



The man trolley is shown, with the low hanging operator's cab overlooking the bucket, providing adequate visibility and control of the bucket while digging in the ship hold and while dumping into the hopper. The large machinery house at top of structure houses the Elliott motor-generator, motors and control shown in the photograph on opposite page.

New Dravo Unloader speeds ore transfer for Pennsylvania Railroad

THE fourth and newest man trolley unloader for the Pennsylvania Railroad's giant ore pier at Greenwich Point, Philadelphia, began operation last winter. It is the second unloader that the Dravo Corporation of Pittsburgh has installed at this pier in less than two years. A 20,000-ton ore ship can now be unloaded at the pier in less than seven hours, and with the addition of the new machine two such ships can be unloaded simultaneously.

The pier, operated for the railroad by the Pennsylvania Tidewater Dock Company, has grown to be the largest of its type on the East Coast within two and one half years after its dedication. During July 1956, it handled nearly a million tons of iron ore. Rapid expansion of the facility has been necessary to handle the ever-increasing flow of imported ore, particularly from Labrador and South America. Like the Dravo unloader installed earlier, the new machine has a free-digging capacity of 1800 net tons per hour. The bucket capacity is rated by Dravo at 22½ tons, although on

