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Bag & Paper Corporation, Savannah, Ga.

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settling chambers are each equipped with drag buckets mounted on chains to remove the settled materials, with a bark screen to remove loose bark.

Settled water passes through the bark screens into the pump sump chamber to a 45,000-gpm, 14-ft total dynamic head pump driven by an Elliott 200-hp, 400-rpm vertical outdoor-splashproof (weather-protected) squirrel-cage induction motor. The pump discharges through an underground concrete pipe up to the high end of the flume.

Pulpwood cars are spotted along both sides of the sections paralleling the flume. Forty-four rack cars can be placed along each leg, 22 in one switch. The unloading track is a

three-rail line, the inner rail being for a gantry crane spanning the flume. When logs are to be unloaded from boxcars, the gantry crane is run to the end of the track and cars are placed on the two rails, next to the flume.

Gantry cranes pull the wood off the car directly into the flume. Pulpwood from yard storage is handled by conventional cranes operated in conjunction with the fresh wood from the rail cars and trucks. Truck wood is dumped into the flume as received. Trucks back onto a hydraulic lift platform, hinged at the flume end. Trucks are inclined until the pulpwood starts to roll off into the flume.

Wood is removed from the flume

on a five-strand chain conveyor. The wood is dumped from the conveyor to a rotary table and is distributed to the three conveyors supplying the barking drums by hydraulically controlled plows. A fixed plow returns any excess wood into the flume for recirculation.

The new flume system in the woodyard was developed for the particular requirements of the mill to furnish an average of 200 cords per hour, or a nominal productive rate of 1985 tons per day, 1585 from pine and 400 from hardwood semi-chemical pulp. The existing woodyard was converted to hardwood handling and a new yard, using the flume system, was laid out for handling pine.

Flume operations are shown in the photographs reproduced below. At left is one of two gantry cranes which company engineers designed to pull pulpwood from flatcars to flume. Unloading rate is four to six minutes per car. Center view shows crane moving logs either from storage piles or rail cars. Photo at right shows how dumping a truckload of pulpwood into flume is accomplished by a hydraulic lift platform.

