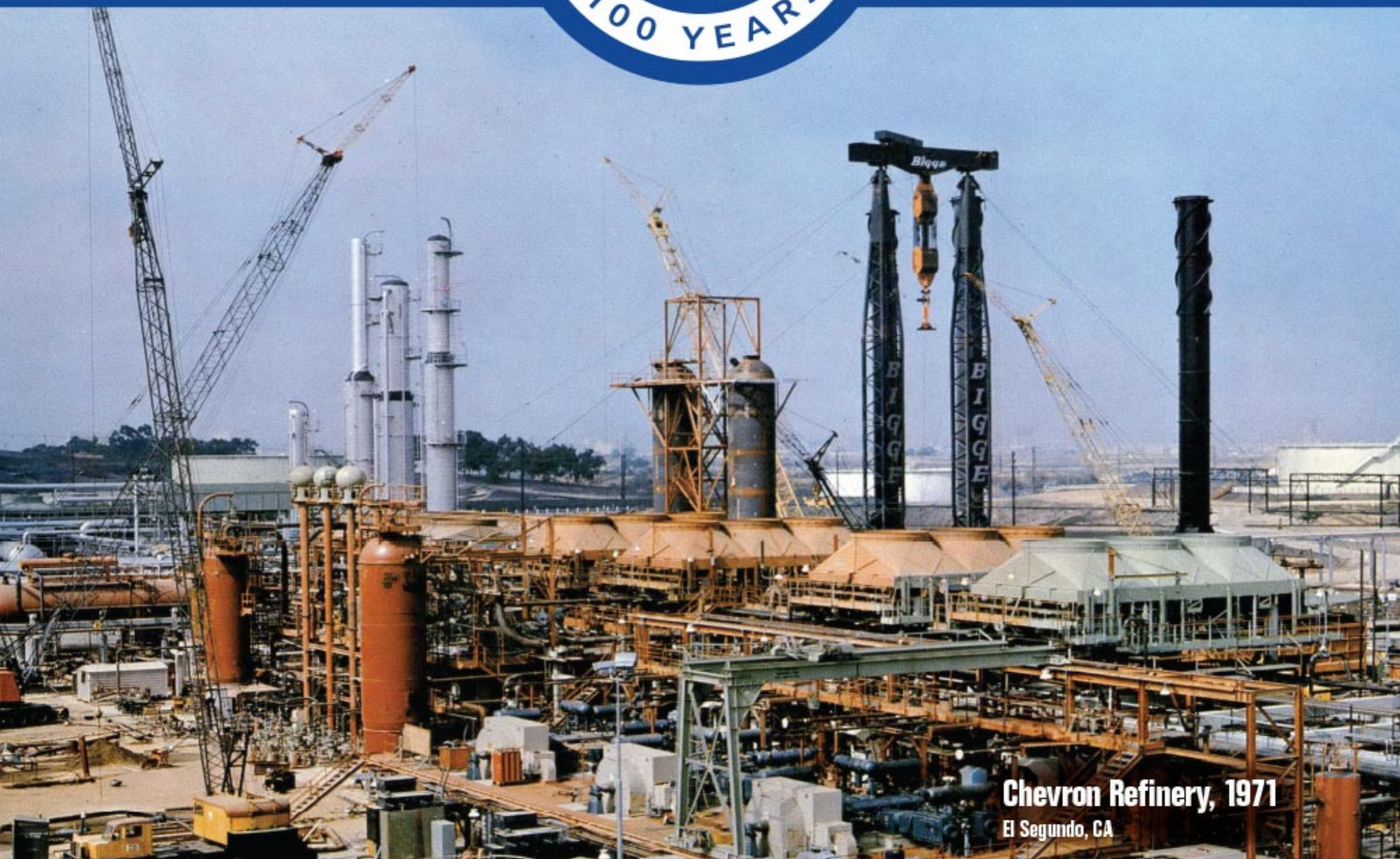


1971



1980



Chevron Refinery, 1971
El Segundo, CA

Power & Refining



1971

Calhoun Nuclear Plant
Nebraska

Dow Chemical
Pittsburg, CA



Modular Construction
Bay Area



1970s

BART Work
Track Installation
- Richmond, CA



1972

United Airlines 727
Crash Recovery
Transportation Engineer

Bigge on the Job:
Crane and Rigging Firm Lifts Crippled Boeing Jet From Bay

SAN FRANCISCO—When a 1971 TWA cargo jet was damaged and abandoned in the San Francisco Bay 1,500 feet below the surface last week, Bigge Crane and Rigging Co. of San Leandro is performing the job that has been assigned to it by the U.S. Coast Guard. Using a 100- and 180-ton truck crane on either side of the wreck, Bigge is to raise the 180-ton jet from the bay floor to the surface. The jet, which was damaged during a crash landing at the airport, is to be raised to the surface and then moved to a dry dock for repair.

Bigge Crane and Rigging Co. is the only firm in the Bay Area that has the capability to perform this type of work. The company has a long history of performing similar work for the U.S. Coast Guard and other agencies.

Bigge Crane and Rigging Co. is a subsidiary of the Bigge Group, which is a leading national crane and rigging company. The company has a long history of providing high-quality service to its clients.

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DEPENDABLE DECALS cost less in the long run!
Ariston makes "the best" decals

The Ariston 210-Post Decal is made of 100% vinyl and is available in a variety of colors and finishes. It is designed to last for years and is resistant to fading and cracking.

For more information, contact Ariston at 1-800-368-3688.

Another aircraft recovery for Bigge

United Airlines 727 came to rest off the runway at San Francisco International. Heavy damage to the right wing and fuselage was caused by the aircraft striking the runway. After airport clearance, Bigge Crane and Rigging Co. was called upon to remove the aircraft.

Bigge Crane and Rigging Co. used a 140-ton truck crane to lift the aircraft from the runway. The aircraft was then moved to a maintenance hangar for further work.

Less than two weeks after winding up the delicate recovery of a TWA cargo jet from San Francisco Bay, crews from Bigge Crane & Rigging Co. were back at San Francisco International Airport again. This time it was a United Airlines 727 which had been bound for Los Angeles before warnings indicated all was not well.

