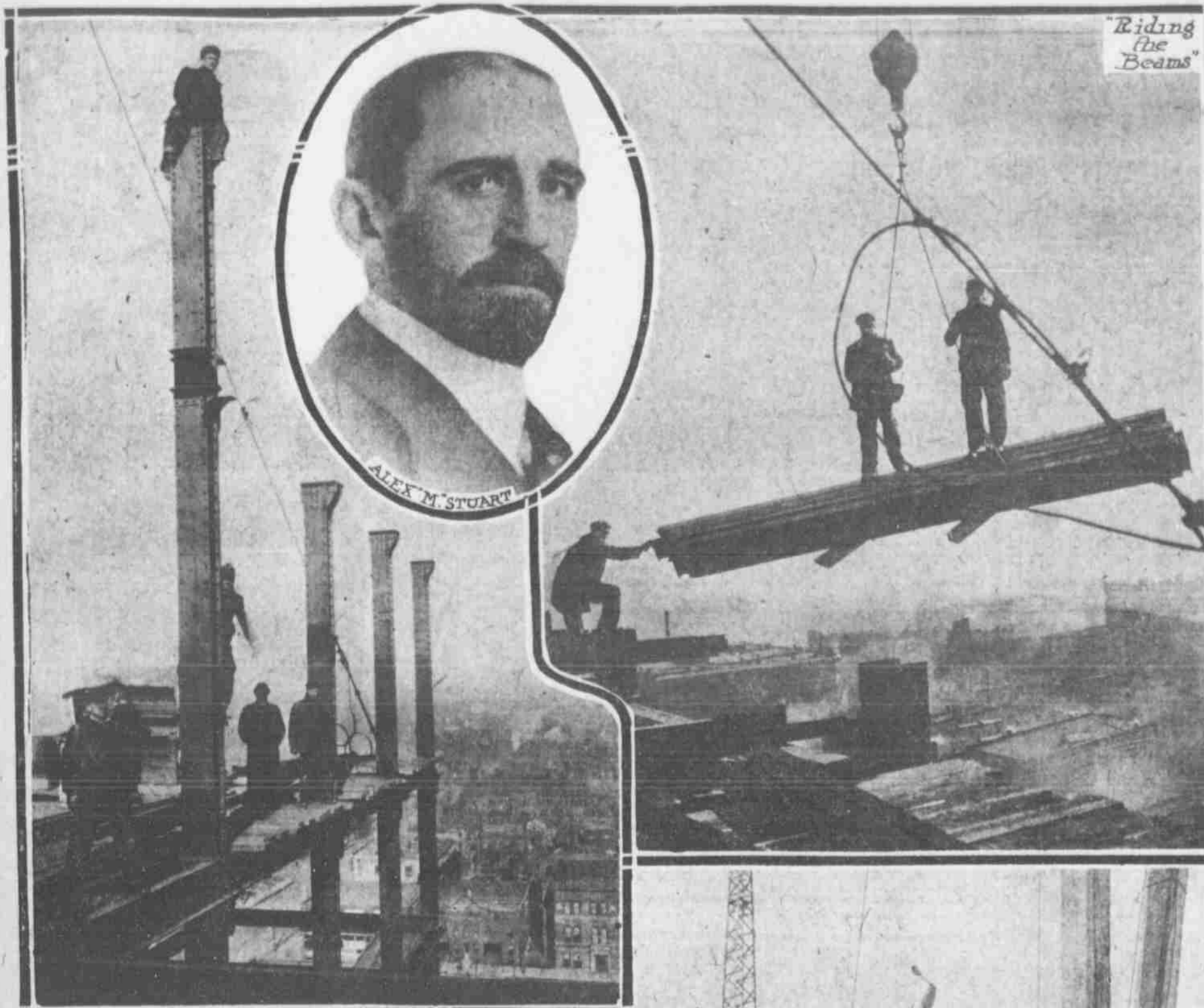


# New Union Pacific Office Building Ornament to Omaha



*"Riding the Beams"*



*Iron Workers and Foremen*

## Seeing Omaha from a Lofly Perch

**S**OME years ago the great Westinghouse company decided to put up a large power plant in Birmingham, England. The general contract was let to an American firm, the Stewarts of St. Louis. One of the firm went to England to get things moving. When he asked for contractors to do the actual building work the Britishers figured a long time, then announced they could do the work in six years.

