Method

HIAB

METHOD No. 22
A magazine featuring the HIAB Method and its applications

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A magazine featuring the HIAB Method and its applications, published by HIAB-FOCO AB, Hudiksvall, Sweden.

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Cover

One of the many HIAB-equipped outfits used in peat harvesting on the bogs of Ireland.
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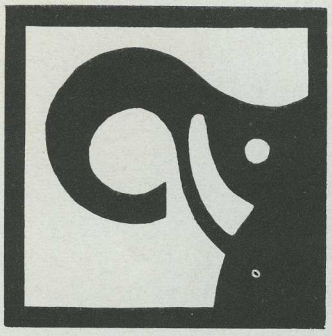


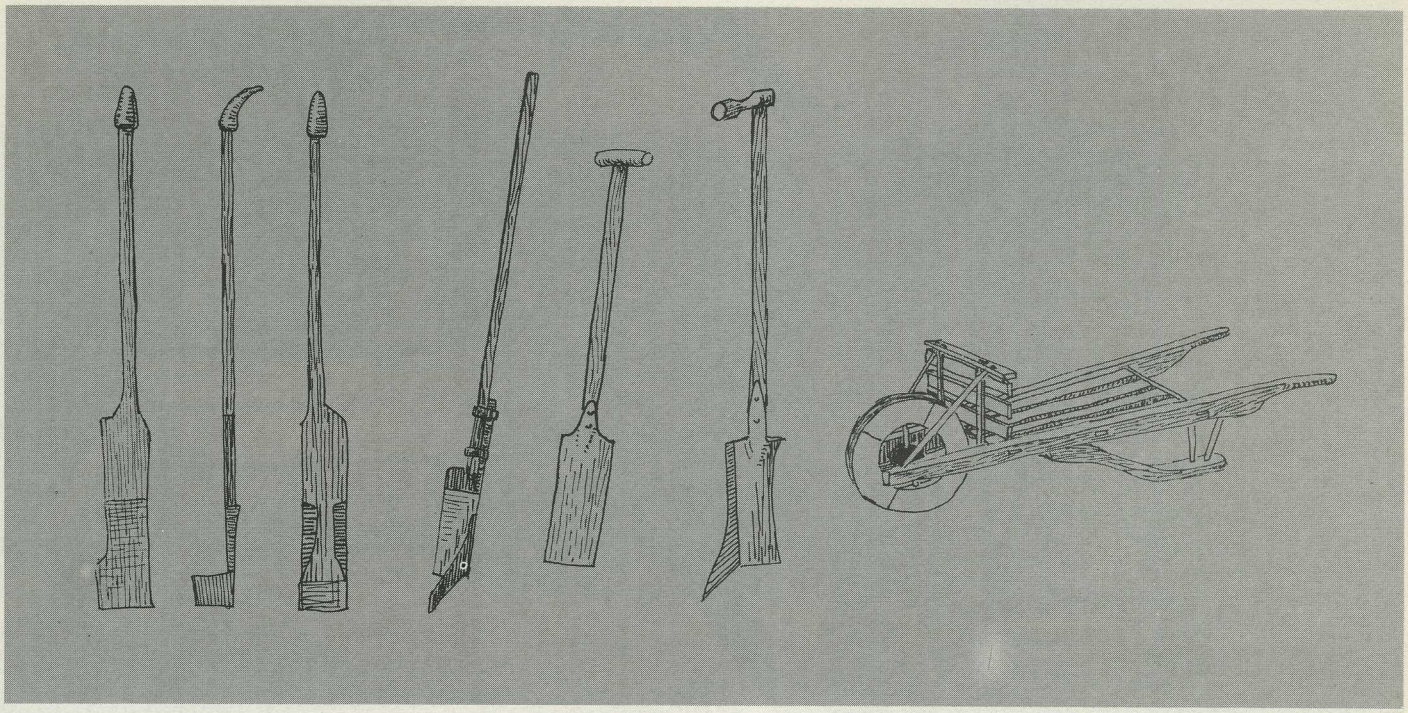
Two Innovations in No. 22

The HIAB Method is spreading fast. Almost every issue of "Method" adds to the list of countries in which it has been adopted. And in every issue we present several new fields of application from countries where the Method has for decades been a familiar concept.

This development has now progressed to the point at which nine out of every ten HIAB loaders that leave the factory in Hudiksvall are sold outside Sweden. A further consequence of this is that the organisation through which we sell our products and provide service to our customers the world over is being expanded at a rapid pace. HIAB-FOCO currently has subsidiary companies handling sales and service not only in Sweden but also in Denmark, West Germany, The Netherlands, France, Spain, the U.S. and – the latest addition – Japan. And through our distributors we can also deploy adequate service resources in all the other countries where HIAB loaders are sold.

In earlier issues of "Method" we have touched occasionally on this side of our activities. With the current number, however, this type of information becomes a regular feature. We've christened it "Section S", with the "S" standing for sales organisation, service and special information, i.e.information that is special in the sense that it does not, like the rest of the magazine's contents, directly exemplify the HIAB Method and its applications. This first "Section S" features our new subsidiary company in Japan, HIAB-FOCO K K, a picture of a "World Champion", and the most popular "HIAB man" of them all.

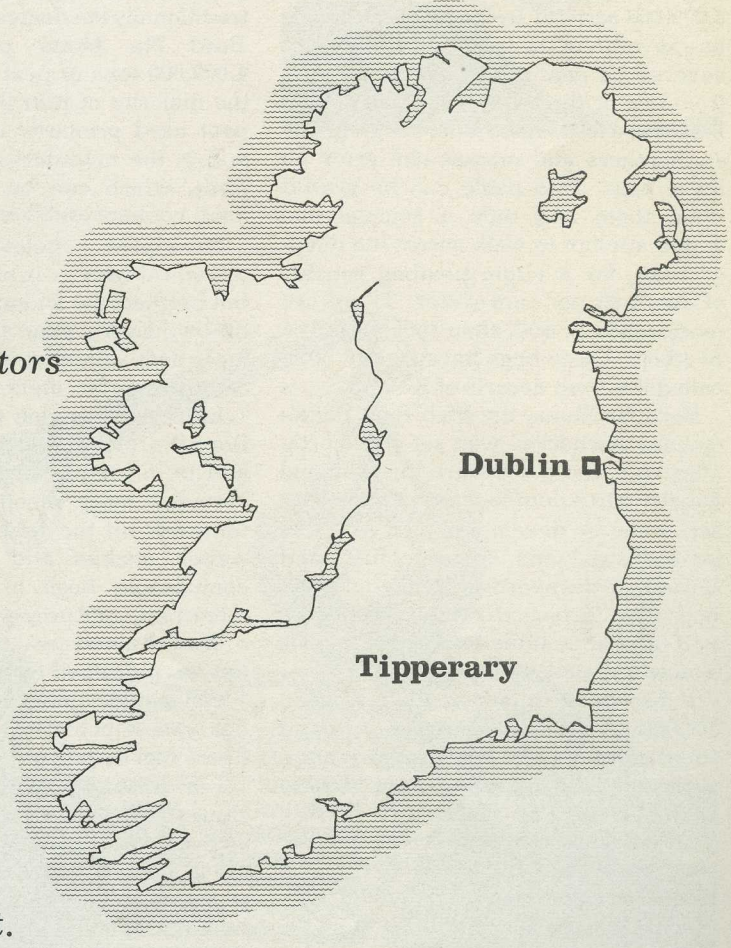
The observant reader will no doubt have spotted a slight change in our front cover. Over the eight years during which the magazine has been appearing the name on the front has looked the same, so perhaps it's time for a judicious face-lift. At the same time we've taken the opportunity to slip in the stylised elephant symbol that has appeared for the past year or so on all new HIAB loaders and on most of our brochures, on our service shops, trucks and so on. But "Method's" objective remains unchanged: to present a well-rounded description of how the HIAB Method can be applied in manifold sectors so as to achieve easier, faster, safer and cheaper handling.

