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Disparate road regulations

The resulting correspondence followed our online report of a road accident involving a large All Terrain crane with a trailing boom configuration which is a virtual requirement in a number of US states as well as some other jurisdictions such as parts of Australia. Trailing booms do tend to be more prone to serious incidents on highways than the same cranes travelling in their designed format and when they are involved, their very length tends to create a far more chaotic incident.

This letter puts forward some excellent points, placing the incident into clear perspective and making a plea for some common sense to creep into road transport regulation.

December 23rd 2019

Unfortunately, the big crane story once again gets the headlines from the news. This isn't really about the crane or the trailing boom. In 2017 there were over 415,000 tractor trailer accidents in the USA that resulted in property damage. There are over 30,000 fire truck accidents per year in the USA, which is the 2nd leading cause of death for our brave men and women who fight fires. (United States Fire Admin and NHTSA statistics). The crane industry is totally focused on safety and works to meet or exceed every state and local transportation requirement. This story mentions three incidents in the past three months. In the USA, MANY of the large AT's do have to have some form of trailing boom. Unfortunately, not only do we have 50 states that require 50 different types of weight and transport laws, we have cities and counties within each state that often have conflicting requirements within themselves.

The point here is that whether we have the trailing boom, a trailer hooked to a tractor, a flat bed or an F-150 pickup truck, we all want to remain safe, compliant and supportive of technology and initiatives that promote increased safety and awareness for all motorists.

Thankfully, nobody was seriously injured in this particular accident. It does, however, highlight the fact that defensive driving is a real skill set that should be a continuous focus at the training centres, on the job and in the field. We are always working to ensure that the actual projects are safe but must never let our guards down on how dangerous the roads (both paved and unpaved!) can be for our specialty equipment as well as our own personal vehicles.

Thank you to all of the industry leaders and manufacturers that continue to drive safety and support the health and welfare of our employees. We only wish that the states could actually find a way to work together so that there would be more continuity for all of our drivers, employees and the transportation industry.

Certainly, it would be better and safer for all vehicles if there were universal, rather than local rules. Have a SAFE and Happy Holiday Season.

Frank Bardono

Battery theft

Reading the letter from Tim Williams this morning hit a nerve, we have experienced a number of such thefts in the past couple of years, most often it has happened on site under a customer's control, so they have to take responsibility for it etc.. Although they still come on the phone demanding that we sort it as fast as possible as though the fact that the machine is down is our fault. The problem is that it always seems to happen on a busy morning when all out techs are out on other work, in some cases the battery guys will sort it, but they are not always able to jump on it and on some machines we have its not quite so simple as connecting up a new set of batteries. But worse than that is when the ***** thieves have ripped them out or cut them out causing far more expensive and disruptive damage than just the batteries. It would almost be easier if they stole the whole machine!

I am not sure what can be done about it, it would be nice if the police would take more interest, even if they only pretended! Trackers on batteries? Extra security on the battery boxes?

It cannot be beyond the wit of man to come up with something OR maybe this is an argument to go with lithium? If they cannot be recycled easily then perhaps they will not be so keen to steal them? Or maybe those big traction batteries they have on fork lifts? Much harder to get out and lug over the fence!

Thanks for the great work you guys do,

Mitchell Morris

In our next issue we will be covering batteries and will include a piece on this subject, given that in our online poll - which now has several thousand votes - shows 72 percent of people have experienced occasional or repeated examples of battery theft from their equipment.

Obituaries

Sadly the holiday period has seen a large number of industry deaths, including a number of well-known and/or prominent individuals. As we went to press we also learnt of the passing of Australian access industry veteran Tony Driver, aged 62.

William 'Bill' Turnbull 1939 - 2019

Bill Turnbull former service and technical manager for Coles Cranes and Grove Europe died in December following a long battle with cancer, he was 80. Turnbull



was born in Hollycarrside on the south side of Sunderland, next to the Ryhope Colliery, where his father was a senior draughtsman. On leaving school he enrolled in an apprenticeship as a colliery mechanic, a job he loved. On completing his apprenticeship the National Coal Board enrolled him in a three year engineering course in Sunderland, at the same time he married his wife Margaret.

