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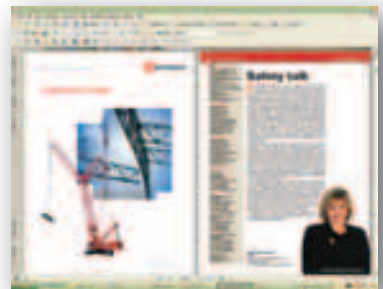
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The magazine for the crane, lifting and transport industry

June 2009

Volume 5 Issue 6

AMERICAN Cranes & Transport

A KHL Group Publication

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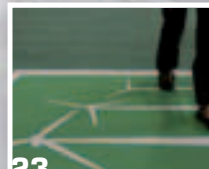
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Official domestic
magazine of the
SC&RA (Specialized
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LET'S LIFT THE WORLD TOGETHER



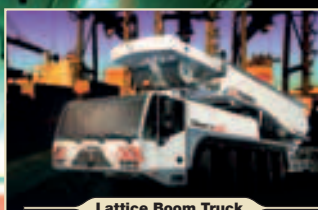
All Terrain



Flat Top Tower



Pick & Carry



Lattice Boom Truck



City



Truck Loader



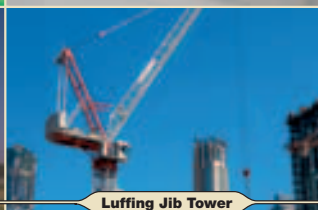
Self Erecting Tower



Cab Down



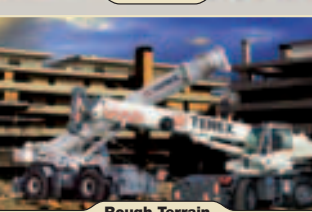
Lattice Boom Crawler



Luffing Jib Tower



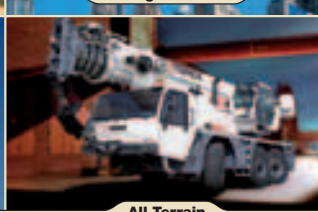
Telescopic Boom Truck



Rough Terrain



Hammer Head Tower



All Terrain



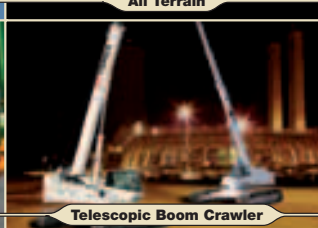
Lattice Boom Crawler



Lattice Boom Crawler



Boom Truck



Telescopic Boom Crawler



Telescopic Boom Truck

- Meeting your needs with our comprehensive range of cranes
- Bringing together diverse experts to deliver application solutions
- Supporting you with an experienced global team



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Good stuff

Amid trying times, there's still a lot of good stuff to talk about. First off, let's start with the *ACT* cover. Is that not a compelling shot, taken by our friend Joe McCarthy at Campbell & Ness Cranes? With the Space Needle in the background, readers familiar with that landmark realize the photo is taken on a clear day in Seattle. McCarthy, who is an accomplished photographer as well as a crane industry veteran, told me he had to scout out several places in advance to get that beautiful perspective. In the shot, Ness & Campbell use its Manitowoc 2250 with Max-er to dismantle a Liebherr tower crane on rent from Morrow Equipment. The tower crane was used by Lease Crutcher Lewis to build the West 8th office tower in Seattle, WA. If you study the photograph you can see all sorts of things going on – and of course there's our designer's little tweak to introduce our **act100** list.

Yes, **act100**. Amazingly, we have 100 firms on our annual list that up to this point has been called **act50**. Why did we change it to 100? Well, it started last year when our KHL USA Vice President Trevor Pease challenged us to double the list. Surely that wouldn't be so hard. Well it was very difficult but proudly we hit the mark, thanks to the work of our entire KHL USA team. We also thank all the firms – large and small – that took the time to fill out our survey form and participate in this monumental effort.

In assessing the list, we realize there are still important companies missing on the list, several in the top 20. We're hopeful that more and more companies will be inclined to get on our prestigious list. Which begs the question: How many crane companies are there in North America? 500? 700? 1,000? Our database tops 700. What do you think?

Next, this issue offers some of the most awesome reading ever with the presentation of the SC&RA's Job of the Year Awards. We're so proud to offer first and exclusively the in-depth details behind the winning entries. This year we asked for more pages than in the past so we could show our readers the incredible feats accomplished by the six winning companies. See our exclusive coverage starting on page 41.

Besides the **act100** and JOY awards, there's a whole lot of other good stuff in this issue, including our first Industry Focus on the myriad "green" initiatives in our industry.

And finally, the calendar has rolled around to June, the month four years ago that the first issue of *American Cranes & Transport* was published. It's our anniversary, and our inaugural USA team is still in place, diligently working to provide the crane and specialized transport industry with pertinent and important information, news and views that they can use to help their businesses thrive. We have so many folks to thank for our success, including the SC&RA staff and membership, as well as our talented and resourceful KHL Group team in the United Kingdom and around the world.

And we also thank our readers, who keep us on task each and every day.

D. ANN SLAYTON SHIFFLER**Editor**

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Ness & Campbell Crane used its Manitowoc 2250 with Max-er 225 rigged with 300 feet of main boom and a 200 foot luffing job to dismantles a Liebherr tower crane.

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American Cranes & Transport is published 12 times a year by KHL Group USA LLC, 3726 East Ember Glow Way, Phoenix, AZ 85050. SUBSCRIPTIONS: Annual subscription rate is \$250. Free subscriptions are given on a controlled circulation basis to readers who fully complete a Reader Subscription Form and qualify under our terms of control. The publisher reserves the right to refuse subscription to non-qualified readers.

Member of



Published by



www.khl.com ISSN 1555-1830



Circulation is audited by BPA Worldwide

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Produced in cooperation with the NCCCO (National Commission for the Certification of Crane Operators)



Official domestic magazine of the SC&RA (Specialized Carriers & Rigging Association)

news

Bay Crane opens new office in New Haven, CT; Shuttlelift introduces new wind market innovation; Tradelossa takes delivery of new Goldhofer lines; and more news from around the industry

international news

Chinese company Liugong has stepped into crane manufacturing; Hiab loader crane sales have taken hit; Ainscough Crane Hire enters crawler sector and more. *Euan Youdale* reports

business news

A slight rally that started in mid-March has pushed up the fledgling economy, if ever-so-gently. *Chris Sleight* reports that share prices continue to rise

safety

Terry Young challenges truck drivers to buckle up and sign the Safety Belt Pledge

product news

Manitowoc launches TMC 540 at Intermat; MSA unveils two new products; Badger adds to its crane fleet; Cattron offers new software



regional report

Hal Lundgren reports on crane and transport companies in the Northeastern US. Like most, they continue to acclimate and adjust to the downturn

profile

Number one of the **act100** list is a company that has deep roots in the crane industry

industry focus: sustainable business

As environmental and conservation issues continue to gain momentum, the construction business adapts with the changes. *ACT* reports on recent developments, including the American Wind Energy Association conference, self-erectors and more

act100

ACT raises the bar this year ranking the top 100 crane owning companies in North America. *D. Ann Shiffler* reports

6

site report: lifting

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On a busy roadway project in Florida, PCL Civil Constructors used four small crawlers to lift, drive and extract sheet pile. *ACT* reports

site report: transport

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Berard Transportation hauled a huge fractionator from a manufacturing facility to a docking facility for shipment to Garyville, LA. *ACT* reports on the feat



SC&RA

Job of the Year

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D. Ann Shiffler and *Terry White* report on the spectacular projects that won the distinguished 2009 SC&RA Job of the Year awards



SC&RA comment

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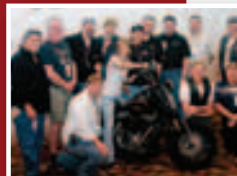
By *Joel Dandrea*

The SC&RA has a lot of synergy

SC&RA news

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The SC&RA annual conference was held at the La Quinta Conference Center in La Quinta, CA from April 21-25. *Terry White* reports on the event that attracted more than 585 association members



SC&RA risk management

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Is our litigious society over lawyered? *Tim Hillegonds* gives tips on how to monitor if your company is proactive or reactive with litigation management

people and events

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AEM lends a hand in bauma China and other industry events; ICUEE's numbers are looking positive despite down economy; SEAA inducts new officers; Lifting Gear Hire's Pat Fiscelli retires; and more

marketplace c

The most comprehensive listing of crane and transport services and equipment in North America

57
products, parts & accessories

73
equipment for sale or rent

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crane & lifting services

93
transport & heavy haul



highlights

➤ DiversityBusiness.com, a business-to-business Internet site, named Bennett International Group, LLC as one of the top businesses in the US. Bennett was honored at an awards ceremony at the "Multicultural Business Conference" in early May.

➤ Seventeen companies had applied to the U.S. Nuclear Regulatory Commission by the beginning of this year for construction and operating licenses for up to 26 new nuclear reactors, according to the March issue of Nuclear Energy Insight. Some of the earlier applicants have signed engineering-procurement construction contractors, and some major reactor components on order are being manufactured. Also underway are pre-construction activities, including land clearing, soil testing, access road construction and other activities.

➤ Legislation under consideration in Florida (CS/HB 5011) would double state registration fees on heavy vehicles. If signed into law, the bill would result in some of the highest truck fees in the nation. An existing fee of \$989 per year for a truck weighing 72,000 pounds would rise to \$1,978. Moreover, the resulting revenues from the increase in vehicle registration would be diverted from transportation purposes to the state general fund.

NCCER wins award for training video

The National Center for Construction Education and Research (NCCER) won a coveted 2009 Gold Aurora Award for a DVD-based project management training video. The winning entry's competition category was "Leadership Management Training." The program Minor Decisions: Major Impact; How to Deal with Real Issues in Project Management provides trainees with scenario-based training. It creates discussion about the roles and actions of a construction project manager, while also bringing real-world project management issues to life in the classroom. The central topics, which are covered in six video segments, include how to manage best under pressure, resolving team conflicts, using best practices, and mitigating negative impacts on schedules and costs.

Bay Crane opens North Haven branch

Bay Crane Service has announced the opening of a new branch office in North Haven, CT. Serving the Northeastern US from this six-acre facility, Bay Crane offers an assortment of crawler cranes, all terrain cranes, boom trucks and rough terrain cranes. The new branch also offers project management as well as heavy haul capabilities with up to 44 axle lines of hydraulic trailers and spread-axle equipment to 19 axles.

Bay Crane uses its 440 ton capacity Liebherr LR 1400/2 and its 275 ton capacity Liebherr LR 1200 to lift a 396,000 pound HRSG module at a power project in Middletown, CT



Crane Rental hauls 400,000-pound transformer in FL

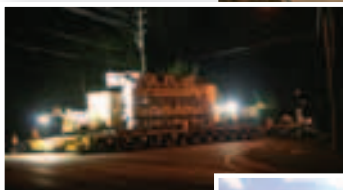
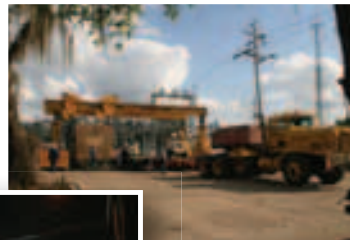
Crane Rental Corporation (CRC) recently moved a 400,000 pound transformer from Stanton Energy Center in east Orlando to the Progress Energy Florida (PEF) Tanner Road substation, also in Orlando.

CRC used its 500-ton gantry system at both sites to load and unload the transformer. CRC used its Oshkosh Prime Mover

and 12-lines of Goldhofer hydraulic platform trailers to haul the giant transformer over the road. The Goldhofer trailers were configured side-by-side in order to provide the proper weight bearing pressure for Florida DOT permits. Because the load took up almost two lanes of roadway, it had to be moved at night with Orange County Sheriff's department providing

traffic control assistance. The 11-mile journey took about two hours.

The transformer will be moved again when its final foundation is finished.



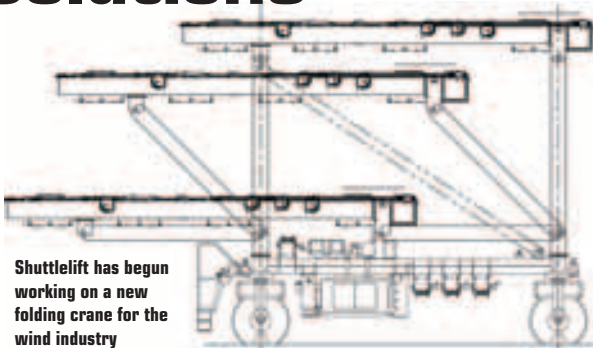
Crane Rental Corporation recently hauled a 400,000 pound transformer through the city of Orlando



Shuttlelift offers new gantry solutions

Shuttlelift is in the final stages of development of a new type of folding crane targeted to the wind industry. Known as the SL100II LDG, the concept will initially only be available on gantry cranes with a 100-ton carrying capacity, which the company says is the most popular model for wind farm constructors.

The folding crane concept works in this industry because on many wind farm construction sites a gantry's progress can be hampered by overhead power cables. Shuttlelift's design is to reduce the overall height of the crane by removing the retaining pins on each leg and folding down the top beams. This allows the gantry to pass under existing overhead obstacles that may



Shuttlelift has begun working on a new folding crane for the wind industry

have impeded the crane's movement. As the drawing above demonstrates, once the top beams have been folded down, the overall height is reduced from a typical 33 feet 7 inches to just under 16 feet.

Wind farm contractors often use gantries to lay out wind turbine components prior to erection, Shuttlelift says. The company envisions the new folding gantry crane will be suited to other applications, as well.

Also new from Shuttlelift is a wheel jacking technique and an automatic variable throttle (AVT) system for its SL and ISL gantry cranes. The wheel jacking application is available on all units with a cantilevered wheel frame. A self-contained motor, pump and hydraulic reservoir can be hooked up to the crane's battery, a stand-alone 12 volt battery or the battery of a service vehicle.

The system will drive the pump, actuating a hydraulic cylinder that is bolted to the wheel frame, raising the wheel clear of the ground enabling the flat tire to be changed, explained Kurt Minten, director of industrial sales. "The beauty of this system is that tires can be changed in confined spaces where access with cranes or large forklifts is difficult."

The built-in programming of the AVT automatically adjusts



Shuttlelift's new wheel jacking application

the engine speed to produce sufficient power to carry out the task in hand. "For example, depending on what function the crane operator selects, whether that's the use of only one hoist or hoist and traverse operation, then the AVT will only produce sufficient rpm to accomplish that selected activity and will always return to idle once the task has been completed," said Shuttlelift.

With the AVT option, engine rpm management does not require any operator input. "There are no manual processes to be completed before a significant reduction in fuel consumption is immediately realized," added the company.

Tradelossa gets new Goldhofers

Tradelossa recently took delivery of 15 lines of Goldhofer at its facility in Apodaca, Nuevo Leon, Mexico, according to Rafael De Los Santos Diaz. Tradelossa is among the winners of the SC&RA's Job of the Year.



For more information on Tradelossa and all six Job of the Year winners see page 41.



Atlantic & Southern expands Link-Belt territory

Atlantic & Southern Equipment has added Central and Eastern Tennessee to its sales territory for Link-Belt Construction Equipment, according to Brax Snyder, manager, worldwide sales.

Atlantic & Southern received the 2008 Award of Excellence as one of Link-Belt Crane's top dealers. This new territory is in addition to Georgia, Alabama, Southeastern Mississippi, and Northwestern Florida. "Atlantic & Southern is one of the best equipment dealers in the country," said Snyder. "Link-Belt crane customers in Tennessee will see the highest level of service and support for their cranes."

Morrow delivers tower cranes for Mexico mines

Salem, OR-based Morrow Equipment recently delivered two Liebherr 2000 HC 60 tower cranes to Minera Penasquito SV de CV, which is owned by Goldcorp Inc. of Vancouver, British Columbia.

Minera Penasquito purchased the massive tower cranes for their mining operations in Zacatecas, Mexico. The two Liebherr 2000 HC 60s joined a Liebherr 550 HC 40 and a 630 EC-H 20 for use in a \$1.49 billion construction program that expands mine capacity by 30 percent.

The 2000 HCs were erected with the assistance of the smaller Liebherrs. The 550 HC and the 630 EC-H, leased from Morrow Equipment, were in turn dismantled using the 2000 HCs. The remaining Liebherr 2000 HC 60s will be used to finish construction of SAG lines 1 and 2 slated

for early 2010. The SAG lines are for crushing and flotation of zinc and lead.

Once this phase of construction is completed at Penasquito, the twin 2000 HC 60s will be retained for servicing and maintaining lead and zinc SAG mill operations and for future construction. They will be removing and replacing a variety of components weighing in excess of 50 tons.

The flotation crane is equipped with a 246 foot (75meter) jib and a 95 foot (29.1 meter) height under hook. The grinding area crane has a 213 foot (65meter) jib assembly and a hook height of 131 feet (40.7meters).

The Liebherr 2000 HC is a 60-ton capacity top-



Two cranes leased from Morrow Equipment erect two cranes recently sold by Morrow for mine work in Zacatecas, Mexico

15 kW slewing motors with frequency converter, double trolleys for 4-fall operation, and centralized slewing ring lubrication system.

Morrow Equipment Co., L.L.C. is the exclusive distributor of Liebherr tower cranes in the US, Canada, Mexico, Australia and New Zealand.



slewing tower crane. Standard equipment includes a 110 kW variable frequency drive hoist unit, PLC control, six

Myshak acquires Foothills

Myshak Crane & Rigging Ltd. has purchased Foothills Crane Service located in Red Deer, Alberta, Canada.

Doug McLellan, former president and owner of Foothills Crane Service, will remain in Red Deer as the branch manager.

McLellan and his wife Judy started in Red Deer in 1977 and acquired Foothills Crane Service in 1988.

Myshak's strategy is to retain management, hourly workforce and add support with equipment and shared knowledge, according to the company.