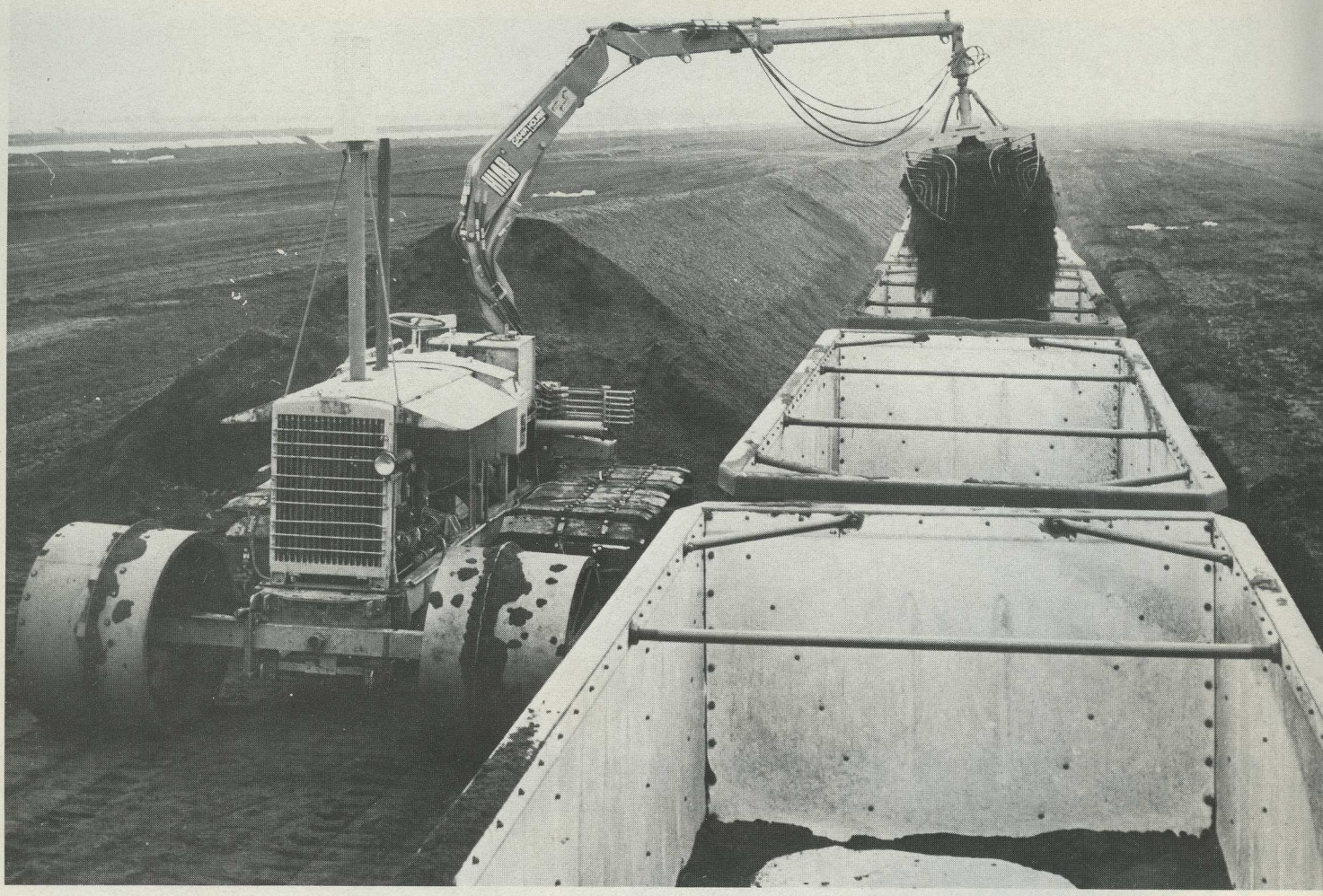


Forerunners of the HIAB loaders in the Irish Peat Trade

The HIAB Method Conquers Ireland's Bogs

As the old First World War marching song pointed out, "It's a long, long way to Tipperary". But these days, HIABs are right there. For Tipperary is the centre for the sale of HIABs throughout the Republic of Ireland. Cahir House Garages Limited, HIAB-FOCO distributors in Southern Ireland, have their headquarters in the small Tipperary town of Cahir in the heart of the Irish peatbog country – and HIABs are playing an increasingly important role in the development of the Irish peat industry, which is one of the country's largest employers and is certainly one of Ireland's largest landowners. Technically, the Irish peat industry is the most advanced in the world. Even the Russians come to Ireland to learn how to harvest and process peat.





Peatlands cover a vast area of Ireland. Indeed, it has been estimated that over 3,000,000 acres of Ireland – very nearly one seventh of the total land area – are covered by peat which varies in depth from two or three feet to as much as 40 feet. Very little apart from rough grasses, heathers and mosses can grow on these bogs. Few cattle can be grazed upon them and only a suicidal fool would attempt to walk across the deeper bogs, for a virgin peatbog consists of about 95 per cent water. There are more solids in milk than there are in a peatbog! These bogs have rightly been called the "wet deserts of Ireland".

Bord Na Mona, the Irish Peat Development Authority, was set up shortly after the war to convert this national liability into a double-edged national asset; firstly by developing peat as a major industrial and domestic fuel, and secondly by converting the cutout peatbogs (that is, bogs that have been stripped of peat suitable for fuel) into good arable and pasture land.

It has been estimated that between 500,000 and 750,000 acres of bogland could eventually be reclaimed and used as pasture land to support up to 1,300,000 head of cattle.

Although peat, weight for weight, has only about half the calorific value of coal it is nonetheless a valuable indigenous fuel. Nearly one third of all the power generated in Ireland comes from peat-fired power stations and peat is traditionally *the* domestic fuel of Ireland. Bord Na Mona produces around 4,000,000 tons of peat products a year, the majority of it in the form of milled peat used primarily in power stations and in the manufacture of peat briquettes, which can be burned in open fires, cookers and domestic heaters.

Moss peat – beloved by gardeners the world over – is of no value as fuel but has become an important export industry. Every year the Bord exports moss peat valued at about £2,000,000 to countries as far afield as Hong Kong.

In order to exploit the peat reserves Bord Na Mona design engineers have had to develop a new technology, for very few stock machines are suitable for work on the Irish bogs which are wetter, stickier and less stable than comparable bogs in Scandinavia or other parts of Europe.

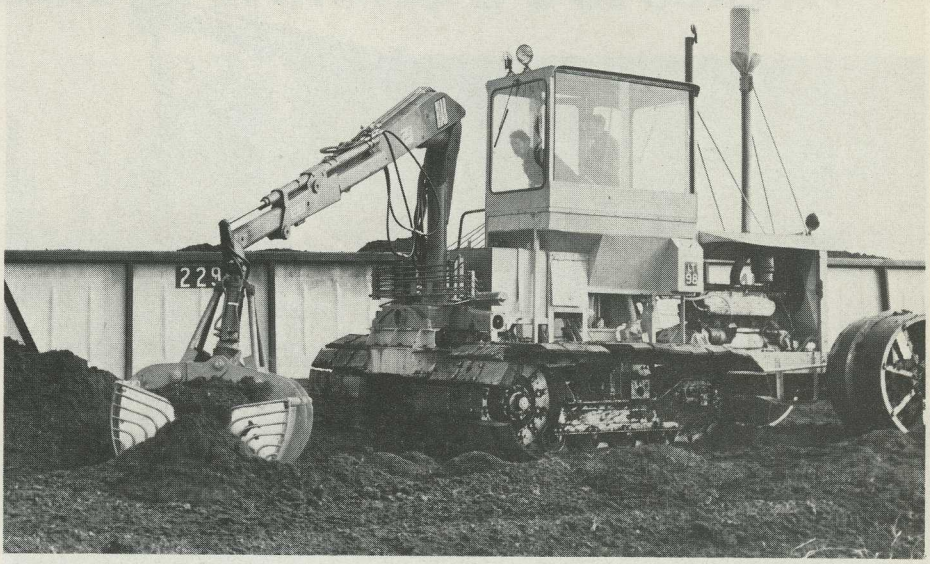
Well drained peat – say, a bog that has been drained for six or seven years – can support only about 2 lbs pressure per square inch. On undrained peat this figure can be halved.

