

Zamboni ice machines shipped worldwide

By Robert L. Wallack, AJOT

Anyone who has ever participated in an ice skating event knows the familiar ice cleaning and resurfacing ritual of the Zamboni. Hockey, figure, and speed skaters find a period of rest while spectators marvel at the colorful, four wheel box shaped Zamboni ice resurfacing machine slowly circles the rink preparing a smooth sheet of ice for more skating. Since 1950, over 7,500 Zamboni machines have been produced and shipped all over the world by truck, rail, ship, air and even by the inventor, Frank Zamboni to his customers.

The family-run Frank J. Zamboni & Co. factories in Southern California and near Toronto, Canada have a solid foundation in the ice business. In the 1930s, Zamboni brothers Frank and Lawrence developed a block ice plant in Southern California which permitted wholesale produce shipments by rail across the country. When new technology produced refrigeration, the need for block ice declined and the Zambonis tried other ice businesses.

In 1939, the brothers and a cousin built the still-operating Iceland Skating Rink in Paramount, California,

which is within blocks of the Zamboni factory.

In 1940, the ice rink was covered with a domed roof, and not long after Frank Zamboni put his ingenious mechanical engineering mind to work. The laborious and three to four men-intensive process of scraping the ice, shoveling, and watering a new surface with a tractor took over an hour. Through the 1940s, Frank Zamboni experimented with various designs to mechanize the process. In 1949, his Model A ice resurfacing machine became a working reality. It was a four wheel drive and two wheel steering machine using war surplus parts and salvaged steel to shave the ice, remove the shavings and wash for a new ice surface all in one operation, with a single driver. A patent was applied for and granted in 1953. The first shipments began that year and orders for the machines started to take off.

Each machine is hand assembled. The first 35 machines were built on a Jeep® body. In 1950, Olympic figure skater Sonia Henie ordered one of the first ice resurfacers for her world-wide touring. In fact, Frank Zamboni

delivered the Zamboni Model B by road to Chicago for Henie. Zamboni constantly made improvements in design for water and snow storage capacity as orders increased and skating became more popular.

Models "B" through "F" saw changes in the use of a complete Jeep® to a stripped Jeep chassis, for increased snow and water capacities. "Mass production" began in 1954, with production of 10 machines per year.

In the 1950s, the Boston Garden took delivery of their first Zamboni, a Model E with the old paddle and chain snow conveyor technology. One delivery to a customer by highway took an unexpected detour. Frank Zamboni was driving a Model C 450 miles up through the San Joaquin Valley in California to Berkeley when a cotter key fell out of the steering wheel shaft causing Frank to veer off the highway, according to a Zamboni Company report. That delivery was eventually made, however, subsequent shipments in the 1950s traveled via rail cars with freight forwarder assistance. Various transportation meth-

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DHL announces expansion of US and Canada global service parts network

DHL Worldwide Express announced the kick-off of its global service parts logistics capability in the US and Canada with the opening of a key Express Logistics Center (ELC) in San Francisco, California.

"The opening of the San Francisco ELC marks the beginning of expansion plans for DHL's logistics offering in the US and Canada," noted DHL's Vice President Global Logistics, Charles Menkhorst. "DHL is the market leader in the provision of mission-critical service parts logistics solutions in regions

around the world. Our comprehensive roll-out into North America will secure a global offering for our customers."

In addition to the new San Francisco facility, DHL operates US-based ELCs in Cincinnati and Miami. DHL's ELCs operate in regions around the world including Brussels, Bahrain, Johannesburg, Hong Kong, Sydney and Singapore. An ELC will open in Tokyo this month.

DHL's ELCs serve multiple functions as both value-added regional *(EXPANSION - continued on page 12A)*

Globe Express Services enrolls in US Customs security program

US Customs has implemented a new Customs-Trade Partnership Against Terrorism (C-TPAT) program to increase supply chain and border security. Globe Express Services (GES) is pleased to announce its enrollment in this voluntary program as a way to play a more active role in the war against terrorism.

As part of the enrollment process, GES has completed a "Supply Chain Security Profile Questionnaire." Currently GES is conducting a detailed self-assessment of supply chain security including physical, procedural and personnel issues. In addition,

C-TPAT participants are required to develop, implement and maintain a program to increase supply chain security throughout their organization. Participants must comply with C-TPAT guidelines and those rules must be conveyed to all other companies in the supply chain.

The benefits for Globe Express Services and its customers include expedited processing of imports at US ports of entry, which could reduce overall customs clearance time. GES is committed to fulfilling all obligations of the C-TPAT program and considers supply chain security a top priority.

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ods have been used over the past 50 years for Zamboni machines. Nowadays, there are some very specific shipping requirements.

The California and Ontario shops are small, with 35 and 20 employees, respectively.

Different component parts arrive for the six month order lead times to final assembly which results in a varied number of finished products per year. "The Paramount plant does fabrication of frames, for example, painting and assembly, whereas the Brantford plant's production arrangement does only assembly," said Zamboni.