On graduating with a Colliery Engineers Certificate he was appointed as assistant colliery engineer at Westoe Colliery in South Shields. Wishing to become a chartered engineer Turnbull took a job as draughtsman at Distington Engineering Company in Workington in order to gain the required design experience. In the late 1960s the Labour government instigated a national pay freeze, which promoted him to apply for a better paid job at Coles Cranes in Sunderland, where he was appointed as a technical service engineer. He worked his way up to become technical service manager to which the company later added a dual role of UK service manager. In 1985 the company was acquired by Grove and Turnbull also became involved with overseas issues and responsibilities. He retired in 1999.

He once said of his career: "I am truly fortunate to have had jobs which I have really enjoyed, and which have taken me to many countries around the world." He was pre-deceased by his wife of 52 years, but is survived by son Peter, daughter Christine and two grandsons.



Jay Kendall Shiffler 1952-2019

US crane industry veteran Jay Shiffler passed away on 26th December, he was 67. Born in Cleveland, Ohio, Shiffler began his working life by serving in the US Army, and then followed up by taking a business degree. Moving to Dallas, Texas in 1979, he met his future wife D. Ann Slayton and embarked on a 40 year career in the crane industry, starting out as a district manager for Link-Belt Cranes.

In 1987, he moved to Kobelco America as general sales manager and nine years later joined boom truck manufacturer Manitex as vice president sales, leaving for Manitowoc in 2004 where he was appointed west coast district manager. He only stayed a year, leaving for Texas-based crane repair and renovation specialist Wheco where he became vice president of business development/sales.

In 2013, he was recruited by Tadano America as executive vice president of marketing and remained with the company until retiring in mid-2018. He continued to do some consulting work however, using his long experience in the crane business, and in September he re-joined Wheco as director of business development.

Shiffler loved the crane industry and the people that worked in it, but also enjoyed life in general, including his family, his neighbourhood, travel, meeting new people and trying different cuisines. He is survived by wife, Ann, and his daughters Kendall and Bailey and two grandchildren.

Ruth Isabel Adorian 1932 - 2019

Ruth Adorian, the wife of Paul Adorian - founding managing director of IPAF - passed away at the end of November, she was 87.

Born Ruth Wakefield, her father was William Wavell Wakefield - 1st Baron Wakefield of Kendal. Ruth and Paul met when they were five and grew up together. Ruth went on to marry a Major Nigel Webb in 1955, who passed away in 1987. Five years later the childhood friends rekindled their friendship and were married in 1992. Paul Adorian had been running crane and access sales and rental company EPL - part of the John Laing group and was a founding member of IPAF - the International Powered Access Federation. He became the federation's first employee and managing director and Ruth helped and supported him get the association established and professionally run. She was also a regular on IPAF stands at trade shows. Alongside her support for IPAF she ran the family tourist related business, Lake District Estates, which operates Ullswater Steamers, Ravenglass and Eskdale Railway, caravan parks and Peter Rabbit & Friends shops.



In 2008, the very active 76 year old was diagnosed with motor neurone disease which deprived her of her speech and then her mobility. In spite of this she continued to carry out all of her routines, mastering a speech enabling computer on her wheelchair and continued to work and play an active role in the business.

In 2014, along with husband Paul, she founded a charity called the Association for the Independence of Disabled People (AID) to help people with disabling diseases such as hers, and fund research into treatments, clinical trials and the development of mobility aids, while campaigning for greater access and facilities for the disabled.

Ruth Adorian was always a very special person, but this became even more evident in the way she continued to find joy in life and maintain an interest in everything she did through what was a hugely debilitating illness. She defied all predictions of life expectancy and was an inspiration to everyone who knew her. She passed away peacefully on November 30th.



Craig D. Anderson 1949 - 2019

Crane and aerial lift sales manager Craig Anderson died on November 7th having suffered a stroke during the summer, he was just 70. Anderson joined crane manufacturer Grove Manufacturing company in 1975 as a sales/management trainee working in the marketing department at company headquarters in Shady Grove Pennsylvania. In 1977, following a brief marriage to Lisa, he was appointed as district manager for the Central region, based in Memphis, Tennessee. A critically important territory which included Louisiana and one of the manufacturers most important distributors - Head & Engquist - now H&E.