Bragg family honored with Golden Achievement Award

George M. Bragg, long-time president of Bragg Crane Service based in Long Beach, CA, was the posthumous

recipient of the SC&RA's Golden Achievement Award during the Specialized Carriers & Rigging Association (SC&RA) Annual Conference in La Quinta, CA. He passed away on Saturday morning, March 28.

This coveted award pays tribute to the individual who has made an outstanding contribution to the specialized carriers and rigging industry. Because of the award's significance, the association does not issue it every year. His family accepted the award.

"George Bragg has made countless industry

contributions throughout the country and abroad. His contributions to SC&RA are extensive," said Randy Goddard, SC&RA chairman. "The winner has been known as a tough negotiator, a stickler to details, and a very successful individual in his business and, more importantly, with his family, friends and colleagues... No matter what he did or where he went in business or life, he earned and commanded respect and treated all those who know him with the same degree of courtesy and respect."

Bragg was active in the crane and rigging and specialized transportation industry for over 40 years. He rose through

the ranks at the SC&RA to become SC&RA chairman for 1990-91. In recent years, he had been active on the association's board of directors, the insurance committee and the EN13000 Task Force. Bragg was also a very active leader with the Southern California Crane Owner's Association and a very active contributor to his home community in Santa Ana.



George Bragg honored by SC&RA

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Ainscough crawler venture

UK: The largest crane rental company in the UK, Ainscough Crane Hire Ltd, is entering the heavy lift crawler crane sector.

Bucking the trend of desperate conditions in the world economy, Ainscough, which is well known for its fleet of wheeled mobile cranes, has placed one of the largest orders ever for lattice boom crawlers from a UK company.

Six heavy lift lattice boom crawler cranes between 500 and 1,250 metric tons (551 to 1,378 tons) lifting capacity will be added to the heavy lift division. They have been ordered from Terex Demag and Liebherr in Germany. The order for Terex Demag includes two 500 metric ton capacity CC 2500 models, a pair of 600 metric ton (661 ton) capacity CC 2800-1 units and a 1,250 metric ton capacity CC 6800. From Liebherr will be a 600 metric ton capacity LR 1600/2.

"We feel that the demand for heavy crawler cranes is really taking off, particularly in light of the demand from the energy sector – wind farms, power stations and the major related

infrastructure projects. We think it is under-served at the moment and the response we have had has been very good," explained Neil Partridge, Ainscough chief executive.

Redeveloped history

BELGIUM: In the historic centre of Brussels, a 12 metric ton (13.2 ton) capacity Linden Comansa 21 LC 290 flat top tower is helping redevelop the former Prince Albert barracks into luxury apartments. The crane was erected by Brualfa, exclusive dealer of the Spanish manufacturer in Benelux. The company was asked to supply a crane with a 60 meter (197 foot) under hook height and 60 meters of jib.



CHINA: One of China's largest earthmoving equipment manufacturers Liugong has branched out into the crane sector with the construction of a new factory in Bengbu, Anhui Province. The company has set a target of 3,000 crawler and mobile crane sales in 2011.

"This year we have a 50, 70 and 100 metric ton (5, 77, 110 ton) mobile crane, which are the popular sizes in China. We also have three models of crawlers – 55, 80 and 176 metric tons (61, 88, 110 tons)," said Zeng Guang'an, Liugong president.

FINLAND: Cargotec's first quarter results for 2009 show its Hiab loader cranes division has been increasingly hit by the drop in construction and new truck sales.

Hiab's share of group orders received, totalling €456 million (US\$ 594 million), was €138 million (\$180 million), down from €228 million (\$297 million) in the first quarter of 2008.

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CHRIS SLEIGHT is one of the world's most internationally renowned construction business writers, with specialist expertise in financial markets and stock market analysis. He is editor of KHL's market-leading *International Construction* and *Construction Europe* magazines, and is a regular contributor to *ACT's* sister publication, *International Cranes and Specialized Transport*.



The fledgling rally that started in mid-March has shown it has some legs, with share prices continuing to rise throughout April. **Chris Sleight** reports.

Moving up

After touching what appears to be the cyclical low at the start of March, share prices enjoyed a seven-week rally into early May. However, with *ACT's* Heavy Equipment Index closing out April at 78.23 points, there is still some way to go before it is back in the black for the year to date, having opened 2009 at 84.88 points.

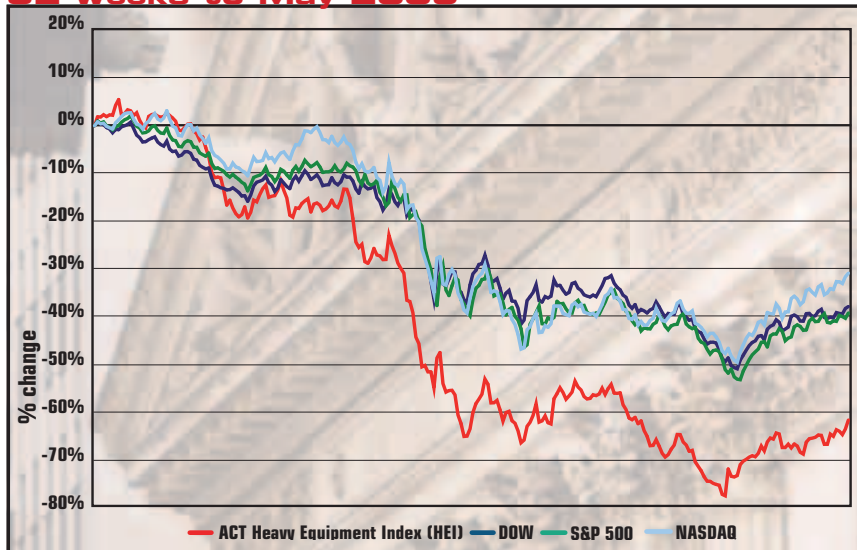
The Index is down some 8 per cent for the year to date, which is about in line with the losses of the mainstream indicators. But as the graph shows, losses for the *ACT* HEI are much more significant over the longer term.

Despite the rally of March and April, it is still some 60 percent adrift from where it was at the start of May 2008. In contrast, the widely-watched market indicators are down between 30 to 40 percent on a rolling 12-month basis, with the NASDAQ the best (or least worst) performing.

There are some significant points here. First, again as illustrated by the graph, the *ACT* HEI fell much further and more sharply than the wider markets in the crash that seems to have now bottomed-out. However, its movements this year have been more in-line with the three key benchmarks.

In fact, measured from the low point in early March, the *ACT* HEI has far out-performed the markets in percentage terms. It

52 weeks to May 2009



started May up some 68 percent from the low seven weeks earlier. In contrast, the best performing of the three key benchmarks, the NASDAQ was only up 30 percent over the same period.

This is part of the nature of cyclical stocks like those that make up the *ACT* HEI. They outperform the market when things are moving up, but suffer much heavier losses when the economic outlook takes a turn for the worst.

Recovery

So does this mean that the spring rally could be the start of a genuine recovery? Perhaps, but it is far too early to be certain.

Stock markets are forward looking, with share prices reflecting expected profitability over the coming 12 to 18 months. The fact that prices are moving up, means investors feel profits will improve this year, which would be indicative of a general recovery.

This means markets tend to pick up ahead of any recovery in the real economy. This also explains why market movements at the bottom of the cycle tend to be counter-intuitive. Markets will often pick up despite the fact that current real world data

on indicators like GDP growth and employment will often be getting worse.

But the most important point is that markets are not infallible. The current rally could prove to be a false dawn, particularly if the current recession turns out to be 'W-shaped'.

Good news is still good news though, and it will be interesting to see whether the upward momentum can be sustained further into the early summer before the traditional lull in activity over the middle of the year.

act

DISCLOSURE: Chris Sleight does not own shares in any of the companies named in this column.

about the index

ACT's Heavy Equipment Index (HEI) tracks the performance of 10 of America's most significant, publicly-traded construction equipment manufacturers – Astec Industries, Bucyrus, Caterpillar, CNH, Deere & Company, Joy Global, Manitowoc and Terex.



Terry Young challenges transportation companies to encourage drivers to sign the Safety Belt Pledge



TERRY YOUNG is president of Construction Safety Experts Inc. and a member of the board of directors of the SC&RA. He can be contacted at 919-632-3068 or e-mail: terry@safety-xperts.com

Pledge to buckle up

The Federal Motor Carrier Safety Regulations 48 CFR 392.16 require commercial vehicle drivers wear seat belts. The facts conclude it is much safer to wear a lap and shoulder safety belt while operating a truck.

Recent information provided by the Federal Motor Carrier Administration reveals that 217 drivers and occupants ejected from trucks were killed in 2006, and approximately 81 percent of the 217 were not wearing safety belts. Also, not wearing a safety belt in a large truck rollover increases the likelihood of a fatality by 30 times. In a rollover, a truck driver is 80 percent less likely to die when wearing a safety belt.

In 2006, 703 drivers of large trucks died in truck crashes and 314 of those drivers were not wearing safety belts. Besides the fact that wearing a safety belt is safer, it is also the law.

Companies should encourage all drivers to wear safety belts. All truck drivers should be challenged to sign The Safety Belt Pledge. Our pledge gives your employees the best chance to return home to family and loved ones safely.

act

THE SAFETY BELT PLEDGE

I will wear my safety belt because my well-being greatly affects my family and loved ones. It is my responsibility to maintain control of my vehicle. Using my safety belt is my best chance of remaining in control of my truck in a crash or emergency situation. I will always remember to buckle up.

9 myths about safety belts for truck drivers

Myth 1

Safety belts are uncomfortable and resist movement.

FACT

Most drivers find that once they have correctly adjusted their seat, lap and shoulder belt, discomfort and restrictive movement are not a problem.

Myth 2

Wearing a safety belt is a personal decision that doesn't affect anyone else.

FACT

Not wearing a safety belt can certainly affect your family and loved ones. It can also affect other motorists since wearing a safety belt can help you avoid losing control of your truck in a crash. It's the law. Federal regulations require commercial vehicle drivers to buckle up.

Myth 3

Safety belts prevent your escape from a burning or submerged vehicle.

FACT

Safety belts can keep you from being knocked unconscious, improving your chances of escape. Fire or submersion occurs in less than 5 percent of fatal large truck crashes.

Myth 4

It's better to be thrown clear of the wreckage in the event of a crash.

FACT

An occupant of a vehicle is four times as likely to be fatally injured when thrown from the vehicle. In 2006, 217 truck occupants and drivers died when they were ejected from their cabs during a crash.

Myth 5

It takes too much time to fasten your safety belt 20 times a day.

FACT

Buckling up takes about three seconds. Even buckling up 20 times a day requires only one minute.

Myth 6

Good truck drivers don't need to wear safety belts.

FACT

Good truck drivers usually don't cause collisions but it's possible that during your career you will be involved in a crash caused by a bad driver, bad weather, mechanical failure or tire blowout. Wearing a safety belt prevents injuries and fatalities by prevention ejection, and by protecting your head and spinal cord.

Myth 7

A large truck will protect you. Safety belts are unnecessary.

FACT

In 2006, 805 drivers and occupants of large trucks died in truck crashes and 393 of them were not wearing safety belts. Of the 217 drivers and occupants who were killed and ejected from their vehicles, approximately 81 percent were not wearing safety belts.

Myth 8

Safety belts aren't necessary for low-speed driving.

FACT

In a frontal collision occurring at 30 mph, an unbelted person continues to move forward at 30 miles per hour, causing him/her to hit the windshield at about 30 miles per hour. This is the same velocity a person falling from a three-story building would experience on impact with the ground.

Myth 9

A lap belt offers sufficient protection.

FACT

The lap and shoulder belt design has been proven to hold a driver securely behind the wheel in the event of a crash, greatly increasing the driver's ability to maintain control of the vehicle and minimizing the chance for serious injury or death.

➔ Copy was excerpted from the brochure *9 Myths About Safety Belts for Truck Drivers*, published by the US Department of Transportation and the Federal Motor Carrier Safety Administration. For additional information and copies of this brochure, go to www.fmcsa.dot.gov/safetybelt.

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Badger announces newest line of cranes

Badger Equipment has announced two new cranes to its product line, as well as an addition to its dealer network. The company has expanded its line of Badger cranes, now featuring 20- and 30-ton cab-down rough terrain crane models the CD4420 and CD4430. Empire Crane of North Syracuse, NY will distribute Badger's Little Giant Crane line as well as the new additions.



Grove launches TMC 540 in France

A new 44-ton capacity Grove truck-mounted crane was unveiled at Intermat – a welcome surprise from parent company Manitowoc. The TMC 540 – the European version of the TM 500 E2 sold in the US – is mounted on a four-axle Scania chassis-cab and will be assembled at the Manitowoc plant in Niella Tanaro, Italy.

The European model has a longer box boom (101 feet) of the two version available on the US model. Total weight fully equipped and with full counterweight comes in at 35 tons.

The crane also features two engines to optimize operation for different road requirements and travel. "It is the most economical and efficient lifting device in 35 to 45 tonne [38 to 49 ton] capacity range [of wheeled mobile cranes]," said Frans Vanwinkel with Manitowoc.

Cattron rolls out new software

The Cattron Group has rolled out its new software service, CattronConnect. The software allows customers the ability to communicate wirelessly and bi-directionally with all fixed or mobile assets, including cranes, on a real-time basis by using IP-based cellular networks or 802.11 – or both.

"This fleet-wide capability can be leveraged for higher value propositions such as: compliance to warranty terms and conditions, predictive and scheduled condition-based maintenance, remote firmware updates reducing 'service truck rolls,' and enhanced safety reporting with a data-logging feature," says Haroon Inam, vice president, global engineering for Cattron. "This information and the capability of these actions are available through a user-defined



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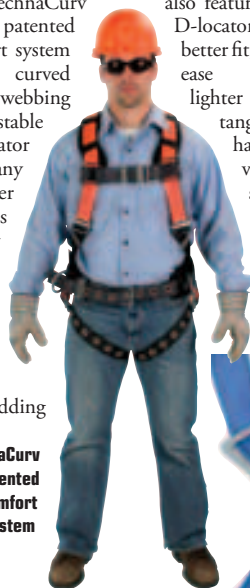
MSA has comfort in mind

Safety company MSA has taken the wraps off two new products. The custom TechnaCurv harness has a patented curvilinear comfort system that combines curved neck and torso webbing with an adjustable Y-back D-locator pad. The company says the shoulder webbing, which is now moved away from the neck, prevents chaffing and provides better comfort. The harness also features visco-elastic shoulder padding

and Sorbtek wicking fabric. MSA's custom Gravity harness also features the new Y-back D-locator pad, giving users a better fit, increased comfort, ease of adjustability, lighter overall weight and tangle-resistance. The harness can come in vest or cross-over style and is color customizable.

MSA's gravity custom harness

MSA's TechnaCurv features a patented curvilinear comfort system



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M3 Crane's uses its Kobelco crawler for work in the New Jersey area. The company specializes in rough-terrain and crawler cranes, plus performs some transportation and rigging work. Much of its work is in treatment plants and marine services

Crane and transport companies in the Northeastern US continue to adjust and adapt to the downturn. **Hal Lundgren**

reports

Making adjustments



Michael Foggio, president of Verona, NJ-based M3 Crane, says his company is just the right size to deal with recessions. The company held up well in 2007 and 2008. "We'll be better in 2009," he predicts. "We expect our business to be up by about 10 percent."

The president of 41-year-old Keen Transport, Bill Keen, compares today's business sluggishness with the 1981-82 recession "when we had 21 percent interest rates." The New Kingstown, PA-based company has also had to withstand sagging commodity prices and "a dramatic drop in our export business." For years, Keen locations near several US ports had prospered with assembly and storage services.

Business fall-off has forced the company "to adjust employment levels." Still, Keen has maintained its fleet of more than 500 trailers, of which about 95 percent are company-owned. Keen operates from 13 locations with about 550 employees.

"We saw this (housing) problem start in New England about two years ago," says Keen. "Then it moved to the Atlantic states. Based on my experience, that's how US recessions seem to move. They start in New

England, then go to the Atlantic region, then to the Gulf states, then to the west. Global recessions also seem to start in the US. We are usually first into a recession and first out. We went into this recession ahead of the rest of the world. Let's hope we're again the first out."

Slight recovery signs?

Keen says Eastern Pennsylvania and New Jersey (housing starts) are still slow. "We need them to pick up," he says. "But we do see slight signs of recovery in New England. That's encouraging. I keep telling myself things are going to get better."

Memories of the 1981-82 economic downturn have left him with cautious instincts about the future. "That was a terrible time," Keen says. "Our business was down 30 percent one year and 40 percent the next. Looking forward, I don't see the economy coming out of this recession soon. ➔



Jay Biondi, Biondi Transport and Rigging, serve the upstate New York, western Massachusetts and Vermont region. He says while the economy has taken a hit, that doesn't mean there's gloom and doom everywhere. "We've been in business 15 years. I can't compare today with a bad period because our company isn't in a bad period. We've even been able to weasel some business away from larger competitors."

marine services. Foggio says that despite "noticing problems" in his region, the company held up well in 2007 and 2008.

"We'll be better in 2009," he predicts. "We expect our business to be up by about 10 percent."

Housing hurts

Jay Biondi coordinates operations for Biondi Transport and Rigging of Queensbury, NY. He measures housing slippage in two phases.

"First, we had the housing market drop," he says. "Then we had the housing market fall off the face of the earth."

That doesn't mean there's gloom everywhere. In much of his service area (upstate New York, western Massachusetts and Vermont), Biondi observes, "Malls are filled, customers are buying and people tell me they're puzzled about all the bad economic news they read and hear. It's that way (no gloom) for our company, too. We've been in business 15 years. I can't compare today with a bad period because our company isn't in a bad period. We've even been able to weasel some business

away from larger competitors."

Biondi says "being lean and mean helps us. We're small enough that if one phone call comes in, we're busy. A company that's doing 20 houses a month is in trouble if the housing market goes away. Housing has been a small part of our business. If we're doing one house a week and demand stops, we don't feel it."

The company specializes in crane rentals, transportation and rigging, "all of it light stuff," according to Biondi.

