pacific. This changing policy resulted in more railspurs being constructed in Sweetwater County to serve independent operations.

One of the early indications of this changing attitude was the construction of the railspur to Gunn. "In July 1907 work was commenced on a spur from the Union Pacific mainline near Baxter to the mine, and in September of the same year development of the mine was begun" (Schultz 1908:274). Earlier, in 1906, the railspur up Horsethief Canyon was completed to Superior, and coal mining began in earnest (Taft et al. 1909:277). By 1912 a railspur had been constructed northward to the new Reliance camp, which had begun operations in 1910 (HUPCM 1977; Union Pacific Railroad Wyoming Division Reliance 1912 Map). This spurline construction from 1906 to 1912 opened up additional areas for coal mining.

The effect of opening new mines was felt immediately. In 1906 coal production for Sweetwater County was reported at 2,121,546 tons (Taft et al. 1909:270). By 1912

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when the railspur to Reliance was completed, this figure had climbed to 2,927,210 tons (S.M.I. 1912). This represented a 38 percent increase in coal production in 6 years. The most significant aspect of this increased output was the development of towns to service these mines. Between 1900 and 1912, three communities were established: Reliance, Gunn, and Superior.

Reliance was first established in 1910 when mine operations at No. 1 began in earnest. In 1911 Reliance No. 2, No. 3, and No. 4 were opened (S.M.I. 1911-1913). Construction of structures at Reliance was at an advanced stage in 1912. By that year, a tramline, tippie, warehouse, scales, hay barn, lumber yard, and granary were evident. The Annual Report of the State Coal Mine Inspector for 1911 describes the newly founded town in this way:

This camp is located a few miles north of Rock Springs, on the same vein and the coal is of the same quality.

Three mines are opened, two being in the coal and the other will be a producer within a short time. Up to date the two mines made 62,869 tons. About 75 comfortable and commodious houses have been erected, and others are being added steadily. Water pipe is being laid to each tenement, and all will be lighted by electricity.

The mine will likewise be modern so far as equipment is concerned, will be thoroughly sprinkled and the stoppings and air bridges be made of concrete. Mr. F. L. McCarty is the superintendent and Frank Overy and David Daniels are the foremen (S.M.I. 1911, 12).

Coal production totals at the Reliance mines rose steadily until the end of World War I. Then they began to decline. The Depression hit the Wyoming coal industry a decade before it hit the rest of the country, and this contributed to the decline of coal production at Reliance. Not until the mid-1930s did the mines at Reliance begin to recover. In 1936 a new mine, the No. 7 mine, was opened just east of Reliance. In addition, a new steel and concrete tippie was erected (S.M.I. 1936, 8). The opening of the new mine coupled with the building of the Reliance Tippie led to increased production. Throughout the late 1930s coal production increased. Improvements made to the mines at Reliance would include putting in a concrete portal for No. 7 and installing a hoist with a 300 horsepower motor (S.M.I. 1936:8). In 1938 and 1939 Union Pacific increased their efforts at Reliance No. 7 by adding pumps, generators, air shafts, and a fan house (S.M.I. 1938:11; S.M.I. 1939:11). In 1940 additional surface structures were built, including a new hoist house and a compressor shop (S.M.I. 1940:10). The surface facilities at No. 7 were relatively extensive and, according to the State Coal Mine Inspector's reports, were built primarily between 1938 and 1940. Continual improvements were made after that time, but most of the support structures were built during the two-year time span of 1938 to 1940. The new tippie was built to handle the increased output from the new No. 7 mine as well as from No. 1 and No. 4 mines as the demand for coal rose. By 1942 more

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than 1.2 million tons of coal were being produced at Reliance. This rose to 1.4 million tons in 1943 (Gardner and Johnson 1986:80).

The Reliance Tipple (48SW6461) was completed in September of 1936. Prior to that time, the mines were served by a smaller wooden tipple that had a sandstone foundation. This sandstone foundation is still standing and exhibits excellent craftsmanship. The foundation lies east of the tipple and was left intact to support mine tailings and dirt used in building the earthen ramp to the rear of the steel structure. Along the grade south of the structure, mine cars traveled from Reliance mines to be loaded and sorted in the "modern tipple."

The Reliance Tipple was constructed during the Great Depression. It was a sizeable project and generated employment for the Reliance and Rock Springs area. Allen and Garcia Company of Chicago, Illinois, was awarded the engineering contract for \$12,000. A & G, as they were called, estimated their actual cost at \$13,400 (H. B. Cooley to Eugene McAuliffe October 21, 1936:1). This was not the only cost overrun Union Pacific would encounter. There was an attempt to utilize contractors as well as hire specialists to construct this "ultra-modern" facility (e.g., Kellogg Lumber of Rock Springs did the excavation and concrete work). The total cost of the tipple came to \$232,700.83 (Progress Report to December 31, 1936, Construction of the Reliance Tipple). The structural steel alone cost \$32,789.07 which included the purchase price and installation. Yet the biggest single expenditure was \$90,854.83 spent for 350 mine cars (Ibid.). The project was a major undertaking.

On September 30, 1935, Burkhardt and Sons were awarded the contract for doing the steel work. By spring of 1936 Burkhardt was accused by Garcia and Allen of being too slow in shipping steel to Reliance. Burkhardt countered by claiming due to weather delays and the alleged slowness of A & G to provide engineer drawings, the steel shipments were delayed. Allen and Garcia lost patience with the Burkhardt's, calling them "a bunch of stubborn Germans" (J. A. Garcia to Eugene McAuliffe, April 13, 1936). Steel would not be in place at Reliance until May 1, 1936. Amazingly, in spite of the delays, by September 1, 1936, the tipple was essentially completed (Reliance Tipple file 1936).

