Barnhart had their TC3000, 800-ton crane, on the road from Texas to Ohio last year setting wind turbines ranging from 1.5MW to 3MW on their 258 acres of outside storage. The project was completed safely and efficiently for a satisfied customer.

Due to the large volume of work performed by Barnhart at the end of 2003, their annual awards dinner was rescheduled for January of 2004. The following employees were awarded for excellence in skill and safety in their work. Mechanic of the Year – Dennis Wall, Crane Operator of the Year – Bobby Palmer, Crane Operator of the Year – Daric Pfeiffer and Field Supervisor of the Year – Robert Barnhart. Bret Gillespie (not present) was Barnhart's Driver of the Year.

TL3000 Sets Wind Turbines in Ohio and Texas

A cantilever beam outside Mobile, Alabama called on Barnhart to provide a rigging solution for a reactor decommissioning. The challenge was to maintain overhead clearance between the reactor and critical piping to the plant. Instead of asking the plant to go off line, Barnhart employed their innovative cantilever system to change out the reactors from the side while leaving the piping in place. The project was completed safely and efficiently for a satisfied customer.

CANTILEVER BEAM SOLVES TIGHT HEADROOM PROBLEM

TELESCOPIC BOOM CRANES

<table>
<thead>
<tr>
<th>Crane Model</th>
<th>Max Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>HC 1010</td>
<td>440 Ton</td>
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<tr>
<td>CC 1200</td>
<td>386 Ton</td>
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<tr>
<td>CC 2600</td>
<td>500 Ton</td>
</tr>
<tr>
<td>LS 718</td>
<td>250 Ton</td>
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<tr>
<td>KMK 4070</td>
<td>150 Ton</td>
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<tr>
<td>KMK 5100</td>
<td>180 Ton</td>
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<tr>
<td>LTM 1090</td>
<td>120 Ton</td>
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<tr>
<td>LTM 1160</td>
<td>225 Ton</td>
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<tr>
<td>LTM 1400</td>
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<td>AC 205</td>
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<td>AC 435</td>
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<tr>
<td>AC 565</td>
<td>225 Ton</td>
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<tr>
<td>AC 705</td>
<td>300 Ton</td>
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<tr>
<td>AC 905</td>
<td>360 Ton</td>
</tr>
<tr>
<td>AC 1105</td>
<td>500 Ton</td>
</tr>
</tbody>
</table>

LATTICE BOOM TRACK CRANES | MODEL NO. | BOOM DIAMETER |
<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>LTM 450</td>
<td>60 Ton</td>
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<tr>
<td>LTM 550</td>
<td>75 Ton</td>
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<tr>
<td>LTM 700</td>
<td>100 Ton</td>
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<td>LTM 800</td>
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<tr>
<td>LTM 900</td>
<td>150 Ton</td>
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</tr>
<tr>
<td>LTM 1000</td>
<td>175 Ton</td>
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</tr>
</tbody>
</table>

CANTILEVER BEAM & RIGGING COMPANY

48 State Heavy Haul, Stretch Trailers, Tank Trailers to 160 Tons

International Services

Over 2000 Tons of Hydraulic Platform Trailer Capacity including SPMT

Marine Services

Over 100 Acres of Outdoor Storage

500,000 Square Feet of Indoor Warehousing

The following can be shipped in standard containers:

- Over 1000′ of 55′ Jumper Ramps
- Over 2000′ of 55′ Jumper Ramps
- 500 Ton Hydraulic Gantries (20)
- Lift Towers to 1200 Tons
- Forklifts to 120,000 lbs. with hydraulic booms
- Air Casters to 500 Tons

TRANSPORTATION SERVICES

- 48 State Heavy Haul, Stretch Trailers, Tank Trailers to 160 Tons
- Dolly Transporters to 1000 Tons
- Over 2000′ of 55′ Jumper Ramps
- Over 1000′ of 55′ Jumper Ramps
- 500 Ton Hydraulic Gantries (20)
- Lift Towers to 1200 Tons
- Forklifts to 120,000 lbs. with hydraulic booms
- Air Casters to 500 Tons

BARNHART CALENDAR OF Events

- May 6-8, 2004 - NABC Convention, Charlotte, NC
- June 28-30, 2004 - OSHA 30 Hour Refresher, Indianapolis, IN
- August 2-3, 2004 - OSHA 30 Hour Refresher, Milwaukee, WI
- September 6-7, 2004 - OSHA 30 Hour Refresher, Houston, TX
- September 21-22, 2004 - OSHA 30 Hour Refresher, Los Angeles, CA
- October 12-13, 2004 - OSHA 30 Hour Refresher, New York, NY
- November 23-24, 2004 - OSHA 30 Hour Refresher, Minneapolis, MN
- December 14-15, 2004 - OSHA 30 Hour Refresher, Phoenix, AZ

