



OVERSIZE NEWS

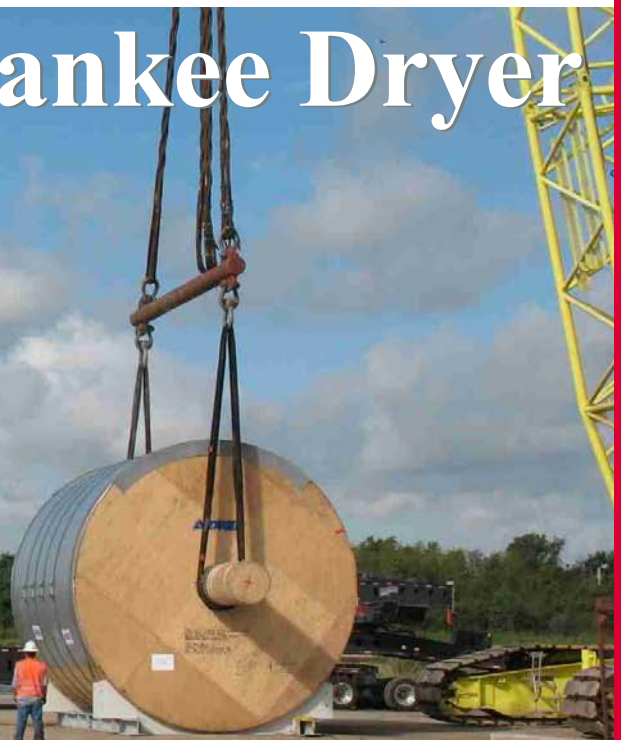
We take paper for granted. That's probably because paper is so inexpensive and readily available all over the world, but it certainly wasn't always that way. Paper was first produced by hand in China in 105 AD during the Chinese Han Dynasty. From there, paper making techniques spread westward through the Arab world into Europe by the 14th century. As a result of paper becoming commonplace by the 16th century, literacy and innovation exploded. To keep up with demand for paper products of all kinds today, huge modern paper mills are scattered worldwide.

During a 17-day timeframe in October 2009, Project Manager John Ehr led a team of Perkins field and operations professionals to successfully move a new Yankee dryer manufactured in Germany from the Port of Houston to a greenfield tissue paper plant in Bear River City, Utah. In a tissue mill, the Yankee dryer is its largest single machine; a very large diameter steam dryer to aid in the removal of moisture that replaced many smaller ones in the process. For this plant, the Yankee dryer weighed 264,550 lbs and was just over 33'5" long and nearly 18'5" in diameter. In order to safely and effectively move the large cylinder from Houston, TX to the new mill being built just north of Salt Lake City, Perkins utilized its 150-ton capacity dual lane loading perimeter frame trailer! This configuration allowed Perkins to nest the dryer's shipping skid inside the frame only 8" above the road surface to produce a loaded height of only 20'0". The use of Perkins' 150-ton perimeter frame reduced the loaded height by 26" and as compared to a platform trailer, which lowered our client's budgeted third-party costs for handling utility wires along the 2,114-mile route by 20%.

It could be said that Perkins Specialized has contributed in a very small way toward the continual spread of paper mills westward!

Contact Regional VP Ray Morgan (rmorgan@heavyhaul.com) or VP-Marketing & Contracting Ron Donahoo (rdonahoo@heavyhaul.com) so that Perkins Specialized can handle your company's next extraordinary move!

Perkins Delivers Yankee Dryer



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PERKINS

OVERSIZE CENTERFOLD

Photo by Dean Perkins

Houston, Texas to Bear River City, Utah

Perkins' 150-ton capacity dual lane loading perimeter frame delivers a new Yankee dryer to a greenfield paper mill just north of Salt Lake City, UT. With the dryer manufacturer's shipping skid securely nested between the rails and trapped by inverted cross-members, Perkins minimizes its contact with the exterior of the dryer's delicate cylinder surface during highway transport from the port of entry at Houston, TX.

Stats: 537,000 lbs GVW
203'0" x 20'0" x 20'0" (LWH)
1,075 horsepower
2,114 miles





*“Execution Matters Most
because results are better than any excuse or alibi ever given”*

Neil Perkins, President

Over a 16 month period ending in July 2009, Perkins safely moved 462 pre-cast concrete bridge segments from a pour yard in Coates, MN for civil contractor Lunda Construction Co. on their massive bridge project, the reconstruction of the I-35W/Crosstown Highway (MN 62) interchange, one of the busiest “spaghetti junctions” in the Minneapolis/St. Paul area during rush hour! Over its duration, Perkins delivered segments to six different bridges ranging in weight from 108,000 lbs to 146,000 lbs each with nominal dimensions of 45' x 10' x 8'6” (lwh). The project was handled using two specifically engineered Perkins perimeter frame transporters configured to nest the base of each segment inside the rails to prevent movement in any direction and to speed the securement process for each load. Protected by two sets of Perkins' own escorts, each configuration made deliveries during daytime, nighttime, and weekend operations as was required to meet our client's schedule. Due to the magnitude of the overall construction activities and the weak bridges in the area that were unable to support our loaded weights, Perkins worked constantly with multiple cities, Hennepin Co., Dakota Co., MN DOT officials and with Minnesota State Patrol to coordinate the ever-changing haul route and varying hours of operation. Veteran Project Manager Shelley Latham expertly handled the overall project coordination and management of the Perkins Specialized operation.