From the beginning, Allen and Garcia Company did not like Union Pacific using Burkhardt to do the steel work. In a somewhat condescending tone, a representative from the A & G Company wrote the home office stating:

I feel that they are doing everything possible to get this job out for you. There is this drawback, however - you must remember that steel fabrication in Denver has followed rather simple lines, such as buildings and bridges, and steel organizations in Denver are not fully familiar with tipple fabrication. The drawings are rather complicated for men that have been accustomed to fabricating framing for steel buildings and bridges. The numerous bends, angles, and other intricate details have slowed up this work considerably (S. Tescher to John A. Garcia, March 25, 1936:1).

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Of course you cannot read blueprints that have not been drawn, and Burkhardt commonly countered with this response (E. Burkhardt to Union Pacific, March 9, 1936). Burkhardt always contended the steel would be ready by May 1, 1936, a promise he lived up to (H. A. Burkhardt to Union Pacific, March 4, 1936).

While the project generally proceeded smoothly, there were a few minor disagreements between contractors. These differences focused around Allen and Garcia Company and E. Burkhardt and Sons Company located in Denver. As can be expected, there were arguments among the contractor and design engineer that spilled over into the Union Pacific offices in Rock Springs. Burkhardt chose to use high-quality steel and welding rods and billed Allen and Garcia. Seemingly an insignificant item, neither side would budge. Soon complaints were voiced over several other items and the argument grew. Union Pacific files are filled with correspondence referring to reimbursement for the welding rods. Finally, Eugene McAuliffe, head of Union Pacific Coal Company, stepped in and insisted E. Burkhardt and Sons be paid (Correspondence October 1936. Ms. on file Reliance Tipple Folder).

The Rock Springs Daily Rocket for October 1, 1936, described the tipple in detail. The following description, provides excellent information on the engineering design of the tipple.

The new ultra-modern tipple which the Union Pacific Coal Company has had erected for its two mines at Reliance has been completed and this week is being operated by the company. . . .

From the efficiency angle the plant is a marvel. It has been designed so that men and machines will make no waste motions, so that both may accomplish the most in output with the least energy, and so that the maximum of productive and repair work may be done without danger to the men or to the machinery (Rock Springs Rocket October 1, 1936, p. 1 and 8).

The Union Pacific Employees Magazine for October 1936 boasted of their newest facility claiming the tipple's completion capped a two-year intensive construction program. "This program" the article went on to report, "involved definite plans for the future development of the lower seams, preparing for an increased coal production. . . ." The transportation facilities at Reliance were improved to ensure better haulage from the mine. Three hundred and fifty new mine cars were purchased to accommodate increased production. These cars held 4 tons of coal each and were hauled to the tipple by a 15-ton motor (Libby 1936:1). The original engineering drawings for the structure clearly show where the coal was dumped into the hopper. Once the coal was dumped, the process of sorting and sizing began.

The tipple proved invaluable for loading coal into waiting railroad cars. As production increased, more workers were needed at the tipple. Moreover, during World War II the demand for coal increased to a point where there was a "man power shortage." To compensate for the shortage of workers, women were hired to work in the tipple, a mob normally held by men. Specifically, women were put to work picking boney during World War II at the Reliance Tipple. Boney is waste material or stone

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that is inadvertently mixed in with the coal. Before coal was shipped, the boney was removed. Agnes Tabuchi, who lived in Reliance recalled:

One of my good friends worked at the tipple. They hired women. They were so short of men that they hired women too, but they wouldn't let them in the mine. They wouldn't let you go in, but they all got to work at the tipple (Tabuchi 1986:12).

This would soon change. Soon women were going into the mines at Reliance.

By the end of the war, coal production began to decline. Then during the late 1940s and 1950s, the Union Pacific Railroad accelerated its ongoing program of scrapping steam locomotives and replacing them with more efficient diesel-electric locomotives. The loss of the largest consumer of coal resulted in the closure of the Reliance mines. Coal production continued to decline steadily until the mines were closed in 1955 (Ibid.).

When the tipple was abandoned, the electric motors were salvaged and sold. However, the hoppers, shakers, screens, and "picking table" were left intact. Currently, some of the metal panels have fallen off the building and all of the windows have been broken. Graffiti is found on the sides of the building. In spite of this, the building maintains relatively good integrity. It stands as a local landmark. Most residents see it as a form of community identity, and it provides them with a historic reminder of why their town came into existence (Gardner and Gardner 1986).

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Gardner, A. D. and D. E. Johnson

1985 Cultural Resource Inventory of the Department of Environmental Quality AML Project 6C. Cultural Resource Management Report No. 17. Archaeological Services of Western Wyoming College, Rock Springs.

1986a Historic Inventory and Data Recovery Plan for the Reliance Tipple. Ms. on file, Archaeological Services of Western Wyoming College, Rock Springs.

1986b Cultural Resource Inventory and Mitigation of Thirty-Seven Mine Reclamation Sites in Sweetwater County, Wyoming. Cultural Resource Management Report No. 29. Archaeological Services of Western Wyoming College, Rock Springs.