For more information please visit our web page: www.barnhartcrane.com

731 Finley Island Road • Decatur, AL 35601 • 256-355-5531 • 800-830-4260 • fax 256-355-2091

5700 Ironworks • Theodore, AL 36582 • 251-654-0541 • 800-587-3249 • fax 251-654-0547

190 Smith Street • West Monroe, LA 71292 • 318-322-LIFT (5438) • fax 318-388-3808

6875 Woolworth Road • Shreveport, LA 71129 • 318-687-4416 • fax 318-687-4421

938 E 4th Street • Richmond, VA 23224 • 804-233-9221 • fax 804-232-9141

100 Crane Lane • Oak Ridge, TN 37830 • 865-966-9786 • fax 865-966-9705

web page: www.barnhartcrane.com • e-mail: sales@barnhartcrane.com

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Reactor in Operating Refinery

Anchor bolts in less than 2 hours for a pleased customer.

Hoist System stood the reactor and traveled it in two directions and set the reactor on its day, a LTM1400, 500 ton crane, performed tailing operations as the MLT’s 500 Ton slide system to move the reactor under the lift tower hook in less than one day. On lift tower. Due to the obstruction of foundation piers, Barnhart employed their hydraulic congested job site, a heavy lift crane would have been considerably more costly and effective solution for setting the 20’ diameter reactor. Due to space restrictions and a lot site congestion, reduced assembly and disassembly time as well as significant cost savings.

Several times over the years, Barnhart has performed feasibility studies on the moving of an 800 ton reactor from a storage location near Barnhart’s Port of Memphis Facility to locations around the world. Due to our familiarity with the vessel and its proximity to Barnhart’s containerized 500-ton gantries, Barnhart’s 1250 ton stiff leg derrick crane on the Mississippi River, it made logistical and economic sense for Barnhart to handle the move.

Modular Lift Tower (MLT). Barnhart’s MLT was “squeezed in” between a row of live transformers and new foundations for an exchange bank. The benefits of the MLT as compared to a heavy crane included lower cost, on-site general labor, higher lift capacities, higher safety margins, smaller ground footprint for assembly, less job site congestion, reduced assembly and disassembly time as well as significant cost savings.

BIG ROCK POINT NUCLEAR REACTOR DECOMMISSIONING

Last fall, Barnhart traveled to Michigan to remove, transport over the road and load into a nearby modular reactor cold cask weighing 156,000 lbs. On SITE REMOVAL

• Transported empty reactor cask (230,000 lbs.) on site to the CCA (Containment Construction Access) with platform trailer.

• Loaded the cask on to the Goldhofer platform trailer with the Reactor Vessel Transport System (RVTS) underneath the cask.

• Slowly turned the cask with its swivel feature lifted 800-TON REACTOR LOAD OUT

• Loaded the reactor cask into a Barnhart engineered A-Frame & Sliding Saddle System and moved on Slide Track into the CCA (Containment Construction Access) with platform trailer.

• Raised the reactor cask to a height of nearly 45 feet above the turbine and generator off the floor on Barnhart’s containerized 500-ton gantries.

• Slid the cask out of the CCA outside to the 800-ton gantries.

• Moved the cask out of the CCA without the 800-ton gantries.

• Loaded the cask on to the Goldhofer platform trailer with the Reactor Vessel Transport System (RVTS) underneath the cask.

TRANSPORTATION

• Barnhart loaded the Reactor for the move through three counties with a gross haul weight of 722,000 lbs. with Goldhofer trailer, two prime movers and a 1250 ton Barnhart’s Mobile Lift Tower hook.

• Allied Barnhart’s Bridge Jumping System at three separate bridge locations on the haul route.

• Transferred reactor in 10 hour blocks over a two day period.

RAIL TRANSFER

• Used separate DG system on the rail head as was used on the CCA.

• Loaded the reactor under the hook of the Rail Transfer System.

• Loaded and transferred the loaded reactor cask to an 18 axle rail car.

A month to get all the permits to transport over the road. The customer’s schedule did not remain operational?