As time was the essence of the contract in this case, the American told the Englishmen bluntly they must do better. After more figuring, the most progressive of the native contractors said he could do the job in five years. Then the impatient St. Louis man took the reins in his own hands, went ahead and made his own arrangements and finished the plant in a year. And he accomplished the work without a strike or any other trouble, with union workmen. He simply insisted the British bricklayers and other workmen proceed as their American brothers would. Instead of the brick being laid in the leisurely English fashion, for instance, Stewart let it be understood that they would have to be laid on the American plan, with the slow men hustling to keep up with the fast ones, instead of vice versa.

English builders were astonished; more, they were awakened from a long, long slumber. The effect was good, for the achievement of the American firm was heralded all over the world.

This surprising man, Stewart, who thrilled Manchester by his methods, is a member of the firm of Stewart Bros. & Co., that is now erecting the Union Pacific office building in Omaha. The firm takes the largest contracts in several lines, and has work under way in many parts of this country, and sometimes abroad. It maintains nine separate offices and keeps gangs busy all the year round.

### Will be Ready on Time.

"When is the Union Pacific company to have possession of this building?" was asked of Charles Mueller, who is the superintendent for the Stewarts on the Omaha job.

"On the first of August," replied Mr. Mueller.

"Will it be ready at that time?" And the question was asked with just a hint of a doubt behind it.

"Yes, sir, the building will be ready for the company to take possession on that day."

Superintendent Mueller is a quiet man, with the Teutonic characteristic of earnestness. He is very much the matter of course workman, who knows his business and goes about it methodically. He does not spend much time in the office rooms, but gets all over the job many times a day.

The equipment used on such a job as this is calculated to meet all requirements for quick action under any sort of circumstance. Eight hoisting engines are used, five derricks and five material elevators, besides concrete mixers and other paraphernalia in the line of machinery. Two of the derricks are about as large and powerful as are used anywhere in the world.