Gardner, A. D., D. E. Johnson, and M. J. Christiansen

1985 Archaeological and Historical Survey of 31 Mine Reclamation Sites in Albany and Carbon Counties, Wyoming. Archaeological Services of Western Wyoming College, Rock Springs.

Larson, T. A.

1978 History of Wyoming. University of Nebraska Press, Lincoln.

Libby, J. L.

Modern Steel Tipple at Reliance. Union Pacific Employees Magazine, October 1936. Ms. on file, Wyoming State Archives, Statewide Historical Project.

Rosenberg, R. G.

1984 Class I Historical Cultural Resource Overview of the Rock Springs Known Recoverable Coal Resource Area (KRCRA) Sweetwater County, Wyoming. Ms. on file Wyoming Bureau of Land Management, Rock Springs, District.

Schultz, A. R.

1908 The Southern Part of the Rock Springs Coal Field, Sweetwater County, Wyoming. In Contributions to Economic Geology. Part 2, Mineral Fuels, pp. 214-296. U.S. Government Printing Office, Washington D.C. (from the University of Wyoming Special Collections, Laramie.)

State Coal Mine Inspector

Annual Report of the State Coal Mine Inspector 1911, 1912, 1913, 1936. Various printers, State of Wyoming, Cheyenne. (Note: In 1928 the name changed to State Inspector of Coal Mines. Two districts existed prior to 1925; therefore, information pertinent to this study is found under District I until 1925. State Coal Mine Inspector is abbreviated as SMI in the text.)

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Tabuchi, A. and Y. Tabuchi

1986 Oral Interview conducted by Dudley Gardner. Ms. transcript on file,
Archaeological Services of Western Wyoming College, Rock Springs.

Taft, J. A., E. W. Shaw, C. W. Washburne, E. G. Woodruff, E. E. Smith, M. W. Bull,
and A. R. Schultz

1909 Investigations of the Coal Fields of Wyoming by the United States Geological
Survey in 1907. U.S. Government Printing Office, Washington, D. C.

Newspapers

Rock Springs Miner, November 10, 1906:3, Rock Springs, Wyoming.

Rock Springs Miner, January 10, 1907:1, Rock Springs, Wyoming.

Rock Springs Miner, October 1, 1936:1, 8, Rock Springs, Wyoming.

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and the remains of the earlier wooden tipple on the east and by historic artifacts noted on the surface. Beginning at the southwest corner of the tipple, the site boundaries extend in a straight line westward for 20 meters. The boundary line then turns north and extends 40 meters to the southern edge of the ephemeral drainage which separates the site from the town of Reliance. The northern boundary of the site follows this bank of the ephemeral drainage eastward for a distance of 40 meters. The boundary then turns south and extends 40 meters to the eastern railroad grade south of the tipple. The southern site boundary then extends westward to the southeast corner of the standing tipple. From that point, the boundary line returns to its starting point.

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tipple which preceded it as well as the structures themselves. The eastern and western boundaries of the site were located at arbitrary points outside of which no historic artifacts related to the functioning of the tipples were noted. The northern edge of the site is defined by the presence of an ephemeral drainage which serves to separate the historic remains associated with the tipple from modern trash from the town of Reliance. This arroyo also served to separate the industrial activities related to the tipple from the residential activities related to the town. The southern boundary also marks the point beyond which no historic artifacts related to the operation of either tipple were noted.

