



Method

METHOD No. 24

A magazine featuring the HIAB Method and its applications



One New Loader Two New Companies



Trond
Finskud



Odvar
Ödegaard



Sven
Zetterberg



Håkan
Andersson

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HIAB Method No. 24

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Cover

They say that many hearts have been lost to the beauty and charm of Old Heidelberg, but this tradition-laden seat of learning has long been too cramped for a modern university. The new faculties and new residential quarters for the students are growing up outside the city, where these decorative concrete units are being positioned by a HIAB 550, fitted with a special grapple and mounted on a Unimog.

Translator: *D. Simon Harper*

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Just as in the last issue of "Method" we have a new loader model to present — along with *two* new subsidiary companies. The HIAB 230 is a new loader in the smallest class, where up to now an all-hydraulic model has been lacking. Its low weight makes it especially suitable for pickups and small delivery trucks, and with its lifting moment of two ton-metres it should be able to manage most of the lifts that come along in this class of work. We introduce the HIAB 230 on pages 9 and 10.

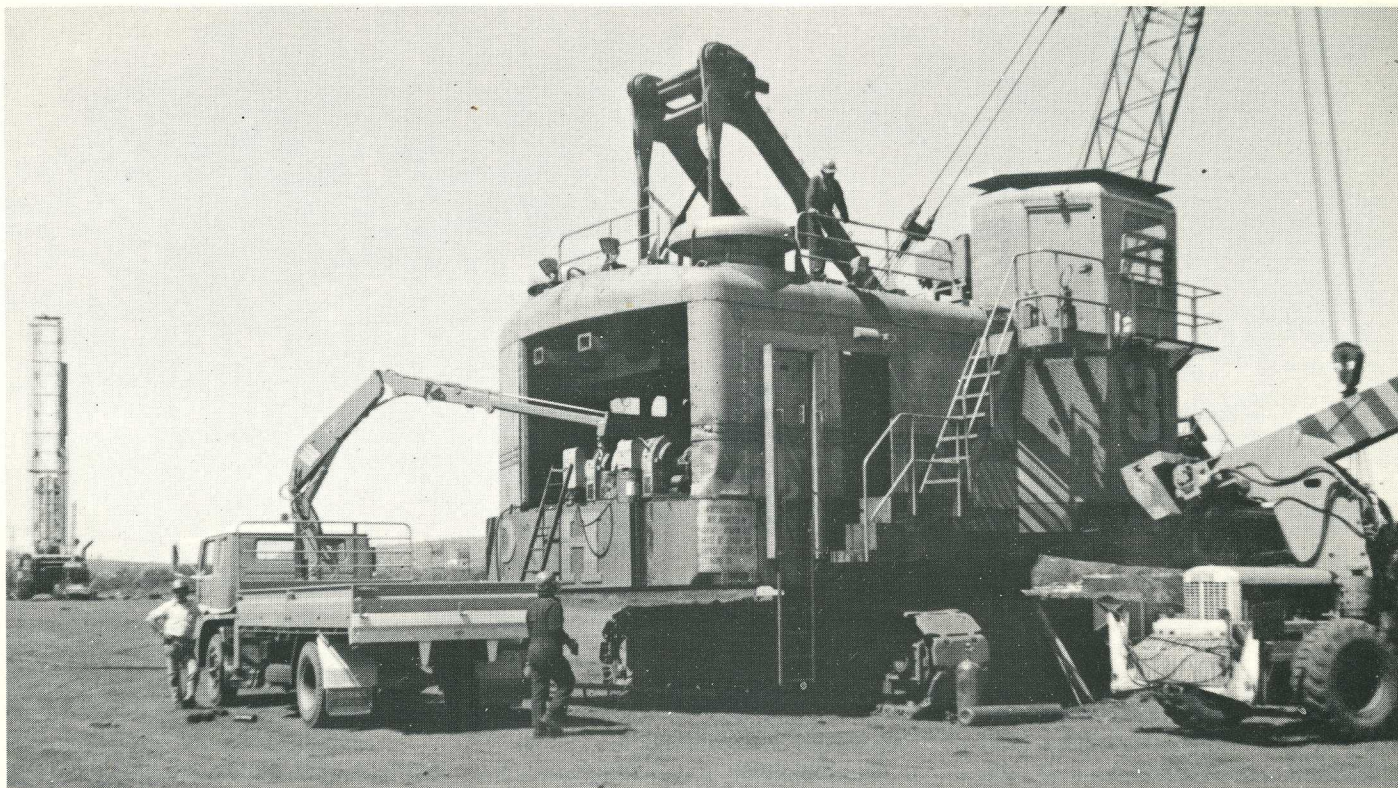
As from October 1, 1974, HIAB-FOCO will be represented in Norway by its own subsidiary, HIAB-FOCO A/S, with its head office in Oslo. The managing director will be *Trond Finskud*, who also heads HIAB-FOCO's Danish subsidiary. The marketing manager will be *Odvar Ödegaard*, who since 1950 has been the sales manager for HIAB loaders at A/S Smistål, which is currently handling sales and servicing of HIAB-FOCO's loader products in Norway south of Trondheim. The administrative manager will be *Sven Zetterberg*, at present head of finance and accounting at Monark's subsidiary company in Brazil.

On the date when the new subsidiary commences business the sales and service department for HIAB loaders at A/S Smistål will close down and all its employees will transfer to HIAB-FOCO A/S. In Norway to the north of Trondheim, sales and servicing of HIAB loaders will continue to be handled by the HIAB-FOCO distributor there, Chr. A. Jakhelln A/S, of Bodø.

