

HIAB • METHOD

No. 7



Many-sided Method

This issue of Method contains examples of the application of the HIAB Method in the building trade in various parts of the world and also shows some of the ways it is used aboard ship. One of our pictures comes from Spitsbergen, where what is probably the world's northernmost HIAB crane is at work only ten degrees from the Pole. In Canada they've mounted a HIAB on a truck that can travel both on highways and on railways. In one Central Swedish town they're handling tractors and contractor's machines by imaginatively exploiting the full potential of a 174, and in another a HIAB polygrip grapple is doing the work of five men in unloading scrap.

The numerous ways in which HIAB can simplify goods handling are reflected in its ceaseless spread to new fields of application.

The utility and efficiency of HIAB loaders are also being increased by the many different attachments and ancillaries and the many specialised mounting and equipment alternatives that HIAB's designers have developed. All this helps the HIAB Method to go on expanding present uses and opening up new ones.

HIAB loaders and accessories are available through distributors in some 30 countries, among them AUSTRALIA, 600 Overseas Australia PTY. Ltd., Sydney; AUSTRIA, F. M. Tarbuk & Co., Vienna; BELGIUM, Ets. G. Lambert & Cie, Brussels; CANADA, Atlas Polar Company Limited, Toronto; GERMANY, HIAB-Hydraulische Industrie G.m.b.H., Hanover; GREAT BRITAIN, George Cohen Machinery Ltd., London; ITALY, Hidrocom s.a.s., Milan; MEXICO, Equipos Exclusivos Leomex S.A., Mexico City; THE NETHERLANDS, N.V. Bedumer Machinefabriek, Meppel; NEW ZEALAND, Steel Brothers Ltd., Addington; PORTUGAL, Rolim Comercial s.a.r.l., Lisbon; SINGAPORE and MALAYA, Jardine Waugh (Malaya) Ltd., Singapore; SOUTH AFRICA, Mantel Brothers (Pty) Ltd., Johannesburg; SPAIN, Sociedad Europea de Ingenieria y Comercio S.A., Barcelona; SWITZERLAND, Firma Fritz Häusermann, Zürich; U.S.A., HIAB Hydraulics Inc., Wilmington, Stanco Mfg. & Sales Inc., Harbor City, Stanco Midwest Sales Inc., Chicago.

HIAB

HUDIKSVALL, SWEDEN

The Old 293 Remains Modern Today

HIAB's production is at present dominated by the various Speedloader models: the piece-goods crane 173, the all-hydraulic 174 and the forestry loader 177. But it also makes other models that have been getting less of the limelight than they really deserve. An old faithful that's been on the go for a decade or so is the HIAB 293—an excellent piece-goods loader that in many respects can do as good a job as its bigger brothers the 173 and 174 Speedloaders. With the passing years the design has of course been modified in certain respects, but in all essentials it's still the same loader. And yet the 293 remains as modern as ever—which says a lot for HIAB's pioneering position in loader development.

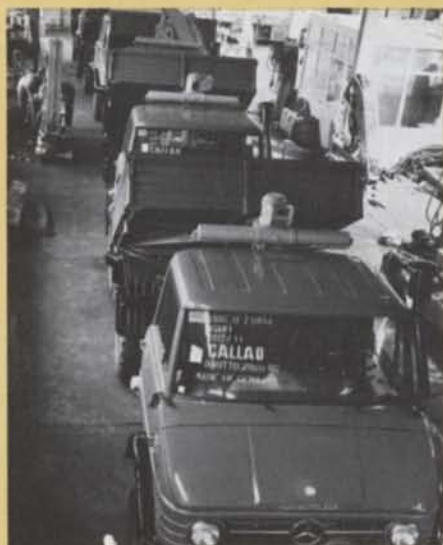
So on all the vehicles that only occasionally require the greater lifting capacity of the Speedloader—and that's many more than people usually think—the HIAB 293 is an alternative that often entails many tangible advantages such as lower price and lower weight. And most of the attachments and ancillaries used with the Speedloader models will also go with the 293.



Dahiströms Betonggjuteri, a precast-concrete firm in a small Swedish town, bought a new delivery truck a year ago. It is mostly used for short hauls of around 25-30 miles. With a HIAB 293 the driver can handle even the largest concrete rings, and the truck has a larger payload than it would have if it carried a bigger crane.

