

# Appendix B

## Description of Existing Rutland Yard

# Rutland

Located in downtown Rutland near the fairgrounds, the Rutland City railyard is utilized by several railroads including Vermont Railway, Clarendon and Pittsford (CLP), Green Mountain, and AMTRAK. The primary purpose of this railyard, however, is to provide a transfer point for Vermont Railway operations. In addition to its intermodal capabilities, the yard is used to light to moderate maintenance and repairs on Vermont Railway locomotives and cars. All heavy maintenance is on vehicles and equipment is performed in the Burlington Yard.

As the Rutland railyard is significant as both a through route and transfer point for Vermont Railways, it is imperative that the relocated yard provide adequate interstate access and that provisions are made for the relocation of Barrett's Trucking the primary carrier for Vermont Railways and its customers. Relocation of Barretts Trucking will involve the construction of new administrative offices, vehicle storage, fueling and maintenance facilities.

The Rutland railyard services a large and diverse client base. Major customers and relationships established at this location include salt, oil and trucking. Additional businesses working with the railroad at this location include bars, paint shops and auto repair facilities. It will be necessary to determine which businesses will be relocated along with the railyard.

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## Track Layout

There are several different tracks located on the property that serve the VTR, CLP, GMRC and Amtrak, and existing freight customers within the limits of the yard. Figure B-1 illustrates the yard layout. Each track has a name and a specific function or functions. The Rutland Yard is a though point for four branches of the VTR. These four branches are the Bellows Falls Main, the Bennington Main, the Whitehall Main, and the Burlington Main. The Bellow Falls Main travels southeast from Rutland towards Cold River, New Hampshire. The Bellows Falls Main is the current Green Mountain Railroad mainline. The Bennington Main departs Rutland in a southwesterly direction towards Hoosick Junction, New York. The Burlington Main heads due north to Burlington and connects



with the New England Central Railroad (NECR). The Whitehall Main also terminates in Rutland. The Whitehall Main is the CLP Main which departs Rutland heading west towards Whitehall, New York where it meets the D&H mainline.

The northern limit of the Rutland Yard is at MP 56.27, in the vicinity of Carris Reels. The south end of the Rutland Yard on the Bellows Falls Main is at MP 51.30 and also the beginning of the Bellows Falls Subdivision. The south end of the Rutland Yard on the B&R Subdivision is at MP 52.80. Rutland Yard is also broken up into two different sections. These two sections are designated as Rutland Proper and Center Rutland. Rutland Proper is the portion of the yard south of the West Street Crossing. This includes all tracks on the Bennington Main, between West Street and Park Street, and the Bellows Falls Main, between West Street and South Main Street. Everything north of West Street and the northern yard limit is considered Center Rutland. A description of each track and its function is described as follows. In addition, a track diagram is provided on the preceding page to describe the layout of the existing Rutland railyard.

The Bellows Falls portion of VTR's Rutland Yard is comprised of three separate tracks. The BELLOWS FALLS MAIN is the primary track going towards Bellows Falls and also north into the NORTHERN MAIN towards Burlington. The BELLOWS FALLS MAIN has two adjacent sidings. The OLD LONG SIDING is on the west side of the main and is approximately 2042 ft in length. The NEW LONG SIDING is approximately 2085 ft long and is on the east side of the mainline. The single track South Main Street (MP 51.69) grade crossing is immediately south of the end of the OLD LONG SIDING. This grade crossing currently limits the coupling of large consists in the yard. Howe Crossing is a private crossing which crosses all three of the aforementioned tracks. The north ends of the OLD and NEW LONG SIDING tracks terminate immediately south of the Bennington Branch at the B&R junction switch.

