

Appendix A

Description of Existing Burlington Yard

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The Burlington railyard is the northern terminus for the Vermont Railway. As such, the Burlington railyard serves as an intermodal freight transfer center. It is at this point, that products are transferred between trains and truck-beds. Also, in the case of Mobil Oil, this location serves as a transfer point between oil tanker boats, oil tanks and tanker train cars.

The Burlington yard is used to perform all heavy maintenance on Vermont Railway locomotives and cars and also houses much of the railroads track maintenance equipment. The Burlington facility provides significant track storage capability. Four to five locomotives are stored daily at the Burlington railyard. Additional locomotives are stored throughout the service area including three at Bellows Falls, four to five in Rutland and, depending on the season, one in Manchester Vermont. In addition, one locomotive works out of Florence and one will be based at Barre on the WACR. The majority of Vermont Railway's track maintenance equipment is stored at this location although equipment currently in use may be stored along an active spur of the mainline. The Burlington facility also provides off-season storage (late spring and summer) for Macintyre's fleet of 24-36 oil tank cars.

Traffic through in the Burlington railyard can vary significantly on a day to day basis. Burlington gets 30 to 32 ballast cars with a maximum of 70 ballast cars for CP Rail. Additional stores of ballast are located on site within the Burlington facility.

Track Layout

There are several different tracks located in the Burlington railyard that serve the VTR, commuter rail, and existing freight customers within the limits of the yard. Each track has a name and a specific function. A map of these tracks called a 'track diagram' as shown in Figure A-1. The track MAIN is the main line track through the Burlington Yard. The Burlington Yard has a stretch of uninterrupted track between Maple St. (MP 121.64) and Flynn Ave. (MP 120.42). This is a distance of approximately 1.22 miles. The VTR uses approximately 7870 ft of the MAIN for train consist assembly, staging and storage. There are nine

active tracks east of the MAIN Track. Each track has a specific function. Track numbers 1, 2, 3, and 4 are used by the VTR for freight staging and switching. The total length of these four tracks is approximately 4750 ft. Track 5 serves a dock and ramp facility owned and operated by the VTR. The VTR transfers plywood and lumber on two sides of the ramp. One side of the ramp is used for end loading of cars. Sometimes this facility is used to serve the off-site freight customer via truck. Track 4 and Track 6 can also be accessed via the dock and ramp facility from the sides of the ramp. Tracks 6, 7, and 8 are primarily used for Tank Car storage and staging. There is a fixed facility adjacent to Track 8 that is owned and operated by MacIntyre. This facility loads oil and other petroleum products. MacIntyre also has a small tank farm adjacent to Track 8, which is used for on site storage of petroleum and heating oil. Additionally, the south end of Track 8 is used to unload salt onto the conveyor system.

The HORN Track is east of Track 8 and the MacIntyre facility. The HORN Track is used for VTR's ballast operation. Consequently, a ballast stockpile is located next to the HORN Track. VTR owns two salt sheds on the property. The first VTR salt shed is located adjacent to the Track 8 and the HORN Track. The capacity of the salt shed is approximately 11000 tons. There is one truck scale near this salt shed. The salt sheds are filled at the end of season, and activity increases after the first snow. The Pine Street Lead Track can be accessed from the HORN Track. This track is used to access Specialty Filaments off site.

There are five tracks located on the west side of the MAIN Track. The CV Track is approximately 635 ft long and is the primary track used for the staging of freight cars between the VTR and the New England Central Railroad (NECR). The COACH Track is adjacent to the CV Track. The COACH Track is used for commuter rail consist storage and layover. The CRIPPLE Track is adjacent to the COACH Track. This track is used to store broken or damaged equipment destined for repair in the engine house maintenance facility. The SOUTH ENGINE HOUSE LEAD and PLOW Tracks are also west of the MAIN. These tracks are used for access into the engine house and maintenance unit storage respectively. For future considerations, there is a proposed runaround track being constructed within the Burlington Yard as part of the Burlington to Charlotte Commuter Rail Project. There is a portion of track north of the yard and the commuter rail station left over from the old Central Vermont Yard (CLV). This track is used by the VTR for additional storage of approximately 30 freight cars.

The Lake Champlain Canal bridge splits the Burlington Yard. All of the preceding tracks are located north of this bridge. The following tracks

and facilities are located to the south of this bridge. The BURLINGTON SIDING is located east of the MAIN and is approximately 4488 ft long. An industrial spur diverges from this siding to the east, which serves Casella. The BEACH Track is west of the MAIN. The length of the BEACH Track is approximately 2006 ft. The BEACH Track will become the Main track when set-up for commuter rail operation. At this point, Track 1 will extend south of Drawbridge. Further south of the BURLINGTON SIDING is the SALT Track, which serves the VTR's second salt shed. The track and the salt shed are on the east side of the MAIN. This salt shed has a capacity of approximately 50000 tons.

