

Specialized Rail Review

April 2008

An SRT Quarterly Publication

VERY TIGHT CLEARANCES



SRT moved this 14-foot wide, 300-ton vessel from Houston, TX to Kansas in special train service. It was pushing the clearance envelope in both maximum allowable width and height.

SRT worked on this project for more than six months - evaluating clearances for sev-



eral possible routes. The load required modifications to be able to ship by rail and tolerances were very close. The photo at left shows the load crossing a bridge in Texas. The load arrived safely at the destination and will be lifted and set this summer.

KELLI COLLINS - VP SALES & MARKETING

The SRT Team is excited to announce that Kelli Collins has been promoted to Vice President of Sales and Marketing. She has been with SRT since January 2006 and has worked very hard to develop relationships with customers and vendors. Keep up the good work, Kelli!

SCHNABLE AGAIN



The PTDX 202 made another appearance in Houston recently; this time it was loaded with a 375-ton transformer bound for San Antonio, TX. The SRT Team coordinated the empty movement from Pennsylvania to Houston and handled the loading at the port.

It traveled in Special Train Service and arrived at the jobsite ahead of schedule. Coordination between the power plant and offloading contractor was critical due to the special equipment required to handle the transformer.

SOUTHBOUND LOCOS

The movement of these two Alaska Railroad locomotives was handled by SRT from Seattle, WA to Houston, TX. They were moved on their own wheels to the port, where the axles were removed. Then the engines were prepared for the ocean voyage to Chile. Upon their arrival, they will be fitted with new axles and will be used in the copper mines.



RICA - 40th Anniversary

PUT IT ON YOUR CALENDAR!

Railway Industrial Clearance Association

Annual Conference

June 29 through July 3, 2008

Westin St Francis Hotel

San Francisco, CA

“Back to RICA’s Future”

Register now: www.rica.org



Did You Know?

Did you know? A **SINGLE END OVERHANG** is a load that extends longitudinally beyond truck or bolster centers only at one end. Similarly, a **DOUBLE END OVERHANG** is a load that extends longitudinally beyond truck or bolster centers at both ends. (These and more definitions are available at www.rica.org)

Bob Felix	President	bob.felix@srt.cc	Mark Davenport	Special Projects	mark.davenport@srt.cc
Alex Loya	Vice President	alex.loya@srt.cc	Darrell Webb	Field Supervisor	darrell.webb@srt.cc
Kelli Collins	VP Mktg & Sales	kelli.collins@srt.cc	Sean Orsack	Project Manager	sean.orsack@srt.cc
Bob Staples	Operations Manager	bob.staples@srt.cc	Chris Johnson	Project Manager	chris.johnson@srt.cc
Jim Brunsworth	Sales	jim.brunsworth@srt.cc	Randy Gill	Rail Superintendent	randy.gill@srt.cc
Eve Santos	Pricing Specialist	eve.santos@srt.cc	Valerie Fuentes	Rail Coordinator	valerie.fuentes@srt.cc

Please send rate requests to: sales@srt.cc / Visit our website: www.srt.cc