

RECOMMENDATIONS ON MAGNETIC SEPARATORS for taking Tramp Iron out of Coal

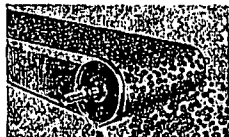
THERE is a Dings Magnetic Separator for every power plant or boiler room requirement... from the big 48" x 48" electromagnet pulleys used by modern central stations to the little Alnico stoker-fired heating boilers. Detailed descriptive literature and recommendations from Dings engineers are available on request to help you select the separator best suited to your needs.

MAGNETIC PULLEYS

Magnetic Pulleys are recommended on the majority of belt conveyor installations because they automatically remove and discharge the tramp iron.

NEW! THE ALNICO PERMA-PULLEY—magnetic permanence guaranteed for the life of the installation... powerful, trouble-free. Suitable for most pulley requirements. Ask for Catalog C-1007A.

AIR-COOLED ELECTROMAGNETIC PULLEY—recommended for very heavy burdens because of great depth of magnetic flux penetration. Catalog C-1001A.



RECTANGULAR ELECTROMAGNETS

Uniform magnetic flux pattern across entire face of magnet, plus great depth of magnetic penetration and high surface strength, make Dings triple pole rectangular magnets the most powerful tramp iron magnets available.

CHUTE TYPE—stepped face helps arrest and hold iron mechanically as well as providing extra magnetic edges for intense magnetic concentration. Available with automatic safety gate to stop flow if current is interrupted; gate also used to remove accumulated iron. Catalog 301-A.

SUSPENDED TYPE—recommended for use above belt where pulley is not applicable due to excessive speed, burden depth or other reasons. Also used above chutes. Available in **AUTOMATIC SELF-CLEANING TYPE** with cross belt which discharges iron to the side. Ask for Catalog 301-A.



NEW! PERMA-PLATE MAGNETS

Here's low cost, powerful, permanent magnetic protection. For installation above or to chutes and above belts. Ideal for stoker protection. Non-electric; magnetic permanence guaranteed for life of installation. Send for Bulletin B-1205A.



DINGS MAGNETIC SEPARATOR CO.
4765 W. McGoogh Avenue
Milwaukee 14, Wis.
Separation Headquarters Since 1899

rectera. Superior engine div has appointed J. C. Wilson regional manager at Fort Worth, Texas. Wilson succeeds A. B. Reese Jr., who has been made chief oil field engineer for Superior engine div. This div has named Wren Malone manager of Springfield region, with headquarters at Springfield, Ohio. He succeeds E. D. Cahill, who has been assigned other duties in Springfield sales dept. In addition to handling sales of Superior marine and stationary engines in Springfield region, Malone will have charge of inland waterway sales on Ohio River and its tributaries between Pittsburgh and Cairo, and on the Mississippi and its tributaries as far south as and including Memphis, Tenn.

Whitley B. Moore has been elected vice president in charge of sales of Timken Roller Bearing Co., Canton 6, Ohio, succeeding L. M. Klinefelter, who has retired after 43 years of service. However, Klinefelter will remain a director of the company and serve further as sales consultant.

A. Kolstad, of Kolstad Engng and Sales Co., 38 Giraldi Walk, Long Beach 3, Calif., has been appointed sales representative for Thomas C. Wilson, Inc.

T. J. Hoden has been named manager of Allis-Chalmers water-conditioning dept. Hoden succeeds W. L. Manly, who has been appointed manager of Allis-Chalmers sales. Manly succeeds W. A. Meyer, who has been named assistant manager of Tempco drive dept. R. E. Yates, Gorman E. Hunt, and Joseph Conrad have been named to handle all general machinery div. duties in accounts in Portland, Ore., Kansas City, Mo., and Pittsburgh, Pa., district offices, respectively.