Baxter Crane and Rigging of West Yarmouth, MA, rents cranes with capacities reaching 360 tons as well as boom trucks and forklifts. In recent months, there has been less demand for that equipment. To avoid layoffs, as many as one-third of Baxter employees have been assigned rotating "off" time.

"We operate only in the Cape Cod area," says Jon Baxter, owner. "There's not much industry here, so we never know what to expect."

The company offers lifting for modular homes, commercial air-conditioning, steel work, whatever comes along. "We're also getting into wind turbines," Baxter says. "A small company has to be prepared to do a little of everything, and that's us. We've been very fortunate that there are a lot of wealthy people with large homes on the Cape. We've helped them with complete renovations and even moved gazebos."

But overall, things have been slow. "We have 12 cranes," says Baxter, "Right now, that's more than we need."

act

I've been wrong before. I hope I'm wrong this time. But that's the way it looks to me."

Michael Foggio, president of Verona, NJ-based M3 Crane, figures his company is just the right size to deal with recessions. "We're mid size," says Foggio, whose company serves primarily four states. "We're not highly leveraged."

Larger companies are also larger in their vulnerability, Foggio points out. "We've all seen times where things are crazy with lots of business activity," he says. "Then all of a sudden, there's a downturn. The music stops. When all the chairs are taken, it's tough to find a place to sit."

Foggio's company specializes in rough-terrain and crawler cranes, plus performs some transportation and rigging work. Much of its work is in treatment plants and

Bill Keen, president of 41-year-old Keen Transport based in New Kingstown, PA, says he has seen some slight signs of economic recovery





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CRANES

See the **act100** list of crane owning companies on page 27 of this issue

At the top

Number One in the **ACT100**, Maxim Crane Works continues to impress its clients with its knowledge, resources and know-how

Headquartered in Bridgeville, PA, Maxim Crane Works, L.P. has deep roots in the crane rental sector in North America, specializing in the rental and sales of lift equipment, including hydraulic truck cranes, rough terrain cranes, crawler cranes, tower cranes, conventional truck cranes and boom trucks. Maxim services its clients through with 32 branches in six regions from coast to coast.

In 2009, Maxim is ranked first on *American Cranes & Transport's* list of North America's largest crane companies. Maxim offers the largest fleet of mobile cranes in the world, averaging five years of age, according to the company.

Maxim's approach to safety illustrates the dynamics of loss control. A philosophy of zero accidents helps to form the foundation for a proactive approach to safety, which encompasses all levels of management from the CEO Art Innamorato to crane operators.

Maxim Crane Works attributes much of its success to a world-class maintenance culture. The company's service department is composed of more than 300 technicians,

parts professionals, and shop support staff committed to assuring that the Maxim fleet is well maintained. The service department is available around-the-clock to assure reliability and uptime.

The primary goal of the company is "to consistently provide our customers with exceptional service, exceed our customer goals and expectations, provide our customers the maximum value and maintain our strong leadership role among our peers." Maxim meets that goal by offering capabilities to support the customer from the drawing board to the final positioning of the components to be erected.

Services include project assessment, to determine the proper onsite equipment and personnel to execute the project on time and under budget; project engineering, including engineering from computer-aided

design to professional engineer-stamped drawings; and transportation, including all means of transport from the fabrication site to the erection site, including water, rail, and over-the-road transport.

Maxim can offer onsite management to coordinate with clients and their customers the safe and efficient way to execute their project. The company has experience in all types of projects including oil refineries, coal burning and nuclear power plants, wood processing plants, and heavy highway and bridge placement.

Maxim Crane Works was formed starting in 1999 as the result of the merger and acquisition of 12 crane companies. Each company that combined to create Maxim has a long and rich history in the US crane industry.

The evolution of Maxim started in 1966 as Anthony Crane Rental Holdings. The more current day company's history started in March 1999 with the acquisition of Husky Crane of Stockton, CA. By the end of 1999 the Maxim fold included Dunn Equipment of Texas City, TX, Carlisle Equipment of Wilder, KY, AAA Crane of Sacramento, CA and Capital Crane of Indianapolis, IN. In 2000, the company name Maxim Crane Works was launched. Additional crane companies added to the Maxim umbrella included Sacramento Valley Crane Service of Sacramento, CA, Kings Crane Services of Cincinnati, OH, Coulter Crane Rental, Long Beach, CA, Linder Crane of Baltimore, MD, Carolina Crane of Augusta, GA, Coulter Crane Rental of Long Beach, CA, Linder Crane of Baltimore, MD and Carolina Crane of Augusta, GA. In 2001, the company acquired Thompson & Rich Crane of Stockton, CA.

act

Maxim Crane Works was formed starting in 1999 as the result of the merger and acquisition of 12 crane companies



This article was excerpted from *Lifting & Moving the World*, published in 2008 to commemorate the 60th anniversary of the Specialized Carriers and Rigging Association.

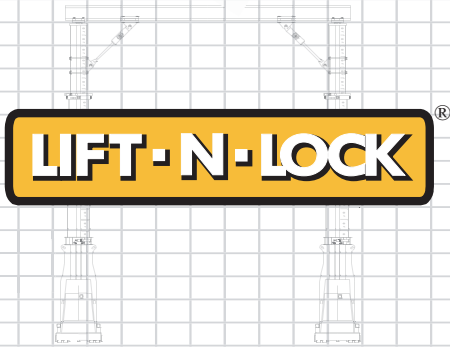
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Going green

Environmental and conservation issues

have been building momentum within the construction industry.

ACT reports on some of the latest sustainable news and trends



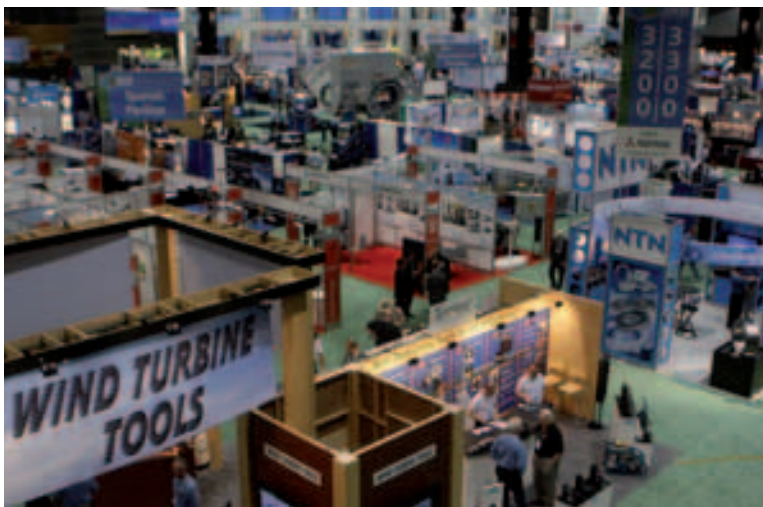
green highlights

➤ Miller Electric Mfg., Co. has introduced its new EnPak mechanical series, a generator that powers a service truck's tools using up to 30 percent less fuel. EnPak can power cranes, compressors, welders and generators with its 27 hp Kubota diesel engine. To power a hydraulic telescopic crane, EnPak has an Eaton variable displacement pump that delivers 8.5 gallons per minute at 3000 psi. It's enough to operate a 60,000 foot/pound crane with a maximum lift of 10,500 pounds.

➤ The Scuderi Group debuted its prototype Split-Cycle engine recently. The engine is said to produce up to 80 percent less toxins than a typical combustion engine. The new technology divides the four strokes of a combustion cycle over two paired cylinders: one intake/compression and one power/exhaust cylinder. The company says that by firing after top-dead center, the engine produces highly efficient, cleaner combustion with one cylinder and compressed air in the other.

➤ Sauer-Danfoss is tackling emissions challenges with its new SGM2Y and SGM3Y motors. The fan drive motors feature new enhancements that will reduce net vehicle power output by 5-10 percent, the company says, with heat rejected into the environment by up to 10-30 percent. As a result, engine and transmission fluids will run at significantly higher levels. "SGM2Y and SGM3Y motors can handle increasing engine and transmission oil temperatures by adjusting to both the higher heat loads and a wide range of severe operating conditions," says Jeff Brenner, product portfolio manager.

PHOTO COURTESY OF JOSHUA LOTT



The floor of the AWEA conference, which drew some 23,000 attendees

With the winds of environmental change a-blowin', the American Wind Energy Association (AWEA) blew into Chicago May 4-7 for its annual convention. The event, drawing some 23,000 attendees and 1,280 exhibitors, more than 50 of whom were crane and transport-related, sparked a positive note amongst visitors, with many saying the wind energy market could provide a potential uptick in the fledgling construction business.

Mike Wood, Manitowoc Crane Group's global product manager for lattice boom crawler crane products, said he sees the wind energy market growing and definitely picking up in 2010. "We're working on products for wind power construction that will flush out our product line," Wood said at AWEA.

Wood was tight-lipped about what products Manitowoc might have up its

sleeve, but said the wind market is "the most promising" for the crane business right now, being that stimulus money for roads and bridges work is still held up.

Elliot Equipment Company's Jim Glazer, president and CEO, and Tim Shoemaker, vice president of business development, echoed those sentiments, saying they see the wind energy market as a positive note to the end of '09 as well into 2010. Elliot will be releasing new equipment throughout the rest of the year, as well, but wouldn't take the wraps off any new developments.



AWEA 2010

American Wind Energy Association 2010 Exposition
May 23-26, 2010
Dallas, TX

Self erectors ease environmental impact, noise

Noise and emissions are concerns on any jobsite but are especially bothersome on college campuses. For this reason, self-erectors are becoming the machine of choice for work at universities and close campus settings throughout the country.

Two Potain self-erecting cranes are helping construct a four-story dormitory at the University of Indianapolis in Bloomington, IN. The machines have a minimal environmental impact because they employ electric motors, which have no engine emissions, reduced fuel costs and are very quiet.

According to Ed Albany, crane rental specialist for Indianapolis-based Potain dealer R.H. Marlin, "The fact that these cranes operate very quietly is certainly an asset for contractors working in close proximity to other commercial or educational facilities. Furthermore, there are no fumes from a diesel engine, which suits a lot of working locations."

The East Hall dormitory includes specialized concrete panels that are both fireproof and have good insulating qualities. The Igo T 70 is lifting and placing the concrete floor and wall panels, which range in weight from 1,200 pounds to 2,000 pounds. The Igo has been on the construction site since November 2008 and an HDT 80, was added in February 2009. Contractors added the second crane to speed up the project, which fell behind schedule as a result of winter weather. Workers should now finish the project on time, prior to the university's fall classes which commence on August 24, 2008, according to Albany.

For both general contractor Shiel Sexton, and lifting subcontractor Charles Masonry, this project was their first exposure to self-erecting crane technology. Jerry Charles, president of Charles Masonry, says his company would typically use a rough-terrain crane to lift the concrete panels into place.

"We considered the ground adjustments needed to avoid making tire ruts with a rough-terrain crane and decided to use a self-erecting crane instead," he says. "Our operators found these cranes extremely easy to erect and operate."

Josh Whitt, Shiel Sexton's project superintendent on the job, said there

was significantly less ground preparation required for the Potain self-erecting cranes. "For the two Potain self-erecting cranes, I only had to prepare two 20 feet by 20 feet compacted stone pads," he said. "There was no heavy concrete and steel mat and 30-day curing time required."

Self-erecting cranes have grown in popularity due to their ease of operation and earth-friendly operation. Part of the reason, is that they can replace multiple pieces of mobile equipment on a jobsite, which is the case for the dormitory project. Albany says reach and height are the main reasons for this.

"Both the Igo T 70 and HDT 80 have enough height and reach to pick the concrete panels from the staging area and lift them into place on the building," he says. "The contractor was able to eliminate a number

of rough-terrain forklifts that would have been used to feed the cranes."

Whitt said eliminating this equipment ultimately led to a much faster construction process. "With these cranes, we are able to have full access for equipment and other trades all the way around the building from day one, which should help the overall schedule," he says. "We are anticipating good time savings with the self-erecting cranes."

The Potain Igo T 70 is a 4.4 ton maximum capacity self-erecting crane with a telescopic mast that can add mast sections to vary working heights between 49 feet and 105 feet. The Potain HDT 80 also has a telescopic mast that can offer three different working heights, with a maximum hook height of 176 feet. Maximum capacity for this crane is 6.6 tons.



Two Potain self-erecting cranes are helping construct a four-story dormitory at the University of Indianapolis. The machines have a minimal environmental impact because they use electric motors, which have no engine emissions, reduce fuel costs and are very quiet. The Igo T 70 is lifting and placing concrete floor and wall panels, which range in weight from 1,200 to 2,000 pounds



Power plant re-use

As worldwide energy experts extol the need to renew, reuse and recycle, Southern Industrial Constructors/Southern Crane and D.H. Griffin recently did just that. The companies helped dismantle an out-of-service coal plant and relocate it to Guatemala. The scope of the job included dismantling two General Electric turbines and four high-pressure steam boilers – complete with emission systems



and coal handling systems – as well as demolishing a power plant building complex. Southern Industrial and D.H. Griffin performed the \$12-million project as a joint venture. The project started in May 2008 and is set to finish up early summer 2009.

The 80-megawatt GE coal-fired power plant once fueled the operations of an R.J. Reynolds cigarette manufacturing facility in Tobaccoville, NC. Both the plant and its electricity source had been dormant for several years. Southern Industrial originally installed the power source for the company in 1985.

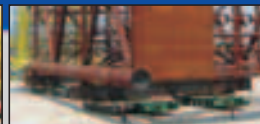
"This still-productive power system could have just rusted to pieces, which would have been a shameful waste of valuable resources," says Rocky Springer, vice president of Southern Industrial. "We were excited that the plant could be put to good use somewhere else." Southern Industrial/Southern Crane used its Terex T560, Grove TMS900E and a Grove GMK5120B on the job. The company also had access to other cranes on site that were rented by D.H. Griffin. Often cranes would be used together to take down beams and other structures that supported the steam boilers. One tandem pick involved lifting a 60,000-pound concrete conveyor support.

Plant components were transported to various East Coast ports and then shipped to Mexico. "Southern Industrial and D.H. Griffin share a commitment to placing safety first and performing high quality, professional work," says Earl Johnson Jr., chairman of Southern Industrial. "The Tobaccoville [job] is a perfect example of a job that tapped our companies' respective strengths."



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Top 100

American Cranes & Transport presents its fourth ranking of North America's largest crane owning companies – this time with 100 firms making our list

In 2005, we named it the **act50**, even though that first year we didn't have 50 companies on the list. Once we reached 50, we set our sights on 100, realizing that there are likely five times that many crane-owning companies in North America. Getting 50 companies to fill out forms and submit information about their crane fleets was a piece of cake. Getting 100 companies to do so was not.

We finally reached the 100 mark just hours before we had to get this issue to press. So, for all those companies, large and small, who participated, thank you for helping us reach our goal!

Compiling the **act100** is a highlight of our publishing year. Compiling this list each year allows us to assess change in the industry. It also affords us deep joy for two

35

Largest single crane

Top **10** companies with the largest single crane

	COMPANY NAME	BASED	LARGEST CRANE	CAPACITY
1	Lampson International	USA	Lampson LTL-2600	2,600
2	Deep South Crane & Rigging	USA	TC-36000 Versacrane	2,500
3	Barnhart	USA	Terex Demag CC4000 RL	1,760
4	NC Services Group	Canada	Liebherr LTM 11200-9.1	1,500
5	Turner Bros. LLC	USA	Liebherr 11200-9.1	1,330
6	Waggoner Equipment Co.	USA	Grove RT 9130	1,179
7	All Erection & Crane Rental Corp.	USA	Manitowoc 21000	1,000
8	B&G Crane Service*	USA	Liebherr LR 1800	880
9	Dielco Crane Service*	USA	Liebherr LR1750	826
10	Stevenson Crane Service Inc.	USA	Manitowoc 18000 w/Max-er	826

Largest crawler fleets

Top **10** fleets by number of crawler cranes

	COMPANY NAME	BASED	CRAWLERS
1	All Erection & Crane Rental Corp.	USA	457
2	Essex Crane Rental Corp.	USA	380
3	Lampson International	USA	366
4	Maxim Crane Works	USA	293
5	AmQuip Crane Corp.	USA	127
6	M.D. Moody & Sons Inc.*	USA	125
7	J.F. Lomma Inc.	USA	65
8	The Walsh Group	USA	60
9	Ray Anthony International	USA	55
10	Buckner Heavy Lift Cranes	USA	53

Largest mobile fleets

Top **10** fleets by number of mobile cranes

	COMPANY NAME	BASED	MOBILES
1	All Erection & Crane Rental Corp.	USA	2,301
2	Maxim Crane Works	USA	2,215
3	AmQuip Crane Corp.	USA	540
4	H&E Equipment Services	USA	437
5	Guay Inc.	Canada	412
6	Scott-Macon Equipment	USA	300
7	Coast Crane	USA	284
8	Bigge Crane and Rigging Co.	USA	278
9	Bragg Crane Service	USA	272
10	Ray Anthony International	USA	245