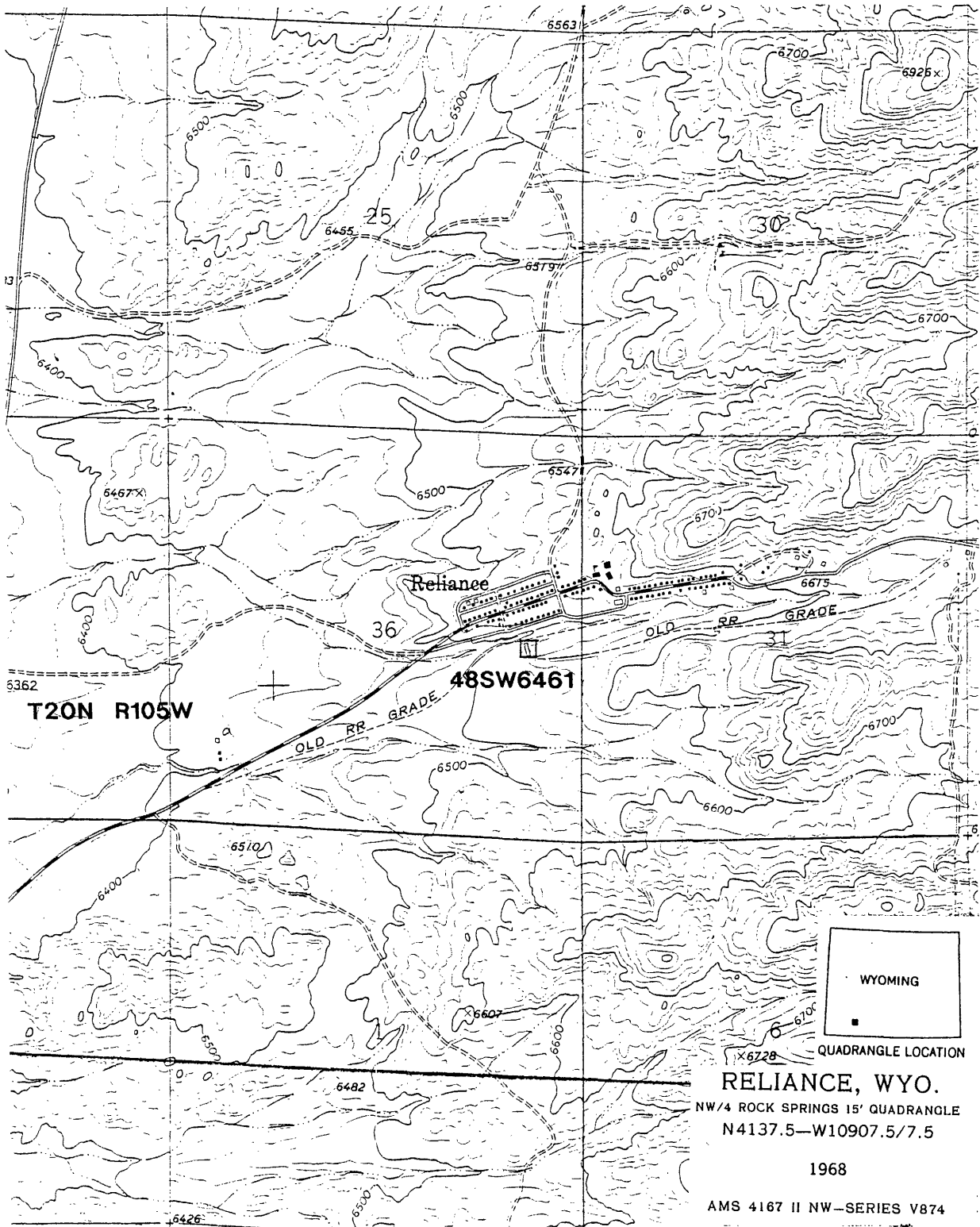


Figure 1. Map showing the location of the Reliance Tipple (48SW6461).

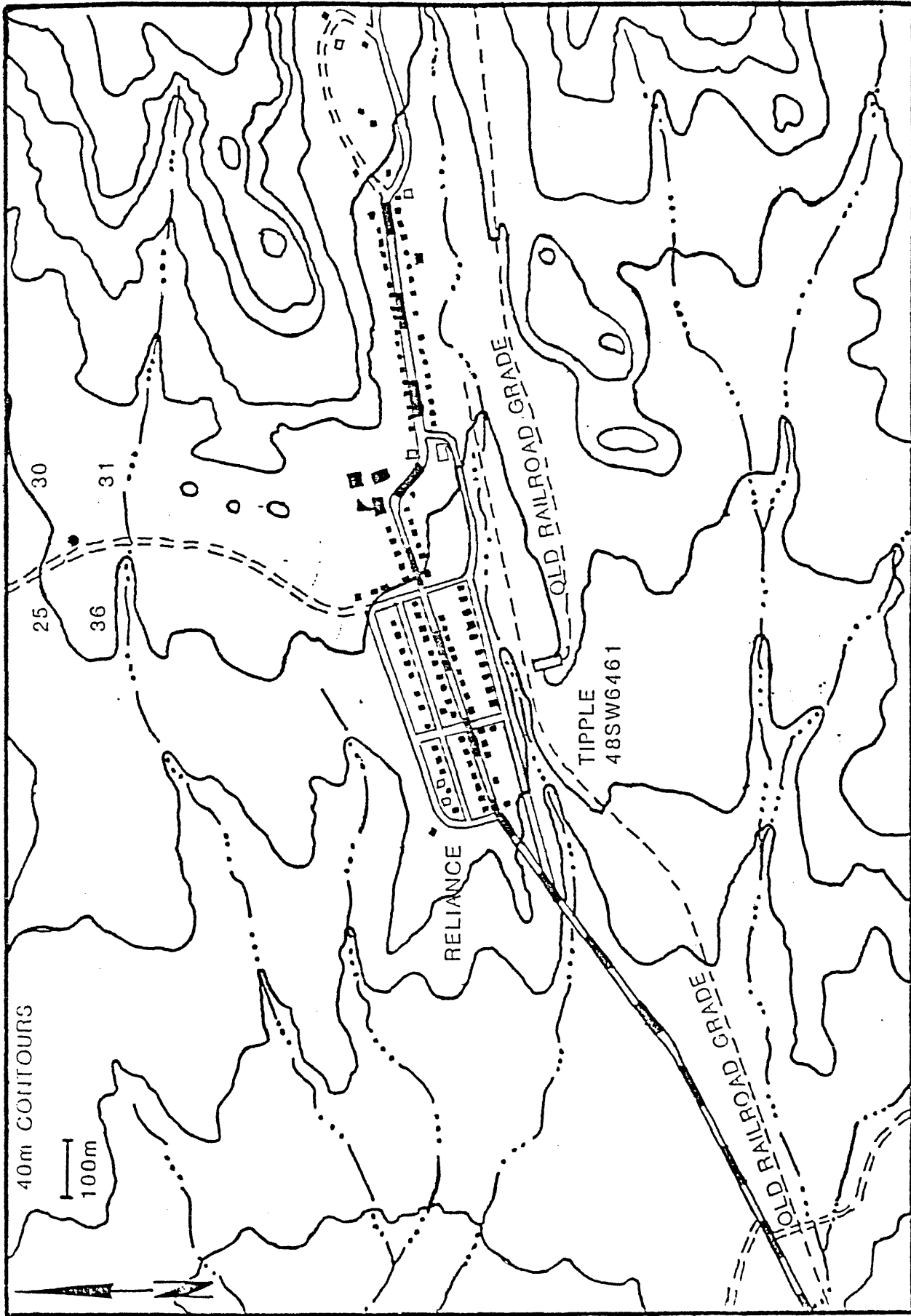


Figure 2. Location of the tippel in association with the town of Reliance.