There are several parcels of property in the vicinity of the Burlington Yard that are owned by VTR and are leased out to various tenants. Some of these businesses are served by rail, however most are not. The VTR owns the old Exxon property (8.8 acres) on the waterfront. This property is located west of the railroad and south of Flynn Ave. VTR is actively seeking a tenant for this parcel of land.

Facilities

The existing Burlington Yard is located on the western edge of the city of Burlington, adjacent to Lake Champlain. The Burlington Commuter Rail Station is located immediately north of the yard between King Street and College Street. The yard's property lies between Home Avenue to the south and King Street to the north. The yard is located on property that is owned by the State of Vermont and operated by the Vermont Railway (VTR).

The Burlington Yard contains several fixed facilities that are owned and operated by the VTR as part of their daily routines. There is an administration building on the west side of the yard. This building is located between the western limit of the yard and Lake Champlain. The building was constructed in 1985 as part of the Southern Connector Project and houses Vermont Railways administrative offices.

There is also an engine house on the property. The engine house is located adjacent to the administration building and the CRIPPLE Track. The engine house has a semicircular shape and houses seven (7) bays within the engine shop. The Burlington Yard engine house serves all locomotive maintenance and heavy repairs for the VTR. Some of the heavy repairs performed here include generator replacement and wheel truing. The engine house is accessed via a turntable, which is used to turn trains upon exit or entry from the engine house. The turntable has a diameter of approximately 80 ft and can accommodate one piece of

equipment (engines or cars) at a time. It is suspected that the turntable and the engine house are historic structures.

There are two (2) salt sheds within the limits of the Burlington Yard. The first shed is located east of the MAIN and has a capacity of approximately 11,000 tons. The second salt shed is located on the east side of the MAIN but is on the south end of the Burlington Yard. The second salt shed has a capacity of approximately 50,000 tons. Both salt sheds are owned and operated by the VTR. The salt sheds store the salt used for roadway salting during the winter.

As mentioned earlier, there is also a dock and ramp facility within the Burlington Yard. This facility is located at the end of Track 5 and between Tracks 4 and 6. This configuration allows freight to be transferred from rail to water and land modes of transportation. The dock and loading ramp allows access to a maximum of three cars. Two cars can be accessed from their sides and one car can be accessed from its end.

The Burlington yard has an above ground fuel tank with its own containment perimeter. The fuel tank is located adjacent to the roundhouse and store fuel for trains coming into the depot.

There are also a number of facilities adjacent to the Burlington Yard and although they are not owned, operated, or maintained by the VTR, they may be impacted by the relocation of the yard. The Burlington Commuter Rail Station is located immediately north of the yard along the MAIN. The station is also located between King Street and College Street. A station platform runs along the track to permit boarding of the vehicle. There is also a station building and parking lot adjacent to the platform area. The station building is small and provides for the distribution of tourist pamphlets and materials. This same area contains a parking lot with parking spaces for tourists, train excursion riders or persons using the bicycle or pedestrian paths.

The Burlington Wastewater Treatment Plant is located adjacent to the yard. The VTR and the Burlington Commuter Rail have an arrangement where toilet dumps from commuter coaches are emptied into a manhole in the yard that has direct access to this treatment plant. This service saves the railroad approximately \$10-20k per year.

Operations

All of the VTR's dispatching is done from their operations center in Rutland. All railroad forces on the property communicate via radio with

the dispatcher as well as the yard master in Burlington. The maximum allowable operating speed within the limits of the yard is 20 mph. This speed limit is for both freight and passenger equipment. In addition to the VTR's freight operations, they also lease one locomotive to the state for the Burlington to Charlotte Commuter Rail.

BDSW handles switching at the Burlington Depot including Mobil and NECR. Road crews can cut Mobil cars on the spot as well as switch delivery cars. Cutting cars refers to the separation of individual tank cars from the train set. The NECR enters the yard from the north just beyond the Burlington Commuter Rail station.

The VTR's Burlington Yard usually receives one large train consist per day. On a typical day, there are usually 100 cars within the limits of the yard. Truck and train traffic is especially busy during the months of April, October, and November. These months represent overlaps in the business of salt, heating oil, and ballast. Otherwise, all freight coming into the Burlington Yard is seasonal. Burlington Yard also accommodates commuter train storage.