Last spring, as part of Western Germany's development aid to Peru, five Unimog trucks were dispatched. They were to be equipped with a loader, and the choice fell on the HIAB 293, which was a fine feather in the cap of this quality product.

HIAB's general distributor in England, George Cohen Machinery Ltd., produced the tractor mounting shown in the pictures below. The outfit consists of a Ford 5000 tractor and a HIAB 293, and is normally used for miscellaneous loading and handling tasks in factories and on building sites.



Busy British Speedloaders

In the United Kingdom the use of the HIAB Method is spreading to more and more fields, and HIAB loaders mounted on tractors and other vehicles are becoming an increasingly common sight. In industry and in building, HIAB-equipped tractors (also dealt with in the picture captions on the preceding page) are being used as all-round cranes, while forestry and agriculture face numerous tasks that are best tackled with a HIAB. In many countries, and particularly in Britain and Canada, the pulpwood is cut a good deal shorter than is customary in Sweden. So the HIAB 177 Forest Speedloader seen loading pulpwood in one of the pictures on this page has a good deal less weight



British pulpwood is a good deal shorter than Swedish foresters are accustomed to. The grapple load is therefore less, so that the tractor carrying this Forest Speedloader can dispense with support legs.

in its grapple than its counterparts in the Swedish forest. That explains why this outfit, despite the great capacity of the Forest Speedloader, has sufficient stability without the need for support legs. The picture showing a HIAB 173 loading beet was taken at an agricultural show. The

third picture illustrates a 173 used as a strong and rugged all-round mobile crane.

All three of these outfits were fitted out by HIAB's general distributor in England, George Cohen Machinery Ltd. of London.



Beet loading being demonstrated at an agricultural show. The equipment seen behind the basket-equipped Speedloader removes some of the soil and tares from the beets before they go aboard the truck. The outfit on the right is equipped with a HIAB 173 Speedloader and is used as an all-round crane.



Well-founded Arguments for the HIAB Method

The loading and unloading of cement blocks, hollow concrete blocks and other types of building bricks or blocks is a sphere in which the HIAB Method has really proved its worth, achieving very large savings in time and labour. Laying the foundations of an ordinary family house usually calls for at least one truck-load of between eight and ten tons of such blocks. It would take two men working flat out for at least an hour just to take a load like that off the truck. And all this while the truck itself is standing idle and useless.

And the handling still isn't finished when the blocks are stacked in a neat pile next to the foundation site. Each and every one of them has to be moved again—in nothing more up to date than a wheelbarrow. The time it takes will of course vary from case to case, but it's invariably a big job, a heavy job and often a risky job for the bricklayer's mate.

Yet another advantage is that the truck spends much less time standing around at the site. Since most precast-concrete producers use their crane equipment for loading the blocks onto the truck as well, saving time and labour at this point too, a HIAB-equipped truck will move one or two loads more every day. It all adds up to lighter work and worthwhile savings of time for the supplier, driver and customer alike—which is the customary result when people start using a HIAB loader.

Provided that the truck can discharge its load right next to the house foundation, the HIAB Method largely relieves the building workers of the need to lug the blocks about. The driver of a truck mounting a HIAB loader equipped with a rotator and a mechanical or hydraulic concrete-block clamp can polish off the unloading in about 15 minutes. And he needn't stack them alongside the truck—his HIAB will put appropriately sized piles straight down into the foundation excavation and dot them around so that the bricklayer always has his material within reach. And the bricklayer's mate is free for lighter and less hazardous tasks.



These cement blocks are being handled by a HIAB 174 Speedloader equipped with a special clamp. The driver in the upper picture operates from a control seat sited on the cab roof, giving him an excellent view of the job and making it easier to deposit the pallets just where he wants them. This arrangement also retains the short distance between the front wall of the deck and the back of the cab. The seat is collapsible so as not to make the outfit unnecessarily high. In the lower picture the driver is operating the rear-mounted loader from a special platform. And here we can see just how the blocks are put down right where they are to be used, so that the building workers do not have to bother with unloading at all.