Returning to San Francisco, the 727 made an emergency landing. After landing, the right landing gear collapsed, causing the plane to skid off the runway and into an FAA navigational aids building. Passengers were evacuated and there were no serious injuries. The remaining problem shortly thereafter was how to remove the aircraft and reactivate the runway at the bay airport.

At United's request, Bigge Crane & Rigging Co., of San Leandro, began assembling the necessary cranes, tractors and support gear. To minimize disruption of airport traffic, the equipment was assembled and cranes rigged during the day on a frontage road adjoining the airport. At 5:00 p.m., a caravan moved to the accident site. Because the airport runways were in operation, the FAA required that nothing over 30 feet in height be erected prior to 1:00 a.m.

Two Bigge truck cranes, a 140-ton and an 85-ton, first lifted the Navigational Aids building from the 727. Then the 140-ton attached to the rear gear of the right wing with a special nylon sling that had been designed for the TWA recovery just two weeks previously. The 85-ton truck crane, using a nylon sling and a spreader bar, was attached to the nose. The plane was lifted to a level position so that a special lowbed trailer could be placed under the right wing to substitute for the damaged landing gear. The 140-ton crane was cut loose. With the 85-ton crane carrying the nose and a winch trailer attached to the left landing gear, the plane was backed onto the runway and then moved approximately 1 1/2 miles to the United Maintenance Hangar, where it was gently set down upon jacks. By 1:00 a.m., all the Bigge equipment was steered from the runway so that normal airport operations could be resumed.

TWA Crash Recovery

1971



1980

1973

Rocking Reactor – Diablo Canyon Nuclear Plant



Hauling 800,000 lb. 42' x 17' Nuclear Reactor

Bigge-engineered ATLAS, capable of carrying up to 700 tons on its 192 wheels. ATLAS could be dismantled and transported by normal trucking equipment



Previously developed equipment was not hefty enough to haul this 800,000 lb. item put together. "Atlas," capable of carrying up to 700 tons on its 192 wheels, normal trucking equipment.