Earlier this year, Barnhart was awarded the contract to set a 500-ton modular rendering 13½’ in diameter and 11½’ long in an operating refinery. The usual vessels to be relocated from Barnhart’s High Rise System were nuclear reactors, but this cask was different. The customer’s entire plant is to be moved over the road and put into a new facility. At any point in time, all of the permits to transport over the road. The customer’s schedule did not remain operational?

Barnhart was called in to meet the tight schedule. After a detailed route survey and coordination with the Department of Transportation in five states, permits were finally obtained. With police escorts and multiple line crews assisting, Barnhart’s Trail King Dual Lane Transporter equipped with 3 dollies and nitrogen accumulators safely completed the 750 mile haul in less than 4 hours ahead of schedule.
Last fall, Barnhart performed roll off operations and the setting of a 215 ton reactor for a pleased customer. The Modular Lift Tower (MLT) was the perfect solution for setting the 20’ diameter reactor. Due to space restrictions and a congested job site, a heavy lift crane would have been considerably more costly and time-consuming for the project schedule. The MLT was “squeezed in” between a row of live transformers and new foundations for an exchanger bank. The benefits of the MLT as compared to a heavy crane include lower labor costs, reduced time on general labor, higher lift capacity, greater flexibility for assembly, less job site congestion, reduced assembly and disassembly time as well as significant cost savings.

Following roll off operations, the reactor was staged on site to allow insulating to commence. After less than a week to assemble the Modular Lift Tower, Barnhart utilized hydraulic platform trailer to transport the reactor to the lift tower. Due to the obstruction of foundations piers, Barnhart employed their hydraulic derrick crane to simulate the reactor under the MLT's 300-ton capacity. On the same day, a 1900’ 300 ton crane, performing lifting operations as the MLT’s 300 Ton Tower. The reactor was transported several hundred yards to the hook of Ichabod and Barnhart’s 1250 ton stiff leg derrick crane. Barnhart’s containerized 500-ton swivel hoist with its swivel feature lifted 800-ton reactor and transferred it to two directions and set the reactor on its foundations for an exchanger bank. The benefits of the MLT as compared to a heavy lift crane include lower labor costs, reduced time on general labor, higher lift capacity, greater flexibility for assembly, less job site congestion, reduced assembly and disassembly time as well as significant cost savings.

On SITE REMOVAL

- Transferred empty reactor cask (230,000 lbs) on site to the CCA (Containment Construction Access) with platform trailer.
- Loaded the cask onto a Barnhart engineered A-Frame & Slinging Outside System and moved on Slide Track into the CCA.
- Transferred the empty cask from the vertical to the horizontal with Barnhart’s 500 ton reactor handling device with the plant’s gantry crane.
- Overturned the loaded reactor cask (568,000 lbs) using the Barnhart Slide Stabilizer, A-Frame, and the plant crane.
- Moved the cask out of the CCA with the same system.
- Did the cask out of the CCA outside to the 800-ton gantries.
- Turned the cask utilizing the 500-ton swivel hoist.
- Loaded the cask onto the Goldhofer platform trailer with the Reactor Load Out System (RLS) underneath the cask.

TRANSPORTATION

- Parked for the 7-day haul through three states with a gross load weight of 772,000 lbs. with Goldhofer trailer, two prime movers and a third prime mover in reserve for the steep grades.
- Allowed Barnhart’s Bridge Jumping System at three separate bridge locations on the haul route.
- Transposition of 15 hours over a two day period.

RAIL TRANSFER

- Used Larmer Aligning system at the rail head as was used on the CCA.
- Loaded the reactor under the hook of the Rail Transfer System.
- Loaded and transferred the loaded reactor cask to a 18 axle rail car.

Cover Story

BIG ROCK POINT NUCLEAR REACTOR DECOMMISSIONING

Last fall, Barnhart traveled to Michigan to remove, transport over the road and load onto a rail car a modular reactor and cask weighing 568,000 lbs.

ON SITE REMOVAL

- Transferred empty reactor cask (230,000 lbs) on site to the CCA (Containment Construction Access) with platform trailer.
- Loaded the cask onto a Barnhart engineered A-Frame & Slinging Outside System and moved on Slide Track into the CCA.
- Transferred the empty cask from the vertical to the horizontal with Barnhart’s 500 ton reactor handling device with the plant’s gantry crane.
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- Moved the cask out of the CCA with the same system.
- Did the cask out of the CCA outside to the 800-ton gantries.
- Turned the cask utilizing the 500-ton swivel hoist.
- Loaded the cask onto the Goldhofer platform trailer with the Reactor Load Out System (RLS) underneath the cask.

