

Specialized Rail Review

April 2006

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SRT HANDLES 1,000,000 POUND PRESSURE VESSEL

SRT handled the rail transport of this 500-Ton pressure vessel from the Port of Catoosa, OK to a refinery in southern Kansas. Due to the extreme weight, this vessel was loaded on two railcars using SRT's rail bolsters. The project required extensive coordination with the rigging company that handled the barge transport, roll-off procedure, loading to the railcars, and offloading at the jobsite. This project posed challenges in coordinating between the multiple railroads that operate in Tulsa. Measuring over 135 feet long and 14 feet wide, strict clearances required precise calculations.



SPEEDY DELIVERY



These two pressure vessels were very familiar to the SRT team before they ever arrived in Houston. For more than a year, the designs for these units were under close scrutiny to ensure that they would clear to their final destination. The engineering company, decided during the design phase, that rail would be the method of transportation for these units to their final destination in the Chicago area. The vessels were 14 feet wide each and weighed 560,000 pounds and 460,000 pounds respectively. Working closely with local rail operations staff, SRT secured special train service that helped the vessels make the trip in only 2 ½ days. The shipper recognized SRT along with other partners in an award ceremony for their proactive attitudes and excellent performance.

REMEMBER RICA

Be sure and make plans to attend the Railway Industrial Clearance Association's 2006 Annual Meeting in Louisville, KY. The dates are June 12th - 16th and more information on the meeting is now available at the website - www.rica.org

HOUSTON TO ALASKA



Once again, SRT managed several shipments of tube bundles from Houston. A total of 56 heat exchanger tube bundles were consolidated onto 7 railcars, providing for significant savings in transport costs delivering to Alaska via a rail barge service out of Seattle. Delivery by rail allowed the on-site construction contractor to receive and unload the units at once instead of waiting for 27 permitted flat-bed trailer loads to arrive.

Did You Know?

Did you know that an IDLER CAR is generally a non-load carrying flat car that is used in train for:

- 1.) Providing space for load end overhang that extends beyond striker of load car,
- 2.) Providing connection between two bolster cars carrying an extremely long load,
- 3.) Providing separation between loaded cars or locomotive when load is extremely heavy,
- 4.) Providing additional braking capacity to supplement the braking capacity of a heavily loaded car.

(This and more definitions are available at www.rica.org/ind_info/glossary)



Bob Felix of SRT is currently working with Big Brothers Big Sisters of Greater Houston in a fundraising event that is being hosted by the San Jacinto Corvette Club. The event will be at the Kemah Boardwalk on April 29th. Please contact Bob at (713) 201-0908 if you would like to participate or to become a sponsor.



Shannon Davenport - Rail Coordinator

"Working with everyone at SRT has taught me a lot. It's great to be a part of such a hard-working team."

Personal Profile - Shannon Davenport

The next member of the SRT team to be featured in our "Personal Profile" series is Shannon Davenport. She has worked in the heavy transport industry for 6 years (4 years in administration and 2 years in rail transport). Among her responsibilities for SRT, is the tracking and tracing of railcars distributing the reports to customers and contractors.

Outside of work, Shannon enjoys spending time with her family (especially her 3 year-old nephew) and going fishing with her dad.

Please contact us if you would like additional information.

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