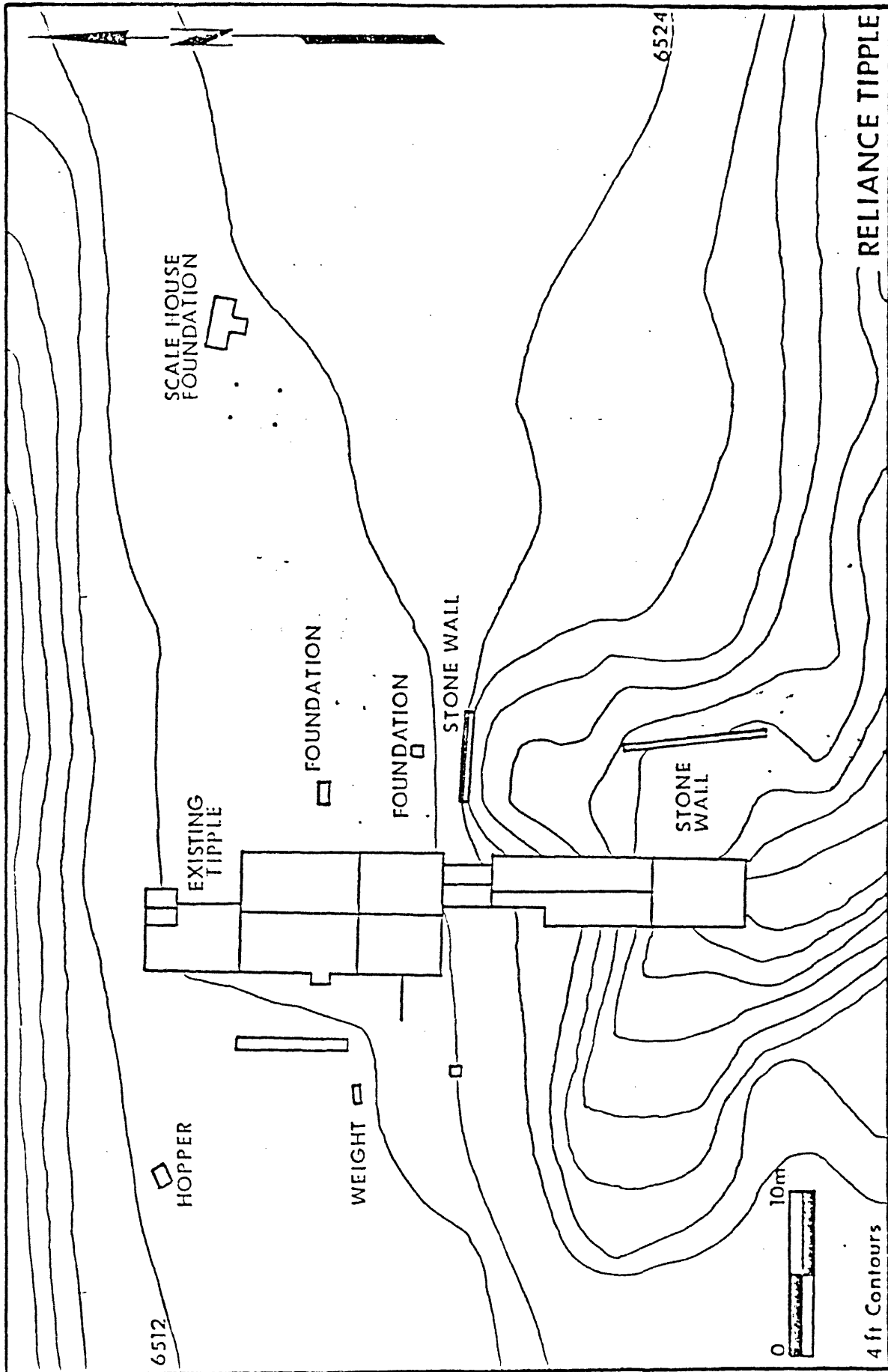


Figure 3. Contour map showing the location of features adjacent to the tipple. The northernmost stone wall is one of the foundations for the historic wooden tipple.