TRANSPORTATION

- Parked for the 7-day haul through three states with a gross load weight of 772,000 lbs. with Goldhofer trailer, two prime movers and a third prime mover in reserve for the steep grades.
- Allowed Barnhart’s Bridge Jumping System at three separate bridge locations on the haul route.
- Transposition of 15 hours over a two day period.

RAIL TRANSFER

- Used Larmer Aligning system at the rail head as was used on the CCA.
- Loaded the reactor under the hook of the Rail Transfer System.
- Loaded and transferred the loaded reactor cask to a 18 axle rail car.
800-TON REACTOR LOAD OUT

Several times over the years, Barnhart has performed feasibility studies on the moving of an 800-ton reactor from a storage location near Barnhart’s Port of Memphis Facility to locations around the world. Due to our familiarity with the vessel’s lifting capacities, the customer, Barnhardt, a 1200 ton self-propelled crane docked on the Mississippi River, made logical and economic sense for Barnhart to handle the move. Eight legs of 800-ton gantry lifted the 800-ton reactor on to the 18 lane Goldhofer self-propelled trailer in a doublewide configuration. The crane was transported several hundred yards to the hook of loading and loaded on to a deck barge. After Barnhardt crossed the vessel to the barge, it remained on its way to the location. The entire project was completed in less than 40 hours.

BARNHART CALLED ON TO MEET AGGRESSIVE TRANSPORTATION SCHEDULE

Earlier this year, Barnhart was awarded the contract to set a 750-ton nuclear receiving 13’3” in diameter and 111’ long at an Alabama refinery. The vessel was to be received at Barnhart’s Port of Memphis Facility, transported on City Wide Street at 25’ and on the Alabama Highway 315 at 25’, and then on the Alabama Highway 35 at 20’. Barnhart was called in to meet the tight schedule. After a detailed route survey and consultation with the Department of Transportation in five states, permits were finally obtained. With police escorts and multiple line crews assisting, Barnhart’s Trail King Dual Lane Transporter was able to provide a safe and successful transport from site to site without any incidents or delays. The unit’s 300 kip capacity Basketing Device with the plant’s gantry crane. System and moved on Slide Track into the CCA (Containment Construction Access) with platform trailer.

BIG ROCK POINT NUCLEAR REACTOR DECOMMISSIONING

Last fall, Barnhart traveled to Michigan to remove, transport over the road and load on to a rail car a modular reactor vessel weighing 566,000 lbs.

ON SITE REMOVAL
• Transferred empty reactor vessel (550,000 lbs.) on site to the CCA (Containment Construction Access) with platform trailer.
• Loaded the vessel on the CCA with the Barnhardt Bridge Jumping System and moved on Slide Track into the CCA.
• Eased the vessel from the trailer to a 32’ I-beam section on the plant’s gantry crane.
• Overturned the loaded reactor vessel (566,000 lbs.) using the Barnhart 500-ton swivel System and move on Slide Track into the CCA.
• Moved the vessel from the CCA utilizing a 500-ton gantry crane.
• Completed the vessel utilizing a 500-ton gantry crane.
• Completed the vessel utilizing a 500-ton gantry crane.
• Completed the vessel utilizing a 500-ton gantry crane.

TRANSPORTATION
• For the last leg through the town, Barnhart utilized a 875’ long 772,000 lbs. with Goldhofer trailer, two prime movers and a third prime mover in reserve for the steep grades with Goldhofer trailer, two prime movers and a third prime mover in reserve for the steep grades.

RAIL TRANSFER
• Loaded the vessel utilizing the self-propelled trailer in a doublewide configuration. The vessel was then loaded from the vessel to the trailer, it remained steady on its way to the location. The entire project was completed in less than 40 hours.

COVER STORY

Modular Lift Tower Sets Reactor in Operating Refinery

Last fall, Barnhart performed self-erecting and operating the setting of a 215-ton reactor in a lower sulfur fuel project at a local refinery. The Modular Lift Tower (MLT) was the perfect solution for setting the 215-ton diameter reactor. Due to space restrictions and congested job site, it was likely the 18’ crane would have been considerably more costly and not been able to perform the project schedule. The MLT was “expansion’d” between a row of live transformers and new foundations for an exchange bank. The location of the MLT was expanded a heavy lift crane. The MLT can handle a heavy load, a heavy 400 ton crane, and has the capacity to move a 250-ton reactor in 2 directions and set the reactor on its end on a LTM1400, 500 ton crane, performed tailing operations as the MLT’s 500 Ton slide system to move the reactor under the lift tower hook in less than one day. Due to the obstruction of foundation piers, Barnhart employed their hydraulic system. Due to space restrictions and a low sulfur fuels project at a local refinery. The Modular Lift Tower (MLT) was the perfect solution for setting the 20’ diameter reactor. Due to space restrictions and congested job site, a heavy lift crane would have been considerably more costly and not been able to perform the project schedule. Due to space restrictions and congested job site, a heavy lift crane would have been considerably more costly and not been able to perform the project schedule. To handle the move.