Low-ground-pressure crawler machines were clearly the only practical answer, and Bord Na Mona now operate a fleet of 1,800 crawler and half-track machines, many of which have been designed and fabricated in the Bord's own workshops. Virtually all the machines which must operate on the bogs are fitted with wooden "swamp shoes" in place of the more usual steel crawler pads, creating a large load-bearing area.

Machines such as these have given the Irish a commanding world lead in peat-harvesting technology, and Bord Na Mona have recently begun to equip some of these machines with HIABs.

For example, a HIAB 550 rear-mounted on a dual-purpose half-tracked peat-milling machine loads up to 53,000 cubic feet of milled peat per 8-hour shift at the Derrygreenagh group of peatbogs in Offaly and Westmeath. These bogs cover a total of 20,000 acres and produce over a million tons of milled peat and moss peat a year, virtually all of it for power stations, moss-peat-factories and peat-briquetting plants.

Milled moss peat – which is cut from the top 3/8th-inch surface of the bog – is extremely light and friable, weighing only 8 lbs per cubic foot. With its specially adapted sugar-beet grab, the HIAB loads the harvested moss peat into 16-cu.-metre narrow-gauge rail wagons. And, when the HIAB-equipped half-track is not loading wagons, it can be used as a standard peat-milling machine. This, say Bord Na Mona, is the great advantage of the HIAB: it can be fitted to most of their fleet of half-tracks

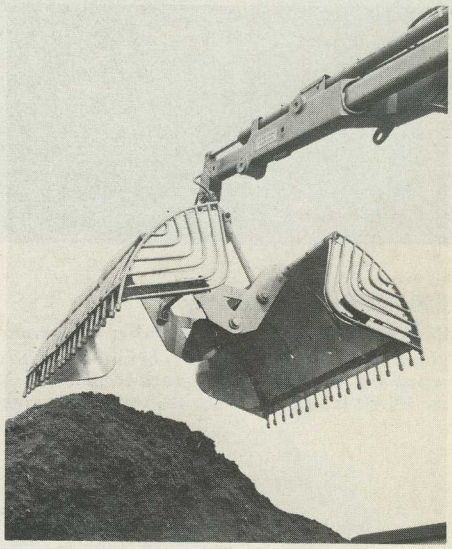


Blackwater Bog

The production of foidins – small peat sods – is still a comparatively new peat harvesting process. On the 12,50-acre Blackwater Bog a HIAB 550, rear-mounted on a standard peat-milling machine, loads 35 tons of foidins an hour into narrow-gauge rail wagons.

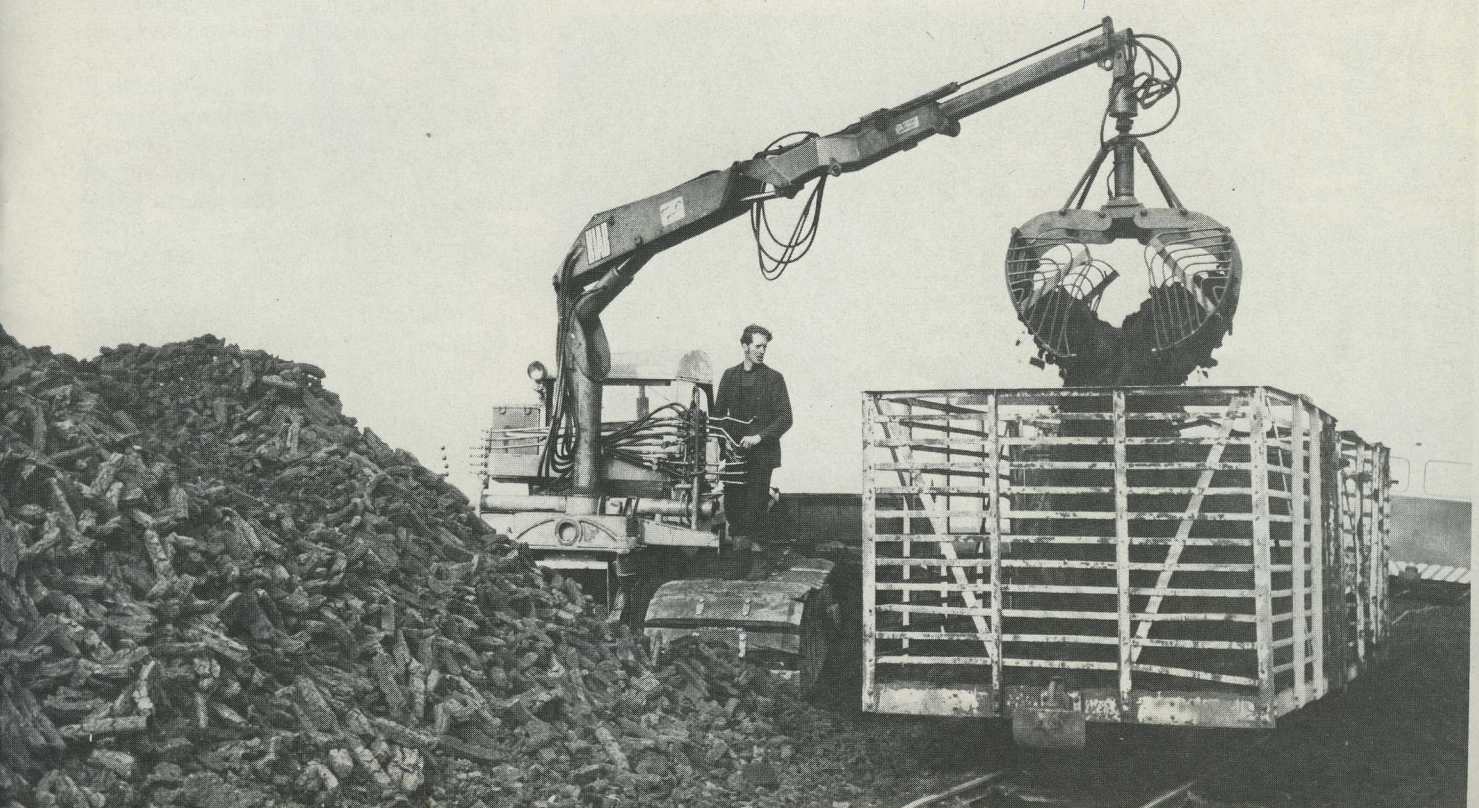
Derrygreenagh Bog

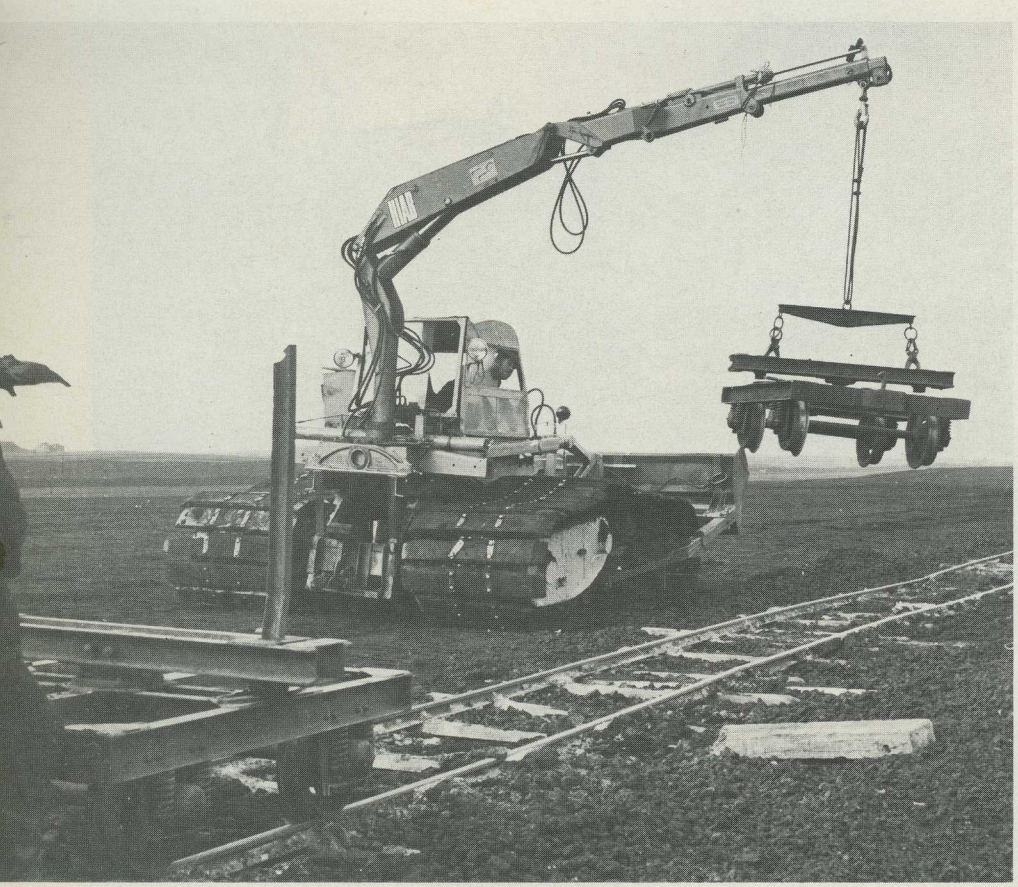
A HIAB 550, working at the Derrygreenagh group of peatbogs, can handle up to 53,000 cubic feet of milled peat in an 8-hour shift. Milled peat is extremely light and friable, weighing only 8 lbs per cubic foot. The specially adapted sugar-beet grab fitted to the HIAB on the right has proved to be highly efficient for grabbing milled peat.



