

Specialized Rail Review

July 2008

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Export Vessel

This vessel was recently moved from central Mississippi to the Port of Mobile for export. It measured over 157-feet long by 13-feet outside diameter. It weighed 185,000 lbs and was bolster loaded on two railcars. SRT had about two weeks to get the railcars ordered and placed at the origin for the lay down of the vessel from its position within the plant. This saved the customer the extra mobilization cost of the cranes used to make the lift.

Once loaded, the vessel was moved in Special Train Service to the Port of Mobile. SRT was able to negotiate with the port to hold the load on a storage track until the ship arrived. This significantly reduced the handling costs and the risk of damaging the vessel.



TAMPA TO ORLANDO



This is just one of the many HRSG units recently handled by SRT. The project required extensive coordination with the railroads, the port, and the jobsite. A total of 12 HRSG units and one HP steam drum were direct discharged from the ship to the railcars over two days. Due to limited track-age shipside, a trackmobile was employed to move loaded cars to a staging track. Three separate Special Train Shipments were made to the jobsite, since they had limited space. The shipments were delivered on time.

Barge Bail-Out

This 150-ton reactor was originally scheduled to be shipped to southern Louisiana by barge, but when high water levels on the Mississippi River delayed the shipment indefinitely, the customer looked to SRT for an alternative.

The load had already begun its ocean voyage when SRT was contacted. It was determined that rotating the vessel would improve the shipping envelope and the clearance process was started immediately. Rail clearances were secured quickly and the railcar was placed just in time. The shipment delivered to the plant on time.



Out of Storage & Off to Work

SRT handled the movement of two 250-ton generators and one 150-ton turbine from the Port of Houston to Central Texas. Each of these new units had been in storage for several years. The generators required ballast due to the high combined center of gravity. SRT supervised the load-out, and performed the securements and ballasting of these loads. They were delivered to the destination on time.



RICA 40th Anniversary - San Francisco



The Railway Industrial Clearance Association's 40th Anniversary Conference in San Francisco was a huge success with over 350 people in attendance. SRT made many new contacts and had lots of visitors at their booth. Committee break-out sessions were very successful with excellent attendance. SRT's Oil Sands project was spotlighted in a presentation to the General Session. Barry Anderson of the CN was the lucky winner of the giveaway at our booth. SRT was a Platinum Sponsor of this year's conference.

SRT Spotlight Profile - Bruce Sebesta

SRT is pleased to announce the addition of Bruce Sebesta to the team. Bruce has actually been working with SRT as a contractor since its formation in 2004. He has 12 years of experience in welding, fabrication, and rail securements. He is also AAR Certified in Open-Top Loading Rules.

Bruce enjoys barbecuing for the crews at jobsites and when he's around the Houston office, he cooks some excellent lunches. He has three children, one grandson, and another grandchild on the way.



Bruce Sebesta
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