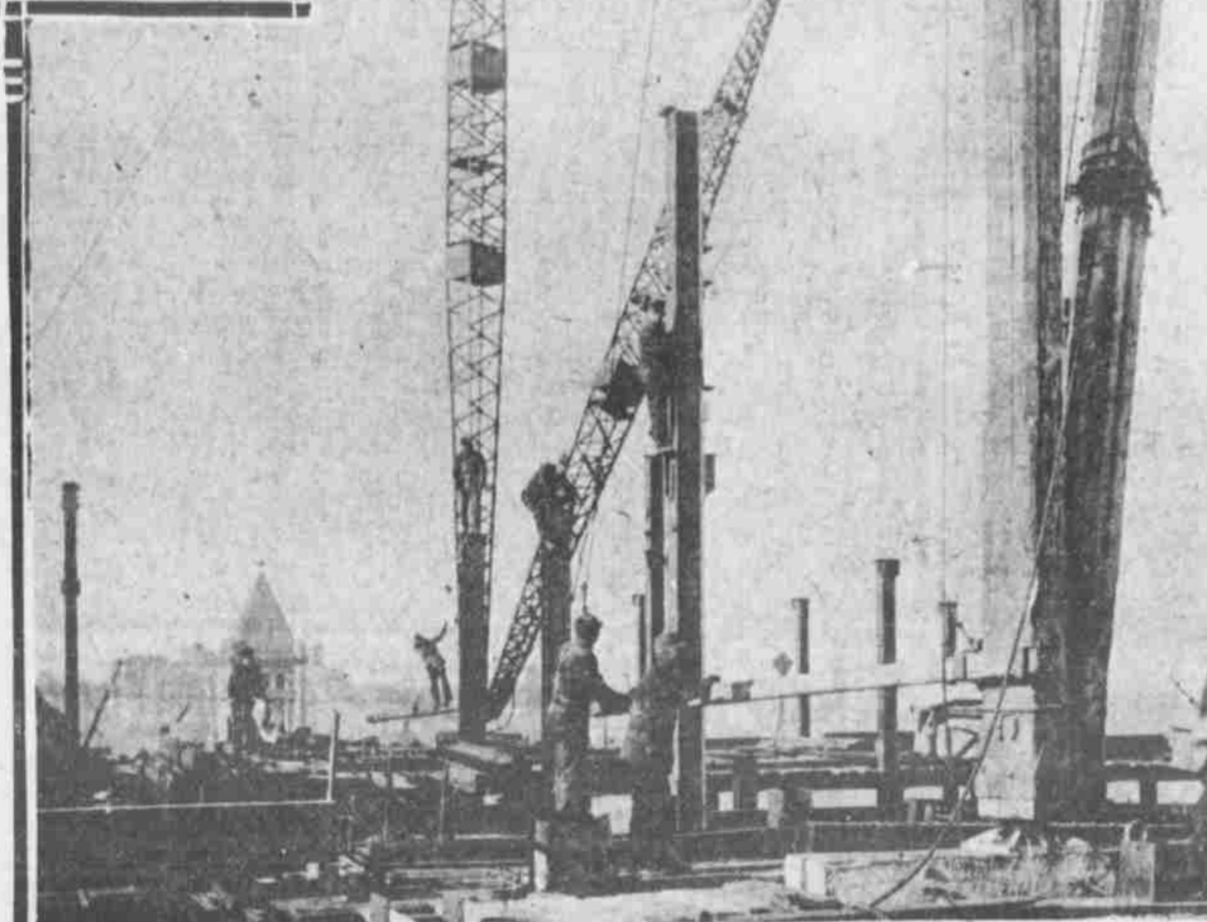
"How do you get these big derricks up from one floor to the next?" Mueller was asked.

"They lift themselves," was the rather startling reply. But as Mueller explains the operation, it is simple. He indicates with a pencil on a piece of paper how the boom is unshipped from the mast and hoisted to its place on the next floor by the mast. Then the mast in turn is hoisted by the boom and in short order the great lifting structure is again swinging tremendous loads to all parts of the building. One of the large derricks is of steel, the other of squared timber of extraordinary length and perfect soundness.

### Lumber Used to Scrap Stage.

At the start of such a building as the Union Pacific is putting up the contractors have a stock of lumber in view totaling 750,000 feet. This is of all sorts of dimensions and is used over and over again, for forms, scaffolding, staging and other purposes. When the job is finished not much of this lumber will be left except some scraps, and Mr. Mueller will tell you these will be hardly worth consideration.