RANK 2009	RANK 2008	COMPANY NAME	HQ	BRANCHES	EMPLOYEES	SCOPE OF OPERATION	SENIOR CONTACT & TITLE
1	2	Maxim Crane Works	USA	32	1,810	National	Art Innamorato, CEO
2	3	All Erection & Crane Rental Corp.	USA	30	1,550	Continental	Michael L. Liptak, President
3	6	AmQuip Crane Corp.	USA	13	575	National	Frank Bardonaro, President
4	4	Lampson International	USA	8	275	Worldwide	William N. Lampson, President
5	5	Essex Crane Rental Corp.	USA	8	120	Worldwide	Ron Schad, President/CEO
6	9	J.F. Lomma Inc.	USA	6	340	National	James Lomma, President
7	7	Turner Industries*	USA	4	215	Regional	Davis J. Lauve, President
8	13	Barnhart	USA	20	900	Continental	Alan Barnhart, President
9	8	Deep South Crane & Rigging	USA	4	250	Continental	Mitch Landry, Vice President
10	10	Bigge Crane and Rigging Co.	USA	9	350	Worldwide	Weston Settlemier, CEO/President
11	11	Guay Inc.	Canada	18	450	Continental	Jean-Marc Baronet, President
12	15	NC Services Group	Canada	11	350	Continental	Ron Sims, Vice President
13	14	Bragg Crane Service	USA	12	450	Continental	Scott Bragg
14	12	Ray Anthony International	USA	10	235	National	Ray Anthony, President/Owner
15	16	Buckner Heavy Lift Cranes	USA	1	450	Continental	Doug Williams, President
16	17	Sims Crane and Equipment Co.	USA	11	250	Regional	Steve Stodghill, President
17	18	W.O. Grubb Inc.*	USA	5	300	Regional	Michelle Grubb, Asset Manager
18	20	Marco Crane & Rigging	USA	7	210	National	Dan Mardian, President
19	21	H&E Equipment Services	USA	64	2,000	National	Bill Fox, VP/General Manager Cranes
20	24	Turner Bros. LLC	USA	8	565	Continental	Jack A. Shubert, CEO
21	19	Crane Rental Corp.	USA	2	98	Worldwide	Alan Ashlock, President
22	23	The Walsh Group	USA	1	6,000	National	Michael Gibbons, Corp. Equip. Manager
23	32	Scott-Macon Equipment	USA	6	151	Worldwide	Robert B. Dimmitt
24	37	LJ Crane & Rigging	USA	3	62	National	Paul Fioravanti, Vice President/COO
25	NEW	General Crane USA	USA	6	200	Continental	Jim Robertson, Managing Partner
26	26	B&G Crane Service*	USA	2	225	National	Havier Grilletta, CEO
27	29	Laramie Enterprises Group	USA	1	76	Continental	Patrick Henry, VP and Gen. Manager
28	22	Sterett Crane & Rigging	USA	5	110	National	Tres Sterett, President
29	NEW	Beyel Brothers Inc.	USA	9	261	National	Joseph Beyel, President
30	31	Imperial Crane Services	USA	3	200	Regional	Bill Tierney, Midwest Vice President
31	30	Irving Equipment	Canada	9	210	Continental	Mike Hussey, General Manager
32	28	Dielco Crane Service*	USA	1		Regional	Richard Dieleman, President
33	25	Kelley Equipment Company	USA	2	35	Continental	Michael J. Kelley, Chairman/President
34	41	TNT Crane & Rigging	USA	6	265	Regional	Mike Appling, President/CEO
35	34	Stevenson Crane Service Inc.	USA	2	118	National	Donna Stevenson, President
36	36	Coast Crane	USA	14	241	Regional	Dan Goodale, CEO
37	38	Mr. Crane/Inquipco	USA	3	119	Regional	Lee Steinberg, President
38	40	Ness & Campbell Crane Inc.	USA	6	180	Regional	Tony Steelman, President
39	39	Kirby-Smith Machinery	USA	8	250	Worldwide	Ben Graham, Vice President
40	42	Energy Transportation Inc.	USA	3	150	National	Dan McGlade, President
41	35	Lewis Equipment	USA	10	350	Continental	Kyle Lewis, President
42	44	R.H. Marlin Inc.	USA	1	85	Regional	Joe Fox, Vice President
43	56	JPW Riggers	USA	1	150	National	Dave Schwalm, Executive Vice President
44	NEW	Crane Service Inc.	USA	3	132	Regional	Scott Wilson, President
45	46	M.D. Moody & Sons Inc.*	USA	4	120	National	Max D. Moody III, CEO
46	45	Dozier Crane	USA	1	25	Worldwide	Cary Goodwin, Vice President
47	NEW	Mountain Crane Service	USA	3	62	National	Paul Belcher, Owner
48	43	Giuffre Bros. Cranes Inc.	USA	7	75	Worldwide	Dominic Giuffre, Vice President
49	NEW	United Crane & Rigging Co.	USA	3	55	National	Robert Hileman, President
50	48	Edwards Inc.	USA	6	500	Regional	Forest Boone, Vice President
51	47	United Crane Rental of New Jersey*	USA	1	65	Regional	Timothy Shinn, President

*ACT estimate

WEBSITE	MOBILE CRANES	CRAWLER CRANES	LARGEST CRANE	CAPACITY	ACT INDEX
www.maximcrane.com	2,215	293	Manitowoc 18000 w/Max-er	825	236,118
www.allcrane.com	2,301	457	Manitowoc 21000	1,000	224,147
www.amquip.com	540	127	Manitowoc 18000	825	117,000
www.lampsoncrane.com	82	366	Lampson LTL-2600	2,600	108,195
www.essexcrane.com	6	380	Manitowoc 888 Ringer	660	84,900
www.jflomainc.com	232	65	Manitowoc 18000	825	40,333
www.turner-industries.com	187	11	Terex Demag TC4000	800	37,591
www.barnhartcrane.com	209	36	Terex Demag CC4000 RL	1,760	33,577
www.deepsouthcrane.com	173	10	TC-36000 Versacrane	2,500	33,397
www.bigge.com	278	52	Terex Demag AC 500	600	32,010
www.gruesguay.com	412	21	Terex Demag CC-2800-1	700	28,082
www.ncservicesgroup.com	146	41	Liebherr LTM 11200-9.1	1,500	26,697
www.braggcrane.com	272	21	Liebherr LR1400	450	26,249
www.rayanthonyintl.com	245	55	Terex Demag AC700	800	25,575
www.bucknercompanies.com	26	53	Liebherr LR-1750	825	22,104
www.simscrane.com	211	40	Kobelco SL6000	600	21,076
www.wogrubb.com	152	31	Grove GMK 7550	550	18,170
www.marcocrane.com	177	15	Grove GMK 7550	550	18,048
www.he-equipment.com	437	4	Manitowoc 4100	230	18,036
www.turnerbros.com	49	18	Liebherr 11200-9.1	1,330	16,125
www.cranerental.com	43	43	Manitowoc 18000 w/Max-er	825	15,469
www.walshgroup.com	154	60	Manitowoc 2250	300	14,759
www.smeequipment.com	300	48	Terex American HC 275	275	14,249
www.ljcrane.com	47	21	Manitowoc 16000	550	14,205
www.generalcraneusa.com	150	18	Liebherr LTM 1500	550	14,000
www.bgcrane.com	87	25	Liebherr LR 1800	880	14,000
www.laramiecrane.com	60	37	Terex Demag AC 1200	500	13,710
www.sterettcrane.com	93	21	Grove GMK 7550	550	13,618
www.beyel.com	95	40	Terex Demag AC 1300	500	13,268
www.imperialcrane.com	193	12	Grove GMK 550	550	12,975
www.irvingequipment.com	120	23	Liebherr LR 1750	825	12,862
www.dielcocrane.com	64		Liebherr LR1750	826	12,813
www.kelleyequipment.com	52	31	Manitowoc 2250 w/Max-er	500	12,700
www.tntcrane.com	93	1	Terex Demag AC700	800	12,096
www.stevensoncrane.com	96	24	Manitowoc 18000 w/Max-er	826	11,461
www.coastcrane.com	284	1	Grove RT 9130	130	9,721
www.mrcrane.com/inquipco.com	88	9	Manitowoc 2250 w/Max-er 2000	550	9,020
www.nesscranes.com	82	1	Grove GMK 7550 w/MegaWing	550	8,815
www.kirby-smith.com	194	4	Manitowoc 999	275	8,566
www.energytran.com	53	9	Grove GMK 7550	550	7,845
www.lewis-equipment.com	80	40	Link-Belt HC278	300	7,500
www.rhmarlin.com	65	20	Liebherr LTM 1300/1	360	7,500
www.jpwriggers.com	25	18	Manitowoc 16000	440	7,500
www.craneserviceinc.com	67	7	Manitowoc 2250	500	7,425
www.mdmooddy.com	100	125	American 11320	450	7,200
www.doziercrane.com	47	49	Link-Belt LS 348	300	6,596
www.mountaincrane.com	36	7	Terex Demag AC 1300 w/superlift	500	6,499
www.giuffre.com	226	0	Terex Demag AC120	120	6,120
www.unitedcraneandrigging.com	31	8	Terex Demag AC 250-1	300	5,553
www.edwardsinc.com	75	1	Terex Demag AC 500-2	600	5,532
www.unitedcranenj.com	36	9	Terex Demag AC 500-1SSL	550	5,477



RANK 2009	2008	COMPANY NAME	HQ	BRANCHES	EMPLOYEES	SCOPE OF OPERATION	SENIOR CONTACT & TITLE
52	60	Ring Power Crane	USA	8	75	Regional	Dave Glass, Vice President
53	54	Connelly Crane Rental Corp.	USA	2	40	National	Michael Connelly, President
54	53	Wanzek Construction Inc.	USA	1	1,000	National	Jon Wanzek, President
55	55	Burkhalter Rigging	USA	4	125	Worldwide	Delynn Burkhalter, President & CEO
56	52	Southwest Industrial Rigging*	USA	5	125	National	Harry Baker, President - Owner
57	49	Northwest Crane Service	USA	5	75	National	Andy Hodges, President - Owner
58	51	Capital City Group*	USA	2	225	Regional	Brian Gibson, President
59	NEW	Summit Crane & Rigging	USA	10	100	National	Jay Izienicki, General Manager
60	57	J J Curran Crane	USA	1	32	Regional	Larry Curran, President
61	50	Clark Rigging & Rental Corp.	USA	3	57	Regional	David F. Clark, Vice President
62	58	Ideal Crane Rental*	USA	4	80	Regional	Robert Kalhagen, President
63	62	Alamo Crane Service Inc.	USA	2	72	Regional	Marvin Ohlanbusch
64	NEW	Deep South Crane Rentals	USA	2	47	Regional	Ron Scott, Risk Manager
65	NEW	Stafford	USA	10		Worldwide	John D. Wall, President
66	61	Budrovich Crane Rental	USA	1	54	Regional	Eric Struckhoff, Executive Vice President
67	NEW	Bob Hill Hydraulic Crane Rentals	USA	1	45	Regional	David Parsons
68	59	Chellino Crane Inc.	USA	1	150	National	Greg Chellino, President
69	65	Salerno Panama	Panama	3	50	National	Omar Salerno
70	63	Axis Crane*	USA	3	60	Regional	Tyler Mayfield, President
71	67	Nixon-Egli Equipment Co.	USA	2	70	Regional	John Skaff
72	64	Superior Rigging and Erection Co.*	USA	1	350	National	Patrick Lewis, President
73	66	Conn Equipment Rental*	USA	2	60	Regional	Richard Conn, President
74	NEW	Allstate Crane Rental Inc.	USA	1	18	Regional	James Linton
75	69	Rexco Equipment Inc.*	USA	5	75	Regional	Dan Smith, Vice President
76	70	Selinsky Force	USA	1	200	Regional	John Selinsky, President
77	NEW	Benchley Contracting & Rental Corp.	USA	2	25	Regional	Brian Benchley, President
78	68	AME Inc.	USA	3	250	Regional	Mike Davis, Vice President
79	NEW	CraneWorks Inc.	USA	4	27	Worldwide	Keith Ayers, CEO
80	NEW	D. C. Crane Service	USA	1	15	Regional	Dan Connor, President
81	71	Taylor Crane & Rigging	USA	2	56	Regional	James C. Taylor, Jr.
82	72	Waggoner Equipment Rental	USA	1	24	Regional	Alana Yount, Operations Manager
83	73	Southwestern Industrial Contractors & Riggers	USA	1	60	Regional	Ray Pedregon, Manager, Crane & Rigging
84	NEW	Bryce Saylor & Sons Inc.	USA	1	14	Regional	Greg Saylor
85	74	Diamond Steel Construction Company*	USA	1	60	Regional	David Collins, President
86	NEW	Southern Industrial Constructors/ Southern Crane	USA	4	590	Continental	Earl Johnson III, President, Southern Crane
87	NEW	Runnion Equipment Company	USA	2	26	Regional	Patrick Runnion, President
88	76	Carl Belt Inc.	USA	1	150	Regional	Carl Belt, Jr., President
89	75	Strong's Crane Service Inc.*	USA	1	10	Regional	Doug Strong, President
90	78	Mansfield Crane Service Corp.	USA	1	12	Regional	Trapper Wyman, President
91	NEW	Hennes Services*	USA	1	50	Regional	Dave Johnson, Vice President
92	NEW	Schumacher Crane Rental	USA	2	12	Regional	Mike Schumacher, President
93	NEW	Ruesch Machine	USA	1	11	Regional	Don L. Ruesch, President
94	77	Able Crane Service *	USA	1	7	Regional	Carl Hatfield, President
95	NEW	Sunshine Specialties	USA	1	14	National	Trentis Durden, Owner
96	NEW	Jcrane	USA	1	10	Regional	Jack Stull, President
97	NEW	Alaska Crane Ltd.	USA	1	4	Regional	Luke Hough, Operations Manager
98	79	Bridger Crane & Rigging*	USA	1	15	Regional	Ross Kovach, Managing Member
99	NEW	Mathis and Sons Inc.	USA	1	15	Regional	Mark Mathis, Vice President
100	80	Advanced Rigging & Machinery Movers	USA	1	30	Regional	Matthew Hinty, President

*ACT estimate

WEBSITE	MOBILE CRANES	CRAWLER CRANES	LARGEST CRANE	CAPACITY	ACT INDEX
www.ringpowercrane.com	109	7	Manitowoc 999	275	5,275
www.connellycrane.com	55	12	Liebherr LTM 1300-1	360	5,090
www.wanzek.com	21	17	Terex Demag CC 2800-1	660	5,065
www.burkhalter.net	12	12	Liebherr LR 1400/2	360	5,030
www.swirusa.com	69	4	Grove GMK 7550	550	5,000
www.northwestcraneservice.com	21	3	Liebherr LR 1600/2	660	4,900
www.ccgroup-inc.com	38	15	Manitowoc 2250 III w/Max-er	500	4,830
www.summitcrane.com	37	3	Grove GMK 7550	550	4,684
www.jjcurran.com	65	0	KMK B400	500	4,400
www.clarkrigging.com	58	2	Terex Demag AC500-2	500	4,118
www.idealcranerental.com	57	3	Grove GMK 6350	350	4,033
www.alamocrane.com	33	0	Liebherr LTM 1400-7.1	500	3,995
www.deepsouthcranes.com	42	3	Terex Demag AC 350	400	3,764
www.staffordequipment.com	30	12	Terex Demag CC 2800	660	3,640
www.budrovich.com	34	2	Grove GMK 7550	550	3,322
www.bhccrane.com	51	0	Liebherr LTM 1250/1	300	3,022
www.chellinocrane.com	22	8	Grove GMK 7550	550	3,000
www.salernocranes.com	43	1	Grove GMK 6250	300	2,849
www.axiscrane.com	20	2	Terex Demag AC1200 w/Superlift	500	2,848
www.nixon-egli.com	34	1	Link-Belt LS 218 HSL	110	2,660
www.superiorrigging.com	25	6	Link-Belt 248HS	200	2,600
www.connequipment.com	19	0	Grove GMK 6250	250	1,852
www.realpagesites.com/allstatecrane/	24	2	Grove GMK 6250	300	1,690
www.rexcoequipment.com	25	2	Link-Belt 218HSL	110	1,499
www.selinskyforce.com	26	1	Grove 6250	250	1,385
www.benchleycrane.com	12	0	Grove GMK 6350	350	1,382
www.ameonline.com			Grove GMK 5210	210	1,367
www.crane-works.com	45	0	Manitex 50110 S	50	1,340
www.dccraneservice.com	12	5	Link-Belt LS 238	150	1,205
www.taylorcrane.com	28	1	Liebherr AT	265	1,190
www.waggonerequipment.com			Grove RT 9130	130	1,179
www.southwesternindustrial.com	14	0	Terex Demag AC 395	165	1,030
www.saylorsons.com	15	1	Manitowoc 14000	220	898
www.diamondsteel.com	21	0	Grove GMK 5150B	150	861
www.southernindustrial.com	15	0	Grove GMK 5120B	120	816
www.runnionequipment.com	49	0	Manitex 5096 S	50	763
www.thebeltgroup.com	10	0	Terex Demag AC 120	165	652
www.strongscrane.com	7	0	Link-Belt ATC-3200	200	638
www.mansfieldcrane.com	6	0	Krupp 5160	175	611
www.hennes.us	10	0	Krupp KMK 5100	108	548
www.schumachercrane.com	12	0	Terex Demag AC 100L	120	544
www.rueschmachine.com	8	0	Terex AC 200-1	240	535
info@ablecrane.com	5	0	Grove GMK 5210	210	530
www.sunshinespecialties.cc	0	4	Terex American HC 275	300	470
www.jcrane.net	7	0	Grove GMK 5175	175	464
www.alasakacraneltd.com	5	0	Terex Demag AC 395	150	356
www.bridgercrane.com	5	0	Link-Belt ATC 3130	130	353
	8	0	Grove AT 110	110	345
www.advanced-rigging.com	7	0	Grove 1012	18	102

EDITOR'S NOTE: Every attempt was made to assure the information in the **act100** is correct and accurate. The editors of **ACT** and employees of KHL Group USA do not assume responsibility for errors, omissions or erroneous information.

