

TACOMA - November 9, 1972

File: Bennett Lumber

Mr. E. C. Winther  
Spokane, Washington

Reference your letter of November 8, file 1600-Bennett Lumber Co. regarding the handling of empty KDTX cars assigned to Bennett Lumber at Princeton, Idaho.

Effective October 26, 1972 instructions were issued to return these cars on 263 from St. Paul and Aberdeen in the Spokane block to set out at Plummer for further handling by the coast division.

Supt. of Transportation

FEC/bc

*Bennett  
Lbr. Co.*

GM 571B

Chicago - October 26, 1972

Messrs: W. F. Plattenberger  
R. L. Martin

Attached is Mr. Garelick's letter of October 19 requesting that leased cars of the Bennett Lumber Company, Princeton, Idaho, on the WI&M Railway carrying KDTX and BENX markings, be returned to the WI&M Railway on Train 263 rather than Train 265.

Arrange to do so by placing these empty cars in the Spokane block to be set out at Plummer for further handling by the Coast Division.

ORIGINAL SIGNED  
D. O. BURKE

cc-Messrs: M. Garelick  
J. W. Stuckey  
M. T. Sevedge  
→ F. B. Cederholm

Spokane, Washington

November 8, 1972

File: 1600

Bennett Lumber Co.

*Bruce Tapp*  
*1/1/73*

Mr. F. B. Cederholm  
Supt. of Transportation  
Tacoma, Washington

Reference our letter of October 12, 1972 regarding  
the handling of empty KDTX cars assigned to Bennett Lumber,  
Princeton, Idaho.

Can you now advise?

*Earl C. Winter*  
District Mgr. - Sales

CES/grt

cc: D. A. Keller

Seattle - October 19, 1972

File: 542.21

Mr. D. O. Burke:

The Bennett Lumber Company is located at Princeton, Idaho on the WJ&M Railway. They have a substantial fleet of EDIX cars under lease as well as a fleet of BEMX cars.

Unfortunately the return movement of these cars has been very erratic, ending up in 263 trains. The turnaround time has been substantially longer than that provided by the BN through their route connecting at Palouse, Washington.

I would suggest that the Eastern Region Superintendents be instructed to move these empty cars, returning on Train 263 in the Spokana block. Superintendent Sevedge will then arrange to have the cars moved down the branch line out of St. Maries so as to connect with the WJ&M Railway.

I would appreciate your reviewing this file and advising as to what can be done.

MG

cc: Mr. J. W. Stuckey  
Mr. M. T. Sevedge  
Mr. F. B. Cederholm

See your letter of October 17, file Bennett Lumber. Will keep you posted as soon as I have information from Mr. Burke.

MG

TACOMA - October 17, 1972

File: Bennett Lumber

Mr. M. Garelick  
Seattle, Washington

Attached, copy of a letter from Mr. E. C. Winther, District Manager - Sales, in connection with the movement of cars assigned to Bennett Lumber on the WIN.

I would have to agree with him that our handling of these cars leaves a lot of room for improvement. Would appreciate your thoughts as to what we should tell Mr. Winther.

Supt. of Transportation

FIG/bc

cc: Messrs. M. T. Sevedge  
J. W. Stuckey

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Spokane, Washington  
October 12, 1972  
File: 1600  
Bennett Lbr. Co.

F. B. Cedarholm  
Supt. of Transportation  
Tacoma, Washington

Please refer to my letter of September 27th and your letter of September 29th, File: Bennett Lumber, to Q. W. Torpin regarding the handling of empty KDTX cars assigned to Bennett Lumber, Princeton, Idaho.

As further information KDTX 177, 321 and 386 all are reported arriving Harlowton, Mont. 1930 October 9th train #265. Upon tracing Harlow Yard this morning we were told the three cars were due to leave on #265 H12 around 1330 October 12th.