HIAB

Raises the Roof

Gullringshus of Sweden is not the only building firm that has called in HIAB to help simplify its operations. (See the article on the facing page.) All over the world, builders are using HIAB to rationalise and simplify various aspects of their work. This picture from Austria shows a HIAB 174 Speedloader being used to hoist roof beams into place. A hydraulic extension and an extra jib section give it a lifting height of 36 feet (11 metres). In the United States a 177 Speedloader is in use for loading roof trusses onto a specially built semitrailer outfit, and a 177 with several extra sections on the jib puts them into place. With equipment like that there should be no difficulty in raising the roof trusses on buildings with three or four storeys, so that in many cases the builders could manage without any special building crane and could raise the roof faster. In Sweden, with its traditional beer party to celebrate the completion of a roof structure, speed like that would make the HIAB Speedloader even more popular.



An extra jib section and the hydraulic extension gives this HIAB 174 Speedloader a lifting height of up to 36 feet—enough to put the roof on taller buildings than this one in Austria.

Here is an example of how a complete transportation job is performed by the HIAB Method. Working with a HIAB 177 Speedloader but with no other help, the driver not only loads the trusses at the factory but also deposits them in place on site.



Assembly-kit Houses Erected by the HIAB Method



The housing shortage, the dearth of labour and soaring wages have in recent years prompted a lot of energetic experimenting with various ways of rationalising and mechanising building operations. As far as small dwelling houses are concerned, two lines of advance are being explored. One of them, which in part follows an American lead, is to concentrate a large number of houses of a certain type to a development estate and to establish at the site a "house factory", where thoroughgoing mechanisation can be adapted and specially trained personnel can be employed.

Another mechanisation method is being successfully applied by such firms as Gullringshus AB in Sweden. The types of house marketed by this company are designed in such a way as to transfer as much of the work as possible from the building site to the factory floor. The idea is that all jobs calling for craftsmen or people with specialised skills should be done in the factory, reducing on-site erection to a simple task that almost anybody can do. One element in this line of development is to design house assembly kits consisting of the least possible number of the largest possible units. But this poses a problem, in that the larger the units are the harder they are to handle.

Six Large Blocks

The crux of the project is therefore a matter of handling—and as in so many other connections a solution was found in the HIAB Method. One of the firm's house series has been adapted for erection by the HIAB Method, and experience to date is so positive that Gullringshus plans to push ahead along the path thus opened up. For example, the exterior walls of an average single-storey house can be supplied in the form of six large blocks, which are of course quite im-

possible to handle without mechanical aids. And these wall blocks are moreover completely finished all but for painting and wallpapering. Conduits and pipes are ready-installed in the walls, and glazed windows are all in place. This naturally makes the units heavy and vulnerable, but at the same time it renders on-site work notably simpler, faster and cheaper.

With the HIAB Method it's no trouble to handle these large blocks. Anything that's not too big to go on the truck is within the lifting and handling capacity of the loader. Normally, the items for which the services of the loader are required can be erected in five or six hours.

A Put-up Job

A Gullringshus home was to be erected beside the E4 highway in the middle of Sweden and METHOD went along to see how it was done. The foundation had been prepared in advance. Just before seven in the morning the entire house arrived, loaded on a six-wheeler truck and a two-axled trailer. The tractor truck had a rear-mounted HIAB 177 Speed-loader with a pedestal control seat and a specially designed clamp for wall units.

Erection by the HIAB Method really boils down to precision offloading off the building kit straight onto the foundation. It normally takes four or five men on the ground to adjust and secure the blocks that the crane plants in place, but in this case the job was successfully managed by three men—the householder-to-be and two friends who were lending him a hand. None of them had any previous experience of such erection work.

As the first step in the process, the crane operator puts down some reels of insulating material, which is laid out on top of the foundation walls. Then the floor blocks are swung straight into place by the crane, and while the "ground

crew" is making them secure the crane follows up with some bundles containing interior walls, ceilings, cupboard fittings and so on. This material, which consists of units so light in weight that they can readily be put into position by one man, is laid out on the floor for the time being to await subsequent erection. The idea is to use the crane only for the hard-to-handle items.