Customers

The Burlington Yard is a terminus or the end of the line for the VTR. Freight terminates and originates in Burlington and is transloaded on to trucks in this facility or is interchanged with New England Central Railroad. The VTR has several freight customers within the limits of the Burlington Yard. Each of which has different needs and facilities. Several of these customers have fixed facilities on railroad property. The VTR leases land to each of these customers and bases the lease on a guaranteed delivery of freight cars per year. In other words, the customers do not have to pay their lease on the land provided they get a minimum amount of rail cars per year. A brief discussion of each customer is shown below.

Mobil Oil is the VTR's biggest customer. Mobil has a fixed facility on private property located off of Flynn Street. The Mobil industrial spur is located on the southern portion of the yard near the south end of the BURLINGTON SIDING. Mobil usually receives 15 tank cars per day and once a week they receive 30 tank cars. On average, Mobil receives approximately 120 cars per week. The Mobil train comes in from Whitehall, NY and gets into Center Rutland, then pushes the tank cars north along the Burlington Line and ultimately another car brings the tank cars into the Mobil spur, which diverges to the northwest. The Mobil property is adjacent to the VTR right of way. Mobil is the last tank

farm in northern Vermont and serves virtually all of the gas stations and heating oil customers within the region.

As mentioned earlier, VTR owns and operates two Salt Sheds within the Burlington Yard. The VTR usually stages approximately 40 to 50 cars of salt along the LONG SIDING. The VTR also owns and operates a dock and ramp facility within the heart of the Burlington Yard. This fixed facility is used to transload such items as lumber, plywood, and brick. The VTR also transports ballast from a quarry in Winooski and stockpiles the stone within the Burlington Yard. Approximately 30 to 70 ballast cars per day are moved between April and October from the Burlington Yard via CP Rail in Whitehall for use along their lines.

The VTR also has a strong relationship with a local trucking company in Burlington. Barretts Trucking provides virtually all of the trucking required into and out of the yard. Barretts handles an assortment of freight including ballast, salt, lumber, and timber. Barretts Trucking is located at the end of Flynn Ave on the southern portion of the yard, adjacent to railroad property. Along with Barretts fixed facility, they also have a truck scale. Barretts Trucking can economically move freight to and from the yard due to the proximity to I-89 and the practice of back hauling freight. In other words, trucks may leave the yard with plywood and come back with ballast.

Griswold Cement receives cement at a fixed facility within the yard on property it leases from the VTR. Griswold is located on the eastside of the MAIN and have their facility at the end of Track 8. Griswold can accommodate four cars on their track. There are usually six cement cars within the limits of the yard.

The Rock-Ten Company receives approximately two to four cars of clay slurry per week. Their facility is located in St. Albans.

Ultramar Petroleum has a new fixed facility within the limits of the Burlington Yard. Their facility is located on the eastside of Track 8, however, Ultramar can access tank cars staged on both Tracks 7 and 8. MacIntyre operates this plant. Ultramar receives approximately 2,000 cars of fuel oil and gas per year. On any given day there are 24-36 oil tank cars staged for this customer. The tank cars are stored in the yard in the late spring and summer since the demand for fuel oil decreases during the warmer months.

Alstate receives cars of liquid calcium chloride at their fixed facility is located on the east side of the Pine Street Lead. Alstate's facility is on railroad property. Specialty Filaments, formerly Whiting, is another customer served from the Pine Street Lead. While Specialty Filaments is

not on railroad property, they own track that they pay the VTR to maintain. Specialty Filaments receives approximately 10 cars of plastic pellets each week.

VTR anticipates Ireland Cement will have their new fixed facility online in the spring of 2000. Ireland will have a new dedicated track within the yard. It is estimated that Ireland will be able to spot four cars at their new facility and will store at least six cars within the yard.

Casella ships recyclable materials via the VTR. The Casella spur diverges from the BURLINGTON SIDING towards the southern portion of the yard. Farrell Distributors is another customer served by the VTR. Farrell is a wine distributor who receives wine via the railroad. Farrell has a dedicated warehouse facility outside of the yard.

The VTR and the NECR move rail cars between each other on the CV Track. Approximately 15 to 30 cars per day are exchanged between the VTR and the NECR. On average, the VTR receives 50 to 60 cars per day. Cars for the Burlington Depot come mainly from D&H (CP Rail) via CLP from Whitehall. Loads come out of OMYA and the Green Mountain Railroad. Additional empties return to New England Central Railroad. Also, on any given day, there are usually 15 grain cars stored within the yard. The VTR also stores approximately 30 to 35 cars on the old Rutland Main (CLV Track) north of the yard.