

Wheat Shipper

JOINT VENTURE BUILDS STEEL ELEVATOR TO GAIN RAIL ACCESS FOR COOPERATIVES



McCoy Grain Terminal LLC
McCoy, WA • 509-288-5408

Founded: 2013
Storage capacity: 1.3 million bushels at two locations
Annual volume: 1 million metric tons
Annual revenues (est.): \$200 million
Number of employees: 14
Number of members (via LLC): 2,200
Crops handled: Wheat, barley
Services: Grain handling and merchandising

Key personnel:

- Bud Riedner, general manager
- Jay Rubin, facilities manager
- Jacqueline Tee, CFO
- Daniel Palmer, operations
- Josh Weitz, operations

Supplier List

Actuators..... Andco Actuators
Bearing sensors..... Rolfes@Boone
Bin sweeps Springland Mfg.
Bucket elevators..... Schlagel Inc.
Bulk weigh scale Intersystems
Catwalk..... Warrior Mfg. LLC
Contractor.. The Haskins Company
Conveyors (belt).... Hi Roller Conveyors
Conveyors (drag) Intersystems
Distributor..... Rapat Corp.
Dust collection system .. Keigley & Co.
Dust filters..... MAC Process
Elevator buckets Tapco Inc.
Engineering Dan Wambeke PE
Fall protection The Haskins Co.
Gates..... Keigley & Co.
Level indicators..... BinMaster Level Controls, 4B Components Ltd.
Liner... Tandem Products/Rhino Hyde Div., Saint Gobain Ceramics
Manlift..... Sidney Mfg. Co.
Millwright... The Haskins Company
Motion sensors.. 4B Components Ltd.
Railcar gate opener.. Calbrandt Inc.
Samplers Intersystems
Steel storage..... SCAFCO Grain Systems Co.
Tower support..... Warrior Mfg. LLC
Truck probe..... Intersystems



New McCoy Grain Terminal LLC rail terminal along a state-owned short-line railroad at McCoy, WA features 1.3 million bushels of upright steel storage. Photos by Bruce Selyem.

In 2008, the State of Washington purchased a 75-mile short-line railroad running from Potlatch, ID to Marshall, WA, where it connects with the Burlington Northern Santa Fe Railway (BNSF) and began soliciting potential shippers to build facilities along its route. Two cooperatives in the region responded.

Cooperative Agricultural Producers Inc., Rosalia, WA, and Pacific Northwest Farmers Cooperative, Genesee, ID – on June 1, 2013 formed McCoy Grain Terminal LLC. The venture was intended to operate a 1.3-million-bushel rail terminal nearing completion at McCoy, WA, a wide spot in the road near

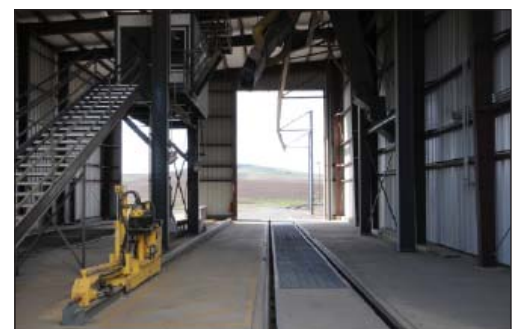
Rosalia. The facility included nearly two miles of loop track on a railbed dynamited from the hilly site, constructed by RailWorks Corp., New York, NY (212-502-7925), for shipping wheat to the Snake River and then to Pacific Northwest export terminals.

(Since then, Mid Columbia Producers Inc., Moro, OR, has joined the venture.)

“Altogether, we can originate 40 to 45 million bushels of wheat from the three partners,” says General Manager Bud Riedner, who came to the LLC in 2013 after trading export



Bud Riedner is general manager of McCoy Grain Terminals LLC.



Two-bay steel receiving/loadout shed includes truck and rail receiving pits and a Calbrandt mobile gate opener.

wheat for Kalama Export Co. LLC in Vancouver, WA.

The two original partners had begun actual construction of the \$18 million rail terminal in March 2012, with The Haskins Company, Spokane, WA (509-535-2978), as general contractor and millwright. The terminal began operations in mid-October 2013.

“Haskins was a local company, and they had done work for both cooperatives,” Riedner says.

Also involved in the project was Dan Wambeke, PE, Spokane (509-343-9000), who performed engineering services, and Townsend Controls and Electric LLC, Pasco, WA (509-542-9949), provided the automation systems.

Terminal Specifications

Upright storage at McCoy Grain Terminal consists of three SCAFCO 375,000-bushel tanks and three 55,000-bushel tanks. Riedner notes that this allows for numerous separations of wheat by class and quality measurements.

The big tanks stand 78 feet in diameter and 85 feet tall at the eave, with flat floors, outside stiffeners, 12-inch Springland bin sweeps, and BinMaster level indicators. There is no grain temperature monitoring or aeration, although the tanks are set up for the addition of fans in the future, with double-H-pattern ducts already in place. Riedner notes that tank foundations sit directly atop bedrock, so no



Outside crew at McCoy Grain Terminal includes Daniel Palmer (left) and Josh Weitz.



Series of 60,000-bph Hi Roller enclosed belt conveyors in a below-ground tunnel reclaim grain from 375,000-bushel SCAFCO tanks.

pilings were needed.

The smaller tanks, standing 30 feet in diameter and 85 feet tall at the eaves, are outfitted with 40-degree steel hopper bottoms and 4B level indicators. Again, there is no temperature monitoring or aeration at this time.

Incoming trucks are weighed on a 110-foot pitless inbound/outbound Unitec scale and sampled with an Intersystems truck probe. Upon return to the scale, drivers can receive a scale ticket via a scale-side printer.

Trucks continue on to a two-bay enclosed steel receiving and loadout shed housing both a truck and combination truck/rail receiving pit. The mechanical pits, outfitted with a Keigley & Co. screw conveyor system, send grain either to a 40,000-bph Schlagel receiving leg or a 60,000-bph Schlagel combination receiving/loadout leg. The receiving leg is outfitted with two rows of Tapco 20x8 low-profile buckets mounted on a 44-inch Goodyear belt, while the bigger leg has three rows of the same model buckets on a 64-inch belt. The legs are encased by a 16-foot-x-25-foot-x-130-foot Warrior tower.

The receiving leg deposits grain into a four-hole Rapat rotary distributor with 26-inch square discharges. From there, grain is carried by overhead 40,000-bph Hi Roller enclosed belt conveyors out to storage. Rooftop equipment can be reached via a Sidney special purpose personnel elevator with 500 lbs. capacity.

At this point, the facility has no grain dryer.

The hopper tanks empty onto a series of above-ground 40,000-bph Hi Roller enclosed belt conveyors. The big tanks empty onto a 259-foot-long, 60,000-bph Hi Roller Hi Life enclosed belt conveyors in a below-ground tun-

nel. All of the reclaim conveyors carry grain to the loadout leg.

This leg deposits outgoing grain into a 60,000-bph Intersystems bulk weigh loadout scale equipped with a Master Weigh Infinity control system. Workers atop railcars are protected by a 238-foot trolley-type lanyard system fabricated by Haskins, which runs through the receiving/loadout shed.

Riedner says it takes about eight hours to load a 110-car wheat train using the bulkweigher.

Future plans at McCoy include the addition of 2.6 million bushels worth of covered ground storage.

Ed Zdrojewski, editor



Overhead 40,000-bph Hi Roller enclosed belt conveyors carry grain out to storage.