

# Letters



**Dear Editor,**

The Construction Design & Management regulations were brought in in 1994 to improve health and safety in the construction industry and to enable businesses to focus on the planning and management of risk. These were later revised in 2007 and subsequently are up for consultation by the HSE (Health & Safety Executive) with the agreed amendments likely to be implemented in April/October 2015.

In a high risk industry such as construction, it's vital that businesses are up to date on the requirements. Failure to comply could lead to a finished structure being unsafe to use or unsafe to maintain. Perhaps most crucially however is the likelihood of a dangerous or fatal accident if regulations are not followed. Since 2001, more than 760 construction workers have been killed on UK construction sites, a staggering figure which of course must be prevented at all costs.

Furthermore, failure to follow regulations might mean that a construction project has to be halted, with contractors facing fines from the HSE, or even prosecution which can have devastating consequences on business' profitability and growth.

So what changes do you need to know about?

- The new regulations are likely to bring more focus on managing safety issues rather than controlling site safety risks.
- The ACoP (Approved Code of Practice) which has previously had special legal status and provided practical advice for all those involved in construction work will now be abolished and will be replaced by industry written guidance instead.
- The new regulations will now apply to cover temporary workplaces including events and trade shows in line with the EU requirement of the Mobile and Temporary Worksites Directive of 1991.
- The competence and training component of the ACoP will also be abolished; however more useful aspects will be included in the above industry written guidance in order to advise businesses.
- The role of the CDM co-ordinator will be abolished and subsumed into the role and duties of the Client, Principal Designer and the Principal Contractor.

- The client will have enhanced legal duties and be expected to lead projects
- The Principal Designer will be responsible for the pre-construction phase of the project
- The Principal Contractor will be responsible for the construction phase of the project

These proposed changes are likely to have an impact, however the interpretation of them may vary depending upon each business' unique requirements. It's worth remembering that the CDM regulations are in place to improve health and safety, ensure that the right people are doing the right job at the right time to manage risks on site, and to help focus your focus on the effective management of risk, therefore it is important getting to grips with them. By working in close partnership with a trusted partner, organisations can be best advised on how to manage risk and ensure compliance with the regulations.

Yours sincerely,

**Chris Stops**

## Where is Manuel Sim Sim?

**Dear Leigh,**

I am looking for Manuel Sim Sim (Portuguese) previously service engineer at Grove, in charge of Africa. Would you eventually have an idea how I might get in touch with, to find him out?

Best regards

**Jean-Marie Duquenois**

84450 - St Saturnin les Avignon, France

## Vertikal Days

The week after Vertikal Days we received dozens of fantastic emails, letters and texts from visitors and exhibitors alike. Here is a small cross section of them. For all of you who did write in many, many thanks we do appreciate them.

**'Build it and they will come'**  
**Hi Leigh**

Just note to say well done regarding Vertikal Days, the premier shop window for the UK crane and access industry. Very well organised and supported, plus for me great being there.

Best wishes

**Bill Green**

**Dear Leigh**

Just a short note to say that we enjoyed the show, thanks for your hard work, it was worth it.

**Chris Caney**

**Hi Leigh**

Thanks again for a really good event, it gets better each year.

Best regards,

**John**

**Dear Leigh**

I just wanted to drop you a quick email to take the time to thank you for putting on such a great show.

Being based in the South West I don't get much chance to network with my peers in the industry, the way you have put the show together is truly fantastic.

Thanks again, and I hope to see you soon.

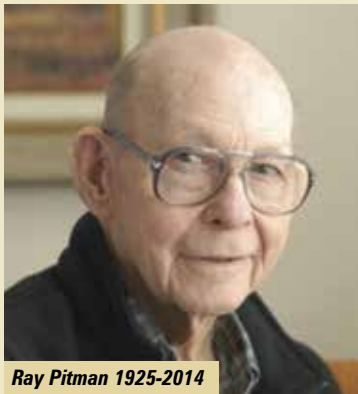
Best Regards

**A Pearson**

A Great Show, Great day & some good laughs

And....recognising the challenges of feeding so many people in just two days we also received several comments about the length of the lunchtime queues that prevented some exhibitors getting a proper lunch. We have some new ideas to solve this one...

# Ray Pitman 1925-2014



Ray Pitman 1925-2014

In mid May we received the belated news that aerial lift and boom truck pioneer Ray Pitman had passed away on May 7th, he was 89.

Raymond Floyd Pitman was born on February 1, 1925 in Webb City, Missouri, to Raymond O and Mary Helen Pitman, but spent most of his childhood living in St. Joseph, Missouri.

The family later moved to Kansas City, where the young Pitman graduated from high school, and

at 17 his parents bought him a one-way ticket to central Kansas so that he could work in the fields during harvest time. This not only introduced him to mechanical equipment, but also taught him a self-sufficiency which served him well for the rest of his life.