Littleton – Sod Peat

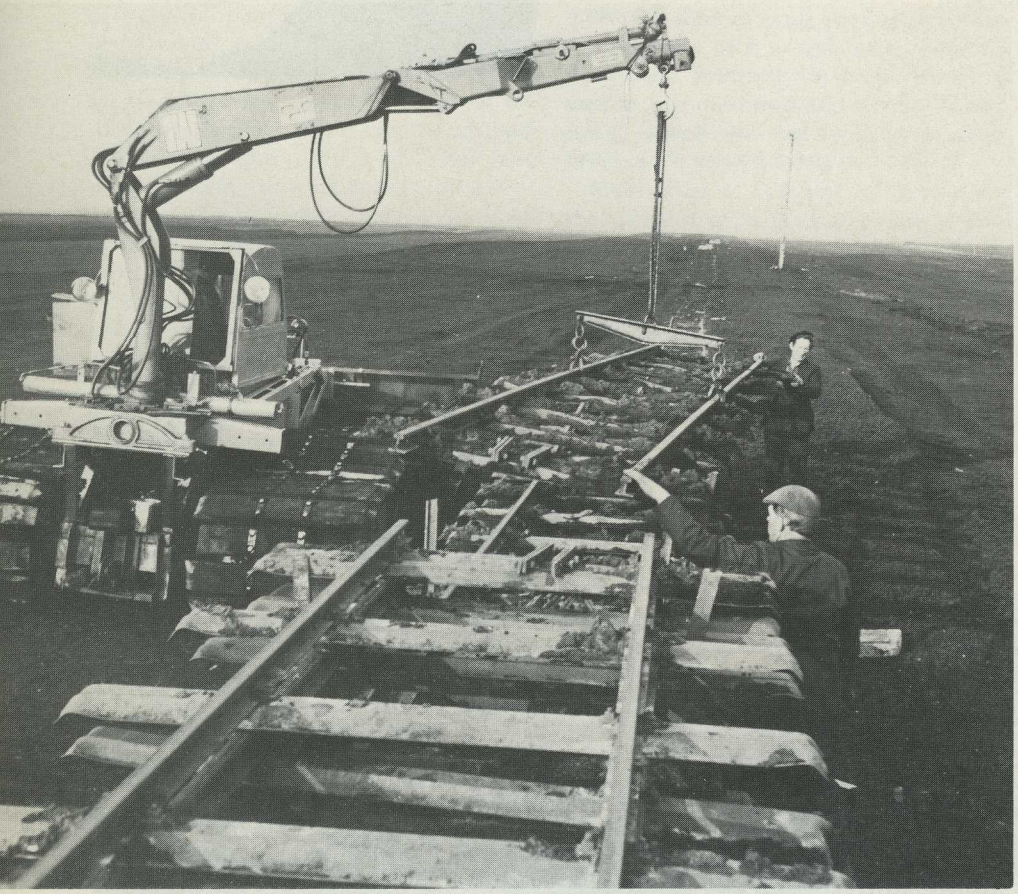
Bord Na Mona produces some 900,000 tons of sod peat a year for use in industry and as a domestic fuel. A HIAB 550, mounted on a low-ground-pressure crawler tractor, can handle 30 tons of sod peat an hour – and, when it is not loading sod peat, can be used as a highly mobile auxiliary loader to lift anything from power poles to heavy engines and gearboxes.





600 Miles of Railway

Bord Na Mona has about 600 miles of narrow-gauge rail track running across its bogs. At any given time about 25% of it is being moved to a new position. The company has recently begun using a HIAB 550 for this work in place of the former fixed-boom track-laying machine. With the HIAB it's easier to put the track down accurately and to mount the bogies on it.



without in any way interfering with other peat-processing attachments on the machines.

Recently, milled peat has been used to manufacture small peat sods, called "foidins" – a Gaelic word. The wet milled peat is macerated and extruded in small sods about two inches square. The main advantages of the process are the comparatively fast drying rate of the small sods and their resistance to re-wetting – a constant hazard when harvesting standard milled peat. The 12,500-acre Blackwater bog which produces 600,000 tons of milled peat a year will also eventually produce over 20,000 tons of foidins – and all of them will be loaded into small-gauge rail wagons by a HIAB 550 rear-mounted on a standard peat-milling machine. The HIAB, with its sugar-beet grab and rotator, was purchased specifically for handling foidins, which it can shift at the rate of 35 tons an hour.

HIABs are also used for handling sod peat, which is a machin made blend of the youngest and oldest layers of a bog. The peat is excavated by giant machines working vertical faces about 12 feet deep. A mixture of the various layers of the bog is fed into the machine, which kneads and macerates the mix, finally extruding it as firm sods about 14 inches long and 5 inches square. These are left to be air-dried and are eventually loaded into 3-foot-gauge rail wagons. In recent times a HIAB 550 mounted on low-ground-pressure crawler-tracked machines has been used for this work on some sections of the bog. The HIAB is equipped with a sugar-beet clamp and can handle 35 tons of sod peat an hour.

When it is not handling peat, the HIAB is used as a general-purpose auxiliary loader, travelling over the bog to lift anything from power poles and cable drums to heavy engines and gearboxes.

Bord Na Mona has about 600 miles of 3-foot-gauge rail track running across its bogs – some of which cover as much as 12,000 acres. The railway carries harvested peat, and transports workers to and from the harvesting areas. At any given time some 25 per cent of the track is in process of being lifted and relaid, for the line is constantly being moved as harvesting progresses.

Normally, the track is laid by a fixed-boom track-laying machine. Recently, however, Bord Na Mona have been using a HIAB 550 for this work. The HIAB can slew through 180°, making it easier to position the track and to mount the bogies on it. The engineer in charge of the project comments: "We think the HIAB may well prove to be a superior machine to our own track layer". ■ 1

The HIAB-Method in Ireland's Forests...

In the State forests around Killavullen, County Cork, handling felled timber is a 100 per cent HIAB job. A Swedish-designed Kockum Brunett Forwarder equipped with a HIAB 560 and timber grapple transports the fellings through the forest – down steep and craggy hillsides – to stockpiles alongside the access roads.

The Forwarder is basically an all-wheel drive, go-anywhere forest tractor built to haul standard length pulpwood and sawlogs over rough ground. Two Forwarders – the first to operate anywhere in Eire or the UK – complete with HIABs, have been purchased by National Forestry Limited, a newly formed company specialising in extracting timber under contract for pulpwood and chipboard factories. The fellings are taken from the forest in standard road vehicles. Equipped with HIABs, of course!

The HIABs were supplied and fitted by Cahir House Garages Limited, Cahir, Co. Tipperary.

Two forwarders mounting HIAB 560s. And other HIABs on the highway roundwood outfits. HIAB sweeps the board in Killavullen, County Cork.