The Norwegian subsidiary company will be HIAB-FOCO's tenth. The Company already has wholly owned subsidiaries in Sweden, Denmark, Belgium, Holland, West Germany, France, Spain, the U.S. and Japan, along with a half-owned subsidiary in Trieste.

Certain attachments for HIAB loaders will be made at a new subsidiary which HIAB-FOCO AB is to start in Holland. Operating under the name of B. V. HIAB-FOCO Accessories, it will be based in Meppel, where HIAB-FOCO's Dutch

sales company, B. V. Bedumer Machinefabriek, already has its head office and service facilities. The managing director of the sales company, *Wiebren de Vries*, will also take over the top spot in the production company, which is expected to employ some 60 people by the time it is finished. *Håkan Andersson*, head of the HIAB-FOCO Group's central service department in Hudiksvall, will move to the new company as marketing and product manager.



Bigness is routine at the Whaleback, and a HIAB 550 suddenly looks small alongside the giant excavator which it is to serve. This machine's bucket volume is a whopping 9.3 cu. metres, and it loads 15 tons at a time onto trucks whose dimensions are no less impressive.

The HIAB Method at the Whaleback

In the Pilbara region in the north-western part of Western Australia, not far north of the Tropic of Capricorn, is a mountain called Mount Whaleback. One of the world's largest iron-ore deposits was discovered there in 1957. It's estimated that the mountain contains a thousand million tons of high-grade haematite. Preparations for extraction were put in hand ten years after the discovery, and since then the Whaleback has been transformed into the world's largest opencast iron mine.

The HIAB Method has played, and continues to play, a significant role in the enormous development going on in the area. It was used in the preparations for the mining operations and in the construction of the 265-mile railway to Port Hedland on the Indian Ocean and the enlargement of the installations there from a small tidal harbour for ships of at the most 5,000 tons into Australia's largest export docks and one of the few ports in the world that can berth 160,000-tonners. The Mount Newman Mining Co., which was formed to work the mineral deposits in the area, has some thirty HIAB loaders at the mine, along the railway and in the docks. Another mining company in the area, Hamersley Iron, likewise has thirty or so HIABs, and still others are in service with construction companies, contractors and municipal utilities in the newly built town of Newman, which with-

in a few years has acquired a population of over 3,000, three or four miles from the Whaleback. Altogether the area contains more than 100 HIABs of various models, mostly the 173, 174 and 550.

The working conditions in this area are enough to give the equipment a very tough time, but owners and operators alike have nothing but praise for their HIAB loaders and for their dependability and endurance.

The HIAB loaders in these pictures are at work in the opencast mine itself. One of their frequent tasks is in servicing the

giant electric excavators used for loading the broken ore. These machines have a bucket volume of more than 9 cu. metres and they load 15 tons at a bite onto huge trucks of which the biggest weigh over 180 tons. Sixteen of them are at work round the clock on the Whaleback, loading an average of more than 150,000 tons of ore and rock every 24 hours. The rock ends up on dumps, while the ore is crushed and carried by the railway to the docks in Port Hedland, from which over 60 million tons were shipped out during the first four years of production. ■ 1

In all, a hundred-odd HIAB loaders are at work in the mine at the Whaleback, in the docks on the Indian Ocean, on the railway that links them, and in the newly established mining town of Newman.





The first job of the day is to collect the welding equipment, which is kept in a hut. Åke hoists it onto his truck — hut and all.



Next come some bundles of rails. Then it's the turn of the piledriver and the compressor. In this picture, piledriving is already under way.

Åke Granath, Loader-Trucker

One HIAB owner who drives his loader harder than most is trucker Åke Granath, of Södertälje. He purchased his present equipment, a HIAB 550 with a winch mounted behind the cab, at the same time as the truck — six years ago. Most of those years have been spent working for the local authorities in Huddinge, and virtually all his assignments have involved using the loader.

"For the past two years or so I've been part of a crew working on pipelaying of various kinds," says Åke to "Method", riding along to follow his work for a few hours. "Quite often, I only use the truck to drive to and from the job. For the rest

of the day it's at a standstill, while I'm working with the loader. Check the odometer figure, and you'll see it's unusually low for a six-year-old truck. But if I'd had a counter showing the number of lifts or loader movements I'd certainly have clocked the same kind of figures as they do during the fatigue tests in HIAB's laboratory.

Pails and Rails

"Just at the moment we're keeping the loader unusually busy. We're laying a new sewer under the Huddinge Road to replace an old one that went west. And almost the whole job is being done by the HIAB.

An excavator does the spade work and drives in the steel sheet piling along the sides of the trench. We could even drive piles with the HIAB if we felt like it, but we leave that job to the excavator when there's one on the spot anyway. But from then on it's HIAB Method all the way. The last metre down in the trench is dug by hand, the clay being put into large bins rather like outsize pails; I winch them up with the HIAB and empty the clay onto the truck deck for subsequent transport to a dump.

"When the trench has been made deep enough we have to drive piles into the bottom before we pour a thick concrete





A fellow-trucker, also equipped with a HIAB 550, winches up the clay from the trench bottom.

slab as a bed for the sewer pipe. The ground at this site is only clay, and with such a soft support and with the heavy traffic using the Huddinge Road right above it we have to put in a substantial foundation so that the new sewer won't be crushed just as the old one was.