He was conscripted in 1945 and served in the South Pacific with the 873rd Engineer Aviation Battalion. In the Army he learnt about hydraulics, which led to his life-long passion for designing and manufacturing construction and utility equipment.

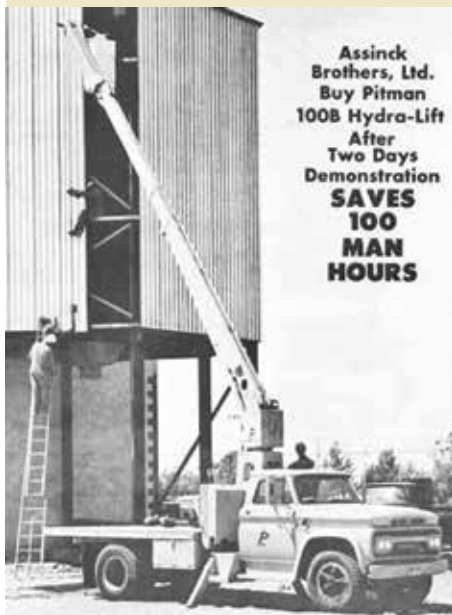
In 1947 he married the love of his life, Betty Jean Bodwell, and they remained happily married until her untimely death in 2009. Over the years they adopted six children and were also instrumental in encouraging and helping numerous other families in the Kansas City area adopt children.

That same year he founded Pitman Construction Company, which specialised in 'below ground utility work' – mostly digging ditches for electricity cables and gas lines etc... He later added above ground contracting and began to work on overhead utility lines.

As the company grew, he purchased equipment to make his work more efficient, and when he was unable to find what he needed he designed and built it himself. One such product was a crane that he dubbed the Hydra-Lift.



In later years Pitman devoted time to mentoring programmes – here with Carol Howell of Howell Construction in 2004



The Pitman Hydra-Lift

Assinck Brothers, Ltd.  
Buy Pitman  
100B Hydra-Lift  
After  
Two Days  
Demonstration  
**SAVES  
100  
MAN  
HOURS**

This machine above all others led him to establish Pitman Manufacturing, along with boyhood friend of his - Art Moore - to design, build and sell the equipment that he had developed for his work.

Looking to expand the product range from the Hydra-Lift and digger derricks etc he heard about a trailer mounted aerial lift designed by Canadian Ted Trump - the Orchard Giraffe - designed to pick apples. He began negotiations to license the product, and also to build units for Trump to sell. At the same time



Simon Lift from the UK got in on the negotiations and acquired the overseas rights, while Pitman acquired the North American rights. With limited production capacity, Simon manufactured some of the early truck machines for Pitman with the IG 40 designation (Industrial Giraffe)

In addition to utility work the Giraffe was used for aircraft de-icing applications by the military, and a larger truck mounted version was introduced. In 1958 a 50ft Giraffe was modified by the Pitman dealer in Chicago for fighting fires and was nicknamed locally 'Quinn's snorkel' after the fire chief Robert Quinn. At this point Moore - who had a small minority stake in the business - registered the Snorkel brand name and then left



The first Pitman Snorkel with the Chicago Fire Dept

the company to establish the Snorkel Fire Equipment Company to sell and develop the platforms for fire-fighting, these continued to be manufactured by Pitman.

In 1964 Pitman founded RO Corporation to design and build R.O Stinger boom trucks, that business was later acquired by Simon and then Terex. In 1993 he established Pioneer Engineering to build a new type of boom truck and in 1999 merged that business into Mega Manufacturing.



An RO Stinger boom truck of 1984 vintage

In the early 1990s the Equipment Manufacturers Institute named Ray Pitman as one of the 100 most significant contributors to the mechanisation of construction and agriculture. Pitman was keen to help others succeed and worked with the Helzberg Entrepreneurial Mentoring Programme, which mentors business owners in the Kansas City area, until fairly recently.

A celebration of his life was held on Tuesday, May 13th in Leawood, Kansas, he leaves behind children, Raymond F. Pitman, Jr, Mary R. Neddo, Betsy Curry, Kathy Walworth, Nancy Carter and David B. Pitman. And a number of grandchildren - Pate, Carry, Rob, Bryce, Jack, Alex, Nick, Josh, Ryan, Oliver, Stephanie, Chrissy, Mallory, and Trey.

## Ray Pitman

Dear Sir,

With the passing of Ray Pitman, the industry has lost a true pioneer and innovator who embodied why we call his the Greatest Generation. I am saddened to hear of Ray's passing, and my thoughts go out to the Pitman family. Ray's legacy will live on in the equipment he designed and built."

**Ron Defeo**

Terex



Ted Trump with the Orchard Giraffe

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A Trump designed IG40 the first units built by Simon for local sales and for sale by Pitman