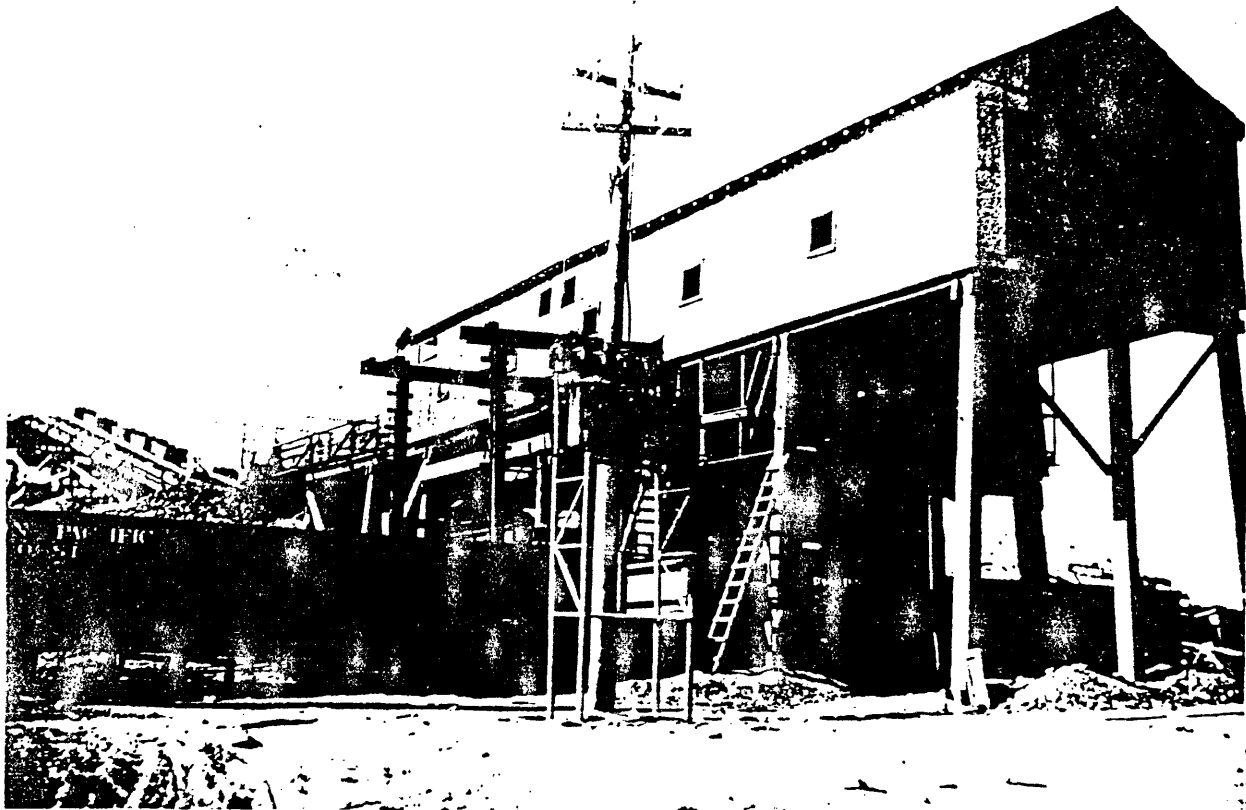


Figure 4. A view of the old tippel. This wooden structure was replaced by the existing tippel in 1936. (Courtesy Sweetwater County Museum.)



Figure 5. A view of the west side of the existing metal tippel while in operation. (Courtesy Sweetwater County Museum.)

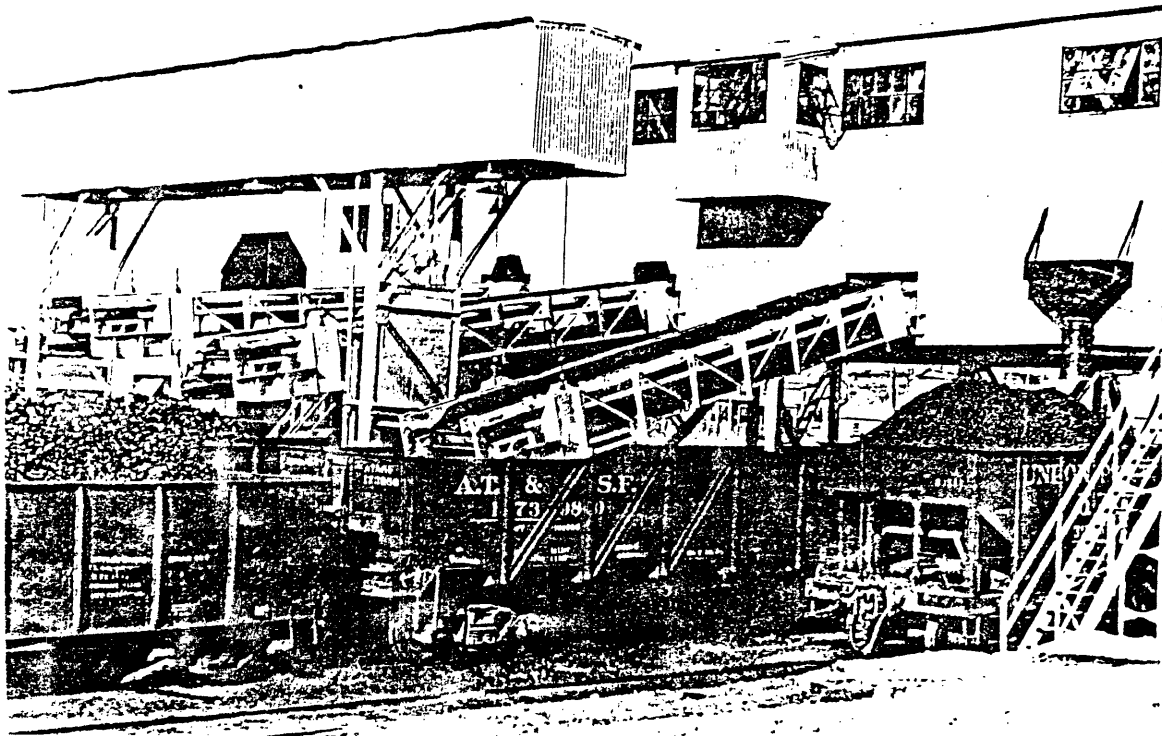


Figure 6. A detailed view of loading operations at the Reliance tippie. The view shows the loading chutes and the system of cables and weights used to raise and lower them. The loading operations were controlled from the small room extending outward from the main building directly above the right west chute. (Courtesy Sweetwater County Museum.)