The stage is now set for the crane to put the six exterior wall blocks into position. The ground crew has to go all out to secure the blocks in place as fast as the crane operator offloads them. And before the walls are finished he also has time to deposit the roof units in two piles next to the house. The roof is delivered complete with counterbattens and tiling laths in sections small enough to be lifted up and fitted without any crane. The trusses are hoisted aloft by the crane and laid across the house, but as a rule they are thereafter raised and fitted by hand. After that it's time to lift the gables into place, whereupon the work of the crane is finished. In general, this point is reached quite early on in the day, so that the ground crew has no difficulty in getting the house roofed over before it's time to knock off in the evening.

Since all the service lines are put into the floors and walls at the factory, and since all the interior joinery is ready to go into place, all that really remains before the house is ready for occupation is the surfacing of the floor, the painting and the wallpapering.

It goes without saying that this ultra-rational method of building has found a ready response among buyers, and by the spring of 1967, even though it had only been in use for a short time, Gullringshus had hundreds of orders for HIAB-erected houses for delivery during the summer.



◀ The HIAB 177 Speedloader's first job is to lay down the floor blocks, and then, after hoisting in some interior fittings, it plants the walls straight into position. Since the blocks are to be handled by the HIAB Method they can be made large, and all the walls are erected within an hour or so.

in the picture at bottom left, all the walls are up and the bundle of roof trusses is being laid across the house. The trusses are individually quite light in weight, and the ground crew has no trouble to raise them without aid. In the same way, the roof blocks are easily lifted into their positions.

This is the last operation for which the help of the HIAB crane is required. The gables are hoisted and held in place while the building workers secure them, after which the crane truck is free to leave. By the evening of the same day the house has been roofed over. ▼



Speedloader Sails the Skerries Before the Mast

Communications among the Swedish skerries are a vexed problem, and it would be a gross exaggeration to say that the HIAB Method could solve it outright. All the same, the HIAB loaders with which some of the Waxholm Company's up-to-date skerry ships are equipped are playing a far from negligible role in assisting the services that do exist and helping the boats to stick to the timetable. On every trip, the white ships carry a considerable quantity of cargo—anything from fresh vegetables and currant buns to heavy spares for tractors and marine engines. If there's an odd crate of bread addressed to one of the islands, either of the two men in the deck crew will whisk it ashore so fast the passengers will hardly notice the ship has stopped. But when a large number of packages or heavy goods have to be put ashore it's time for the third hand on deck—a HIAB 173 Speedloader—to join in. Several small packages going to the same jetty are packed in containers that are loaded and discharged by the crane—which means a worthwhile relief for the small crew and a substantial saving of time.



HIAB 174 Works the Ramps of a New Machine Carrier

A company that trades in agricultural and contractor's machines in a Central Swedish town has been having handling trouble with the heavy and bulky monsters it has to move. Things get particularly awkward when a damaged machine has to go in for repair and is unable to move under its own power. To cope with such problems and other machine movements one of the firm's engineers, has designed some special equipment for loading and unloading. The deck is mounted on a six-wheeler truck, and the rest of the gear is made up of a HIAB 174 with a winch and a pair of ramps hinged to the truck. The loader serves a triple function. Its main job is to lift machine components on and off the deck in the usual way. Apart from that, its winch is used to haul up machines that can't climb the ramps under their own power. And its

Continued on page 14



Lift-dumpers Save Time and Money

HIAB's aim in life is to lighten the work of transport drivers and to cut vehicle idle time by speeding up loading and unloading. A product that is doing a big job in this respect within a number of varied transport fields is HIAB's lift-dumper equipment. There are numerous examples of how the lift-dumper system has cut the idle time of the truck from several hours to a few minutes as a matter of routine and has reduced a gruelling loading job for the driver and his mate to a few simple manipulations.

The lift-dumper system might be described as a special form of containerised transportation. The material that is to be transported is put into a special bin at the loading point. When the bin is full it is lifted bodily onto the truck by means of hydraulic lifting arms. This means that the entire loading job can be carried out independently of the truck, which can be kept busy on other work in the meantime. When a bin has been filled the truck replaces it by an empty one so that loading can if necessary be continued without a break. At the point of discharge the bin

can be either emptied by tipping or lifted down for unloading by other means. At this end too, therefore, the lift-dumper system often brings about striking time economies and simplification.