The Bennington Branch has several adjacent tracks within the limits of the Rutland Yard. The B&R MAIN diverges from the NORTHERN track immediately south of the River Street overhead (O.H.) bridge and goes southwest and turns into the single track main south of Park Street (MP 53.72). The B&R MAIN is approximately 2310 ft long within the limits of the yard. On the east side of the B&R MAIN are two tracks, which provide the only access to the maintenance shop. These tracks are referred to as EAST and WEST ENGINE HOUSE. Both tracks terminate within the maintenance shop. There are three through tracks on the west side of the B&R MAIN. The next adjacent track is the EAST track, which

is approximately 2090 ft long. Adjacent to the EAST track is the OLD B&R MAIN, which is approximately 2310 ft long. The OLD B&R MAIN turns into the former Mansfield track south of River Street. The WEST track is next to the OLD B&R MAIN. The WEST track serves several customers in the yard.

There is also a wye track that diverges from the WEST track. The two legs of the wye are named SOUTH and NORTH LEG WYE respectively. The wye tracks converge to form the CLP LEAD and eventually ends after Forest Street. Within the triangle formed by the wye and the WEST tracks, there are two other tracks. These tracks are the OLD OIL track and the SALT SHED track. The OLD OIL track stub ends within the wye. The SALT SHED track runs through the wye and stub ends at a bulk transfer facility. The SWIFT LEAD track diverges from the south end of the WEST track. The PIG RAMP track diverges from the OLD B&R MAIN and stub ends prior to Park Street.

There are two tracks that run north beyond River Street into Center Rutland. These two tracks are called the NORTHERN MAIN and the former Mansfield Track which will become the MAIN. The HIMOLENE siding diverges from the Mansfield Track. The HIMOLENE siding terminates just north of the Amtrak station and the CVPS crossing. The RD siding is on the west side of the NORTHERN MAIN. This siding is about 4541 ft long. The RD SIDING and the NORTHERN MAIN run through the Temple and Ripley Road grade crossings. Immediately north of the terminus of the RD SIDING, the SCALE track diverges to the west and stub ends prior to Depot Street. Locomotives are prohibited from going over the scale. The CLP MAIN track also diverges to the west from the NORTHERN MAIN and heads towards Whitehall, NY.

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## Facilities

The existing Rutland Yard is located in the center of downtown Rutland. The yard is located on property that is owned by the state and operated by the Vermont Railway (VTR). The Rutland Passenger Station is located at MP 54.56 north of the River Street overhead (O.H.) bridge. This station serves as the northern terminus for Amtrak service. The wye track on the Bennington Branch serves is a key piece of track infrastructure for Amtrak's operations. The wye track is used by Amtrak to turn their equipment, such that the locomotive is always on the front end of the consist and always in line with the direction of travel.

The Rutland 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 Bennington Branch adjacent to Park Street. The VTR is moving their administrative offices to a building on Post Street also owned by the VTR, southwest of River Street. The old administration building at Park Street will be used as a crew quarters and shop office facility for VTR personnel.

The Engine House, or maintenance facility, is adjacent to the old administration building. The engine house has two maintenance stalls that can handle two pieces of equipment each. There is a pit track on the WEST track within the facility. Medium maintenance and inspection work is performed in the Rutland Yard in this shop. All heavy maintenance on vehicles and equipment is done in the Burlington Yard.

A Salt Shed and truck scale are also located within the limits of the wye track off of the Bennington Branch. The capacity of the Salt Shed is approximately 26,000 tons to 32,000 tons. The salt shed is owned and operated by the VTR. The salt shed stores the salt used for roadway salting during the winter. There is also a train scale located in Center Rutland near Carris Reels.

There are approximately 20-40 employees based in the Rutland Yard. This number varies depending on time of year and maintenance schedules. The Tie Crew utilizes eleven (11) units of machinery of the approximately 25 units of VTR track machinery. Typically there are 10 to 12 units of maintenance equipment in Rutland or Burlington at any one time. When not in use, the Rutland Yard uses the Pig Ramp and the Fairgrounds dock to layover their maintenance of way equipment.