Figure 7. Women boney pickers in a tippie. Women worked in tipples sorting boney during World War II due to a shortage of workers. (Courtesy Sweetwater County Museum.)

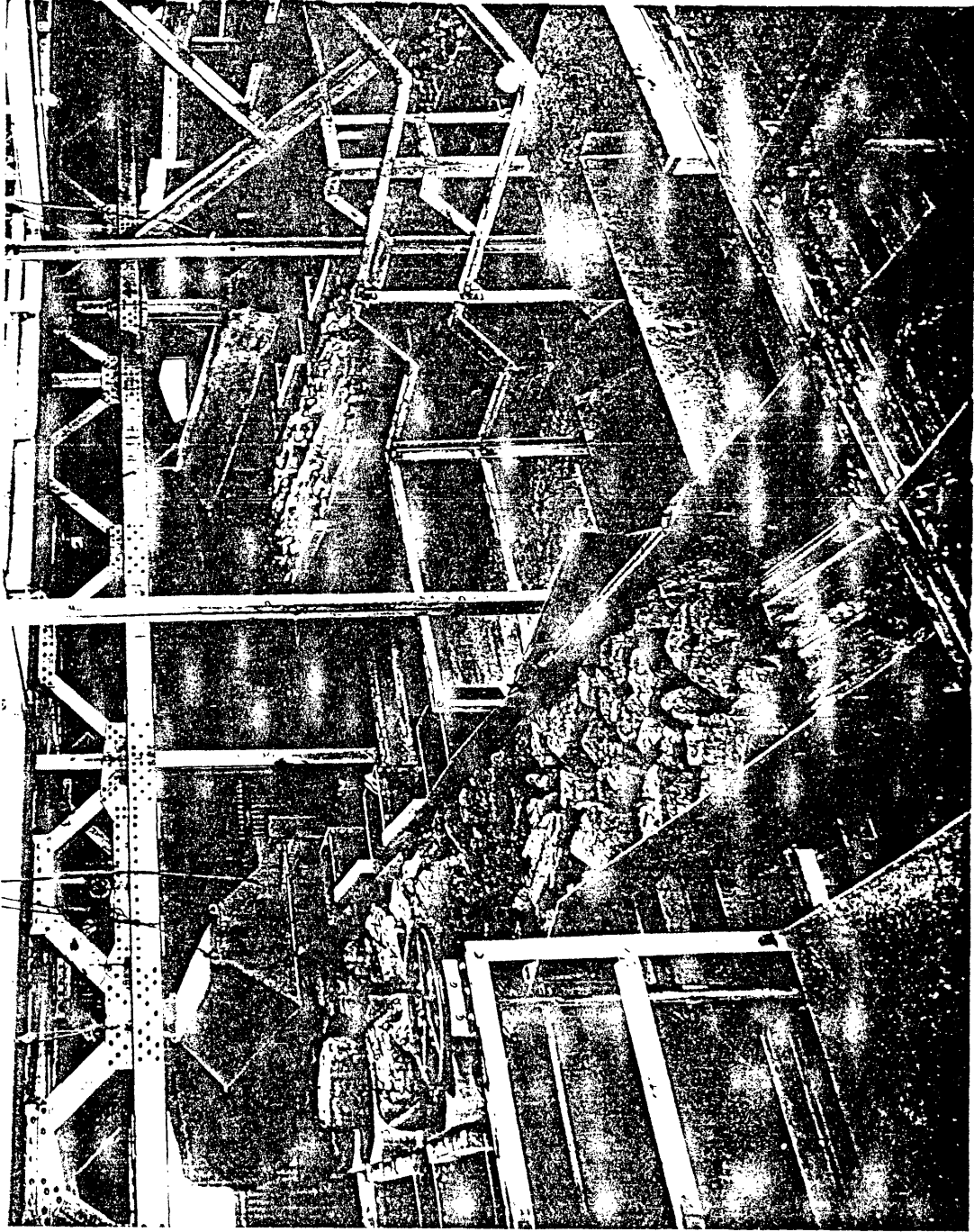


Figure 8. An interior view of the Reliance tippie showing the sorting tables where boney was removed prior to the coal being loaded into railroad cars.
(Courtesy Sweetwater County Museum.)