Largest tower crane fleets

Top 20 fleets by tower crane capacity

RANK 2009	RANK 2008	COMPANY NAME	HQ	BRANCHES	EMPLOYEES	OPERATION	SENIOR CONTACT & TITLE
1	1	Morrow Equipment Co.	USA	24	336	Worldwide	Christian Chalupny, President
2	4	AmQuip	USA	13	575	National	Dennis Bates, Vice President
3	0	General Crane USA	USA	6	200	Continental	Jim Robertson, Managing Partner
4	9	Maxim Crane Works	USA	34	1,810	National	Art Innamorato, CEO
5	2	Coast Crane	USA	14	241	Regional	Mike Heacock
6	3	JF Lomma Inc.	USA	6	225	National	James Lomma, President
7	16	LJ Crane & Rigging	USA	3	62	Continental	Paul Fioravanti, Vice President
8	0	United Crane & Rigging	USA	3	55	Continental	Robert Hileman, President
9	8	Lewis Equipment Co.	USA	10	350	Continental	Kyle Lewis, President
10	5	Crane Rental Corporation	USA	2	98	Worldwide	Alan Ashlock, President
11	6	Dielco Crane Service*	USA	1	135	Worldwide	Richard Dielman, President
12	7	Eagle West Tower Cranes	Canada	3	20	Continental	Ryan Burton, General Manager
13	10	Linden Comansa America	USA	10	NA	Worldwide	Edward Sidenstricker, N. American Sales
14	11	All Erection	USA	30	1,550	Continental	Michael Liptak, President
15	12	Bigge Crane and Rigging	USA	9	350	Worldwide	Weston Settlemier, CEO/President
16	13	Guay, Inc.	Canada	18	450	Continental	Jean-Marc Baronet
17	0	Jcrane Inc.	USA	1	10	Regional	Jack Stull, President
18	14	The Walsh Group*	USA	1	6000	Worldwide	Dan Walsh, Jr., Vice President
19	15	Connelly Crane Rental Corp	USA	2	65	National	Michael A. Connelly, President
20	0	Allstate Crane Rental	USA	1	18	Regional	James Linton, Owner

*ACT estimate

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www.generalcraneusa.com	CTL 630	700	104	40,900
www.maximcrane.com	Comedil CTL 630-32	630	79	31,640
www.coastcrane.com	Potain MD560A	1,384	124	21,022
www.jflommainc.com	Favco M1280	100	53	10,950
www.ljcrane.com	Potain MR 605B	30	12	8,745
www.unitedcraneandrigging.com	Linden-Comansa 21LC 550	550	22	8,452
www.lewis-equipment.com	Sun Crane STT 753	32	225	5,000
www.cranerental.com	Peiner SK415	520	9	3,922
www.dielcocrane.com	Potain MD560-M40	40	40	3,800
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www.lcacrane.com	21 LC750	48	170	3,000
www.allcrane.com	Potain MD650/40	44	110	2,402
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www.gruesguay.com	Peiner SK315	20	33	414
www.jcrane.net	San Marco SMT 522	55	5	225
www.walshgroup.com	Potain MR415	24	9	163
www.connellycrane.com	Peiner SK415	22	7	95
realpagesites.com/allstatecrane/	Potain IGO MA 21	85	1	85

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TOTAL OF EMPLOYEES

ACT 100 26,887

Top 10 companies 6,835

TOTAL CAPACITY

ACT 100 1,582,702

Top 10 companies 947,268

TOTAL MOBILE CRANES

ACT 100 12,747

Top 10 companies 6,223

TOTAL CRAWLER CRANES

ACT 100 2,938

Top 10 companies 1,797

BIGGEST GAINERS (from 2008 to 2009)

13 JPW Riggers 56 to 43

13 LJ Crane & Rigging 37 to 24

9 Scott Macon Equipment 32 to 23

8 Ring Power Crane 60 to 52

7 TNT Crane 41 to 34

5 Barnhart 13 to 8



largest crane owning companies turns out to be a year-long effort, with most companies involved very cooperative and pleased to make the ranking.

For the **act100**, we surveyed more than 700 companies throughout the US, Canada and Mexico, asking them for information about their crane fleets and capacities. While our list is much more comprehensive than last year, we still concede we're missing some major players in all areas of the list. In addition, note the asterisk by company names in which we didn't necessarily get updated information and relied on an estimate formula based on data we obtained last year or through other sources. All companies in the list were contacted

and given the opportunity to supply fleet information and other data. As the vast majority of crane-owning companies are privately held, it can be difficult to obtain and verify figures, although we do approach independent industry sources to assist when we decide to use an estimate.

We also rely on the integrity of the companies that participate, assuming that the information they provide is accurate to the best of their knowledge. Suffice to say, we will continue to work on making the **act100** the most comprehensive list of crane owning companies in North America. **act**

acttransport50 2009
act100 2010

Twice a year, we at *American Cranes & Transport* magazine go into the business of list making – compiling for the June issue our **act100** list of North America's largest crane owning companies and for the December issue our **acttransport50** list of North America's largest specialized transportation companies.

Submit information for the 2009 **acttransport50** and the 2010 **act100** by e-mailing our editor, D. Ann Shiffler, at d.annshiffler@khl.com

27 reasons. The first reason is assessing the change that has taken place and the second is enjoying the growth of the list.

We are very pleased to see so many new firms on our list this year, about 20 companies. Many of these new companies on the list are the reason for so much of the change in the **act50** in 2008 to the **act100** in 2009. But then there was a lot of change in data in many of the veteran members on the list, too.

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Minds Over Matter

Freeway challenge

On a busy and constricted roadway project in Orlando, FL, PCL Civil Constructors mobilized four small crawlers to lift, drive and extract sheet pile. **ACT** reports

Tampa, FL based PCL Civil Constructors recently used four small but powerful Link-Belt crawler cranes on a narrow and congested construction site in Orlando, FL. The cranes worked on a 1.5 mile section of the East-West expressway SR 408, on which more than 190,000 vehicles a day travel and another 60,000 use the lower access roads. Maintaining traffic flow was critical but there was little room for working on the road and bridge widening project. Because the site was so constricted, PCL chose to use two 80 ton 138 HSLs, a 110 ton 218 HSL, and the 50 ton 108 HYLAB 5.

"It's the first time in my 25 years that I'm

using this many smaller cranes," says Project Superintendent Bryce Faust. "They have become the most versatile machines on the job. The Link-Belts can move around without a whole lot of hindrance to us and the travelling public, which is our top priority here. We do not want to interfere with the revenue of tolls or the flow of traffic, and yet we still need to effectively do our job and do it safely. We are a zero safety incident company for many years now, and we intend to keep it that way."

Inches counted in every aspect of the project, and the small footprint crawlers were the solution. "We have very tight right-of-way restriction – maybe 20 feet – so the size of the crane was important," says Faust. "They had to work within the existing right-of-way or within a current lane and shoulder closure."

Small but mighty

That meant the smaller the cranes the better, as long as they had the reach and capacity to lift, drive, or extract the thousands of feet of sheet pile or H-beams needed to help build the barrier walls or pier footings and piers. One aspect of the project involved widening the Lake Underhill Bridge along with its approaches, ramps, and overpasses within the existing right-of-way. This widening project took no additional land or added extra right-of-way.

Barrier walls as high as 20 feet were designed to contain the additional 36 foot extended expressway with aesthetic cladding for a pleasing appearance. Work also included the construction of sound walls, and architectural treatments.

When complete, more than 12,000 feet of barrier wall will be required going in both directions. Sections of temporary sheeting are from 180 to 400 linear feet long, driven from the closed off lane and shoulder. This



A 50 ton Link-Belt 108 HYLAB 5 drives pile along the freeway widening project in Orlando, FL

leaves little room to keep the crane from swinging into traffic and for storage of the sheets.

The procedure for the barrier walls was straightforward. Crews installed the temporary sheeting beyond the shoulder and excavated the existing earthen embankment so they had room to build the cast-in-place retaining wall. Then they backfilled behind the new cast-in-place wall and removed the temporary piling. The crane and the removed sheeting then leaped forward to the next site.

The 108 HYLAB 5 and 138 HSL spent a lot of time in the closed off lane. "The normal right-of-way is about 20 feet, or just big enough for the 138 HSL with tracks extended," explains Faust. "The 17 foot wide footprint allows for stacked sheets and 45 degree crane swing. When we have less space, we get the 108 HYLAB 5 to come in and drive the sheet pile. That crane only takes up about 13 feet with tracks extended. No other type crane would fit the requirement. The Link-Belt cranes are compact and hydraulically driven, so they are a smooth operating machine."

The 138 HSL crane was equipped with 120 feet of boom. When extracting the piling, it exerted about 24,000 pounds of pull on the sheets. The vibratory hammer and individual sheet weighed 12,000 pounds. The crane was working along the wall at a 45 to 50 foot radius, usually at a 68 degree boom angle.

While working on the Lake Underhill Bridge, the 218 HSL crane sat on six attached floats forming a barge with spuds next to the



A Link-Belt 80 capacity 138 HSL extracts piling along the viaduct

bridge. The 110 ton crane rigged with 140 feet of boom supplied rebar and placed a concrete paver on the widened section. For the 10,000 pound paver, the 218, at a 47 foot radius and a 68 degree boom angle, swung 180 degrees onto the bridge. The 143 acre ancient sinkhole lake required some of the longest piling in the southeastern US. The 30-inch concrete piles were over 300 feet long and driven to refusal.

Working it

Meanwhile, the 50 ton 108 HYLAB 5 kept busy with sheet pile. But when a small area was excavated from an existing bridge abutment for a pier template, the 108, with 90 feet of boom, drove six 50 foot H-beams with a vibratory hammer. It worked at a 29 foot radius and a 79.3 degree boom angle. Beam and hammer weighed 14,300 pounds. The pier template measured 11 by 12 feet with beams spaced on five-foot centers.

"The cranes have worked out well," Faust says. "They are maneuverable, mobile, sturdy, stable on our sand, and versatile. They can do more work in the smaller spaces we have available. Kelly Tractor, the dealer, has done a good job servicing them and we have a good relationship with them. We're looking forward to continuing that, and the Link-Belts are the right tools for the job."



While working on the Lake Underhill Bridge, the Link-Belt 218 HSL sat on six attached floats forming a barge with spuds next to the bridge. The 110 ton crane rigged with 140 feet of boom supplied rebar and placed a concrete paver on the widened section

As PCL Civil Constructors, Inc. works to alleviate traffic congestion ranked as eighth worst in the country, they have created a culture of safety. "Safety is not as complicated as people make it out to be," Faust explains. "If you have the people and the people follow the process and program,

then they take it home with them and it becomes second nature to them – like putting on their boots."

Nor is it complicated to use smaller machines to fit smaller spaces, especially when getting ahead of the game in safety and production. For PCL, inches count. **act**

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GR-500XL-1	(50 tons)	108.3' Boom Length	50' Jib Length
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Berard Transportation recently hauled a huge fractionator from the manufacturing facility to a docking facility for shipment to Garyville, LA. **ACT** reports

Hauling a fractionator

During its 60-year history, Berard Transportation has safely transported more than 2,000 loads of industrial equipment and structures to their destinations. Based in New Iberia, LA, the heavy load specialist says it relies exclusively on Goldhofer transport systems. In January 2008, owner Johnny Berard ordered 20 additional axle lines of Goldhofers with two power packs of type PST/ES-E. With the investment in the new self-driving heavy-load transporters, Berard Transportation can meet many new challenges it faces in the heavy-load sector, the company says.

"Our daily business comprises the transportation of extremely heavy goods," says Berard. "The appropriate equipment and superbly trained employees are therefore an absolute must for us. The foundations for our success are the Goldhofer axle lines, with which we are able to complete our difficult work with ease. Only with the aid of top quality materials can we fulfill our promise, to offer the best and most reliable service."

Versatile fleet

The spectrum of unusual, heavy and oversized cargo transported by Berard ranges from offshore platforms to huge industrial equipment for the chemical industry. "We want to inspire our customers," explains Berard. "To do this however, we must possess the perfect fleet of vehicles. That is why we opt consistently for Goldhofer. We receive precisely what we need for our success; namely flexible and completely safe products."



Loading the 16-axle P combination

Soon after picking up their new 20 lines of Goldhofer at the Port of Houston, Berard's crews dispatched them to Freeport, TX to move a 487-ton fractionator, which looks like a section of a space shuttle. The fractionator was then transported from the production site in Freeport five miles away to a docking facility, where it was loaded onto a waiting barge. The dimensions were gigantic: The colossus vessel was over 219 feet (67 meters) long, almost 19 feet in diameter (6 meters) and 31 feet (9.5 meters) tall. Self driving Goldhofer type PST/ES-E heavy-load transporters were used to haul the fractionators with the parallel coupling of two 6-axle and 10-axle units respectively. Along the route, the heavy load crossed multiple level crossings.

A particular challenge on the route was a 90 degree hair-pin bend. "We attracted a lot

of spectators on the way," says Berard. "No one had seen anything that big for a long time. But the Goldhofer-PST axle lines mastered the difficult challenge faultlessly."

Berard Transporting Inc. offers its customers turn-key transport solutions – in other words, everything from a one-stop-shop. The company provides the vehicle fleet, safe route planning and undertakes all transportation activities right to the destination.

Innovation

Berard started working in the heavy haul business when he was a child, and remembers when the company, headed by his father Roy Berard Sr. and his two brothers, moved some of the largest houses in all of southern Louisiana. Berard says the company had to be innovative and open to new things, and that has become a corporate credo. "The key to success was and remains being innovative," he says. "We have developed constantly, in order to be able to efficiently overcome a whole range of tasks. We have always made use of new technologies in the heavy-load industry."

With its most recent Goldhofer lines, Berard Transportation Inc. has a fleet of more than 52 type PST/SL-E axle lines with five drive units as well as 32 type PST/ES-E axle lines with four drive units. The fleet also has 12 axle lines from the THP compact system. All told, Berard's fleet has a transportation capacity of around 4,000 tons.

act

An impressive 487 tons and a total length of 219 feet (67 meters)



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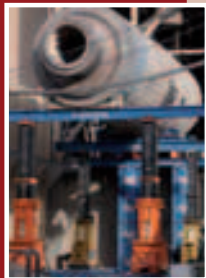


OVER \$750,000:

Fagioli SPA, S. Ilario D'Enza, Italy, for a three-year project that involved transporting, lifting and installing more than 400 modules of various sizes (including 11 main modules and six tanks with weights up to 4,000 tons) for the first offshore liquefied natural gas regasification terminal in the world.

\$150,000-\$750,000:

Process Group, Inc., Cambridge, Ontario, Canada, for rigging and removing an existing ball mill 17 feet in diameter by 60 feet long, weighing upwards of 920,000 pounds from an operating cement plant.



UNDER \$150,000:

Bechtel Equipment Operations, Sugarland, TX, for the installation of four feed-water pumps at the Oak Creek power plant in Wisconsin, using an alternative plan to hold down costs.



The Specialized Carriers and Rigging Association's Job of the Year winners were announced at the organization's Annual Conference in April. There were 21 entries in the six contests. On the pages that follow are details, descriptions and photos of the winning projects.

D. Ann Slayton Shiffler and Terry White report

Hauling & moving

MOVING (USING SPECIALIZED

EQUIPMENT): Barnhart, Memphis, TN, for providing feasibility planning, engineering, lifting and transportation services to allow the construction of two electrostatic precipitator units offsite and then move them into position and set on foundations within an oil refinery in California; the design weight of the units was approximately 2,000 tons.



TRUCKING (OVER 160,000 POUNDS NET): Energy Transportation, Inc., Casper, WY, for loading and hauling three dehydrators, weighing 450,000 pounds each and measuring 45 feet long by 16 feet in diameter from Rock River, WY to Rio Blanco, CO.

TRUCKING (UNDER 160,000 POUNDS NET): Tradelossa, Durango, Durango, Mexico, for moving four large vessels weighing between 58,000 and 100,000 pounds and up to 90 feet long from Mexico to Costa Rica.



Over \$750,000: Fagioli SPA

Setting new standards

For the world's first off-shore Adriatic LNG plant, Fagioli provided some pretty impressive work, including the transport, lifting and final installation of various modules weighing up to 4,800 tons. Now installed in the Adriatic Sea at a depth of approximately 91 feet (28 meters), the terminal is the first concrete off-shore LNG receiving and re-gasification terminal of its kind. It was built and assembled in Algeciras, Spain.

The terminal delivers energy to the Italian National Gas pipelines system via the Adriatic coast, providing approximately 10 percent of the country's entire gas supply. The LNG terminal consists of a gravity-based structure (GBS), which includes LNG tanks inside the structure and numerous modules on top of the structure. The terminal measures 656 feet (200 meters) long by 328 feet (100 meters) wide and is 164 feet (50 meters) high. It is the first offshore LNG re-gasification terminal designed and built with extended modularization, and it required a completely new assembly process without any previous experience in the world as an example for strategy or guidance.

Impressive solutions

Equipment used for the lifting, transport and installations included an elevator system with four lifting towers, four main girders and 16 strand jacks with a capacity of 7,200 metric tons; a skidding system with 12 skidding shoes; a 12,000-metric ton capacity 64 strand jack lifting system for the LNG tanks installation; 300 SPMT axle lines; 8,000 metric tons of construction equipment, all mobilized by Fagioli; two 750 metric ton capacity lattice boom crawler cranes; and six auxiliary mobile cranes.

The contract included engineering, all heavy transport and lifting, as well as load-in modules from barges and ships to the Algeciras, Spain site. The project also involved the transport of modules to a temporary storage area or close to the installation area.

Fagioli was involved in the project for more than three years from 2006 to 2008, working in cooperation with the client and the general contractor. The complex design of the elevator system used to load in all the modules and related equipment required innovation, engineering and technological research, 3D model simulations and site tests.

From November 2006 to April 2007

Now installed in the Adriatic Sea at a depth of approximately 91 feet (28 meters), the terminal is the first concrete off-shore LNG receiving and re-gasification terminal of its kind. It was built and assembled in Algeciras, Spain



The main challenge for Fagioli was the project execution: the terminal was assembled in a deep dry dock, and all the prefabricated modules had to be installed on top of the GBS and skidded over a wide gap of more than 131 feet (40 meters) in the air, then lifted to a height of 98.5 feet (30 meters)

the Fagioli team unloaded six tank sections, weighing up to 1,600 tons each, from a marine vessel. Fagioli performed the installation of 64 strand jacks and assembling structures onto the GBS roof in order to lift and fix the tanks inside the GBS. Fagioli developed a rigging agenda starting in 2007, based on when the various components would arrive.

The main challenge for Fagioli was the project execution: the terminal was assembled in a deep dry dock, and all the prefabricated modules had to be installed on top of the GBS and skidded over a wide gap of more than 131 feet (40 meters) in the air, then lifted to a height of 98.5 feet

(30 meters). All the load-in operations were performed using self propelled modular transporters.