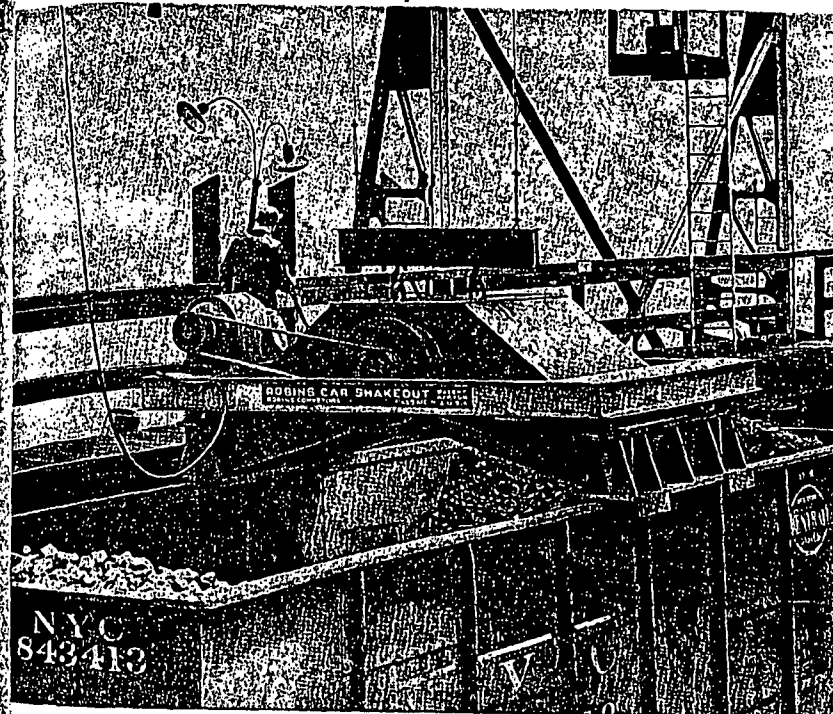
Wheeler Instruments Co. has opened new office at 138 E. Becher St., Milwaukee 7, Wis. M. A. Emberton is in charge of the new Wis. office.

Ray R. West has become manager of sales of Minneapolis-Honeywell Regulator Co. products for industrial applications. West will make his headquarters at the Brown plant in Philadelphia. Lloyd E. Slater has been appointed industry engineer in charge of food-industry applications for measuring and controlling devices, made by Brown Instrument Co. and Minneapolis-Honeywell Regulator Co.

Worthington Pump and Machinery Corp. announces appointment of Frederick J. Ellis as assistant merchandising manager, pumps and compressor sales.

James Boyd has been made general sales manager of Hamilton div. of Line-Hamilton Corp. This div. manufactures dies and steam engines, machine tools, pumps for automotive industry, car-making and special machinery, and other industrial equipment.

Eutectic Welding Alloys Corp. has named L. D. Richardson to board of regional sales supervisors. He will operate in south central area of the U. S., responsible for this portion of the 160 Eutectic field engineers.



Are you paying too much to unload cars?

You are if you use manual methods. In the first place, you need two to six men—or more. Chances are it takes them up to an hour to empty one car... much longer at times. And you pay heavy demurrage while cars wait on your siding to be unloaded.

All that is unnecessary today... when you use the Robins Car Shakeout! It shakes out the coal or other bulk material. And it shakes down your unloading costs... practically wipes out demurrage.

With a Robins Car Shakeout, you can unload a 70-ton car "broom clean" in a matter of minutes. At most, you need only two men... one to open the hopper doors, one to operate the Shakeout. Many

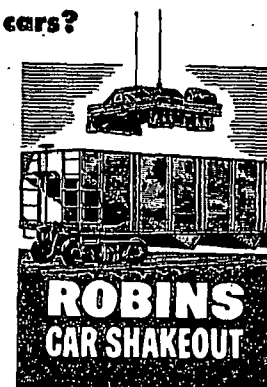
times, one man can do both jobs.

All your operator does is place the portable Shakeout on the car and push a button. Then your Shakeout takes over. It shakes stubborn material loose... cascades it freely through the hopper doors.

Hundreds of users are proving every day that this method of unloading hopper cars is as much as *twelve times faster* than manual methods. Why not find out today how the Robins Car Shakeout can save time, manpower and money for you?



A note on your company letterhead to Dept. P-10, Robins Conveyors Division, Passaic, N.J., will bring you this new booklet about the Robins Car Shakeout. Or ask for a Robins engineer to tell you the complete story in person. No obligation!



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