...and in Australia's

Alvin Gympie of Queensland can take 22 tons of sawlogs on his semitrailer, which he loads with his midpoint-mounted HIAB 570.

For the past two years, roundwood haulier Alvin Gympie, of Queensland, Australia, has been loading his truck rig by the HIAB Method. He has elected to mount his HIAB 570 at the midpoint of the semitrailer and to drive the hydraulic pump with a separate 20-h.p. petrol engine. The reason for this somewhat unusual arrangement is that he doesn't want to be completely dependent on his truck. Should anything go wrong with it he can continue loading with his HIAB as if nothing had happened and then borrow another truck to pull the semitrailer.

The semitrailer takes a load of 22 tons and is used chiefly for sawlogs. The transport run varies between 45 and 90 km. The off-road transport is effected by a special tractor that hauls whole trunks to the motor road, where they are bucked. ■ 2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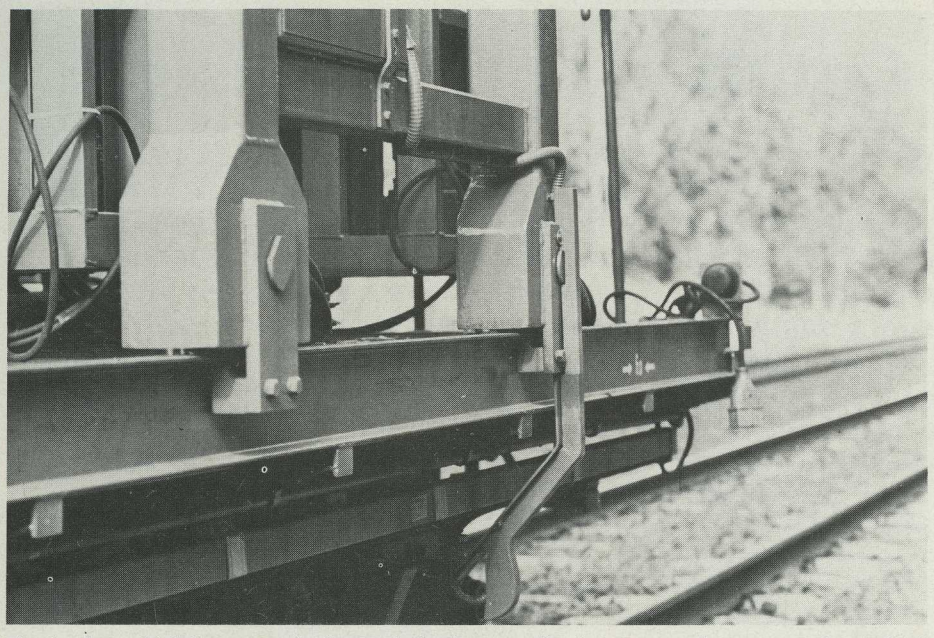
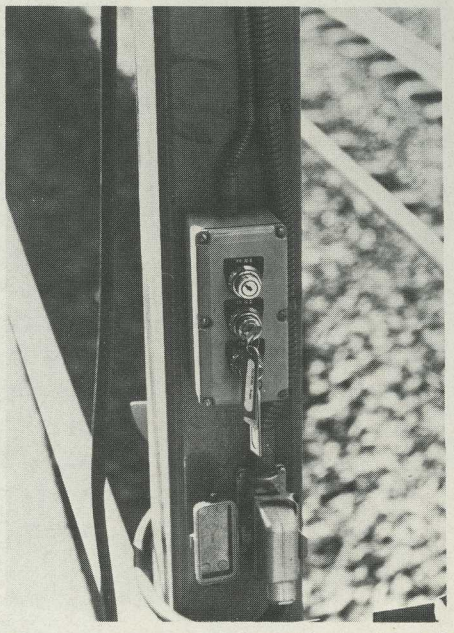
High-speed Conductor Changing

Maintenance work on railway tracks involves a lot of complicated and heavy handling jobs. So the Swedish State Railways, like many other lines, have developed special equipment of various kinds for handling rails and points, sleepers, poles, overhead conductor wires and so on. A working crew replacing overhead contact and return wires has five converted and specially equipped railbuses at its disposal, along with a "drum car". This latter item is particularly interesting; for the past year or so the State Railways have been trying out drum cars equipped with HIAB loaders, and according to "Method's" findings they have been doing well.



The loader, which has a much shorter body than standard, is mounted on a stout base which in its turn is arranged to travel the full length of the car. With this set-up the loader can put the cable drums straight into place in their cradles and then reach over them while the wire is being paid out.



The working sweep of the loader is divided into several locked sectors. Those within which it is to work are opened by a key. This prevents the loader from swinging over adjacent tracks that are in use or from coming into contact with live overhead wires.

The drum car transports the cable drums carrying the new conductor wires. The main task of the HIAB loader, with the aid of a pair of blocks, is to raise the new wires to the right height so that the workmen on a following installation car can fix them to the support arms on each pole. The wires are given the right tension by braking the cable drum.

The maintenance crew we visited was changing not only the contact wire but also the support arms and the return wire. The whole overhead-wire system is divided into sections 900–1,400 metres long, and the crew was doing one section at a time. First the removed the old cables and support arms, then they fitted the new arms before stringing up the replacement wires.

While the other vehicles are adjusting the new conductors the drum car winds up the old ones, assisted by the loader.

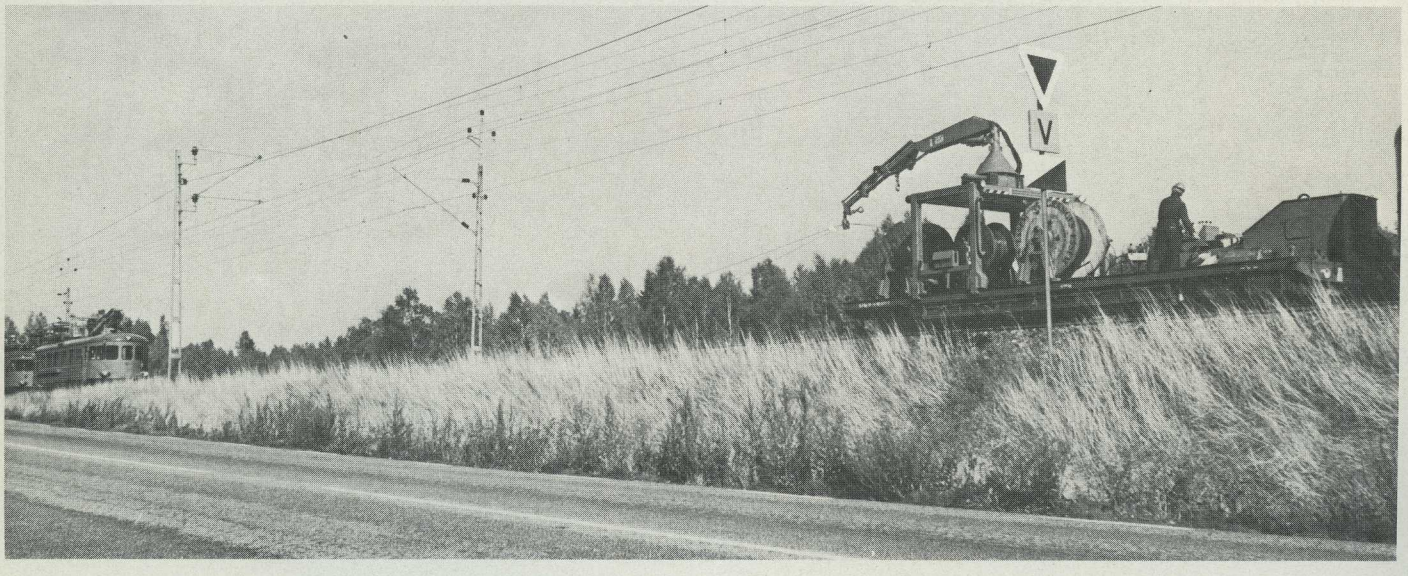
The crew used to work from the roofs of a coupled set of maintenance vans, and in those days installation jobs of this kind were very time-consuming. The converted railcars, by contrast, work independently of each other, each on its own part of the section. In this way, a whole section can be stripped down in a few hours.