The handling of refuse is one of the many fields in which the lift-dumper system has established itself and has brought about substantial rationalisation benefits. The transportation of waste materials at the Sandvik Steel Works is a telling but far from exceptional example of this. The plant's dumper trucks do the rounds of 29 stations. Time studies have shown that it takes 15 minutes to hoist a bin aboard, move it about two kilometres, empty it, and return the empty bin to its place again. Since the Works adopted lift-dumpers it has been able to dispense among other things with two bucket loaders.

Another example: at a slaughterhouse in Central Sweden there are two lift-dumpers, one of which is in constant action, while the other, when not being used for its primary task, is made to serve as a breakdown and service truck for the

eighty-odd vehicles in the company's fleet.

The lift-dumper system confers similar advantages in numerous other fields where loading and unloading otherwise keep trucks tied up for long periods, e.g. on building sites, in roadmaking and so on. The system can also be used for cable-laying, for moving single heavy items, etc. To suit various materials and purposes there is a range of different bins, open or covered, decks, tanks and many others.

The dumper lifting arms are controlled by levers, sited either in the driver's cab or externally. The oil pressure to the hydraulic cylinders is supplied in part by a gear pump with high capacity to allow for fast movements under low load and in part by a piston pump delivering a high working pressure which is automatically cut in when the load reaches about 500 kg. An equalising valve ensures that the lifting arms will always act in parallel irrespective of how the weight of the load is distributed. Beneath the chassis are support wheels which prevent overbalancing during loading and unloading.



Bins and chests for the HIAB lift-dumper are available in a variety of patterns to suit different transport tasks. This lift-dumper belonging to truckers Tore Larsson and Folke Petterson is used for many different jobs, such as collecting refuse from factories.

Rail-Road Crane Truck

When the road traffic is halted at one of the level crossings where the North American Railroad intersects with a highway, it isn't certain that the waiting drivers will see a train thunder past. They might quite well see a road truck mounting a HIAB loader come bowling along the track. The railroad company owns one that is specially modified to be able to take to the rails as needed—a sort of rail/road truck!

The outfit was designed by Sylvester Steel Products, one of Canada's leading companies in the railway-equipment business, and is used to handle and move miscellaneous track material like rails, sleepers, trolleys and so on. The crane is an ordinary HIAB 173 Speedloader mounted at the rear of a Ford chassis. The support legs are standard, but the usual ground pads have been replaced by rectangular pads large enough to rest on two sleepers at the same time. These special pads are also jointed.

To enable it to run on rails the truck has been equipped with a pair of two-wheel dollies. They are operated hydraulically.

For road work the dollies are retracted and the truck runs on its regular rubber-tired wheels. For a railway trip, the truck is driven out over the track and the dolly wheels are lowered onto the rails, lifting the truck so that the front wheels clear the ground. But the rear wheels remain in contact with the rails, with a sufficient loading to give them the grip required for traction. In this way the truck can be run on the track under its own power at speeds up to 30 m.p.h. It can halt at any point along the line, and is ready for loading or unloading as soon as the support legs have been put down on the sleepers.