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CANTILEVER BEAM SOLVES TIGHT HEADROOM PROBLEM

A chemical plant outside Mobile, Alabama called on Barnhart to provide a rigging solution for a reactor replacement. The challenge was maximized overhead clearance between the reactor and critical piping to the plant. Instead of asking the plant to go off line, Barnhart employed their innovative cantilever system to change out the reactors from the side while leaving the piping in place. The project was completed safely and efficiently for a satisfied customer.

BARNHART AWARDS EXCELLENCE

Due to the large volume of work performed by Barnhart at the end of 2003, their annual awards dinner was re-scheduled for January of 2004. The following employees were awarded for excellence in skill and safety in their work. Mechanic of the Year – Dennis Wall, Crane Operator of the Year – Bobby Palmer, Crane Operator of the Year – Bret Gillespie (not present) was Barnhart’s Driver of the Year. Fabricator of the Year - Michael Yarbrough, Rookie Crane Operator – Barry Nix, Crane Operator of the Year – Tony Washington, Tower Operator of the Year – Michael Zabel, Crane Operator of the Year – cement. Mechanical Operator of the Year – Bobby Palmer.

BARNHART CALLED ON TO HIE ADVERSE TRANSPORTATION SITUATION

The following can be shipped in standard containers:
- Lift Towers, Dolly Transporters, Gantries, Goldhofer Trailers, Sliding Systems,
- Over 100 Acres of Outdoor Storage
- Jumper Ramps 30
- 1000 Ton Sliding Systems (8) 2400 Ton Jacking System
- 500 Ton Hydraulic Gantries (20) Lift Towers to 1200 Tons
- Over 2000 Tons of Hydraulic Platform Trailer Capacity including SPMT
- 2000 Ton Dolly Transporters to 1000 Tons
- Barge and Rail Loading and Securement
- Pascagoula, MS - Heavy Cargo discharge and storage, Barge/Rail Loading, Heavy Lift Services
- Decatur, AL - Barge Dock, Cranes to 500 Tons, RO-RO
- Mobile, AL - Heavy Cargo discharge and storage, RO-RO, Barge/Rail Loading Heavy Lift Services
- Memphis, TN - Heavy Lift Terminal with 1250 Ton Derrick Crane, Rail Service, Heavy Storage
- MARINE SERVICES
- 300 Ton Demag All-Terrain in Ohio
- 650 Ton Demag All-Terrain (2) ........................................AC 1110 ........................325
- 800 Ton Demag All-Terrain (3) ........................................AC 1650 ........................435
- 1000 Ton Demag All-Terrain (3) .....................................AC 2000 ........................435
- 1250 Ton Demag All-Terrain (2) .....................................AC 3000 ........................575
- 1800 Ton Demag All-Terrain (2) .....................................AC 4000 ........................795
- 300 Ton Demag All-Terrain (2) ........................................AC 665 ........................389
- 360 Ton Link-Belt Heavy Lift ..................................LS 718 HL ........................480
- 440 Ton Demag Crawler with Superlift ..................CC 2000 ............................435
- 600 Ton Demag Crawler with Superlift ..................CC 2600 ............................295
- 1800 Ton Demag with Ringlift ................................CC 4000 ............................595
- 300 Ton Demag All-Terrain ....................................AC 665 ..............................389
BARNHART HANDLES LARGE REACTOR IN IOWA

BARNHART CALLED ON TO MEET AGGRESSIVE TRANSPORTATION SCHEDULE

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BARNHART AWARDS EXCELLENCE

A chemical plant outside Mobile, Alabama called on Barnhart to provide a rigging solution for a reactor replacement. The challenge was minimal overhead clearance between the reactor and critical piping to the nuclear reactor. Barnhart called on to meet aggressive transportation schedule. CANTILEVER BEAM SOLVES TIGHT HEADROOM PROBLEM

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