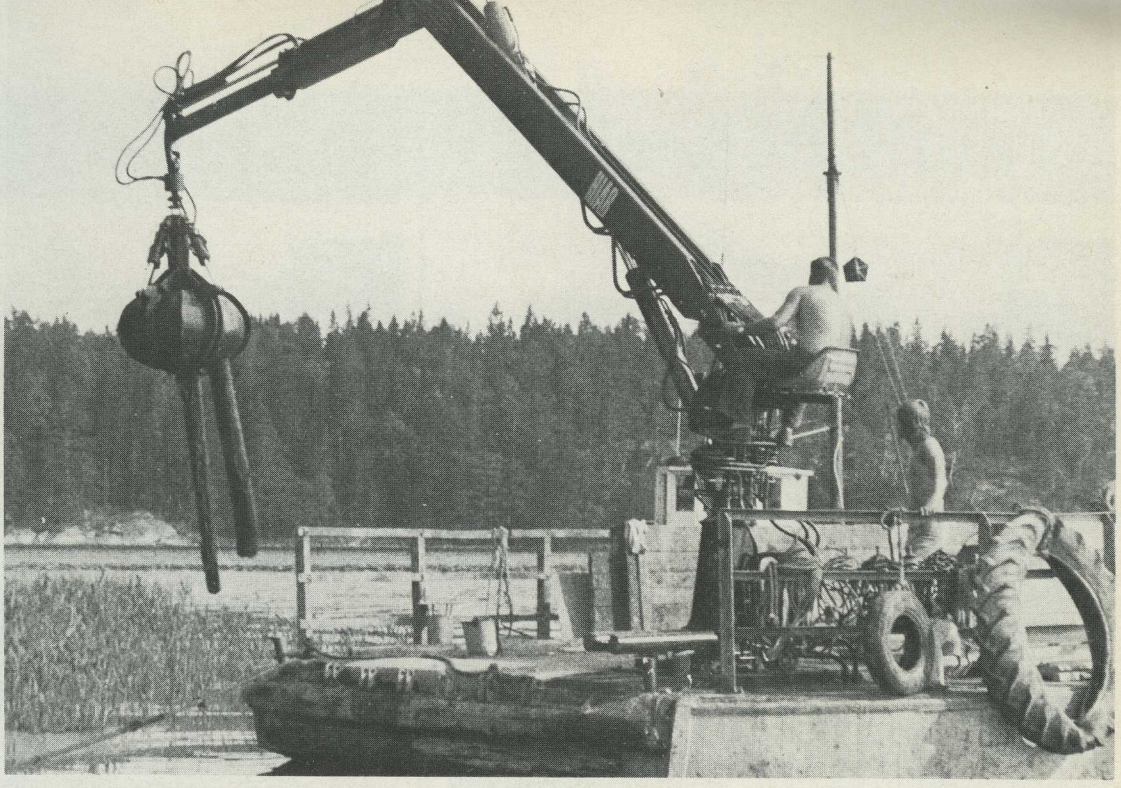
Less than 30 Minutes

The next operation, using the HIAB-equipped drum car, goes even faster. Both the contact wire and its carrier cable are paid out at the same time, and normally the job is done in less than half an hour. With the aid of the loader the conductors can be correctly positioned straight away, both vertically and laterally.

Once the new conductors have been paid out the carrier cable is tensioned, and while the other vehicles are adjusting the supports of the contact wire the HIAB is used in reeling up the old conductors on the empty drums. Needless to say, the loader is also employed in loading and unloading cable drums and other matériel needed for the job.

The introduction of the HIAB Method into the work of overhead-wire maintenance has not merely eliminated the hard grind from the job of positioning the new conductor; it has also meant a very worthwhile saving of time. While the work is in progress, of course, the track must be closed to all other traffic, so the maintenance crew is always working against the clock. The fact that the job now proceeds a good deal faster than before reduces re-routing and other disruptions of the regular traffic. ■ 3



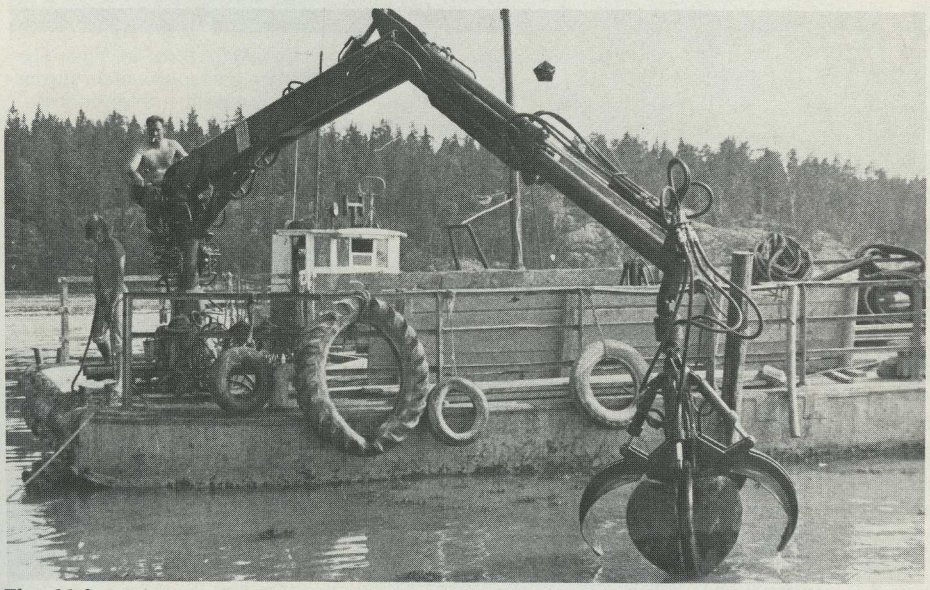


Ferry + HIAB = Maid Of All Work

"I already had a sand scow with a crane and a sand bucket, which I use for transporting sand, gravel and earth among the islands outside Stockholm," says skerryman **Bengt Westerberg.** "It's a good outfit in its way, but there are many times when it can't cope. The scow can't go where it's shallow. And sometimes people want me to do some dredging or digging in the bottom, but the crane and bucket aren't up to it.

"So I got myself an old 13-metre ferry from the Highways Administration and mounted a HIAB 970 with a polygrip grapple on it. In the few months I've had it it's proved to be a real maid of all work. A very common job here is the repair of collapsed and settled foundations beneath jetties and quays. I use the grapple to recover the rock fill and the old timbers.

"If it gets too shallow alongside a jetty I can do a bit of dredging. I dump the spoils wherever the customer wants them. If they're going to be used as fill on shore anywhere near the jetty I can usually deposit them right on the spot. If they're to be disposed of elsewhere I put them in a 20-cu.-metre bin on the ferry. Then I warp or tow the ferry to the dumping site. To speed up the discharging job I replace the polygrip grapple by the sand bucket.



The old ferry draws only 60 cm and can move easily into shallow shore waters. Thanks to the great reach of the loader it can dig down to a depth of 3–4 metres. The dredging spoils are dumped on shore or into a 20-cu.-metre bin on the ferry.

100 cu. metres per day

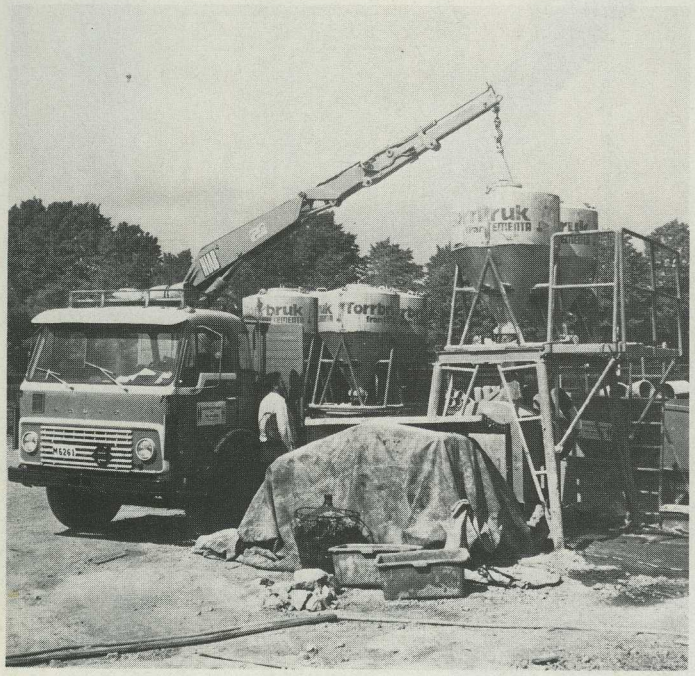
"If the customer wants, I can build him a new foundation with the loader. I lift out the timber, drive down piles – using a big rock in the polygrip grapple – replace the old rock fill and so on.

