

# A transportation smorgasbord

In July and August Bennett Motor Express' Heavy Haul division performed a hauling job that involved transporting 3 million pounds of refinery modules and equipment. The project required a smorgasbord of trucks, trailers, dollies, escorts, bucket trucks and pretty much everything but the kitchen sink. **D. Ann Shiffler** reports

After several months of planning, measuring, weighing, routing and engineering, Bennett Motor Express' Heavy Haul division executed a flawless strategy to move a huge amount of equipment from where it was manufactured in Baton Rouge, LA to where it is being installed at a refinery in Shute Creek, WY. Manufactured by Turner Industries, the modules were designed for a new type of Exxon gas refinery.

All total, there were 12 large modules and some 35 to 40 flat bed and step-deck loads, according to Jim Wright, super haul agent for Bennett.

"The biggest module weighed 309,000 pounds with a gross transportation weight of 435,000 pounds," Wright explains. "It measures 18 feet wide and 18 feet tall and is 115 feet long."

Bennett's hauling work started on July 12th when their crews entered the Turner Industries plant. A Turner Industries crane lifted the module onto the steerable dolly system that would be used to haul it to

Wyoming, Wright says.

"We used dual-lane dollies under that largest piece," says Wright. "We were running axles at 20 feet wide so we could get the right weights required for all the bridges we'd cross in all the different states."

Throughout July and August Bennett's convoys journeyed between Wyoming and Baton Rouge, usually two at a time for the larger modules. Safety was a constant objective, Wright says.

"With the larger pieces we were running three escorts, two bucket trucks, a steer person for the trailers as well as a service truck to carry spare parts, equipment and tires that might be needed," says Wright.

## Trouble-free travel

Most of the trips were trouble free, with the only problem being weather conditions that prevented the first and largest module from being offloaded. "You couldn't have winds over 18 mph to use the crane to lift the piece off the trailer," he says. "I think we sat there for a day and a half waiting for the wind to



A Manitowoc crawler lifts the largest module upright and places it on the steerable dolly for transport



The largest module weighed 309,000 pounds with a gross weight of 435,000 pounds. It measured 18 feet tall by 18 feet wide and measured 115 feet long. The transport length was 170 feet

The loading took place in Baton Rouge, LA and the offloading in Shute Creek, WY

The job involved the hauling of 12 large-scale modules and some 35 to 40 flatbed and step-deck loads



slack off for them to unload."

Wright says most of the steerable dollies used were either Trail King or Kalyn Siebert equipment.

While most of the smaller pieces weigh in the 140,000 to 150,000 pound range, they are challenging due to center of gravity issues. "Some are going to have to be offset on a trailer," he says. "Some of those will have to be hauled on steerable trailers too."

The job required a bevy of equipment due to the odd combination of weights and configurations of the modules and equipment, he says. "This job involved a lot of equipment, mostly steerable dollies because of making the turns."

In total Wright says the job involved 3 million pounds of payload. **act**



A Trail King steerable dolly was used to haul the largest module. The convoy required three escorts, two bucket trucks for powerlines and a service truck