When calling upon this firm on Wednesday, October 11th, Mr. Dick Bennett brought to my attention a similar example: BENX 102 arrived Deer Lodge 2115 October 6th train #265 and didn't depart Deer Lodge until 1227 October 11th train #265.

Mr. Bennett states it costs him leasing money every day that we allow these cars to stand still in some yard along our railroad.

He was also critical of the transit time on cars moving to and from Salt Lake City and Denver that route via Silver Bow and the U.P. stating there often is a delay on the cars at St. Maries, Avery and Deer Lodge on the eastbound move and at Silver Bow and Deer Lodge on the westbound move.

Another item he mentioned was the bunching of empties on the return move sometimes amounting to six or eight cars at one time.

In our plea to you for assistance in seeing these cars move without delay, we would bring to your attention the fact that this is competitive business. Mr. Bennett can route the loads WIM-Palouse-BN just as easily as he can route them WIM-Bovill-MILW.

If we are to continue enjoying this business, it is imperative that our railroad move both loads and empties better than we are presently doing.

What answer can you give us so we might answer Mr. Bennett's questions about the service?



District Mgr. - Sales

ECW/grt

cc: D. A. Keller - Seattle

TACOMA - September 29, 1972

File: Bennett Lumber

Mr. Q. W. Torpin  
Chicago, Illinois

Have received the following letter from Mr.  
E. C. Winther, District Manager - Sales, Spokane, Wash.

"Bennett Lumber Co. at Princeton, Idaho called on Sept. 26 asking why the empty assigned cars are not returned to Princeton without delay while on our line. They cited the following three cars: KDTX 138, and KDTX 195 both arrived Harlo, Montana 2020 9-19 #263, didn't depart until 1725 9-21 #265, two days later. KDTX 337 arrived Harlo 0140 9-19 #263, didn't depart until 1725 9-21 #265 two and a half days later.

They have noticed similar happenings and it disturbs them to see this leased equipment sitting someplace empty when they could be reloading the cars to other destinations.

They ask that our railroad attempt to perform better service with these cars. Is there anything you can do to assist in overcoming such situations? Please advise."

Supt. of Transportation

JAW/bc

cc: Mr. D. A. Keller  
Mr. E. C. Winther, file 1600-Bennett Lbr. Co.



SPOKANE, WASHINGTON  
SEPTEMBER 27 1972  
FILE 1600 BENNETT LBR CO

MR. F. B. CEDARHOLM ✓ SUPT. TRANS.  
TACOMA, WASHINGTON.

BENNETT LBR CO AT PRINCETON IDAHO CALLED ON SEPT 26 ASKING WHY THE EMPTY ASSIGNED CARS ARE NOT RETURNED TO PRINCETON WITHOUT DELAY WHILE ON OUR LINE. THEY SIGHTED THE FOLLOWING THREE CARS; KDTX 138 AND KDTX 195 BOTH ARRIVED HARLO, MONT 2020 9-19 #263 DIDNT DEPART UNTIL 1725 9-21 #265 TWO DAYS LATER. KDTX 337 ARRIVED HARLO 0140 9-19 \$263 DIDNT DEPART UNTIL 1725 9-21 #265 TWO AND A HALF DAYS LATER.

MR. DON KELLY OF THIS FIRM STATES THIS IS NOT THE FIRST THEY HAVE NOTICED SIMILAR HAPPENINGS AND IT DISTURBS THEM TO SEE THIS LEASED EQUIPMENT SITTING SOMEPLACE EMPTY WHEN THEY COULD BE RELOADING THE CARS TO OTHER DESTINATIONS.

THEY ASK THAT OUR RAILROAD ATTEMPT TO PERFORM BETTER SERVICE WITH THESE CARS. IS THERE ANYTHING YOU CAN DO TO ASSIST IN OVERCOMING SUCH SITUATIONS? PLEASE ADVISE.

cc D.A.KELLER SEATTLE ✓

*EC Weather*  
DISTRICT MGR-SALES