"Ordinary dredging and digging jobs on the sea-bed go like a breeze. The ferry draws only 60 cm, so I can go anywhere in shallow bays and canals. With the new loader I can dig down to three or four metres at a pinch, though in most cases a depth of around two metres is enough. When things are going well I can polish off 100 cu. metres a day – but I don't mean an 8-hour day, it's more like 15.

Bathing Beaches

"Another job that's becoming quite common in the skerries is laying out bathing beaches. I begin by digging away reed-beds, clay and stone, then I fill the beach out with sand. If all the roots are thoroughly removed and the bed of sand is sufficiently thick, the reeds don't grow back.

"The ferry is also useful for some of the heavier hauls out to the islands. I can take a prefab house or the timber for a cabin, for example, and use the loader to deposit it right on the site. And when it's time for the well to be drilled I can ferry out the drill rig. It's admittedly too heavy for the loader to lift, and has to come aboard and go ashore under its own power, but I can use the loader to steady it and prevent accidents if it should happen to get out of line. Take it from me – there's no shortage of work for an outfit like this." ■ 4



Just-add-water Mortar

Dry mortar, which is a factory-made mixture of dry sand and binder in exact proportions and with an exact sieve analysis, is being increasingly used on building sites, especially for bricklaying and plastering. Sample advantages: you get mortar of exact and uniform quality, you don't have to arrange for separate storage of gravel and binder on site, and both products are ordered and supplied together from a single producter.

Three Requirements

The transportation, handling and on-site storage of dry mortar has been further simplified by the system of specially designed containers that has been developed by AB Skånska Cementgjuteriet, of Malmö. The company aimed at satisfying three requirements.

The reception arrangements on site were to be simple, readily movable, and compact.

The system was to have a minimum of moving parts, so as to avoid breakdowns and stoppages.

Transportation and reception were to be non-polluting, with no dust, spillage or debris.

The outcome was a container weighing 250 kg, holding 1,200 kg of dry mortar, and emptied through a bottom valve. The container is placed on a stand that holds two hoppers commanding an ordinary mixer. Either of them can be emptied into the mixer via a "sock" beneath the bottom valve.

The containers are so dimensioned that they can be loaded two abreast on a standard-size truck deck. And of course, all loading and unloading and other handling of the containers on the building site is done by the HIAB loader on the delivery truck.

Dry-mortar deliveries by container have assumed particular importance in building houses, both detached and terraced, where the flexibility of the system comes right into its own. In step with the progress of the work the mixer station is repositioned by the HIAB loader when the delivery truck calls to replace empty containers by full ones. So the lack of a site crane is no obstacle to the use of the system. The same thing applies in repair and conversion work on older buildings. In such work the lack of space and the dust and other inconveniences to the neighbours often create problems – now happily eliminated by the container system. ■ 5

Method Hoists

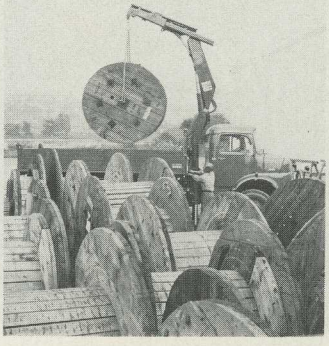
A Full Load in Half an Hour

Whole-trunk haulage is becoming increasingly important in the forestry of West Germany. But it would have got nowhere without the right kind of handling equipment, which the German foresters have found in the HIAB 970. Once the driver has learned the right technique he can take on a full load of trunks some 25 metres long in around 30 minuters In the travelling position the roundwood grapple and the loader are parked with the boom system folded over the cab. The low tare weight of the loader also has an important bearing on transport economy. ■ 6

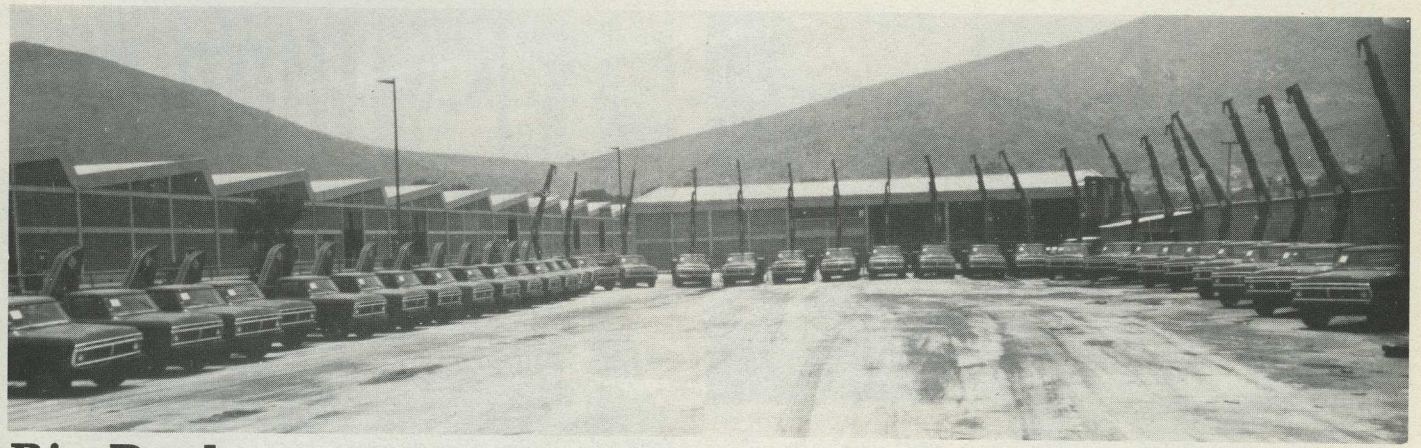
Heavy Girders and Pipes

This HIAB 950 works in the area around Würzburg in West Germany, loading and unloading an outfit that transports steel girders and steel tubes. Thanks to its great lifting moment – 9 ton-metres – the loader has no trouble in handling even very heavy lifts, and the hydraulic extension gives ample reach for exact spotting of the goods on site. ■ 7

A Method for Cable Drums



In Koblenz-am-Rhein, West Germany, cable drums are handled quickly and efficiently by the HIAB Method. A HIAB 550 mounted behind the truck cab can reach any part of the loading area with ease and has more than enough lifting capacity for the job. The drums are handled with the simplest tackle imaginable – a sling from the loader hook and an iron bar through the centre-hole. ■ 8