To install the modules on top of the GBS, Fagioli's in-house team designed an elevator system which combined a skid and strand jack method enabling the modules to be lifted from the quay side to the top of the GBS and then skidded into place.

The elevator girders, used to lift the modules up to the GBS roof, were positioned 52.5 feet (16 meters) above the bottom of the GBS. The girders, each 114 feet (35 meters) long, lifted each module 88.5 feet (27 meters) vertically to the roof of the GBS.

The towers had to be removed before the modules were skidded onto the elevator girders. Once the modules were on the girders the towers were moved back into position and connected to the girders. Each strand jack is rated for 600 metric tons. Each skid shoe has a weight capacity of approximately 600 metric tons. The skid shoes moved slowly, about 400 millimeters per stroke of the jack from the elevator girder on to the GBS. Once on top of the GBS the modules were skidded onto their final position.

The sequence of installation spanned from April 2007 to April 2008 when the job was finished. Among the installations was the first the living quarters which weighed 1,310 metric tons. Other projects



The sequence of installation spanned from April 2007 to April 2008 when the job was finished

in sequence included load in operation of the 1,650 metric ton EIB module; lifting of the flare on top of the GBS; transport, lifting and installation of a 2,360 metric ton GTG module; lifting and installation of the 1,650 metric ton EIB; installation of a 203 metric ton flare tower; installation of a 460 metric ton pig launcher; installation of the 600 metric ton east breasting module; transport, lifting and installation of a 4,800 metric ton ORV module; installation of a 150 metric ton maintenance building; transport, lifting and installation of 2,100 metric ton BOG module; installation of a loading platform; and, finally in April 2008 the installation of a 600 metric ton west breasting.

To achieve targets, Fagioli employed three mechanical and technical engineers and six senior draftsman for more than two years. At peak times the company dedicated 15 engineers and 50 technicians to the project, which involved approximately 25,000 engineering man hours for more than 600 heavy operations executed at the site. The total weight of the components installed was 35,000 metric tons. Eleven of the modules installed weighed from 700 to 4,800 metric tons; 36 heavy components weighted up to 500 metric tons. **act**

The terminal measures 656 feet (200 meters) long by 328 feet (100 meters) wide and is 164 feet (50 meters) high.



\$150,000 to \$750,000: Process Group Inc.

Gantry leg dance

Based in Cupertino, CA, the Hanson Permanente Cement Plant owned by the Heidleberg Cement Group, is supported by two ball mills that grind raw feed material for production of cement. One of the two ball mills, known as ball mill # 2, developed a structural failure, and Hanson was forced to replace the shell section.

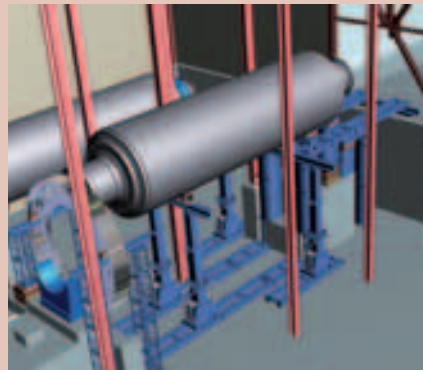
The two ball mills are located adjacent to one another in a congested space within the cement plant. They were originally installed as the plant was being built around them. The big question for Hanson was how to replace the mill shell measuring 17 feet in diameter by 60 feet long and weighing nearly 900,000 pounds.

Hanson determined that the removal of the surrounding building steel and plant utilities was not feasible and the replacement of the mill shell in pieces inside the congested plant was near impossible. Cranes were not an option. Additionally, the shell replacement needed to take place without plant production interruption.

Big challenges

PMI America, the US-based millwrighting and rigging division of the Process Group of companies, was called in to engineer the solution, devising a plan that would enable ball mill # 2 to be replaced in one piece within an acceptable outage to the production window. Challenges included finding a path inside the mill building that allowed X-Y-Z dimensional travel of the 900,000-pound mill around building interferences to an exterior wall, and to then create a receiving and rigging corridor in the outside and adjacent courtyard area. Two weeks before work would commence Hanson revealed that the prior approved wall opening location involved an undetected pre-stressed beam that could not be cut, and a utility rack contained cabling that could not be relocated. The wall opening had to be raised by 10 feet.

The change in plan had a dramatic impact. Falsework needed to be redesigned to stay within the capacity of selected gantries at the increased elevations. The wall opening became 17 feet 6 inches wide by 20 feet high, and wall bracing was partially removed to create just inches of clearance for the mill. The courtyard area had to be



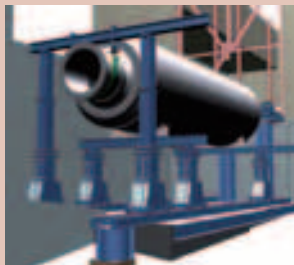
The ball mill measured 17 feet in diameter by 60 feet long and weighed over 900,000 pounds

modified to assure safe operation of gantry equipment. PMI designed a rigging support pad of concrete over a compacted granular base to create a stable foundation. The two 15 1/2 inch twin tracks were placed to support a 500-ton hydraulic gantry system manufactured by Lift Systems Inc.

The ball mill includes a shell with internal liners, and heads and trunnions at both ends that are supported from bearings anchored to concrete piers. A gear surrounds the mill which interfaces with a drive system. Once the mill was shut down, the ball charge was removed and the electrical systems locked out; then the bearing caps over the trunnions were removed.

To remove the 130,000-pound gear, the gantry system was set up beneath the mill. Once suspended, W12 beams were stabbed through the gear for support. Lattice towers surrounding the gear allowed it to be disconnected from the shell and remain in place as a one-piece assembly. This method allowed the mill shell to be extracted by propelling the mill away with only a fraction of an inch clearance between the shell and gear.

The next challenge was to leap frog the pier in the path of travel to the opening in the wall. An elevated runway track was configured and a saddle was modified with four wheel boxes. ➔



Multiple gantry load transfers from push up to overhead positions prepare for trunnion removal from mill shell in the courtyard

Each wheel box contained four 100-ton machinery skates allowing the saddle to roll along the elevated runway.

The 500-ton gantry leg sets # 1 and # 2 were positioned with runway track outboard from one another and at specific distances from the mill center of gravity. The mill, weighing 720,000 pounds, was then lifted from a push up position while providing a piggyback ride for the 25,000 pound west bearing. Once the elevated runway was finalized, the bearing was released and rolled away on the runway to the wall opening for removal by a mobile crane.

The gantry legs travelled with the suspended ball mill over the elevated runway until leg set # 1 reached the pier. The mill was raised to its final travel height of 26 feet to underside of the mill shell and the support of the west end of the mill was transferred from the gantry legs to the rolling saddle.

The mill was then propelled along the elevated runway by gantry leg set # 2 as far as possible, then leg set # 2 was repositioned in order to regain travel distance to move the mill completely to the opening in the wall. The mill continued its travel until the rolling support saddle reached the west end of the runway. The overhanging mill load at the west end was transferred to gantry leg set # 3 set up outside the wall opening. The mill was then raised by outside and inside gantry legs to allow the rolling saddle to be relocated back to the other end of the elevated runway. Once in position the mill east end load could be transferred from inside leg set # 2 to the rolling saddle.

The courtyard gantry propelled the mill's westward travel until the rolling saddle, supporting the mill's east end, reached the



Suspended trunnions and strategic use of hydraulic skidder system and transporter to facilitate old shell removal and replacement

shell delivery from staging area

end of the runway. Gantry leg set # 2 was setup outside to take the load from the rolling saddle, and allowed the mill to travel clear of the building.

Rigging and more rigging

Gantry set # 1 was reintroduced inside of the collapsed gantry set # 3. This was followed by sequential load transfers to allow both gantry sets # 3 and # 2 to be repositioned over the ball mill trunnions. They took the load with twin path extra TPXC 20,000 slings.

Gantry # 1 was removed and the mill was fully lowered until the ball mill rested on two custom fabricated saddles supported on the PMI hydraulic skidder track. The mill heads and trunnions, each weighing 70,000 pounds, could then be moved. With gantry sets # 3 and # 2 holding trunnions at both ends, the heads were unbolted and rolled away from the mill. The old shell, which then weighed 585,000 pounds, was free and clear for disposal. At last it was time for the re-installation of the new mill shell, which weighed in at just under 590,000 pounds, and the dance of the gantry leg system began in reverse.

The project was completed in 14 days and within budget. Innovative engineering included the one piece gear removal weighing 130,000 pounds; the creative piggy back rigging of 25,000 pound bearing on the mill trunnion; conducting multiple gantry to gantry, and gantry to rolling saddle load transfers of the mill; and efficient use of only three sets of hydraulic gantry legs.

The job philosophy was "Nothing takes a priority over safety." Recognition was given to Atlas Industrial Contractors for hiring supplemental local labor and providing a third set of Lift Systems gantry legs and to Sheedy Drayage for supplying its 10-line transporter and crane rental. **act**

Gantry leg set # 3 was set up outside to take the load from the elevated runway rolling saddle, and allowed the mill to travel clear of the building with assistance from relocated gantry leg set # 2

**Under \$150,000:
Bechtel Equipment
Operations**

The right stuff

In November of 2007, Bechtel Equipment Operations (BEO) was hired by Bechtel Power to install four huge and cumbersome cooling water circulation pumps that stood 46 feet tall and weighed 84,700 pounds each, at the Elm Road Generating Station in Oak Creek, WI. Site conditions were a major issue from the start with very low allowable ground pressures surrounding the pump house as well as an underground grit chamber and a manhole that required access at all times for existing plant operation.

As BEO began initial planning, the team looked at two conventional options to set the pumps, using a Liebherr LR 1400 that was on site or bringing in a Grove GMK 7550 to make the lifts. From the start, the concept of using the LR 1400 had several issues. The underground grit chamber put the crane into a large radius situation requiring the super lift. Due to site conditions the crane would need to be broken down and rebuilt at the lift site, resulting in higher costs and impacting the schedule of the larger Bechtel Power project since the pumps arrived on site at a rate of one per month. The second option was to use the GMK 7550. However, the mobilization and demobilization and rental costs alone were estimated at \$600,000. Neither crane was an acceptable option.

BEO needed an alternative and found it in the form of the J & R Lift-N-Lock Series 1400 gantry that was already on site for the off-load of generator and turbine parts. Still, several challenges followed, one after the other. The first challenge was to determine if the pump house walls could support the weight of the gantry and the pump. The second challenge was that one wall had four open spans in which the pumps were to rest once in their final position. Could the gantry track span these openings and still support the weight of the generator and the pump?

After running the calculations, the first two challenges were put to rest. The third challenge was that the pump needed to be rotated 90 degrees which could be solved





Bechtel Equipment Operations installed four cooling water circulation pumps that measured 45 feet tall and weighed 84,700 pounds each

with a power rotator. The next challenge was that the gantry could not reach the final set elevation of the pumps, falling shy by 18 feet. The pumps final elevation was 8 feet below the floor of the pump house pit. The solution was to use two 30-ton chainfalls which allowed the pumps to reach their final set elevation and were more efficient than lowering the dead section of the gantry, removing the kickers and still having to lower an additional 9 feet with the chainfalls.

BEO's final challenge in determining if the gantry was a viable option was that the chainfalls did not fit the power rotator. The shackles that were designed to fit the power rotator were too large and using multiple shackles would decrease the ground clearance. The pumps stood 46 feet tall; however the gantry at full extension stood only 39 feet, 7 inches. The solution was to design link plates and spacers that allowed the chainfalls to be pinned to the power rotator and not decrease ground clearance.

After it was determined that the gantry system would work, rigging engineers needed to look at

combining the gantry with a crane to tail the pumps down into the 10-foot-deep pit. This combination made it apparent that tolerances would be extremely tight. The gantry was limited to 28 feet of travel during the tailing operation. This was the gantry's limit to allow the pump to clear the front pump house wall and keep the tailing crane, a Demag AC120, within radius. The pump cleared the front wall by less than 3 inches.

With the gantry at full extension, the pump cleared the anchor bolts protruding from the floor by less than 12 inches.

It took two days to set the pumps but the timing of their arrival made the project last four months, from December 2007-March 2008. During this time, Wisconsin faced its second worst winter on record with more than 100 inches of snow and temperatures dipping to below -30 F. **act**

BELOW LEFT:
The gantry was limited to 28 feet of travel during the tailing operation

BELOW: Rigging engineers needed to look at combining the gantry with a crane to tail the pumps down into the 10-foot-deep pit. This combination made it apparent that tolerances would be extremely tight





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Moving: Barnhart, Memphis, TN

A huge conundrum

Long recognized for its ability to safely move massive loads, Barnhart, Memphis, TN, took on a project in 2008 to move units that weighed four times more than anything the company had previously attempted. Barnhart had handled modules up to 700 tons before, but the two loads moved for an oil-refinery project in California weighed 2,800 tons apiece.

The need for this move resulted from an Environmental Protection Agency (EPA) mandate that refineries throughout the United States meet new flue gas emissions standards by 2009. A reduction of nitrogen oxides and sulfur oxide would be required for certain process units within various refineries. To meet this requirement, the California oil refinery elected to install two Electrostatic Precipitator (ESP) modules.

Normally, such units would have been erected in place, but safety and schedule concerns caused the refinery to consider other options. The most viable solution seemed to be to assemble the ESP units in a different area and then move them into place while the refinery continued to operate.

After a long, comprehensive feasibility, planning and engineering process, the Barnhart team was awarded a firm, lump-sum contract to provide labor, equipment and supervision to move the units from the assembly yard and onto 27-foot-high columns a half mile away. In addition to their extreme weights, the ESP had dimensions of 81-feet long by 63-feet wide by 76-feet high, creating additional challenges such as high center of gravity and large sail area. Ground conditions, seismic issues, tight clearances, multiple sharp

turns and the generally tough regulatory climate in California resulted in additional concerns. There was no margin for error.

Barnhart's rigging plans called for the concurrent assembly of the two ESP units on a base of eight 8-foot by 60-foot girders standing 9 feet above grade. The ESP columns rested on 10 weldments designed and fabricated by Barnhart, which were secured to the staging girders. Barnhart weighed the modules using ten 500-ton jacks. An opening in the top plate allowed the jacks to lift the ESP off the weldment for weighing the module and determining its horizontal center of gravity.

The original plan called for hauling each ESP at the 9-foot elevation and then lifting it to 27 feet at its final destination. However, after changing the plan during the optimization process, Barnhart lifted the modules to 27 feet and moved them at that height, using four strandjacks supported by a modular lift tower (MLT) to hoist two girders weighing 120,000 pounds each, positioned under the ESP. After placing two dollies at each end of the girder, Barnhart bolted the cross beam to the girder and used the hydraulic cylinders on the dolly to raise the girder and pull it under the ESP. Barnhart said the tower was the shortest and strongest ever designed by the company.

Meeting the allowable ground loading of 2,500 pounds per square foot required steel mats measuring 12 feet 8 inches by 12 feet at each end. A series of beams distributed the tower loads to the mats.

During the move, the ESP was supported by eight shoring assemblies, each consisting



During the move, the ESP was supported by eight shoring assemblies, each consisting of six trapezoidal stands, a pyramid stand, a 4x4 stand and a diagonal brace. The total height of the shoring was just under 24 feet. Barnhart used 88 lines of Goldhofer trailer for the haul, configured as two 22-line double wide units, each of which was a hybrid. Barnhart used three different zoning schemes for different phases of the project

of six trapezoidal stands, a pyramid stand, a 4x4 stand and a diagonal brace. The total height of the shoring was just under 24 feet. Barnhart used 88 lines of Goldhofer trailer for the haul, configured as two 22-line double wide units, each of which was a hybrid. Barnhart used three different zoning schemes for different phases of the project.

An innovative solution of applying custom brackets from the MLT's K-bracing to the Goldhofer kept the trailer components from walking away from each other on turns, including two 90 degree turns. To help maneuver the first module around the second one and within inches of existing piping at the refinery, Barnhart painted a white line on each side to guide operators.

At the final ESP location, Barnhart lowered the unit onto the columns. Initially, the crew released 50 percent of the weight and held that position while the customer completed initial connections. While Barnhart held the first ESP, the Los Angeles basin experienced an earthquake with a magnitude of 5.4 on the Richter scale.

The equipment held the load with no ill effect. The process was repeated for the second module, but this time with no earthquake.

Barnhart completed movement of the first module in nine days; the second in seven days. The project involved 2,000 hours of planning and project management, 1,500 hours of engineering, 3,500 of execution and a third-party engineering review.

As a result of very careful attention to safety matters, the project met or exceeded the refinery's stringent safety criteria. There was no property damage, no OSHA recordable incidents, no first aids and no accidents.

act



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Over 160,000 pounds: Energy Transportation, Inc.

Obstacle course

During the summer of 2008, Energy Transportation, Inc. (ETI), Casper, WY, transported three dehydrators from a rail site near Rock River, WY to the Meeker Gas Plant near Rio Blanco, CO. Each of the dehydrators measured 45 feet long and 16 feet in diameter. They weighed 450,000 pounds each. The transport route stretched 300 miles over mountainous terrain with grades in excess of 12 percent.

The initial challenge involved offloading the dehydrators from a rail spur. ETI used its 440-ton 16000 Manitowoc crawler crane to load the dehydrators onto 12 lines of Scheuerle platform axles. One at a time the dehydrators were moved to a staging area, where the company's 700-ton gantry system awaited to lift each onto the trailer.

Before making the lifts, ETI contacted J&R Engineering to ensure that gantry system could safely lift to the height needed to back a Trail King TK350 175-ton Dual Lane Trailer underneath. Using a set of four Holland dolly pedestals, ETI made a system on which the dehydrators could sit beneath the bunks of the trailer. Once released from the gantry onto saddles, the dehydrators were covered in carpet where the numerous chains and bands were placed to secure the load safely. Preparing the load for each dehydrator took two days, amounting to a total of 264 man-hours.