Structural steel is the big item, of course, and



*Two of the Largest Derricks in the World*

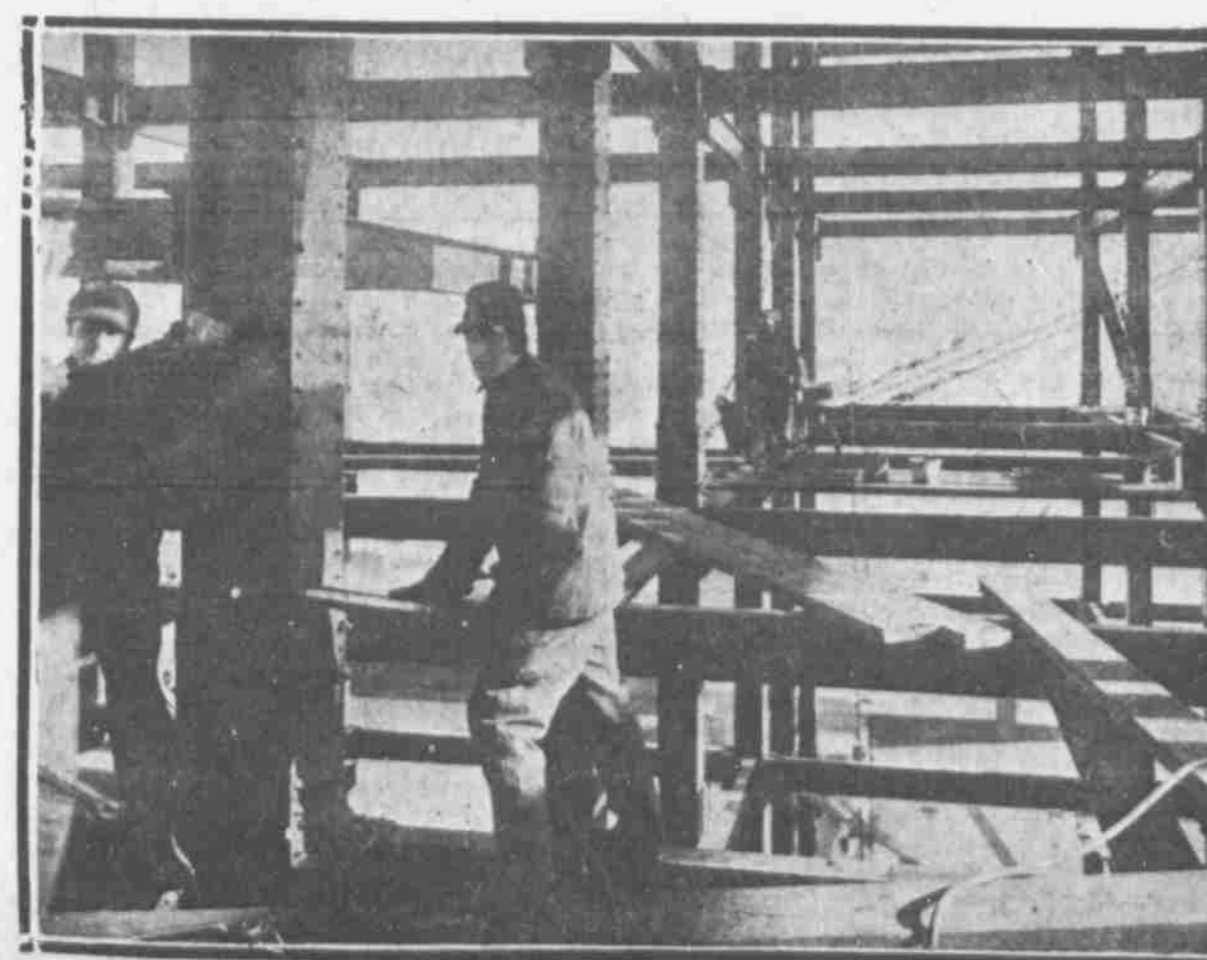
In this building 3,000 tons will be used. Besides this, 8,100 tons of miscellaneous iron and steel are required. The total weight of the building will be 60,000,000 pounds.

Forty iron workers handle and put all this steel and iron in place and they have a record of 100 tons a day in good weather. Bolts have been handled and screwed into joints to the number of 40,000, and 60,000 rivets will have been driven when the iron work is all done.

These iron workers are a class all to themselves in the building line. People watching from the street sometimes express a conviction the man with the wrench must be crazy. He is not; far from it. He is practical to a degree, trained to ignore danger, and walks the top of an iron beam away above the street with the confidence in which a sailor climbs the rigging of a ship. In the picture illustrating this article, some of these upper air artisans have been

caught in typical attitudes—part of their daily stunt. Swift and accuracy are "the things" in the makeup of a good iron worker. His thoughts must be centered on his work, not on the possible danger of his walk. He "rides the beams" frequently; goes with them to the point where they are to rest, as part of the load, and when he has piled his wrench sticks a leg through a loop of rope or sets a foot in an iron hook and is away on a high swing after another load. Sometimes he meets with an accident and death may result. It's all in the day's work; the risk is part of the game. Some of the men have been with the Stewart company for years; others take their chances with all the big firms, from time to time, thus in a few years seeing the whole country from a high view point.