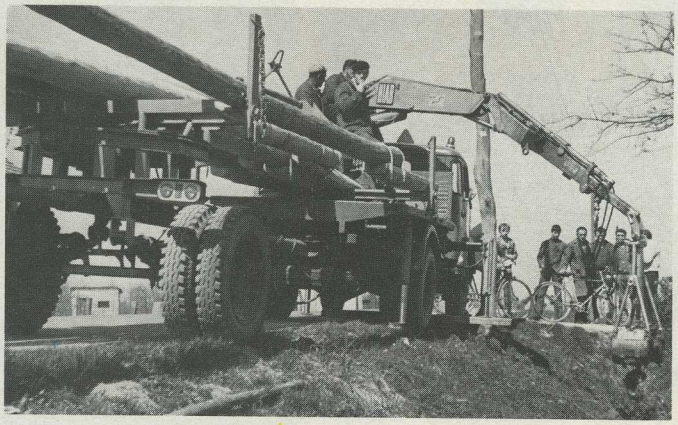


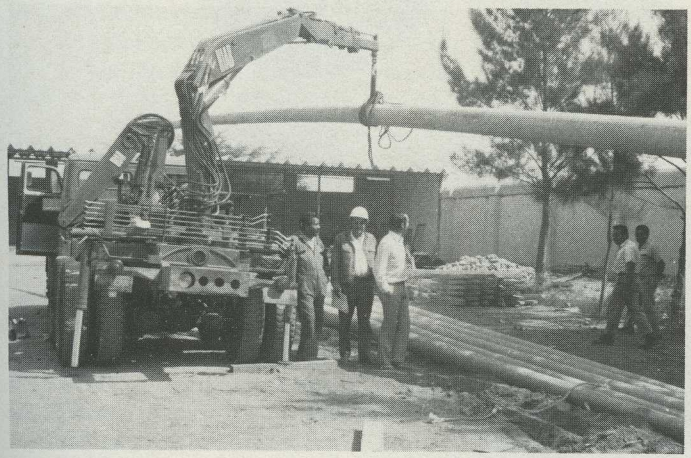
Big Deal in Mexico

No less than 36 HIAB 500s were recently delivered to Mexico's power utility, Comision Federal de Electricidad (CFE), through the HIAB distributor in Mexico City, Equipos Exclusivos Leomex S.A. Each loader is mounted on a 3½-tons Ford F-350, built in Mexico, and the outfits are for use in maintenance and conversion work on the country's electricity grid. CFE is one of the growing number of companies that have adopted the HIAB Method right down the line. It is continually expanding its fleet of modern service vehicles and currently has more than 150 HIAB-equipped trucks at work all over Mexico. Even so, it isn't often you see so many HIAB rigs "on parade" at once as in this picture, which was arranged outside CFE's depot in the outskirts of Mexico City on the occasion of the big deal.

Post-holes in Zagreb

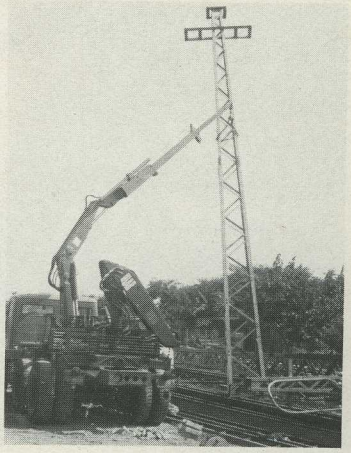
The HIAB Method is being used more and more widely for digging post-holes. Earlier issues of "Method" have featured examples from Denmark, Germany, England, the U.S., Peru and elsewhere, and now here's one from Eastern Europe – Zagreb in Yugoslavia to be exact. The Yugoslavs use a slender, specially designed hydraulic grab, handled by a HIAB 550. The upper picture shows how the digging unit is detached prior to travelling and placed in a rack on the front of the lightweight truck, which can haul a trailer so as to take the posts along as well. In action, the unit makes an engrossing spectacle, as shown by the knot of appreciative onlookers in the lower picture. ■ 9





Two Loaders in Peru

This versatile demonstration outfit operates in Peru. In the picture at left it is demonstrating a HIAB 550 for Compania de Servicios Electricos S.A. in the town of Chiclayo, while on the right the same vehicle is showing what a HIAB 950 can do at a sugar plantation in Trujillo.



Method Hoists

Section S

For Breakdowns in Baerum...

The fire brigade in Baerum, just outside Oslo, has a new emergency truck, profusely equipped with rescue and recovery gear including a HIAB 550 with a winch. Shortly after it was delivered there was a bad storm in the Oslo region, and the new truck turned out for the first time to lift clear a large spruce that had blown down across a 10,000-volt high-tension transmission line, causing widespread power failures.

The head of HIAB-FOCO's Japanese subsidiary, Hirotaka Yoki (left), and HIAB-FOCO's Chief Marketing Executive Bertil Bredinger photographed under the new company sign outside Sweden House in Tokyo.

...and Mishaps in Malaysia

This well-equipped rescue truck, with a HIAB 550 prominent among its resources, is part of a large delivery from Sweden to Malaysia. Drawn up to be photographed below is the first shipment, seven vehicles out of 24, all on Volvo chassis, about to leave for the other side of the globe.

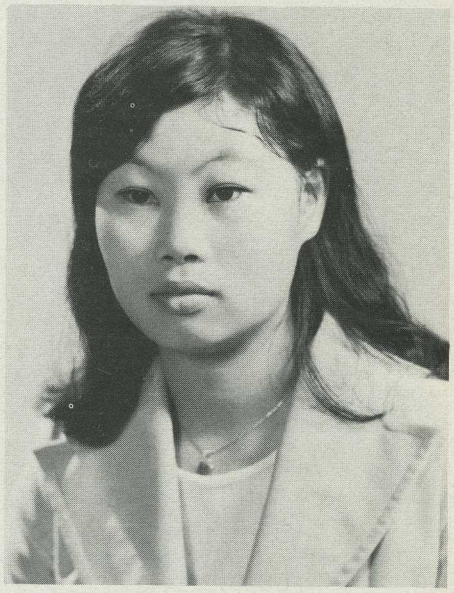
World Champion!

To date, well over 20,000 HIAB 550s have been sold in more than 70 countries all round the world. No other type of truck loader can match that figure. The record-selling HIAB 550 got due recognition when it went on show at the 1973 Hanover Fair – complete with laurel wreath as befits a World Champion.

Subsidiary in Japan

HIAB-FOCO AB has just established a wholly owned subsidiary company to handle its sales and service in Japan. Known as Hiab-Foco KK, it has its head office at Sweden House in Tokyo. The firm has a facility for assembly and servicing on the outskirts of Tokyo along with sales and service branches at some ten other locations around Japan. The new subsidiary is headed by Hirotaka Yuki, who grew up and took his engineering degree in Sweden and has been a sales inspector at Hiab since 1968, later assuming responsibility for the firm's regional office in Tokyo.

"HIAB-FOCO has for several years been Japan's leading importer of vehicle loaders," says Chief Marketing Executive *Bertil Bredinger*. "The Japanese railways, among others, have placed big orders for our loaders. Up to now, sales have been handled by a Japanese distributor, but since the competition in Japan is among the fiercest in the world we have taken the decision to work there through our own subsidiary from now on. Even if it's a tough market we start off at an advantage, since we have something of a unique product. The HIAB loaders have an articulated boom system, whereas the dominant type in Japan is represented by "telescopic" loaders with a rigid boom and a more restricted field of application. So our sights are set on a big sales increase in Japan over the next few years.



The "HIAB Man" in Singapore

It's no surprise that the HIAB Man is popular among his customers – he's got a sound and versatile product to sell and he's expert at solving handling problems of the most varied kinds. And it's even less of a surprise that the HIAB representative in Singapore should be the most popular of them all – because the HIAB Man in Singapore has the advantage of being a woman: 24-year-old Margaret Lim. But don't get the idea that Margaret sells HIAB loaders just by batting her beautiful eyes. She may be young, and she may have been a "HIAB Man" only since the autumn of 1972, but her drive and determination to thrash out every one of the customer's problems has already brought her successes beyond all expectations.

New Office in Kuala Lumpur

HIAB's representative in the Far East, George Cohen, has just opened a new office in Kuala Lumpur, Malaysia, headed by Mr. P. Robinson.

HIAB-Scania Demonstration Tour

Grapple loading by the HIAB Method has recently been introduced in earnest into Australia, and Hiab's Sidney-based distributor, the 600 Machinery Group, has collaborated with Saab-Scania in carrying out a long demonstration tour covering the eastern part of the continent. It ranged from Queensland in the north to Melbourne, Mount Gambier and Adelaide in the south. Forestry people of all categories turned up in force for all the demonstrations and saw just how much the HIAB Method can do to bring about more efficient roundwood haulage and more effective utilisation of transport vehicles.

Pit Service

The brown-coal deposits in the neighbourhood of Cologne in West Germany are worked opencast, and Rheinische Braunkohlen-Werke AG employs a number of HIAB loaders in servicing the huge machines used for the mining operations. The bad underwheel conditions call for vehicles with more than ordinary mobility, so the company has settled on the Unimog-HIAB combination. The one shown in these pictures – engaged in handling a submersible pump – has a double cab and is used for personnel conveyance as well. ■ 10