The dimensions of the load were 293 feet long by 20 feet wide by 19 feet 10 inches high. To gain permits from Wyoming and Colorado, ETI plans called for evenly distributing more than 840,000 pounds on 44 axles, including the dollies. Pulled by a 2003 Peterbilt Prime mover and pushed by two 2008 Peterbilt tractors, the load reached a top speed of under 35 mph. At all times, the load was accompanied by at least

four Highway Patrol officers, four pilot cars and five power-company bucket trucks.

Along the way, ETI had to overcome a number of major routing issues. When turning any corner, the dollies had to be unchained, the trailer unpinned, one person steering the back end of the trailer, all traffic stopped – all with plenty of eyes watching for any sign of something going wrong.

In Wyoming, Interstate-80 eastbound had to be closed temporarily to allow ETI to cross over from the westbound lane to the eastbound land. ETI then proceeded down I-80 in the opposite direction for a mile before exiting on a ramp in the wrong direction. This detour was necessary to avoid an underpass that was 15 feet 4 inches high.

ETI removed the cattle guard at the intersection to enter Highway 789 because the axles were too wide. In Colorado, ETI used 10 local officers and 10 pilot cars to shut down County Road 5 for 23 miles to run the 20-foot wide load on a highway that was less than 22 feet wide from shoulder to shoulder.

Those final miles to the Meeker Gas Plant presented the greatest challenges. In addition to being narrow, that stretch of road included numerous switchbacks, requiring movement at night while steering the back part of the trailer the entire way. To help the driver and steer man observe the load and tires during the night-time navigation, the trailer was especially equipped with lights.

The last three miles were on a 12 percent grade. To help ensure nothing was broken and nobody hurt, the three trucks hauling the load were supplemented during this stretch of road with an articulating rock truck and a front-end loader. The 300-mile movement of the loads required a total of 2,268 man-hours.

At the plant, the vessels were lifted out of the beams, a risky move that required the large components to be picked 18 feet in the



The dimensions of the load were 293 feet long by 20 feet wide by 19 feet 10 inches high

air. After emptying the trailer, ETI pulled the axles back to 12-foot wide; however, the beams remained spread to 18 feet. The empty weight of 390,000 pounds allowed ETI to move a little faster on the trip back to Wyoming. Unloading and returning took a total of 408 man-hours.

"The success of this project can be attributed to the teamwork of everyone involved," noted ETI in its entry documentation. "With a total of nearly 6,000 man-hours, the right people, the right equipment, safety being the number one focus of everyone involved, we accomplished the task with zero incident and zero injuries. We are very proud of our employees and know that companies don't succeed, people do."

act



ETI had to overcome a number of major routing issues. When turning any corner, the dollies had to be unchained, the trailer unpinned, one person steering the back end of the trailer, all traffic stopped – all with plenty of eyes watching for any sign of something going wrong

Pulled by a 2003 Peterbilt Prime mover and pushed by two 2008 Peterbilt tractors, the load reached a top speed of under 35 mph



Under 160,000 pounds: Tradelossa Heavy Haul & Rigging

Costa Rica haul

When Praxair, one of the world's largest industrial gases companies, decided to build a large, new facility in Costa Rica, the company quickly realized that hauling four large vessels about 125 miles from Puerto Limon to Coyol, Alajuela, near the capital of San Jose, would present some extraordinary challenges. To provide innovative solutions to these challenges, Praxair hired Tradelossa Heavy Haul & Rigging, Durango, Durango,

Mexico.

Costa Rica is ill-prepared for the transport of oversize/overweight loads. The terrain is rugged, with a central mountain range separating the eastern and western coastal plains. Most Costa Rican roads are narrow, and only 21 percent of the nation's 22,187 miles of roads are paved.

Moreover, Costa Rica has become an ecotourism country with strict environmental regulations. Additionally, Praxair, based in



Danbury, CT, promotes environmentally-friendly practices in more than 30 countries where it operates, giving Tradelossa even more reason to be cautious about protecting the landscape.

The weather presented further concerns. It is mild in the central highlands and tropical and subtropical in the coastal areas. High temperatures and humidity with continual rains factored into the planning. Still another unavoidable consideration was the risk of an earthquake.

Planning for the job began May 13, 2008. Early in the planning process, Tradelossa decided the best option was to team up with a locally registered and locally licensed company, mainly because of the need to quickly understand the area's infrastructure regulations. After several weeks of interviews and on-site visits, Tradelossa found a reliable partner.

A complete route survey defined the obstacles to be encountered so that a proper plan could be formulated to minimize risks. Because Costa Rica lacked the specialized equipment required to transport four large vessels up to 90-feet long, weighing between 58,000 pounds and 100,000 pounds, Tradelossa decided the best available option was to bring in the equipment from its headquarters in Mexico.

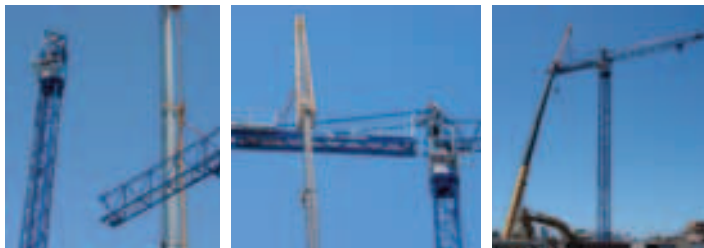
Two Tradelossa supervisors with over 35 years of combined experience were assigned to the project. There were weekly Tradelossa staff meetings in Mexico and periodic meetings with the customer in Costa Rica and Monterrey, Mexico. For those traveling to Costa Rica, special working permits had to be procured for the duration of the project.

Achieving cooperation

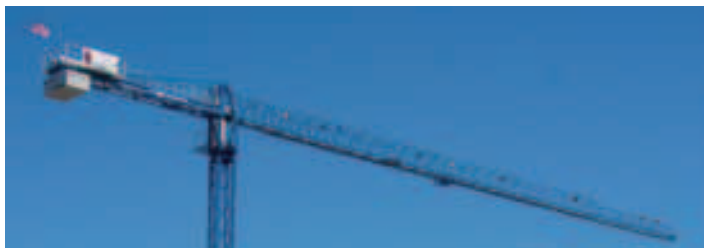
Tradelossa also coordinated with port authorities on details concerning loading, work schedule, proper designation, and port permits. Beyond the port, authorities were very strict concerning regulatory approvals and permits because of the extraordinary nature of the move. Without exception, permit hours were from 5 a.m. to 6 p.m.



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Costa Rica is ill-prepared for the transport of oversize/overweight loads

outside any major city and 10 p.m. to 5 a.m. inside San Jose.

A particularly challenging aspect of the project concerned transport of the equipment to be used in the move between Mexico to Costa Rica. This involved travel of about 1,200 miles through five nations beyond Mexico – Guatemala, El Salvador, Honduras, Nicaragua and Costa Rica. Equipment began moving August 13, 2008. The trip required 10 days of normal traffic plus three days of delays resulting from special permit issues enroute.

Working under severe weather conditions at the port, including temperatures as high as 102° F and 100 percent humidity, Tradelossa took two days to configure the modular equipment on site in preparation for the arrival of the ship carrying the Praxair plant components on September 15, 2008. A complicating factor was that date also marked the national holiday during which Costa Rica celebrates its independence from Spain in 1821. Consequently, Tradelossa and its local transport partner had to assist the few people left at the port to unload the cargo onto the trailer, using a 30-ton crane. They worked through the first night, moving the equipment to an area assigned by the port to store the pieces until transportation.

The first two pieces began moving on September 18 on a configuration of 4 axles/33-foot beam extension/4 axles. Encountering no unanticipated delays, Tradelossa transported the pieces through San Jose and returned in four days, averaging 30 mph.

On September 23, the third piece departed late in the day on a configuration of 4 axles/2 girder bridge with 43-foot beam setting/4 axles. Because of the narrowness of the road and the width of the load, movement was frequently halted to allow cars to pass. Nearly daily rainstorms necessitated additional stoppages of the convoy. After leaving San Jose, the convoy was forced to avoid a toll booth by moving to the “wrong

side” of the highway with four police escorts for 4.9 miles.

By September 31, Tradelossa was back at the port, ready to move the last and largest vessel, using a configuration of 4 axles/2 girder bridge with a 92-foot beam setting/4 axles. Because of the experience with traffic jams resulting from the convoy to avoid the toll booth on the previous move, the load was reengineered to reduce the width. Five days were required to move the final piece to its destination. The average speed for moving the third and fourth loads was 10 mph.

Tradelossa completed the project without safety incidents or cargo damage, on time and on budget. **act**

Working under severe weather conditions at the port, including temperatures as high as 102° F and 100 percent humidity, Tradelossa took two days to configure the modular equipment on site in preparation for the arrival of the ship carrying the Praxair plant components on September 15, 2008



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Working together, SC&RA's varied groups
achieve good things

SC&RA synergy

At the end of last year, SC&RA's membership of 1,323 companies worldwide consisted of companies involved in specialized transportation, crane, rigging and millwright work and allied industries that supply products and services for other SC&RA members. Throughout the Annual Conference, April 21-25, at La Quinta Conference Center, La Quinta, CA, various committees of the Crane & Rigging Group, the Transportation Group and the Allied Industry Group met separately.

The fourth group, the Ladies Group, also met on several occasions. This group – made up of women who own or work for a Specialized Carriers & Rigging Association member company or are married to an SC&RA member company owner or employee – contributes to the overall success of the association. Through its Fire & Ice Gala at this year's conference, this group raised over \$32,000 for the SC&R Foundation's research, scholarship and education programs.

Although each group accomplishes a great deal in their individual meetings, issues of common interest sometimes bring them together. Such occasions enable SC&RA to generate tremendous value for our members.

During the Crane & Rigging Group Governing Committee Meeting, SC&RA Vice President-Transportation Doug Ball made a presentation about the questionable interpretation of regulations in Ohio concerning divisible loads. This issue was of great interest to the Crane & Rigging Group because enforcement officers had been stopping trucks that were transporting cranes and requiring them to dismantle parts of the cranes deemed to be divisible.

Besides creating a considerable time-consuming inconvenience, demands to dismantle cranes during transport cause other concerns. First and foremost, cranes may be damaged in the process, creating a profound impact on safety. In some cases, the most dangerous damage may not be easily detectable.

The group also heard a report of an incident in Wyoming, during which a dealer refused to accept delivery of a new crane after a carrier had been forced to dismantle the boom before transport. The dealer was not interested in putting a potentially-damaged

piece of expensive equipment on the lot.

A committee member that transported cranes into Ohio from Pennsylvania reported that some officers in the state watched at county lines and inflicted heavy fines. "It's harassment in Ohio," he said.

Another committee member pointed out that, in general, his company's policy was to fight unfair fines, wherever they are incurred. "Even if you win, years pass before settlement," he said. "Plus, it costs nearly as much as the fine to fight it."

Attendees at the session learned that a committee member whose company is headquartered in the state planned to meet soon with Ohio Department of Transportation. Ball noted that, because Ohio's position seemed to be in conflict with the intent of federal law, he would be discussing the issue with the Federal Highway Administration's Michael Onder, the team leader for truck size and weight issues. Onder had been a speaker at SC&RA's 2008 Specialized Transportation Symposium.

In addition to representatives from companies that use and rent cranes, the Crane & Rigging Group Governing Committee includes two members of the Allied Group that manufacture crane & rigging equipment. They offered technical advice and left with knowledge that ultimately might enable them to better serve companies encountering this issue.

Among the spectators in this well-attended session were other members who transported, operated, rented or manufactured cranes potentially affected by the situation in Ohio. Several of those in the audience who owned or managed companies also were Ladies Group members.

Of course, SC&RA's different groups also converge during general education sessions, products fair receptions, dinner and social functions. Often, friendships and valuable business partnerships result. In addition to SC&RA working to deliver results on substantive industry issues, the association continues to grow in size and strength as a result of the Association's tremendous networking opportunities and the synergies and commitment to progress demonstrated by our members.

Joel Dandrea, executive vice president

A lively bunch



The SC&RA gang was out in force for the biker-themed Fire & Ice Gala. The event raised more than \$32,000 for the SC&R Foundation's research, education and scholarship programs

Under the scorching desert sun, a lot of business, networking, meeting, greeting, golfing, tennis and more was done. **Terry White** reports

The SC&RA Annual Conference in La Quinta, CA, April 21-25, attracted 585 association members and guests from nine nations. With representation from all facets of the specialized carriers and rigging industry, participation was lively at more than 50 committee and task-force sessions and networking events.

Exemplifying the high caliber of speakers at this year's event was opening session speaker Jean-Michel Cousteau. The renowned French explorer,

author and film producer discussed how "going green is a long term investment...and environmental practices benefit us all" in his presentation, *Redesigning Our Future: The Business of Nature*. Fittingly, Cousteau made his presentation on Earth Day.

Another popular session was the spirited panel discussion, *It's All About the Economy*. Dr. Peter Ruane, president and CEO, American Road & Transportation Builders Association, moderated this



To celebrate Earth Day, Jean-Michel Cousteu, explorer, author and film producer, makes his presentation on *Redesigning Our Future: The Business of Nature*



SC&RA President Randy Goddard introduces a thought-provoking panel that covered economic matters of vital interest to members of the association. From left to right are Ronald DeFeo, chairman and CEO of Terex Corporation; Dr. Martin Regalia, vice president and chief economist of the U.S. Chamber of Commerce, and Dr. Peter Ruane, president and CEO of the American Road & Transportation Builders Association

session, which featured valuable, industry-specific analysis and a broad economic outlook for 2009 and beyond. Joining him on the panel were Dr. Martin Regalia, vice president and chief economist, U.S. Chamber of Commerce, and Ronald DeFeo, chairman and CEO, Terex

Corporation.

Even more specific financial advice came during a two-part risk education session conducted by a team of experts from NBIS Construction & Transport Insurance Services, Inc., led by Kevin Cunningham and Bill Smith. This panel discussion covered such topics as attitude vs. aptitude, accident scene tips for claims mitigation, how to formulate proper insurance deductions in owner controlled insurance programs, and clarification of coverage for tower and man-lift operations to avoid coverage gaps. Contributing to the discussion were SC&RA



Don Smyrk, Crane Rental Corporation, realizes he holds the winning ticket for the Products

Fair drawing and steps forward to receive his new Dell laptop computer from SC&RA President Randy Goddard





Joining Paul Lefebvre, Lefebvre Brothers, for his induction as SC&RA President were members of his family, including children and grandchildren. He is shown at center with wife Judy

RIGHT: Tom Bennington, Duncan Machinery Movers, Inc., addresses the Crane & Rigging Group Governing Committee

members, including Jim White, White Brothers Trucking Company; Harry Baker, Southwest Industrial Rigging; Robert Hileman, United Crane and Rigging Company; and Michael Battaini, Sheedy Drayage Company.

Parallels between business and sports proved entertaining and enlightening during two presentations. Just as he had throughout his football career, Terry Bowden, winner of numerous college football coach of the year awards, shared many lessons in life in his presentation, You Can

Make a Difference, that are applicable to the operations of SC&RA members. During his Thriving in a High Performance Environment presentation, former race-car driver Derek Daly used real life motor sports analogies to demonstrate how the same principles work in the "corporate 500 race" we live in today.

In addition to the five educational sessions, highlights included an array of committee meetings, the Products Fair with 56 exhibitors; the 21 Rigging and Hauling Jobs of the Year Competition presentations;

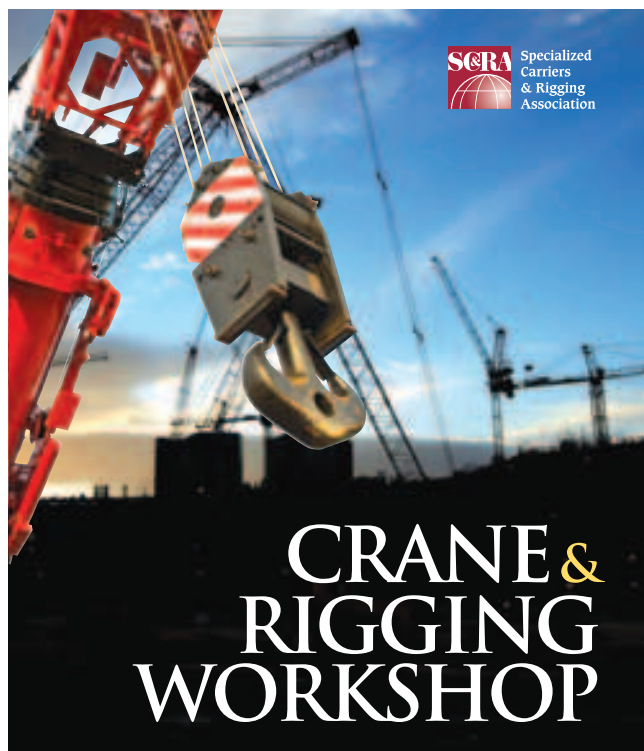


the Annual Awards and Recognition Dinner, featuring entertainment by America's Got Talent runner-up Eli Mattson; the SC&R Foundation's Fire & Ice Biker-themed Gala; golf, tennis and fun run/walk events; and the President's Reception, as well as receptions for international members, first-time attendees and spouses.

Start planning now for SC&RA's 2010 Annual Conference, April 6-10, at the Omni Champions Gate, Orlando, FL. **act**



Al Koenig, Midwest Specialized Transportation, Inc., (left) and Geoff Fischer, Trail King Industries, Inc., contemplate issues discussed during the Transport Group Governing Committee meeting



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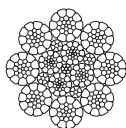
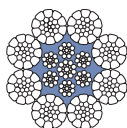
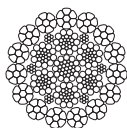
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— *Lawrence Curran,*
J.J. Curran Crane Company

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— *John Ward,*
All States Freight Systems

Make an impact on the industry.

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— *Doug Williams,*
Buckner HeavyLift Cranes



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TIMOTHY J. HILLEGONDS is vice president for NBIS Construction & Transport Underwriters, Inc. He is the lead coordinator of the "Shockloss Claim Investigation Process" developed by Kevin Cunningham and the SC&RA Insurance & Risk Management Committee.