Design on his shirt, and he says he took a load up the side of the Grand Canyon, then you may be looking at a man who actually took a load up the side of the same canyon. It's a heavy, high, long, wide, weird or wild, and it has to go up a hill, down a grade, around a bend, or through it, the man from Bigge don't ask him, they ask Atlas!

Bigge is big men, driving big rigs, hauling big loads, in a big way. And if this sounds like big talk, we suggest the old line about a picture being worth a thousand words, to go along with our pictures of just a few Bigge loads.

Although started as a trucking company, and still very involved in trucking, Bigge is really around companies working in different fields. More than fifty years ago, Henry C. Bigge and his son, along with a one-ton Deere truck, started operations under the name Henry C. Bigge Company, carrying logs to and from the San Francisco Bay area. From this beginning, the Bigge Design Company, and its affiliated companies, is to the present today where more sets of specialized equipment resulted from the company's big equipment.

Today, the company is one of the world's largest trucking companies. It is the one many industries in the field hauling multiple axle-mounted "Mobil" transporter for carry tubular structural sections; the "Atlas" Bigge Crane and Rigging Company unit.



Rocking Reactor
Opposite view from above



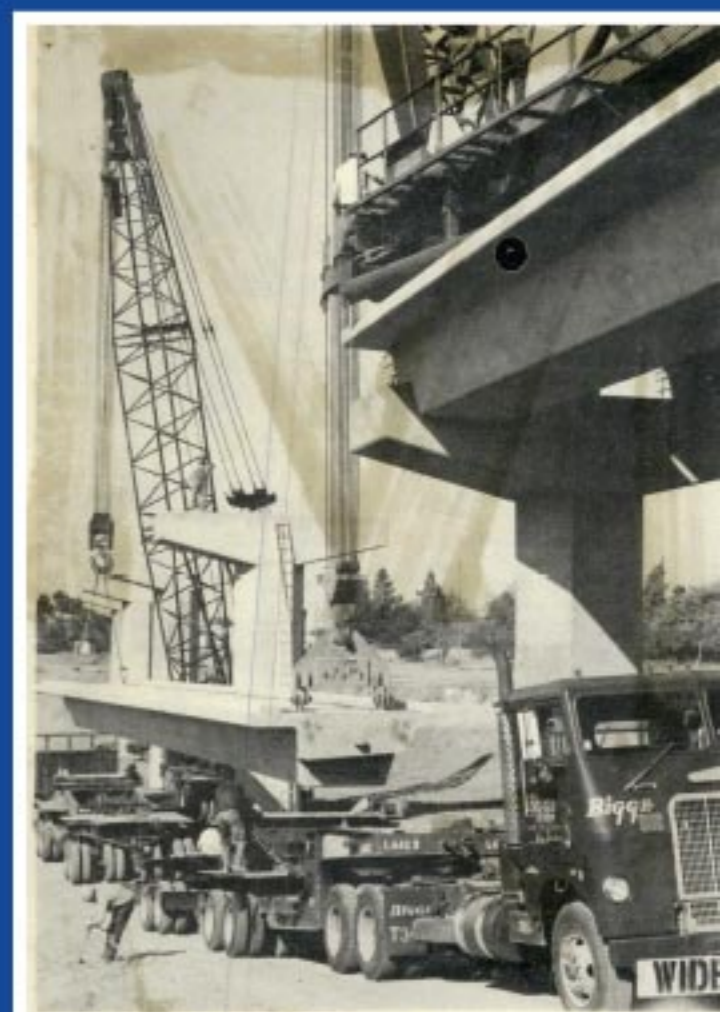
Diablo Canyon Reactor
Moving Reactor Vessel Head into Containment

1974

Girder Haul



Last BART Segment



FINAL BART LINK—Huge girders are delivered by 50-wheeler trucks and hoisted into positions by two 140-ton mobile truck cranes in work on the elevated Bay Area Rapid Transit in San Leandro, Calif. Bigge Crane & Rigging Co., San Leandro, handled the hauling, lifting and placing of the 98-foot sections. Four of the huge girders were delivered daily.

1977

Two 140-Ton Truck Cranes Hoisting and turning 65-ton precast sections



1978

Transformer Haul Livermore, CA



Tank Haul

Power & Refining