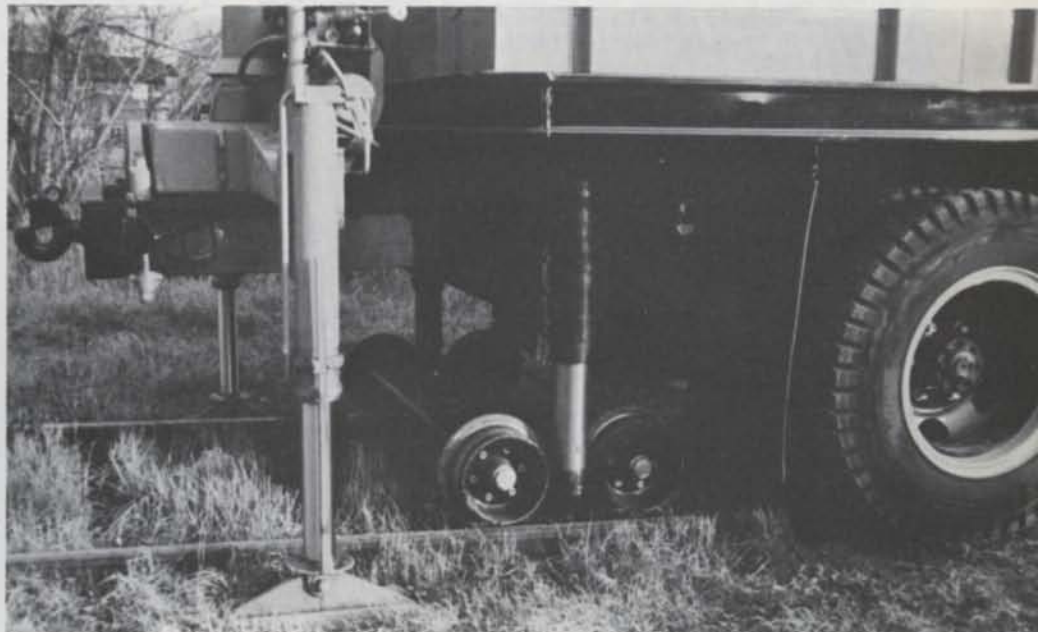
The outfit has attracted a great deal of interest and HIAB's general distributor in Canada, the Atlas Polar Company of Toronto, expects to deliver a good many loaders for "rail-road trucks" in the future. After all, the advantages of the arrangement are pretty obvious. Material can be moved over road and rail without any cross-loading. The truck can be driven off the track almost anywhere, leaving the line free for trains to pass.



The picture above shows the "rail/road truck" standing alongside the track with its dolly wheels and support legs retracted.

And thanks to the HIAB loader, efficient assistance in the handling of heavy material is readily available along the whole length of the railway.

The picture below illustrates the set-up at the rear of the truck when it is about to start loading or unloading at a point on the line. The support legs have been lowered onto the sleepers so that no load rests on the dolly wheels, which are raised a fraction above the rails. When the support legs are retracted the weight is transferred to the dolly wheels and the rear types bear sufficiently hard on the rails to provide thrust for driving.



HIAB on Show in Toronto...

As part of the organisation's efforts to spread awareness of the HIAB Method and its potential as far and wide as possible, HIAB and its distributors often take part in exhibitions of various kinds. At a recent exhibition in Toronto, the Canadian distributor, the Atlas Polar Company, put on show a HIAB 174 Speedloader equipped with a 5-h.p. electric motor to supply it with pressurised oil.



"The Boom with Reeeeeeeeach" was the motto over this HIAB stand at a recent exhibition in Toronto, Canada. The reach and manoeuvrability of the HIAB 174 Speedloader were demonstrated.

The main aim was to demonstrate the superb control characteristics of the loader together with its reach—"The Boom with Reeeeeeach" was the motto above

the HIAB stand. About 75,000 persons from the whole of Canada and much of the U.S. visited the exhibition. The loader was put through its paces in

regular demonstrations featuring its hydraulic extension, its lifting height and the simple, labour-saving shift between working and stowed position.

...and in Hanover

At the Hanover Fair too, a HIAB 174 Speedloader came in for a lot of attention. The other HIAB models, of course, were also to be seen at the HIAB stand—among them a HIAB 173

Speedloader rigged up as a Rol-loader, with its own motor to supply pressurised oil and free to move on rollers along the side-members of the truck deck. HIAB, which was the largest

Swedish exhibitor at the Fair, also showed a large selection of the lifting and grappling attachments that put versatility into a modern loader.

On the HIAB stand at the Hanover Fair we see—nearest the camera—a HIAB 174 Speedloader equipped with a clamp for bricks or cement blocks. Behind it is a HIAB 177 Forest Speedloader, needless to say with a roundwood grapple and a rotator.

To give this Unimog truck sufficient stability to cope with the great reach and lifting capacity of the 174 it was fitted with four support legs. In the background on the right is a HIAB 173 Speedloader rigged up as a Rol-loader.