The piles we use are railway rails, which we drive down to bedrock. We position them with the loader. They weigh 40 kg per metre, and come in lengths up to 16 metres. I can manage that length with the loader, though only just, since I have to have a boom extension in order to raise the rail in the trench. But there are points where even 16-metre rails aren't long enough, and we've had to lengthen them to as much as 24 metres at some places before reaching bedrock.

The rail sinks a good way into the clay under its own weight, then we drive it home with a pneumatic hammer which we also handle with the HIAB. Concrete pouring, too, is a job we usually do with the loader, since the trench is so deep that there would be a risk of aggregate segregation if we were to tip the mix straight in from the concrete truck. By using the loader to lower the concrete in buckets we avoid that risk. Then, of course, we lay the sewer pipe itself with the HIAB.

Hut and Piledriver

Since it was the first working day after a public holiday when "Method" rode along with Åke Granath his first job was to pick up the equipment needed for the week's work. He began by loading up a dozen or more rails, taking two or three at a lift since they weren't of maximum length. The welding equipment was stored in a hut at the same depot; Åke hoisted the whole thing onto the deck of his truck

in one go. The piledriver and a compressor were collected from a different point.

"It adds up to quite a few lifts apart from the work on the pipe trench," Åke points out as he discharges the load at the working site. "A lot of the equipment we use is so heavy that it would be impossible to handle it by muscle-power. But there's little you can't do with a versatile aid like the HIAB and it's quite surprising how much of the job we can tackle with my loader as the sole lifting equipment. I'm even more surprised over its fantastic durability and dependability. Of course, I've had to do some minor

repairs and change some of the wear parts over the years but when you come to think how much work I do with that loader you'd expect it to have been worn out a long time ago. It's true I'm considering buying a new loader, but that doesn't mean that this one is finished. I've no doubt it'll keep going for many years to come, but there are certain jobs on which I could use a stronger loader."

And with that, Åke Granath hoists the piledriver onto a length of rail and puts on his earmuffs, after which the monotonous, piercing beat of the piledriver puts a stop to any further conversation. ■ 2

Once the trench is finished the rails are hoisted into position. They sink in several metres under their own weight before it's time for the piledriver to take over.





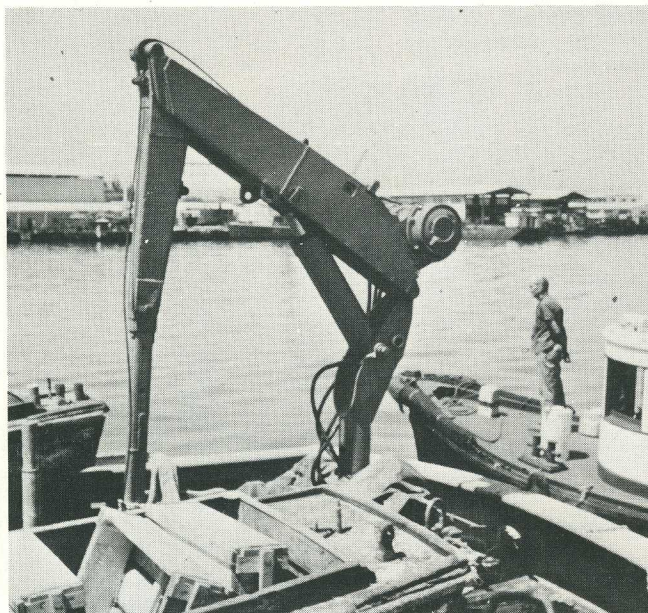
Cuba Banks on Fishing and the HIAB Method

Next to sugar-growing, fishing is Cuba's most important industry, as you'd expect in an island nation. And the Cubans have now launched a major programme to expand it still further, a programme in which the HIAB Method is playing a significant role.

Much of the fishing fleet consists of relatively small boats, whose craneage consists almost exclusively of HIAB loaders. The first of them were delivered as far back as 1965. The next big shipment followed in 1968, and just recently the Cuban fisheries organisation has placed a new order for a large number of HIAB 670s for the fishing fleet and a number of 950s for stationary mounting on the quays

in the fishing harbours. The main job of the quayside loaders will be to handle engines and heavy machinery components for the fishing boats.

The shipboard loaders are used for handling nets and other tackle and for launching and recovering the small boats that are used for shrimping and other purposes. Another important task is to unload the catches, since the fishing harbours often lack dockside cranes. Most of the loaders are equipped with a winch and a large number have been in service for nearly ten years in the gruelling conditions found aboard a fishing boat in the salt waters of the Atlantic and the Caribbean. ■ 3



Many of the HIABs already mounted on Cuba's fishing boats are fitted with winches.

“Down the Hatch!”

For a few brief summer months the population of the Stockholm skerries is multiplied many times over. Crofts, cottages and boat-houses, beaches and cliffs, creeks and headlands, islets and skerries become thronged with stress-shedding townsfolk, who broil themselves in the sun, cool off in the waves and set the turnover zooming in shops and kiosks which in the wintertime seem almost as dead as the flies on the ledges inside the hoar-frosted windows. And it often happens that the summer customers, shopping by boat, cycle or car, empty the shelves faster than the shopkeeper can restock them. Would-be buyers begin to hear that the things they want are “Sold out,” “Coming in again tomorrow,” or “Out of stock until Friday” — just when the sales records look like being broken. At the island shops this happens all the more frequently. The transport capacity of the skerry boats has its limits, and there are some days when the press of passengers and the volumes of goods assume proportions that make hash of the timetables.