In 1980, having requested an overseas posting, he was appointed as district manager for Scandinavia, based at the Grove International offices in Oxford. It was a job he loved, travelling internationally, learning new customs and meeting new people. He quickly built a strong rapport with his dealers and customers and developed a love for the Nordic people and their way of life. It was with great reluctance that he finally accepted a move back to Shady Grove in a marketing role in 1985. He left the company a year later to work with Mark Industries as North East sales manager. In 1998 he joined JLG as South East regional sales manager, becoming Top Salesman in 1991. Then in 1992 he moved to a similar role at Snorkel where he pioneered the use of laptop computers by the sales force.

In 1996 he joined a small group of engineers in Pennsylvania which launched Zefer Operations to develop the patented all-electric Zefer Lift scissor lift range - a slab electric scissor that was totally free of hydraulics. It was however way too far ahead of its time and never really got off the ground.

In 2001 after a short spell as product support manager with aggregates equipment manufacturer Mellott Enterprises, he left equipment market for good, in order to move back to his home region of New England and Cape Cod and be closer to his aging parents. He became a realtor with Cotton Real Estate which was purchased by Sotheby's International Realty and became a professional real estate photographer having been a keen amateur for most of his life and an avid crane photographer during his Grove days.

His mother passed away a few years back and his father followed just over a year ago, he is survived by his brother Glenn.

Jaap Schalekamp 1956-2019

Jaap Schalekamp, a previous owner and manager of Dutch crane and aerial lift company Riwal died suddenly on December 19th following a short illness.

Schalekamp travelled to Dubai - where he had a home - in early December and after a week or two began to feel unwell, suffering from a cough and then a fever, the illness became worse and he was admitted to hospital, where he was diagnosed with Legionnaires disease. Sadly in spite of treatment in an intensive care unit, his situation deteriorated, and he passed away. He was 62, just a couple of weeks short of his 63rd birthday.

Jaap was the eldest of three brothers, the others being Jan-Dick who tragically died from a heart attack while playing football in 1995, and Dick junior, who is now a co-owner of Dutch rental company HWS and dealer Euro supply.

Schalekamp was a sponsor and avid supporter of the FC Dordrecht football club, where his youngest son Thomas is a player. The club paid tribute to him with a mourning band during the game with NAC Breda on December 21st.

He leaves behind his second wife Mariska, sons Thomas and Dennis, brother Dick, and his two parents, both in their late 80s.



Robert 'Bob' David Youngman 1928 - 2019

We received the late news that New Zealand entrepreneur Bob Youngman, passed away on July 20th, he was 90.

Born in Tauranga, Youngman went directly from school into an apprenticeship as a motor mechanic in Ohakune, and then in 1953 bought the motor repair business and turned it into a Todd Motors dealership selling David Brown Tractors, Comer Trucks and Hillman and Desoto cars.

In 1958 he moved to Palmerston North and bought a Europa service station which he eventually sold back to the company and in the process took up a position with the company as a senior sales executive. Europa was acquired by BP in 1972 so Youngman moved on and joined Priestman dealer, Richardson McCabe, as sales and marketing director. The move brought him into contact with long time friend and business partner Tim Richardson.

Richardson McCabe became the target of a number of takeover bids and was finally sold to Tappenden Motors and then Ceramco. This provided an opportunity for the two friends and in 1981 they established an all new company - Youngman Richardson & Co - with a staff of three. The company began as master distributors for Robin engines and Denyo generators. Today it is a Genie dealer, and also handles Almac tracked boom lifts, Platform Basket spider lifts and Wienold material handling lifts, having a total of 75 employees.

Youngman contributed to many community causes and in 1979 was a founding member of the Hire Industry Association of New Zealand (HIANZ). He was also a justice of the peace and president of the Palmerston North Junior Chamber of Commerce. He was predeceased by his wife but leaves behind daughters Karen and Jocelyn, along with son Geoffrey and 11 grandchildren/great grandchildren.