HIAB First and Foremost in the Forest

The above heading was the motto under which the HIAB Method of roundwood handling was presented at a big exhibition for the 6,000 visitors to the 1967 Forest Week in Stockholm. A HIAB 177 Forest Speedloader was the attention-getter rearing above the HIAB stand, which was one of the largest at the exhibition. Some twenty photographic display units and a 20-minute colour film were used to tell the story of how the HIAB Method has contributed to the mechanisation of Swedish forestry and given the firm the leading position among makers of forestry cranes that HIAB has held ever since roundwood handling by hydraulic loaders was first introduced.

During Forest Week, when the tall timber invaded St. Erik's Hall in Stockholm, a HIAB 177 Forest Speedloader formed the natural centre-piece.



Kullerback Under Review by Expert Witnesses

The Kullerback System for the loading and highway haulage of felled lengths has been thoroughly dealt with in an earlier issue of METHOD so we shall not go into the working details here. Suffice it to say that its feasibility was thoroughly established when Ivar Kullerback, in collabora-

tion with Kopparfors Bruk and HIAB, arranged a conference for a number of invited experts on forest transportation in a Kopparfors forest at Bingsjö, north of Rättvik. Something over fifty forest-transport men turned up from all over the country, and after the actual demonstration there was

a lively discussion in the Dåd-ran Forestry School on the advantages of the Kullerback System as compared with others. The economic gains it brings will of course depend on numerous local factors, but there's no mistaking the keen interest attracted by this neat solution of the transport problem.



Fifty-odd well-wrapped-up experts on forest transportation from all parts of Sweden watched trucker Ivar Kullerback load felled lengths with his HIAB crane according to the system which he himself helped to originate.

Method Hoists

The great reach of the Forest Speed-loader comes in very handy on this wheeled loader which is used for loading post timber at Robertsfors Bruk in Northern Sweden. It can cope with the loading of three trucks—even when they're doing short runs. The chain of transportation at Robertsfors Bruk also includes a "Kulterback" outfit.

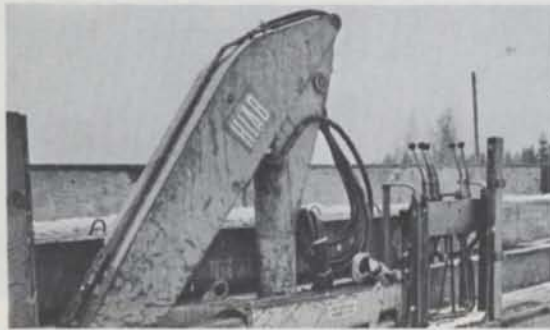
HIAB 174 WORKS...

last but not least important job is done by its extra valve circuit, which has been turned to account for raising and lowering the hydraulically operated ramps.

Ramps operated by hydraulic means offer tangible advantages over the detachable ramps customarily used for hauls of this kind. Ramps stout enough to take the heavy machines handled by this company have to be heavily built and can't be lifted onto the deck by human muscle. It would of course be possible to raise the ramps by means of the jib, but they would first have to be laid alongside and the truck would have to back in between them in order to get at them for lifting. The hydraulically operated ramps do much to simplify the work and they save a lot of time. Another point is that they don't encroach upon the deck space. When the crane has a valve to spare, this solution is one that recommends itself.



Torgren's Sawmill at Kvarnåsen in Northern Sweden collects its timber supplies with its own trucks, which are naturally equipped with HIAB 177 Speedloaders. The lengthy reach of these cranes is essential for picking up timber piles which are often small and are not always as close to the road as they might be. The load is discharged by the bundle at the sawmill.



Here's a sensible way to use a transport rig. It shuttles between two towns way up north in Sweden, about 180 miles apart. On the outward trip it carries concrete beams to building sites, and on the way back it takes steel sheet from the North Bothnian Steelworks. Loading and unloading are looked after by a HIAB 174 Speedloader side-mounted half way along the deck so as to be able to lift the heavy freight at its centre of gravity. The picture on the left shows how the 174 tucks snugly away behind the flaps.



HIAB Afloat Hauls Trawl Aboard

A brand-new field of application for the HIAB Method is fishing. Last spring the firm supplied a 174 Speedloader for

this purpose. It was mounted aboard the "Klinton", a fishing boat operating from the Gothenburg area. Its chief duty will be

to hoist the trawl aboard. On the first fishing trip with the new tackle, HIAB's fitter Jonny

Gustavsson went along to study the performance of the HIAB Method in this new sphere.