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## Operations

All of the VTR's dispatching is done from their Bellows Falls facility, however, the operations center will be moving to Rutland within the next year. All railroad forces on the property communicate via radio with the dispatcher as well as the yardmaster in Rutland. The maximum allowable operating speed within the limits of the yard is 20 mph with a permanent 10 mph restriction between West Street and Park or South Main Streets. This speed limit is for both freight and Amtrak equipment. The VTR dispatching center in Bellows Falls also communicates with the Amtrak train, which terminates at the Rutland Passenger Station.

Rutland Yard is a through facility and serves as an interconnecting hub between the CP and the NECRR. Freight cars are cut and shuffled here such that they can be sent out to their ultimate destination. The two major routes for the VTR are between Rutland and Burlington and

between Bellows Falls and Whitehall. For Rutland Yard, the VTR currently has a stretch of uninterrupted traffic from Park St. (MP 53.72) to West St. (MP 54.75). This length is approximately 1.03 miles. Often times, long trains are assembled that run into the adjacent grade crossings and block local roads. The VTR has installed predictors and preemption or motion detectors at most grade crossings within the vicinity of the Rutland Yard. South Main St., Park St., and West St. restrict the building of long consists. There are approximately 200 cars per day which run through Rutland Yard. On average, four or five of the VTR's thirteen locomotives are assigned to the Rutland Yard.

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## Customers

The Rutland Yard is a through point in VTR's track network. Freight travels through this yard and cars may be switched from one train to another in order to reach a final destination. The VTR has several freight customers within the limits of the Rutland 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.

Rutland Yard stores tank cars for OMYA. Rutland also stores covered hoppers and boxcars within the yard. Rutland typically stores about 60-70 cars. Track maintenance equipment is stored either in New Haven or on an active spur along the mainline. OMYA sends approximately 20 cars per day from Florence.

The VTR owns and operates a salt shed within the limits of the Rutland Yard. The salt shed has a capacity of approximately 26,000 to 32,000 tons. The salt usually arrives in 100-ton hopper cars. The salt shed is located within the limits of the wye track, west of the B&R MAIN. There is an under track conveyor located beneath the SALT TRACK used for transferring salt from hopper cars into the shed.

MacIntyre Oil has a new fixed facility within the limits of the Rutland Yard. Their facility is located on the west side of the Bennington Branch. MacIntyre Oil receives approximately two cars per day during the summer and approximately seven to eight cars during the winter. 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.

Carris Reels has a fixed facility within the limits of Center Rutland. The Carris Reels siding is accessed from a switchback off the VTR's Northern Main. The tail track capacity is approximately three cars. The Carris Reels track can hold a maximum of two cars. Carris Reels manufactures wire spools. This facility receives approximately 50 cars per year.

Himolene is located on the west side of the NORTHERN MAIN, across from the Amtrak station. Himolene manufactures plastics and receives approximately 36 cars per year.

Mintzer Brothers is located off the NEW LONG SIDING immediately north of the Howe crossing. Mintzer receives car loads of lumber and plywood.

CVPS is located west of the Bennington Branch, southwest of the River Street bridge. CVPS use VTR for deliveries of flat cars of powerline poles. CVPS stores some of the timber utility poles onsite.

Rutland Solid Waste/Cassella Recyclables ships recyclables from their collection site to their customers for processing.

Qualitad receives plastic raw materials by VTR rail. Qualitad has a fixed facility located east of Cold River Road off the Bellows Falls Main.

General Electric utilizes the Rutland Yard to move heavy machinery presses.

Westminster Cracker is a new customer of the VTR. Westminster Cracker will receive flour cars beginning in the spring of 2000

Baker Beer Distributors is located on the Bellows Falls Branch.

Suburban Propane is located south of Park Street off the B&R Main. Suburban Propane receives approximately two to eight cars per month.

The VTR owns and operates a bulk transfer facility within the limits of the Rutland Yard. This facility is used to transfer scrap plastic and other miscellaneous products.