The summer residents are a thirsty crowd. Sales of beer and soft drinks soar even faster than most other goods and there'd be a real supply problem if it weren't for the fact that extra transport is laid on to the islands in the form of a special “beverage boat”, the Pripp Brewery's “Gambrinus”, named after a Flemish king who is credited with inventing the art of brewing beer. Apart from that we know little about King Gambrius, except that his existence is probably more fancy than fact. But after going along on one of its rounds “Method” can confirm that the M/s “Gambrinus” is real enough. And the first thing that struck us was that beer and soft drinks are delivered to the skerries by means of the HIAB Method.



A welcome sight for a thirsty summer population: the m/s "Gambrinus", with thousands of crates of cooling drinks.

4,000 Crates

Twice a week, every Monday and Wednesday from the middle of May to the end of August, "Gambrinus" loads up at the Pripp Brewery's wharf in Solna. It can take on up to 4,000 crates of beer and soft drinks — 2,300 stowed in the hold and 1,700 palletized on deck. When shipment begins in the early morning the whole cargo is piled up ready at quayside and is hoisted aboard one pallet at a time by a HIAB 550 mounted in the bows. The hold cargo is transferred by hand to a

roller conveyor which carries it down a crate at a time. The deck cargo, which consists entirely of advance orders, remains on its pallets during the voyage.

A fully loaded pallet weighs about 800 kg and thus makes a fairly heavy lift, especially when the deck load is going aboard and the stevedores want to use as much of the reach as possible. Even so, the HIAB loader doesn't appear heavily worn, despite nearly ten years on the job by this time.

"I watch over that crane like an only

child," says the skipper of the "Gambrinus", I. Tönurist. "I know that if it breaks down, my back and the backs of the crew will be next in line."

Filling Up With Empties

We found out what he meant at the island of Örsö, whose shop was the first of the day's five discharge points. A six-pallet advance order, plus a palletload of make-up stock from the hold, had to be put

Time to load the deck cargo. The first pallet is already airborne, about 800 kg at full stretch of the boom. Thirty-odd must be loaded before the "Gambrinus" can cast off.





A drop of Midsummer cheer — the first drop of the day in fact. It's into the store-room and the empties are all aboard in barely half an hour.

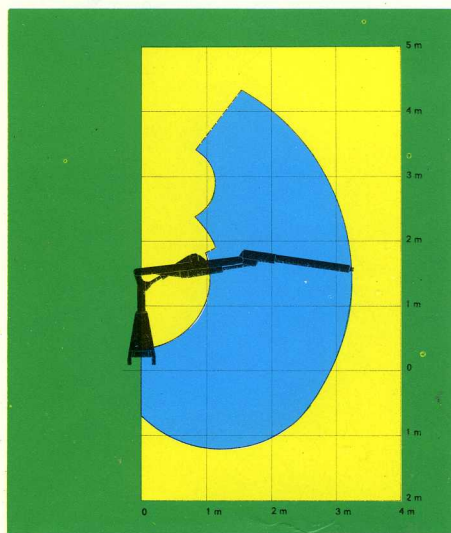
ashore on the jetty next to the shop. Without the loader, that would have meant 300 crates to cart ashore two at a time — not to mention almost as many empties to be lugged aboard. As it was, it took less than half an hour to unload the entire shipment and to move it into the shop's store-room with a fork-lift truck — also put ashore by the HIAB — and to hoist the empties aboard.

"If we hadn't had the loader we'd have been here half the day, and we'd have had neither the energy nor the time for more than one other delivery at the most before evening," said Captain Tönurist just before he cast off and set course for the next island shop. As it is, we'll get through another four drops before we put in at Möja for the night, followed by half a dozen tomorrow morning. By tomorrow

evening we'll be back in Solna, offloading the empties before we knock off for the Midsummer holiday. After that I'll use the loader to launch my own little boat which is now lying on the wharf, and then I'll be off to become one of the summer residents of the skerries." ■ 4