When it comes to litigation management your company can be either proactive or reactive. **Tim Hillegonds** reports

Over lawyered?

We live in a litigious society where, more often than not, the answer to a vast majority of the problems we face in business is simply: sue. Business owners hire attorneys to chase money and copyrights and to protect their intellectual property from potential infringement. They hire them to fight corporate grandstanders and government regulation and while all this is well and good for the most part, it's essentially issuing a blank check to the legal field.

The problem lies in the fact that far too often, attorneys are given the latitude to operate in a vacuum. They can make decisions on behalf of their clients independent of their client's opinions. And when you think about it, that's fundamentally wrong – or at the very least it's irresponsible.

Why gamble?

Every decision a business owner makes in regards to its litigation – what motions to file, what discovery to conduct, who to depose, which legal theories to pursue – are all buying decisions which make them subject to the same cost benefit analysis that every other company purchase goes through. You wouldn't order a fleet full of hybrid pick-up trucks until you had done the math and figured out exactly if and when it would start to save you money on fuel cost and maintenance. So why gamble with legal fees?

In July of 2002 the Robertson family, a family who had given a multimillion dollar gift to Princeton University to be

used to set up a private foundation, sued the school for control of the \$600 million endowment. Just two short years later, in 2004, the legal fees on the case had reached an astounding \$7 million making it the most expensive lawsuit in the school's history. And although the litigation that plagues your company may never reach those types of numbers, it validates my point: lawsuits are expensive and attorneys don't come cheap.

With the way that the current economic environment continues to unravel, analysts are theorizing that litigation all across the board is about to increase. They surmise that since the economy is crumbling and revenues are down, litigation in the workplace will spike as plaintiffs try to make themselves whole by tapping into the insurance industries deep pockets.

So what can you do? Simple: get involved.

Getting proactive

Litigation management is like everything else in the sense that it can be either proactive or reactive. When your company is being proactive it is being anticipatory, that is, it's anticipating what unexpected problems or circumstances may arise as a result of litigation. When litigation management is being referred to as reactive, often times it's only being used as a corrective measure. Take budgeting for example. If your company mandates a litigation budget as a reaction to being taken on a financial ride by your last attorney, that's reactive. If, on the other

hand, your company mandates a budget to get an accurate snapshot of what your litigation costs will be in order to better manage a case file, that's proactive.

In order for you to be truly proactive you're going to need to get involved. Runway litigation costs have a tendency to be attributed to over-lawyering. Sometimes there's too many attorneys on a case and the more expensive senior attorneys are doing what junior attorneys and/or paralegal can do. But you won't be able to identify that until you and your attorney sit down and figure out exactly what the game plan is and what you expect of him.

This year, the winner of the Business Insurance's annual "Risk Manager of the Year" shared with us a few of the key factors to successfully managing litigation. In addition to having written guidelines, your company should have metrics with which to measure how and how well those guidelines are being met.

The following categories highlight a few.

- Communication
 - Management
 - Timely responses to information requests
 - Competency
 - Billing practices
 - Compliance with operations guidelines
- Although there are an infinite number of items you can include in your litigation management plan, here are a few of the key points to consider.
- Case development
 - Settlement
 - Early resolution
 - Staffing philosophy
 - Reporting requirements
 - Billing

Business is ever changing and so is the environment we operate those businesses in. It's almost impossible to accurately forecast the future but if we're going to do more than just survive, we've got to be proactive in the way we handle ourselves. Although litigation management may seem monotonous at times, the effects of it can pay dividends later.

act



Runway litigation costs have a tendency to be attributed to over-lawyering. Sometimes there's too many attorneys on a case and the more expensive senior attorneys are doing what junior attorneys and/or paralegal can do. But you won't be able to identify that until you and your attorney sit down and figure out exactly what the game plan is and what you expect of him.





events diary

2009

Crane Rental Association of Canada

June 3-7
St. John's, Newfoundland
www.crac-canada.com

SC&RA Crane & Rigging Workshop

September 17-19
Milwaukee, WI
www.scranet.org

AEM Customer Support Seminar

September 27-30
Orlando, FL
www.aem.org

ICUEE

October 6-9
Louisville, KY
www.icuee.com



AEM has a hand in bauma China exhibition

The Association of Equipment Manufacturers (AEM) has announced its cooperation with bauma China 2010.

"The Chinese market continues to offer vast opportunities for the construction industry and our members," said Dennis Slater, AEM president.

Earlier this year, AEM also announced an agreement with the Beijing International Construction Machinery Exhibition and Seminar (BICES), which will be held Nov. 3-6, 2009 in Beijing, while the 2010 bauma China will be held Nov. 23-26, 2010 in Shanghai.

Lastly, the AEM also



announced it will work with Messe Munchen GmbH to produce a construction show in India which is scheduled to take place February 2011 in Mumbai.

"These cooperative agreements, and AEM exhibit pavilions at international shows, combine with our shows such as ConExpo-CON/AGG to provide a broad spectrum of global solutions for our members and industry development," Slater concluded. **act**



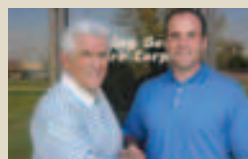
highlights

➤ Exhibit space sales are now open for the 2011 edition of ConExpo/CON-AGG and IFPE held March 22-26, 2011 at the Las Vegas Convention Center. Deadline for priority exhibitor status is August 15.

➤ Bill Baldassi has joined the Raydan Manufacturing team as national sales manager, chassis modifications. Baldassi previously worked with General Motors as commercial truck sales manager, and most recently held a position with Volvo Trucks Canada and Mack Trucks Canada as leasing manager.

➤ The first public presentation of Samoter 2011 occurred at Intermat in Paris last April. The 28th annual International Triennial Earth-moving and Building Machinery Exhibition will be held March 2-6, 2011 in Verona, Italy.

➤ Andy Fincher has been promoted to executive vice president of Dover Industrial Products, starting May 1, the company announced. Fincher will be responsible for six operating companies, and will lead the way with 15 years of previous industry experience with Heil Trailer – with the past three years as president of Heil.



Lifting Gear Hire Ltd.'s first US employee, vice president Pat Fiscelli, pictured here left, will be retiring from the company after joining nearly 19 years ago. Fiscelli's son, Tony Fiscelli, pictured on the right, has been appointed by LGH to fill his father's position. Tony, previously LGH's general manager, has been with the company since 1992 and will assume the role of president of USA operations, effective June 1 – LGH's anniversary of entering the US.

Manitowoc extends Schiller role to Latin America

Manitowoc has added Latin America to Ingo Schiller's responsibilities as vice president of sales and marketing for the Americas. In his new capacity, Schiller will manage Manitowoc's sales and marketing efforts for all crane brands throughout Latin America.

"Despite market conditions around the world, Latin



America still represents a significant growth opportunity for Manitowoc," said David Birkhauser, senior vice president of sales. "By combining sales and marketing management of this region under Schiller, we hope to continue capitalizing on those opportunities."

Schiller joined Manitowoc in January 2008. **act**

ICUEE numbers looking positive

The 2009 installment of the International Construction and Utility Exposition (ICUEE) is only 10 percent shy of breaking last year's record-shattering exhibit sales space numbers and is looking to be one of the year's biggest trade shows despite the down economy.

"These precarious economic times have certainly affected our industry, but our exhibitors understand the business value of ICUEE and other AEM trade shows," said Melissa Magestro, show director for the AEM.

According to show organizers, more than 1 million net square feet of exhibit space

In Memoriam: Andreas Hoffzimmer

Andreas Hoffzimmer, president of Huntsville, TX-based Universal Crane, was killed in a car accident on May 12, 2009. Hoffzimmer was born in 1973 in Leverkusen-Opladen, Germany. He is survived by his wife Cindi Hoffzimmer; daughters, Nicole and Kira; son, Philipp as well as his father and two grandmothers.

Hoffzimmer owned and operated Universal Crane for five years. He always treated his employees like they were part of his family and he never met a stranger, always taking people into his home. He loved nature and everything about his farm. He was a former officer in the Deutsche Bundeswehr. He was a loving husband and father and will be dearly missed.

Memorial condolences may be made at www.shmfh.com.



has been reserved by returning exhibitors. Also, interested attendees can cash-in on early registration by signing up now and saving nearly 50 percent compared to on-site fees.

ICUEE is also routing its 115 educational seminars, nearly double the amount the show previously offered. Visit ICUEE's website for more information. **act**



international diary

2009

World Crane and Transport Summit

October 22-23
Amsterdam, The Netherlands
www.khl.com/wcts

BICES 2009

November 3-6
Beijing, China
www.e-bices.org



marketplace

American Cranes & Transport has become the industry's most respected source for timely and important industry news. Our dedicated **Marketplace** has become the place to find what you need to help you do your job. It provides a way to find new and used equipment and related products. It is divided into four sections –

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3. Crane and lifting services;
4. Transport and heavy hauling.

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57

products, parts & accessories

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73

equipment for sale or rent

EQUIPMENT FOR SALE OR RENT: Top sales and rental suppliers for the North American crane and specialized transport markets advertise their equipment here.

90

crane & lifting services

In CRANE & LIFTING SERVICES: certification, financing, insurance, rigging jobs, training, and recruitment.

93

transport & heavy haul

TRANSPORT AND HEAVY HAUL: services for oversize and overweight loads including escort services, heavy haulage, transportation permitting services, pilot cars, international freight and shipping.

44

Thousand
Square Feet

2

30-Ton Bridge
Cranes

11

Major Crane
Repair Projects

16

Craftsmen

1

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Center



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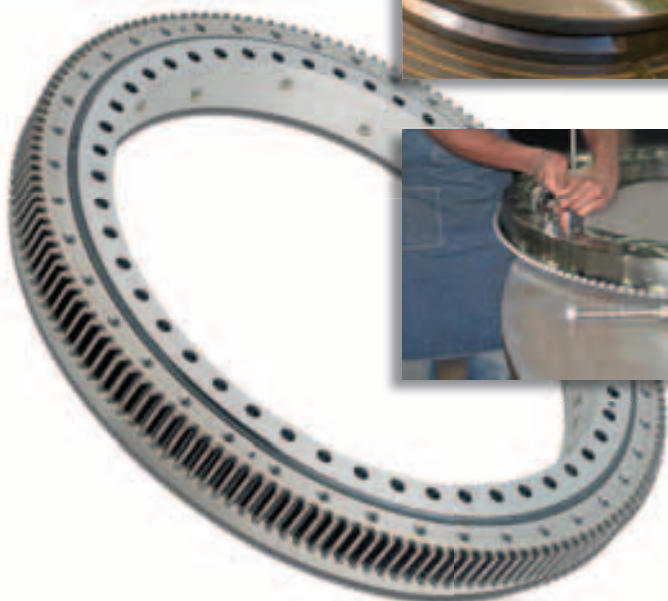
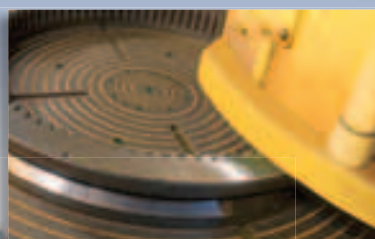
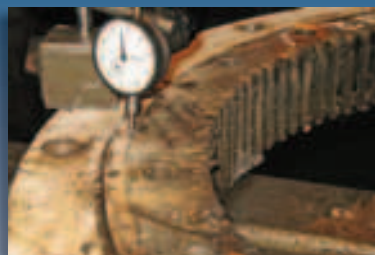
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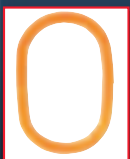
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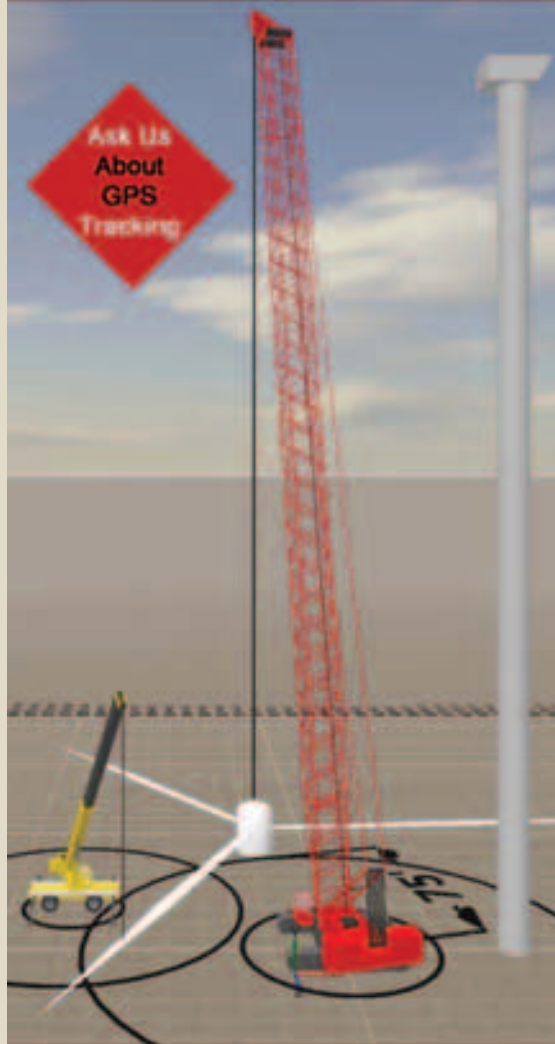
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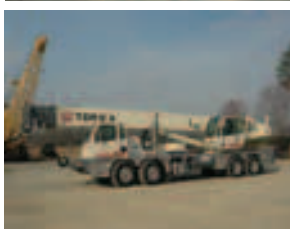


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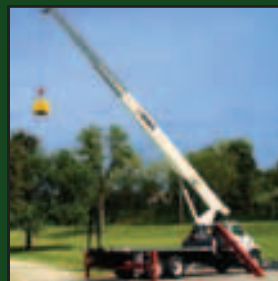
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1999 Link Belt HTC-8670LB

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99 Link Belt HTC-8660, 60 ton, 110' boom + 56' jib, 2 winches, block and ball	\$290,000.00
98 Link Belt HTC-8660, 60 ton, 110' boom + 56' jib, 2 winches, block and ball	\$290,000.00
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98 Terex T-340, 40 ton, 94' boom + 49' jib, 1 winch, block and ball	\$175,000.00
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1999 Link Belt HTC-8660



1999 Terex RT-450



1996 Grove TMS 700B

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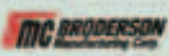
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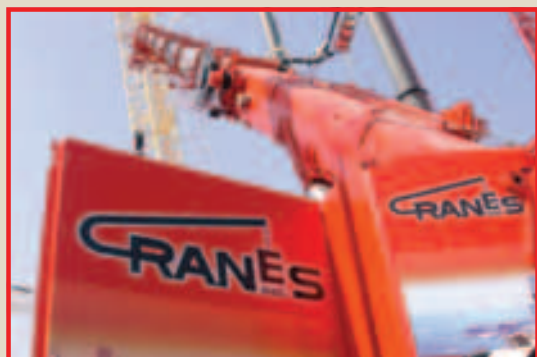


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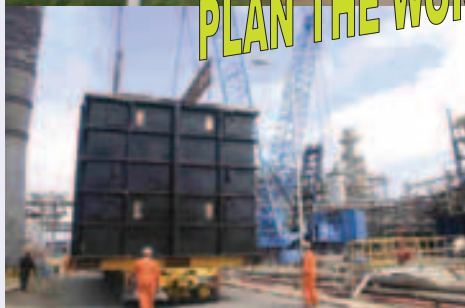
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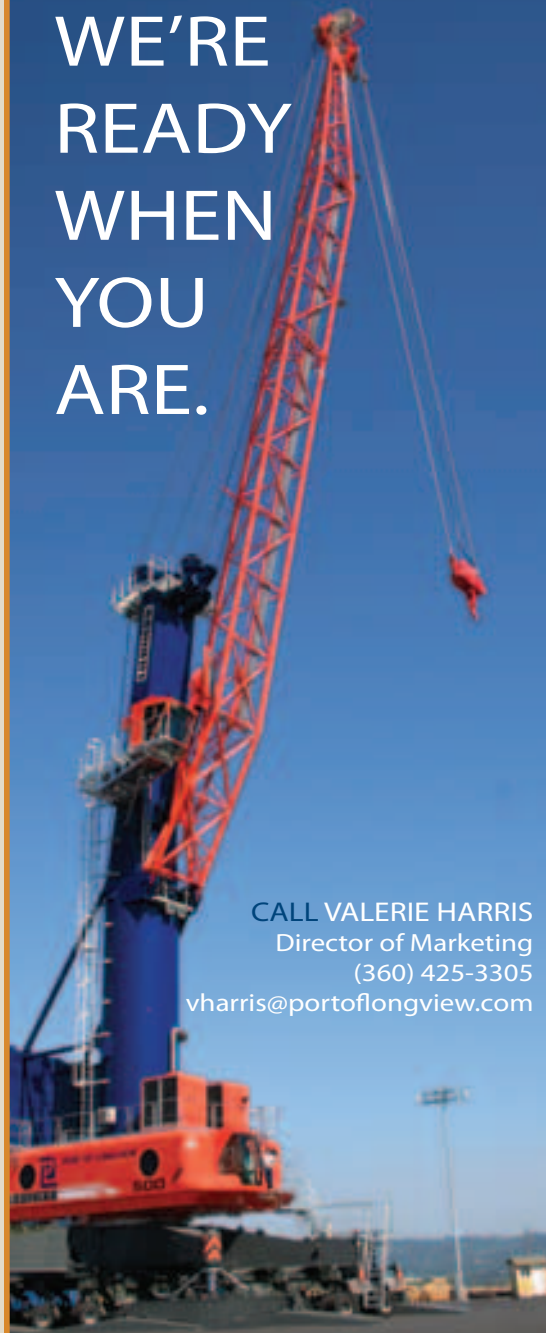
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