Of common and pressed brick, 3,500,000 will be used. The common brick is made here in Omaha,



*Working the Pneumatic Riveter*

the Omaha Brick company having received the contract. The pressed brick comes from the east. Forty to fifty cars of granite and cut stone are required by the specifications. The granite comes from Maine and the cut stone from Indiana. From Colorado comes the marble, twenty-five cars or more, and floor tiling from Ohio. Oak for the interior finishing has been made up in Chicago, and the Midland Glass & Paint company of Omaha will supply the vast quantity of glass of various kinds needed. Oceans of paint will be required, too.

Like the iron, the granite, marble and finishing stuff arrives in Omaha all ready to be put in place. The stuff is numbered where it is cut and dressed—each piece separately, and by floors. A finishing gang follows the setting gang, to see that everything is made right.

Some cement is required to stick things together in spots from cellar to attic; to be exact, 40,000 barrels. Of sand there is being used 17,000 yards, and 12,000 yards of gravel.

The amount of interior fittings, finishings and decorations, put into one aggregate, is something tremendous. Hardware alone will cost to exceed \$20,000.

The iron work is now up to the point where the roof trusses are being placed. These have a fifty-three foot span, are seven feet high and weigh approximately 18,000 pounds.

### Seven Acres of Floor Space.

When the building is finished the Union Pacific will have floor space little short of seven acres, on twelve floors, inclusive, will have an area of 21,368 the company who will not consider himself distinctly benefited by the change to the new quarters, for in the present building everybody and everything is crowded to a disagreeable degree.

The basement will have an area of 35,283 square feet, the first floor 24,647 square feet. The second to twelve floors, inclusive, will have an area of 21,368 square feet each. Two light courts are provided, the middle court being 89.7x50.6 and the east court 89.7x 36.7 in size.

Doors to the number of almost 400 will be provided on the twelve floors, and the windows in the building will number close to 1,000. Under the French system of taxation the company would be liable for a tax on every outer door and every window, but the American people demand plenty of light and the best sort of ventilation.

The blue print room of the company, in the supplementary story above the twelfth, will be 185 feet from the street level. From sidewalk level to coping will be 173 feet, and the top of the flagpole will be



*On the Top Floor*

210 feet above the street. The coping of the City National building is 202 feet above the sidewalk, but it has four more stories than the Union Pacific building.

Many of the hustling cities of Nebraska that hold a more or less important place on the map and in business circles have not a population equal to that which will live in this building during the daytime. They will number well over 1,100 men and women. They will have at their service elevators, pneumatic tube systems, telephones and telegraph offices, restaurant—everything that modern business life demands for its needs, that work may be done quickly and effectively.

The architect of the building is Jarvis Hunt of Chicago, and John A. Wight is the superintending architect, always on the work.

### An Ornament to Dodge Street.

This new building, which will be the home of the Union Pacific in the west, is of a character that would reflect a high degree of credit on any city in the land. Its erection had been decided on before the death of the late E. H. Harriman, and when the decision to build was reached it carried with it the assurance that expense would not be spared to make the structure typical of the railroad it represents. Under the declared policy of this great railroad system everything in the building line, from roadbed to offices, must be done with an eye to solidity, safety and the highest efficiency.

At the very beginning of the building the question arose as to the most desirable kind of foundation. While the caisson plan was at first considered seriously, conditions on the site seemed to call for something else. So piling was decided on, and timbers of extra length and approved soundness were specially secured. The piles averaged forty-five or more feet in length, and 1,585 of them were driven in groups of eight to twelve.

The completion of this magnificent office structure will mark a great change in its immediate neighborhood, according to Judges of Omaha property. The ticket offices of the road will be on the ground floor, and so many people have business with the headquarters of a railroad like the Union Pacific that other owners of property in the same block and the surrounding blocks are expected to improve their property in a way to revolutionize the present appearance of things about the corner of Fifteenth and Dodge. The first indication of this spirit is the remodeling of the old McCague Investment company building, which will shortly be occupied by its new owner, the Omaha Loan and Building association.