HIAB 230

Big Loader for Small Trucks



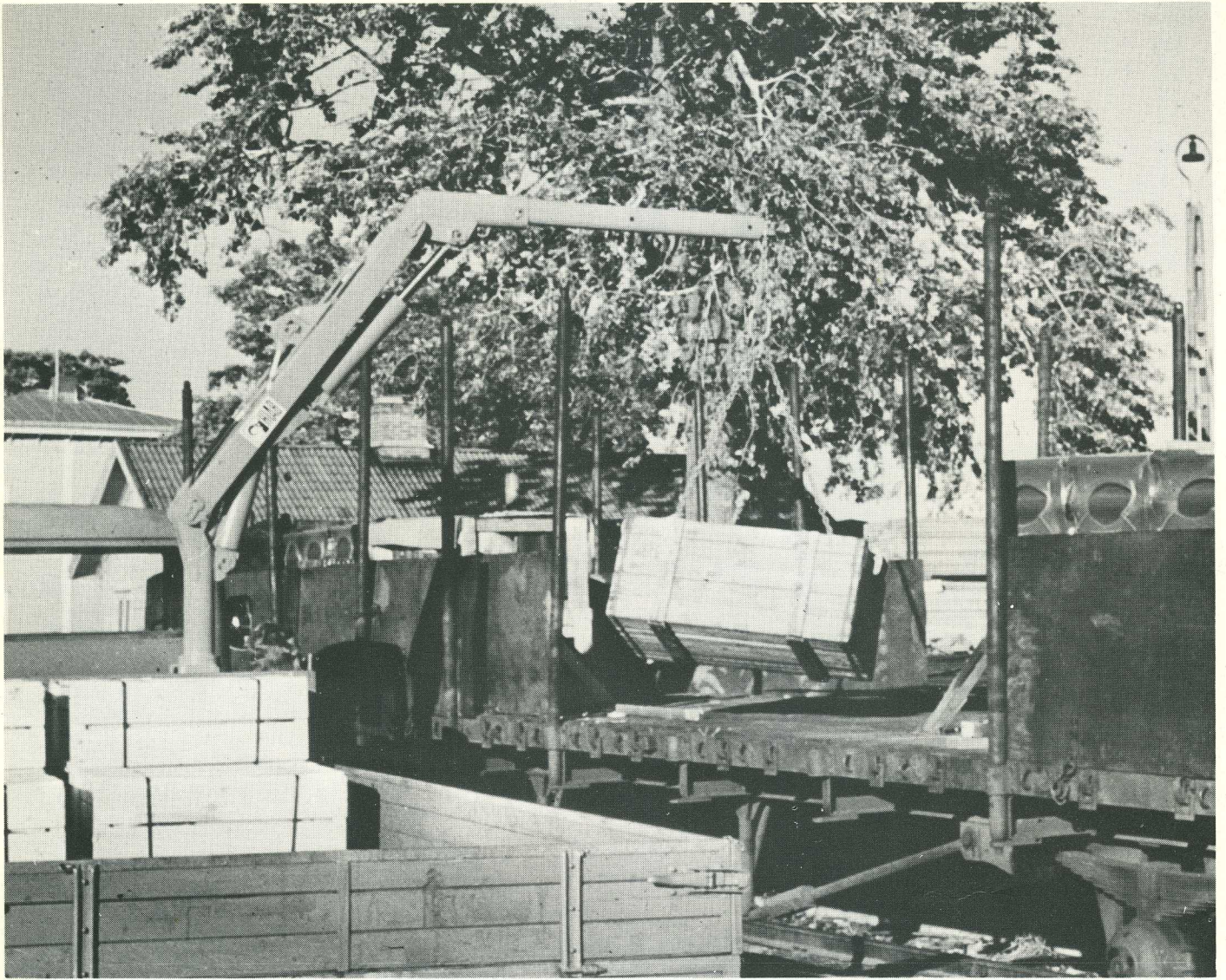
The HIAB 230 has been designed to meet the handling needs associated with the lightest class of trucks — distribution outfits, pickups and the small trucks used by contractors, local authorities and so on. Several of these categories have a growing need of handling aids but don't call for outsize lifting capacity. With the low payloads of these vehicles and their relatively light chassis constructions the smallest all-hydraulic loaders available up to now were an unacceptably heavy burden for them. They've had to make do with loaders having more or less manual hydraulics and simple boom systems and with somewhat limited scope in consequence.

The HIAB 230 is an all-hydraulic loader which, complete with its hydraulic pump, weighs only 500 kg, but has a 2-ton-metre lifting capacity and an articulated boom system with a maximum outreach of 3.3 metres. The loader body is sited 70 cm from the centreline of the vehicle, giving an effective reach of 4 metres from the same line. The maximum lifting capacity is about 1.3 tons at 1.6 metres' radius, while at full stretch, 3.3 metres, the loader can lift 650 kg.

Small Dimensions

Despite this impressive performance the HIAB 230 requires only 50 cm of space between cab and deck when mounted be-





hind the cab. And it can be mounted right on the deck if preferred. Folded away, it takes very little room — 1.5 metres in height and 1.7 in width. In this position, too, the weight distribution is such that the C.G. is over the centreline of the truck, so the weight of the loader has no effect on roadholding.

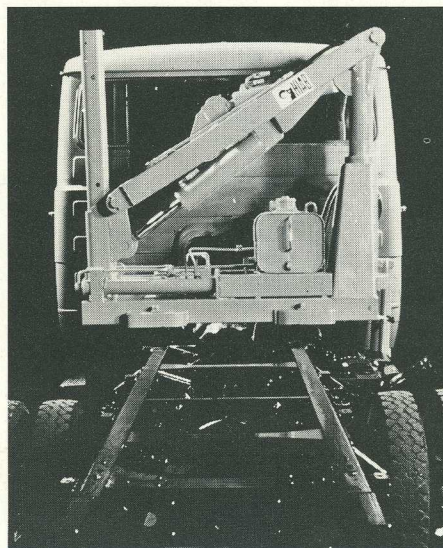
As standard, the HIAB 230 is equipped with a hydraulic outrigger leg on the same side as the loader body. The leg is 50 cm long and affords adequate stability during loading and unloading, while at the same time relieving the chassis.

The slewing angle of the loader is 270°, covering the whole of the deck and the whole of one side of the truck. To reduce the stress on small vehicles, which often have rather lightly built chassis, the HIAB 230 has, for its size, a very wide spacing between the points of attachment to the frame.

Double-acting Cylinders

The HIAB 230 has double-acting cylinders for both inner and outer booms. The loader is operated with three levers in a

When parked, the HIAB 230 needs only 1.5 metres in height and 1.7 in width, and its C.G. comes over the centreline of the truck.



horizontal row at a convenient working height for the driver. The valve unit contains four sections. The fourth is intended for operating the hydraulic extension that can be fitted in place of the standard manual extension.

