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were already in contact with Modulift and were able to accelerate the buying process. The lift will live long in the memory as the day after [16 February] was a national celebration to mark 100 years of Lithuania's independence and we were lucky the beam arrived in time so we avoided working on such an important day for the country."

Strele has an extensive fleet of mobile cranes at yards in Lithuania, Latvia, Estonia, and Sweden.

Skidding in the Snow

Portsmouth, UK-based lifting, transport and storage specialist Rapid Response Solutions (RRS) combined transport and hydraulic skidding solutions to defy heavy UK snowfall and deliver a 25t principal supply point (PSP), an integral component of Net-

work Rail's signal upgrade project at Copley Village, near Halifax.

RRS was given a scope of work by electrical company Kent Group (UK) Ltd., based approx. 60 miles south of the jobsite in Mansfield, which was delivering the 14.6m-long, 3m-wide, and 3.1m-high PSP for Siemens to execute a crucial phase of the project. RRS chose a Volvo three-axle tractor unit with a Nootboom four-axle extending semi low loader, and 300t capacity Hydra-Slide HT300 hydraulic skidding system.

The transport equipment was utilized to collect the PSP from Kent Group and deliver it to the site, before the heavy track system skidded it into position alongside the railway. Paul Barber, managing director at RRS, explained that inclement weather was easily overcome. Of greater significance was navigating the access route through Copley and, once onsite, the proximity of the unit's final destination to a high voltage power pylon.

Barber said: "The first issue the snow gave was with the packing; we had to clear all the fallen snow from the packing areas as any remaining snow would have compacted and moved once the load went over it. The final position of the PSP was

between three and four metres of the live railway and the access route meant turning left on a very tight crossroads."

In fact, the tractor and trailer were selected principally to keep the overall length of the vehicles as short as possible, mindful of one particularly tight junction en route. Extensive planning and several site meetings prior to the job stood the RRS team—comprising two lorry drivers, two escort drivers, and four riggers—in good stead, but daily conference calls up to 6pm on the (Saturday) night before the job were required owing to the weather.

Green signal

Barber said: "On the day of the move we all met up at Siemens' office for an induction and site brief. Once the brief was complete the install team went straight to site to carry out an inspection of the work area with the build manager. It was agreed by all parties that it was safe to carry out the task. There was a sprinkling of snow on the ground but it wasn't icy; the snow was easily brushed away to give a clear landing slab."

The transport equipment was parked at a motorway services 10 miles away the night before. The po-

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