

Great Northern Railway Line, 30-97

Great Northern Railway, Montana Central Railway,
Duluth, Wadena and Pacific Railway, Willmar and Siren Falls Railway,
PRESIDENT'S OFFICE, Pacific Coast Lines.

Jos. W. Bladen,
Purchasing Agent.

RECEIVED
JAN 4 1898
RESISTIVE
GREAT NORTHERN RY.

St. Paul, Minn. 1/4 1897

Summary and Comparative Statement of Pilings and Bridge Timber required for Renewals Eastern District, years 1897 and 1898 as per estimates

Division	Year 1898		Year 1897	
	Pilings Linear Feet	Timber No Feet B.M.	Pilings Linear Feet	Timber No Feet B.M.
Willmar			9.186	344.723
Breckenridge	56.700	1.113.903	12.798	484.632
Siren Falls	16.437	489.878	8.944	492.231
Northern	24.770	422.888	55.954	998.256
Dakota	18.610	379.546	22.440	417.017
Montana	2.594	701.320	16.800	2.343.899
<u>Totals</u>	119.106	3.107.535	126.122	5.080.758

To

Mr. Jas. J. Hill
President.

Great Northern Railway Line

PRESIDENT'S OFFICE
G. N. RY.

3099

Great Northern Railway, Montana Central Railway,
Duluth, Watertown and Pacific Railway, Willmar and Sioux Falls Railway,
Pacific Coast Lines.

PRESIDENT'S OFFICE
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JAN 4 1898
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Jos W. Blaton,
Purchasing Agent.

St. Paul, Minn.

1/4

1897

Summary and Comparative Statement of Piling and Bridge Timber required for Renewals Eastern District, years 1897 and 1898 as per estimates

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To

Mr. Jas. J. Hill
President.

*Yellowhead
Bldg*

St. Paul, Minn., July 19th, 1897.

Mr. O. O. Winter, Asst. Genl. Supt.,
Spokane, Wash.

Dear Sir:-

A complaint has reached me that a considerable number of ties purchased and distributed on the Kalispell Division are under size and as the ties in question may possibly be cull ties, I wish you would report from your personal observation whether the small ties are spotted or not, and if so, about the percentage. The ties purchased in the West are inspected on an end inspection, so that it necessarily follows that a few ties get taken that are less than 7" face as called for on specification, as it is impossible for an inspector to always determine whether he is at the small or large end of the tie, and while the ends appear large, the face may be lacking in size. An experienced man however, would only allow a small percentage of this class of ties to pass him. There is, however, in every pile of ties a number not accepted which should be thrown out when the ties are loaded, but in spite of all our Inspector can do to keep them out when loading with a large crew of men, a great many of them are put on board the cars. Of course we do not pay for these culls, and in consequence our stock always overruns several thousand ties, even after allowing for the usual leak occasioned by section men using the ties in emergency and not reporting them, but when these small ties are distributed along the right of way they show apparently as inspected ties and for this reason I wish you would give me the information as requested or have the Division Superintendent do so.

O.O.W. - #2

The ties still in the piles I will be able to send a man to look over and satisfy myself whether any fault attaches to the Inspector or not.

Yours truly,

Purchasing Agent.

ORW-C

GREAT NORTHERN RAILWAY LINE.

30991

OFFICE OF GENERAL MANAGER.

GREAT NORTHERN RAILWAY OF
MONTANA CENTRAL RAILWAY CO.
WILLMAR & SIOUX FALLS RAILWAY CO.
DULUTH, WATERTOWN & PACIFIC RAILWAY CO.
PACIFIC COAST LINES

PRESIDENTS OFFICE,
RECEIVED
JAN 14 1897
GREAT NORTHERN RY.

ST. PAUL, MINN. Jan. 14th, 1897.

Mr. J. J. Hill,

P r e s i d e n t .

Dear Sir:

I enclose herewith for approval statement showing ties required for renewal in 1897, together with statement showing ties put in track from 1891 to date.

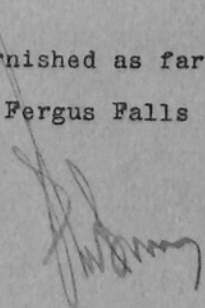
The calls for Park Rapids Line, Fosston Branch, and Kalispell Division and Coast Lines appear to be excessive. I do not think the full number of ties called for should be provided until re-inspection is made after snow is off ground and number called for is found to be necessary.

The calls for the line Havre east are 138,690 less than were put in this track last year; the calls for the line Havre west are 80,928 in excess of the number put in track last year.

The calls are based upon inspection made by assistant roadmasters, and all ties which they decide must come out are blazed, so that their inspection may be checked by the division roadmaster if considered excessive.

I would recommend that oak ties be furnished as far as practicable for main line Willmar, Breckenridge and Fergus Falls Divisions on account of running heavy power thereon.

Yours truly,



Genl. Supt.

Encl.

Great Northern Railway Line,

Great Northern Railway, Montana Central Railway,
Duluth, Waterstown and Pacific Railway, Willmar and Sioux Falls Railway,
Pacific Coast Lines.