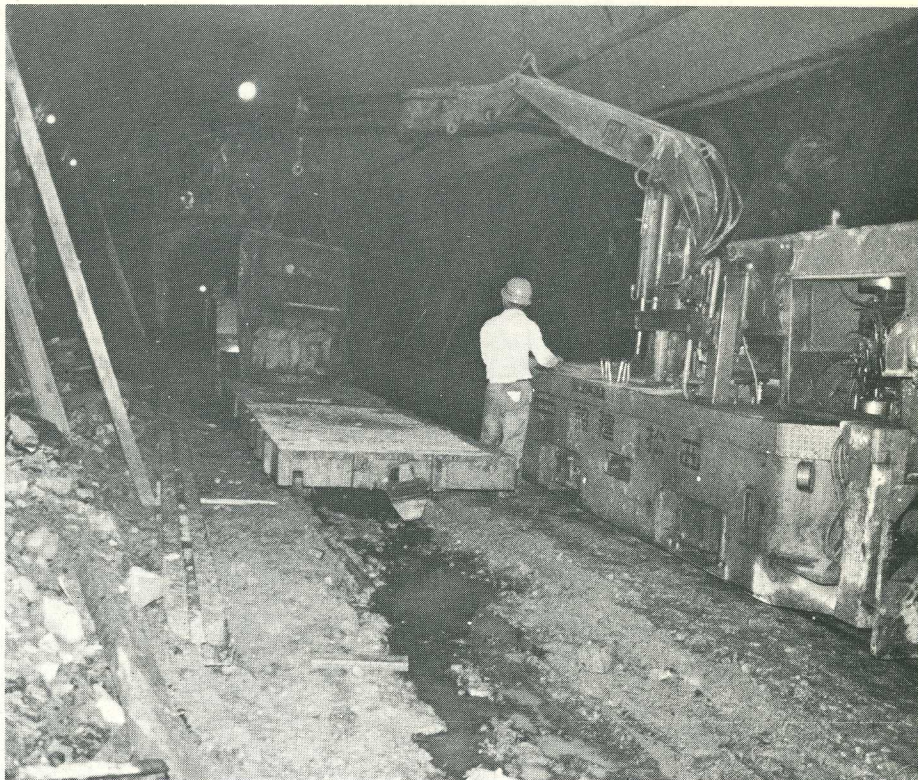
Ample Safety

Like all other HIAB loaders the 230 is fitted with a string of safety devices to protect driver and goods from harm. Hose-failure valves prevent the load from falling out of control if the failure of an oil line should cause a drop in pressure. A relief valve limits the oil pressure in the cylinders and prevents overloading of the loader and chassis by unduly heavy lifts. Another valve prevents the boom from dropping too fast under a heavy load.

Cylinders, piston rods, valves, bearings and so on are made with the high precision and quality that come from HIAB's unexcelled experience in the design and manufacture of hydraulic loaders and of modern sophisticated methods of production and machining. ■ 5

HIAB 950 Builds Tunnel Under Tsugaru Strait

Thirty-odd HIAB 950s are at work beneath the seabed in the Tsugaru Strait between Japan's main island Honshu and the northern island of Hokkaido. They're helping to build a tunnel many miles long for Slimkansen, the new national railway company. The loaders are mounted on heavy railborne vehicles and one of their main tasks is the handling of heavy material being transported into the tunnel. The HIAB 950 is also in wide use on other underground civil engineering projects in Japan. ■ 6



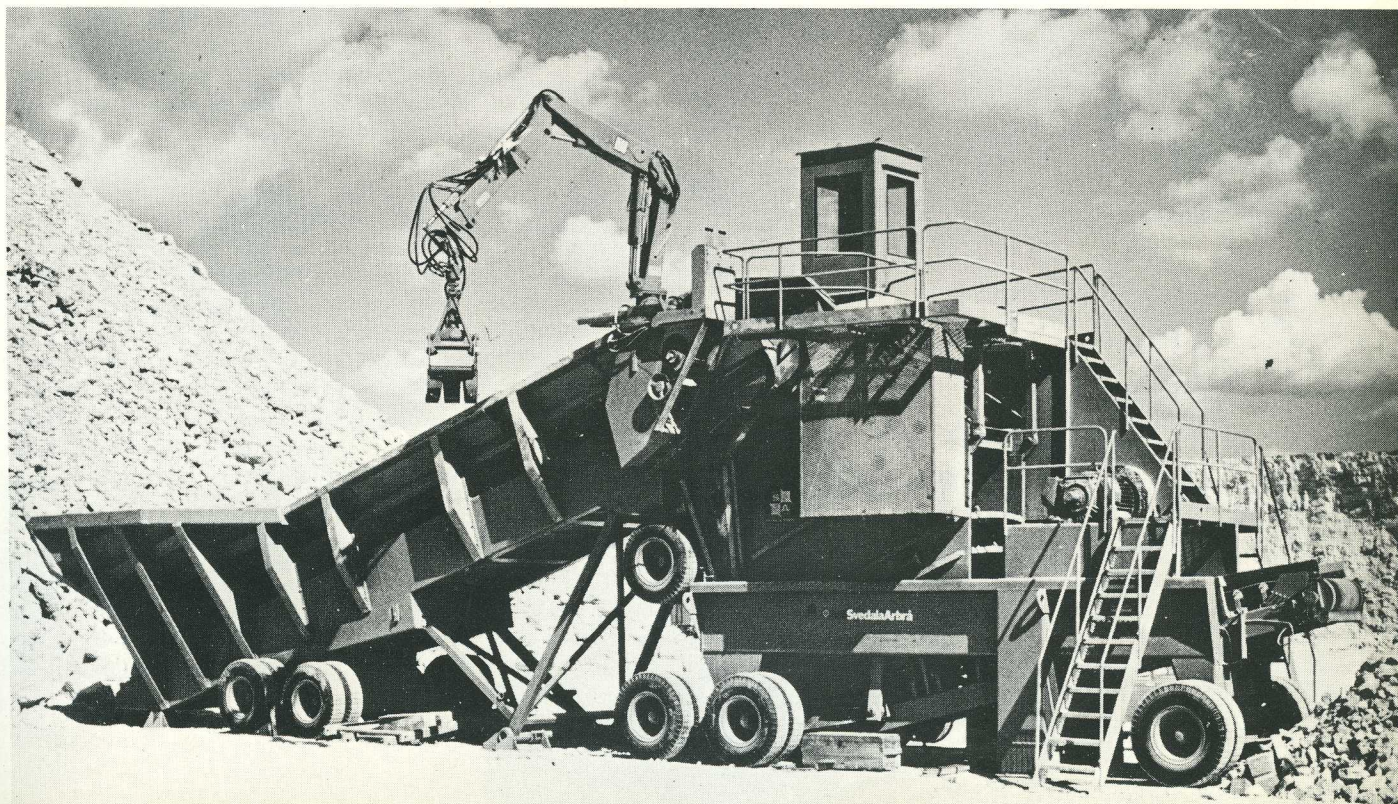
Rock Crusher with HIAB 950 Moves Every Fortnight