Since 1969, the company has used special-made heavy axle assemblies from Dana Corporation, which arrive in closed vans or trucks.

In 1969, Zamboni began using Volkswagen air cooled engines imported from Europe and in 1978 the currently, best selling "500" series models started using 4 cylinder liquid-cooled Volkswagen engines in Paramount, and 4 cylinder Ford engines at the Brantford plant.

Richard F. Zamboni is the current President of the Zamboni Company. Richard took over from his father, Frank, who passed away in 1988. Richard's son, Frank, runs the Canada plant and oversees the California plant as well. Richard told the AMERICAN JOURNAL OF TRANSPORTATION, "In recent years, all Zamboni machines are containerized. We used to drive 8-10 down to the Port of Long Beach or Los Angeles for \$5.00 each.

"During the 1960s, after the 1960 Squaw Valley Olympics when worldwide Business really started growing, nephews, friends, and workers traveling in a convoy would drop off Zamboni machines at the ports. Subsequently, the machines were released to dock workers who

put cradles under the tires and lifted them onto the Maersk ships," he said.

During this period, several machines were needed urgently by Japanese customers and Flying Tigers air cargo was used, he added.

Now carriers must make special preparations for containerized and trailer loads in order to safeguard the Zamboni machines in transit. Zamboni's main requirement for EX WORKS shipments of the valuable hand assembled ice resurfacers, each weighing up to 6,400 pounds, is that "...the container and trailers are enclosed, and have wooden floors to chock the tires in place," explains Zamboni.

The 552 model's fully electronic machine, using battery technology, sells in Europe and weighs between 8,500 to 9,500 pounds, "...which takes up a lot of space, and are cube foot charges," said Zamboni.

Generally, when three Zamboni machines are ready, the international dealer, or a broker, is called who then finds the forwarder and transportation carrier's best price, or the customer might require a specific carrier. A 40 foot container will hold up to three Zambonis. If they are shipped singly, "...they must be in the nose of the trailer with a wall behind it, so there are no boxes or other items loaded onto or around it," he said.

"Yellow and other common carriers have loaded Zambonis into containers here and tractor trailerized containers from the factory to domestic destinations or to the Ports of Los Angeles or Long Beach for foreign shipments. Internationally, continental Europe and Sweden have been big markets through the years, as well as Japan. China business is increasing, recently, with sales of well over 100 machines. In Europe, sales have reached 500 machines.

"Domestically, with a

large market such as Minnesota, we'll normally handle transport by an owner-driver carrier from the Minnesota area," said Zamboni.

Inventor Frank Zamboni and his family's company have won many accolades over the five decades that they've been keeping ice smooth for skating enthusiasts from professional

hockey players to Olympic skating stars. Zamboni has even received an Honorary Doctorate of Engineering from Clarkson University in Potsdam, New York. Zamboni will remain a household name in this century as it continues to ship the constantly improving nine m.p.h. ice resurfacing machines to rinks worldwide.

ITC vote advances unfair trade cases filed by US steel wire strand producers

The unfair trade cases filed by a coalition of domestic steel wire stand producers advanced another step last week with a favorable ruling by the US International Trade Commission (ITC).

The ITC's preliminary determination concluded that there is a reasonable indication that imports of the product from Brazil, India, Korea, Mexico and Thailand injure domestic producers of prestressed concrete steel wire strand. The product, commonly known as PC strand, is widely used for construction purposes.

The unanimous ruling in favor of the US industry sets the stage for the US Department of Commerce to impose preliminary antidumping duties ranging up to 122% on imports from the five countries.

The unfair trade petition, filed by the PC Strand Coalition on January 31, 2003, presented evidence that producers of the product from the named countries "dumped" their products in the U. at prices lower than the normal value in their own markets, and that imports from India were receiving unfair government subsidies.

"The unanimous vote of the ITC is an important step forward," said Paul C. Rosenthal, an international trade attorney with the Washington, DC law firm Collier Shannon

Scott, PLLC, and lead counsel to the coalition. "We are confident that the foreign producers are dumping their product in the United States in violation of US laws and international rules governed by the World Trade Organization. The case now moves to the Department of Commerce, which will investigate in detail the dumping and subsidy charges and range of margins we have alleged. This next crucial step involves contacting the foreign producers to obtain confidential information regarding their pricing practices and determining whether they are violating US law by dumping product in the US."

A dumping investigation takes approximately one year to complete. The Commerce Department is the agency responsible for determining the margins of dumping. The ITC determines whether a US industry has been injured as a result of the dumped product. The United States has had an antidumping law for more than 80 years that is consistent with international trade rules as established by the World Trade Organization.

Members of the PC Strand Coalition are American Spring Wire Corp., Bedford Heights, Ohio; Insteel Wire Products Company, Mt. Airy, North Carolina; and Sumiden Wire Products Corp., Stockton, California. PC Strand Coalition