Jos. W. Blakely
Purchasing Agent.

PRESIDENTS OFFICE,
RECEIVED
DEC 11 1896
REGISTERED
GREAT NORTHERN RY.

St. Paul, Minn., Dec. 10th, 1896.

Mr. J. J. Hill,

President-Building.

Dear Sir:-

In the absence of estimates from the different Divisions as to our tie requirements for the approaching year I have made no contracts for ties off from our own lines, but I think we should proceed to secure what ties are offered us at advantageous prices without waiting for the estimates. We have cedar ties offered us delivered F.O.B. cars at Duluth or West Superior as follows:

50000 at 28 cents; 70% to be 7 inch face and 7" thick; balance 6" face and over, and 6" thick, and 50000 at a price of 27 cents for 7 x 7 and 25 cents for 6 x 7. I think we can also make other contracts for 50000 same delivery at from 27 to 28 cents.

It is very important that this matter should be acted upon at once if we wish to secure these ties, and I am inclined to the opinion that it is wise to close contracts at these figures. Based on last years requirements I assume that we will need at least 3/4 of a million ties East of Minot for general renewals. If we are to do any construction the approaching year we shall, of course, need additional ties if this Department is called upon to furnish them. Allowing that we may possibly ship ties from the West further East than the Montana Division, I think it would be necessary for us to provide 600,000 ties at this end of the line. With a good season I do not anticipate that we will receive on

Great Northern Railway Line,

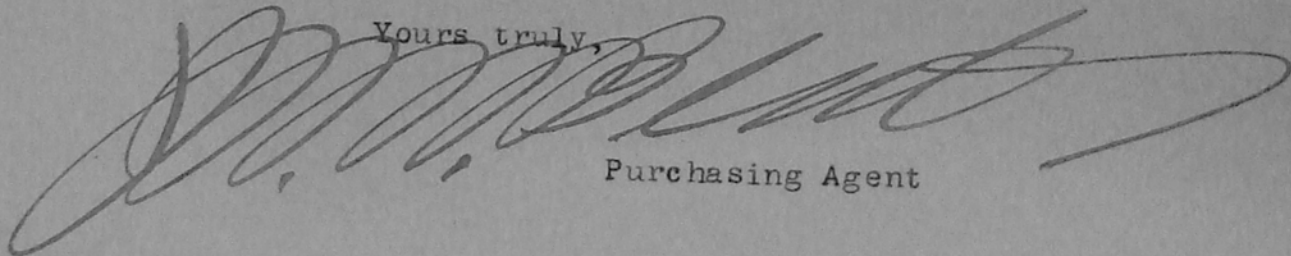
Great Northern Railway, Montana Central Railway,
Duluth Watertown and Pacific Railway, Willmar and Sioux Falls Railway,
Pacific Coast Lines

Jos W. Blaton,
Purchasing Agent.

J.J.H. #2

circular covering the East end of the line in excess of 250,000 to 300,000 ties, which would leave 300,000 to 350,000 ties to provide for by contract. Taking this view of the situation we ought to secure at once the cedar ties offered us at West Superior at any price less than 30 cents F.O.B. that point for 7 x 7 ties, as the supply there will be limited, and the balance of our requirements, if we take cedar ties, we will have to arrange for from off the Soo Line, and they will cost us in the neighborhood of 35 cents for 7 x 7 tie.

Yours truly,



Purchasing Agent

3WB-D

Great Northern Railway Line

Purchasing Department.

Howard James,
Director of Purchases.
F. B. Flechner,
Purchasing Agent.

St. Paul, Minn., November 25th, 1907

Mr. L.W. Hill,
President,
Building.

Dear Sir:-

Figuring on number of ties in main track as shown below, the percentage of all renewal ties supplied for the districts and for years as shown, is as follows:

	Ties in track	'00	'01	'02	'03	'04	'05	'06	'07	'08
All Districts	17,403,951	.08%	.09	.08	.07	.06	.07	.04	.11	.12
<u>By Districts:</u>										
Lake -	1,321,962									
Eastern	6,703,777	.11%	.07	.17	.17					
Central	5,652,942	.05	.04	.09	.08					
Western	<u>3,725,270</u>	.05	.04	.12	.13					
		<u>.08</u>	<u>.05</u>	<u>.12</u>	<u>.14</u>					
TOTAL	17,403,951	.07%	.04	.11	.12					

You will understand that 1908 figures are based on approximate amounts figured this date as required. Total quantity asked for were supplied in all years but 1906 when account market conditions it was impossible to secure full amount in all Districts.

There are following numbers of ties in side tracks, on each district which are not figured in in making up percentages supplied for renewals, although more or less of renewal ties furnished must have been used for repairs side tracks.

Great Northern Railway Line.

Purchasing Department,

Howard James,
Director of Purchases.

F. B. Flechner,
Purchasing Agent.

L.W.L. -2-

Lake	514,068
Eastern	1,181,192
Central	885,951
Western	<u>717,448</u>

Total 3,298,659

Yours truly,

Howard James

Director of Purchases.

HJ-M