HIAB loaders have long been in use on crushers to sort out rocks that have jammed in the input and to lift away oversize boulders. Such loaders also do duty when the heavy crusher plates are to be changed. Recently, the Svedala-Arbrå works delivered a mobile crusher to Italy. It was equipped with a HIAB 950 having a rotator and a specially designed rock

grapple made by modifying a roundwood grapple.

Mobile crushers are nothing unusual, but this one was more mobile than most. The Italian customer wanted a crusher that could be moved with ease without other aids than a giant wheeled loader, a Caterpillar 988, that is used for feeding the crusher. If this loader is to be able to

cope with the feeding by itself it doesn't have time to carry the material any great distance. So the crusher has to be shifted about 100 metres every fortnight. For this purpose the crusher plant is divided into two parts, the slat feeder and the actual crusher, which are individually towed to the new site by the wheeled loader. ■ 7



When the haul is less than 9 km, no trailer is used with the forwarder. But a trailer may be coupled up behind when the forwarder has a run exceeding 9 km. The combined payload is 32 tons and the outfit can do four round trips a day. The haul seldom exceeds 20 km.



Forwarder With Trailer Replaces Truck

In south-western France, near the Bay of Biscay and not far from the Spanish border, are the forests of Les Landes. It's common practice there to take out a short size of timber, 2.80—3.60 metres long. Since the haulage run to the mill is usually between 7 and 12 km and seldom exceeds 20 km the foresters have in many instances cut out the truck haul and have begun to move the wood by the

forwarder all the way from the stump to the mill.

To be competitive, a forwarder outfit must be capable of hauling at least 100 tons a day to the mill. This is achieved by making the forwarder pull a trailer as long as it's on the road. When it moves into the forest to collect a load the trailer is left at the landing. The forwarder fetches out a first load which is trans-

ferred to the trailer and then goes back to get a second load. This method is used for hauls longer than 9 km. Over shorter distances the forwarder is used by itself.

The forwarders employed are VOLVO 860s, carrying 18 tons themselves and pulling a trailer loaded with 14 tons. 32 tons are thus transported on one round trip, and in a working day the outfit gets through four round trips, i.e. 128 tons. The trucks that are used take 12 tons and do 9—10 round trips in the same time, thus averaging about 115 tons. And it isn't easy for the trucks to go into the forest after a load, although they can manage it at a pinch owing to the fact that the terrain is very flat in many parts of the area.

Fast and trouble-free loading is a most vital factor, in fact it's essential if this transport system is to work. Loading takes up the bulk of the working time, usually more than twice as much as the haul from the loading point to the mill. And in trailer work a lot of the timber has to be loaded twice — first onto the forwarder and then across to the trailer. Accordingly, the forwarders are equipped with HIAB 560s. ■ 8



HIAB Helps Harris Hasten Hauls

Hamilton and selling it in the neighbour- the western end of Lake Ontario is one of the few remaining family businesses in Canada and one of the most successful. It went into business as far back as 1919, buying up fruit in the countryside around Hamilton and selling it in the neighbour-

ing towns. On the homeward trip its trucks carried a return freight such as broom handles to the stores in Hamilton. In 1921 the firm began hauling stone for a firm of masons, which has since developed into the CAP Brick and Material Co. Building Products, but which still uses the

same haulage firm. These pictures show how the Harris Brothers have steadily improved their equipment to keep up with the growing demands of their customers. In recent years the HIAB Method has had an important place in this development. ■ 9



1

In the 1930s, a Harris vehicle looked like this. It was an hour's gruelling work for three men to unload about four tons.



2

Some years later the firm had acquired more up-to-date trucks, but was still handling the freight in the same old way.



3

Costlier labour and heavier loads created problems. The HIAB Method provided the solution. By 1969 one man, using the firm's first HIAB loader, was able to offload 14 tons in 30 minutes.