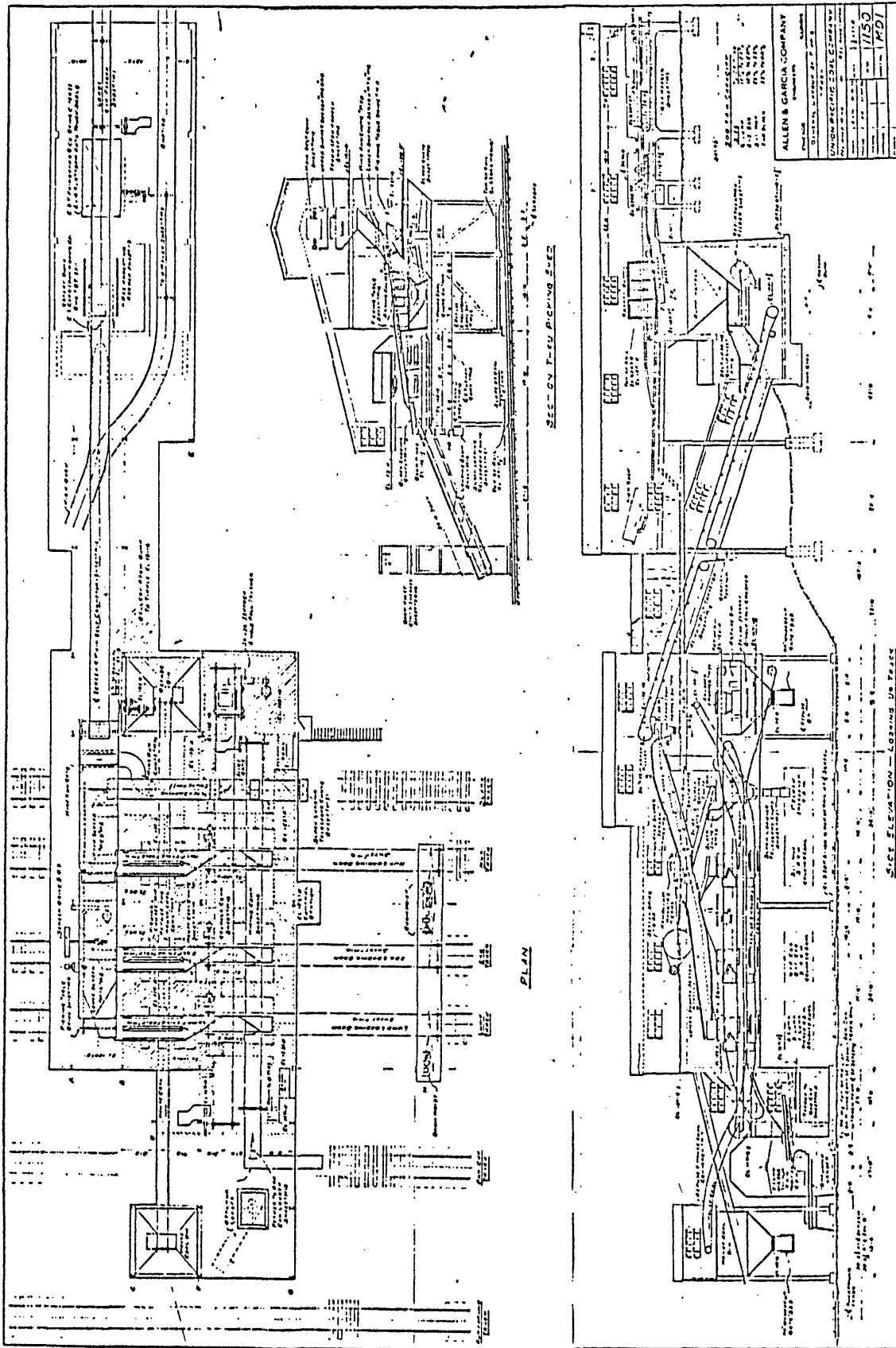


Figure 9. The original builders plans for the Reliance Tipple. These plans were drawn up by the contractor, Allen and Garcia Company, in 1936.



Figure 10. A modern view of the Reliance Tipple's east side. The view is to the west. (Courtesy Val Brinkerhoff.)

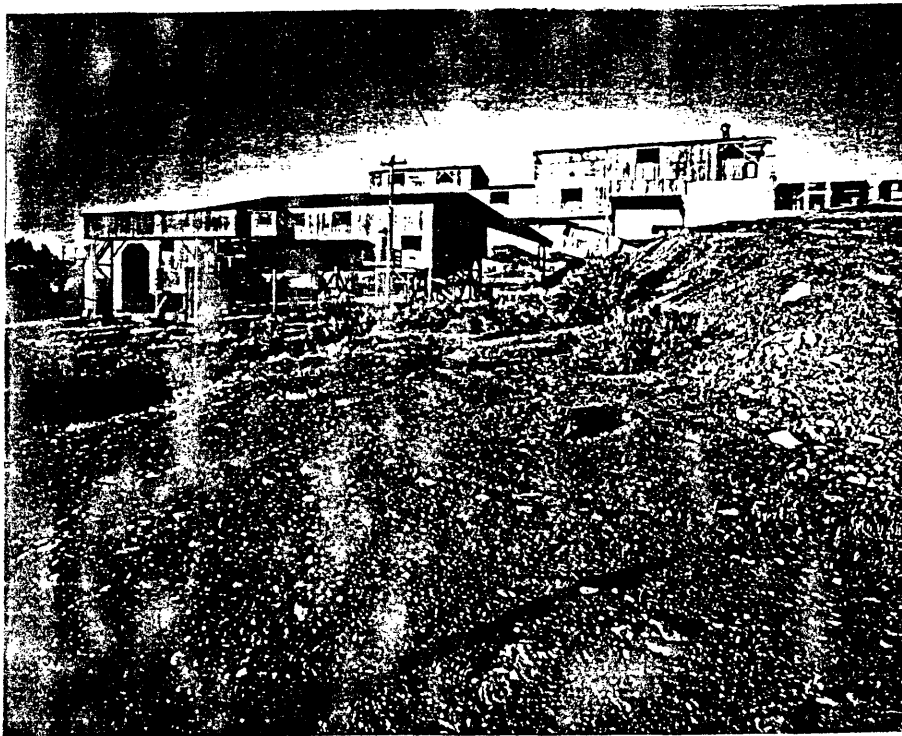


Figure 11. A modern view of the west side of the Reliance Tipple. The view is to the east. (Courtesy Val Brinkerhoff.)