The trawler "Klinton" of Öckerö ships its fishing gear with a HIAB 174 Speedloader.

The trawl goes aloft by the 174's hydraulic extension.

The loader is fitted with a winch that does yeoman service in all sorts of ways.



The Polygrip Bucket Does It All

Svenska Metallverken's plants in Västerås receive scrap of all kinds in considerable amounts. Unloading the scrap cars used to be a heavy, slow and risky job. But since contractor Hans Lundgren assigned one of his loaders with a HIAB Polygrip bucket to the work, one unaided operator can discharge a whole

rail freight car in 30-45 minutes. That's a job that used to take five men most of the working day. Bad cuts, and even eye injuries, used to happen about once a month. Since the polygrip bucket went into action there have been no injuries at all.



The polygrip bucket begins by lifting the tarpaulin off the car and then picks out the stanchions one by one.



Once the flaps have been lowered, the containers into which the scrap is to be discharged are lifted into position by the bucket, the claws of which are expanded against the insides of the containers.



After that it's all clear for discharging. Nobody needs to handle the stubborn, sharp-edge scrap, and all risk of accident is eliminated.

Oil Delivered Like Greased Lightning

In the Port of Stockholm, Oljebolaget BP has two small tankers which supply fuel and oil to the ships in the docks and the nearby roads. The fuel is pumped across through hoses, but the lube oil and one or two other products are supplied by the barrel. Time is an important factor in the economics of these deliveries. Every minute is precious, and the BP boats just have to get there in time and complete their deliveries with the least possible delay for the bigger ships. For rapid communications with the ships and with the order office ashore the tankers are linked by radio to the telephone system, so that they can reach ships' captains

anywhere in or near the docks simply by dialling a five-figure number.

To save time during the actual loading, both boats are equipped with HIAB 173 Speedloaders, which hoist the lube oil and other barrelled goods aboard the larger ships. Of course, most of the ships served by the BP vessels have cranes and winches of their own which would be quite capable of swinging the barrels aboard, but as a rule it would take too long to rig up the ship's crane and start the winch engine just for a barrel or two of oil. It's a good deal quicker to use the HIAB crane, which is always ready for action on the foredeck.



HIAB METHOD No. 7

A magazine featuring the HIAB Method and its applications, published by HYDRAULISKA INDUSTRI AB, Hudiksvall, Sweden

Publisher: AKE NAUMANN

Photography: ROLAND ANDERSSON et al.

Translation: D. SIMON HARPER

Printing: WIKING-TRYCK, Södertälje, 1967

THE FRONT COVER shows prefab houses being erected by the HIAB Method. (See the story on pp. 7-8.)
Colour picture: Roland Andersson.



Polar Loader

This is probably the world's most northerly HIAB loader. The picture was taken near the 80th parallel, barely more than 10° from the North Pole. The only inhabited territory at that latitude must surely be Spitsbergen. The job in hand is the loading of some of the equipment belonging to the Swedish expedition to North East Land. HIAB-equipped trucks only need a one-man crew—that applies all over the world, in any latitude. There are four men on the deck here—but that's probably because everybody around wanted to be in the picture.



The New Holland Machinery Company of Aylesbury has a HIAB 293 Bimbo, the sole task of which is to unload parts of the combine harvesters which the firm makes. These machines are so large that they have to be delivered "knocked down", and the farms to which they are supplied have no crane equipment for assembly. Even though the loader is only in action for a short while it saves so much time and labour that it soon pays for itself.

In the United Kingdom, too, they're handling more and more bricks by the HIAB Method (below).



The HIAB Method in England

Scrap handling by the HIAB Method has come to stay—all over the world. The picture below comes from the firm of W. F. & J. R. Shepherd of Newcastle, who have two HIAB 177 Speedloaders with pedestal control seats and heavy polygrip buckets. Each of these cranes, which serve to feed the scrap presses, have cut the working crew from five to three and have eliminated all heavy work. And if the scrap didn't need to be sorted before pressing, still less labour would be needed.