4

In 1972 the firm was expanding. It needed trucks that could take a bigger payload but still be unloaded just as fast. A Roller-loader-mounted HIAB 550 was the answer. It unloads 25 tons in 35 minutes.



5

But progress is rapid, and to hold your own in the haulage business you must have the right equipment. Today, some freights are becoming too heavy for the HIAB 550. A stronger loader is needed, and again: HIAB has the answer. A HIAB 950 is now part of Harris's loader equipment.

Method Hoists



Pulpwood in Germany

This outfit works with wind-thrown timber in the area around Nienburg, West Germany. It carries two piles of short and one pile of long pulpwood on the tractor truck

and two piles of long pulpwood on the trailer. The wood is loaded by a rear-mounted HIAB 670 in about 40 minutes. The haulage run is about 55 km. ■ 10

Forest Loaders to Turkey



Ten HIAB 560 forest loaders were recently delivered to Turkey. Eight of them were mounted on Ford 500 tractors and two on trucks. The tractor outfits are to serve as mobile

loaders on terminal landings in a district near the Black Sea which annually produces some 1 million cu. metres of timber and pulpwood.

Stone Bank in Södertälje

The Södertälje Canal between the Baltic Sea and Lake Mälaren is currently being widened and deepened, which will enable bigger ships to get up to the docks in Västerås, Arboga and Köping. One reach of the canal runs through a ridge of gravel, which along the new

embankments is held in place by plastic sheeting that in its turn is covered with broken rock from blasting operations. The rock is brought up by scow and laid on the bank by a HIAB with a polygrip grapple. ■ 11



Section S



Conference in Zurich

Representatives of HIAB-FOCO's subsidiary companies and distributors in 18 countries gathered recently for a product conference in Switzerland. Most came from Europe,

though the U.S. and Canada were also represented. The conference was held in our Swiss distributor J. Moser & Co. AG's superb premises on the outskirts of Zurich.



At a product conference the products naturally occupy centre-stage. In Zurich, this was true both indoors and out.



Strength Precision

are important qualities in ice hockey, too — which is probably why the junior team of Tappara have chosen to play with HIAB publicity on their uniforms. Whether it helped them to achieve second place in their series is anybody's guess. But it's a fact that some 200 hockey players in various district teams sport the HIAB-FOCO elephant on their helmets, shirts and goals and that some 60 trainers wear HIAB armbands.



High Life in Lima

One of the most highly placed men at the International Pacific Ocean Fair in Lima, Peru, was to be found at the HIAB exhibition. He owed his ascendancy to a HIAB 550 fitted with a generous extra extension.



Two Generations

These two HIAB loaders are recent deliveries, mounted on Dodge trucks in Peru. The picture has historic interest, since one of them is the last of

the HIAB 193s — the model that was the world's first hydraulic truck loader and of which 30,000 have been made over the years. A younger

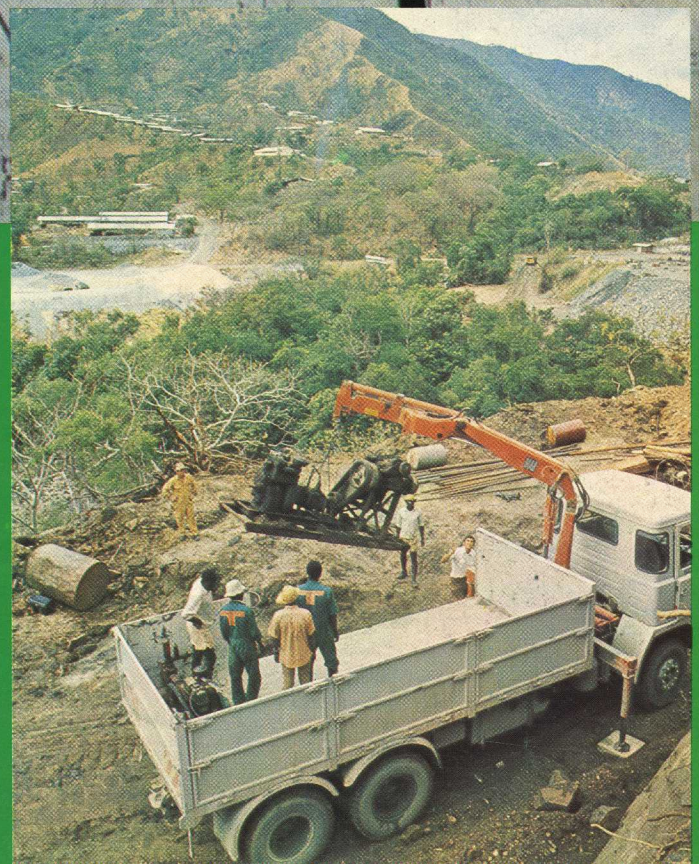
generation is represented by the other loader, a HIAB 950 with a double hydraulic extension.



It goes without saying that at exhibitions centring round transportation and mechanical handling, HIAB-FOCO's products are on show and in the limelight. The picture on the left



is from the fair in Älvsjö, south of Stockholm; the other is from the Salon de la Manutention in Paris.



HIAB Gets Its Drill Off Pat

This old Atlas drill, the very first to arrive in Africa, is now to be used in soil surveying for a power-station project at Kidatu in the mountains south-west of Dar es Salaam in Tanzania. Although it weighs quite a bit it presents no problems as long as the transport truck is equipped with a powerful loader, in this case a HIAB 950. ■ 12