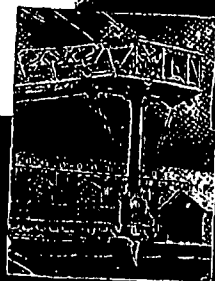
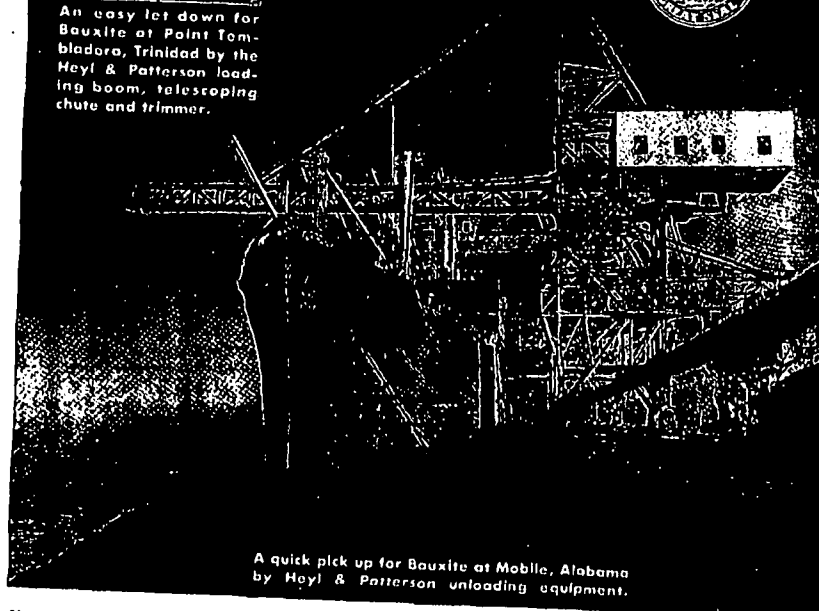


The Unloading, Loading and Conveying Equipment at Alcoa Steamship Company's Bauxite Ore Transfer Station, Point Tembladora, Trinidad, was designed and built by Heyl & Patterson.

HEYL & PATTERSON Loading and Unloading Equipment



An easy let down for Bauxite at Point Tembladora, Trinidad by the Heyl & Patterson loading boom, telescoping chute and trimmer.



A quick pick up for Bauxite at Mobile, Alabama by Heyl & Patterson unloading equipment.

TRINIDAD . . . At Point Tembladora, Trinidad the huge Bauxite Ore Transfer Station of the Alcoa Steamship Company. Here bauxite ore is unloaded from river ships by two Heyl & Patterson conveyors, and carried by Heyl & Patterson conveying equipment either to the storage bins or directly

to the Heyl & Patterson loading facilities where the ore is deposited into the holds of ocean-going vessels. The H & P telescoping loading chute is especially designed to lower the bauxite ore gently and quickly into the hold of the vessel at the rate of 2000 tons per hour with a minimum amount of dust.

Handles Bauxite Quickly and Easily at Both ends of its Caribbean Voyage



ALABAMA . . . At the Alabama State Docks, Mobile, Alabama . . . the Ship, loaded with Bauxite Ore from Trinidad, docks alongside of the new Heyl & Patterson Traveling Unloading Tower. The Bauxite is rapidly unloaded from the ship and deposited onto a belt conveyor for its first step to the processing plant.

This modern 800-tons-per-hour Unloader . . . designed, fabricated and erected for the State of Alabama . . . currently unloads iron ore and manganese ore as well as bauxite.

The special features of this unloading tower illustrate how it was designed to fit operating conditions at Mobile and why it is one of the finest unloaders in operation today.

(1) The Tower is equipped with an extra-long cantilever which enables material to be transferred from the ship either to the conveyor system or directly to a river barge. In the latter operation the barge is positioned at the opposite side of the ship from the tower and the trolley moves from above the ship to

the extreme end of the cantilever to load the barge.

(2) Because of the short rail spacing between the trucks, the machinery house is placed far to the rear of the tower to counter-balance the weight of the extra-long cantilever.

(3) Adjustable voltage electrical control is used to provide smooth starting and stopping and the fastest possible operation. The use of adjustable voltage lowers maintenance costs and reduces power losses.

(4) The filtered air in the machinery house is kept constantly at a higher pressure than the outside air. This prevents infiltration of dust and prevents overheating of equipment.

(5) The operator's cab is mounted on a heavy ram and moves out over the hold of the vessel when unloading. This enables the operator to have a full view of the hold at all times.

(6) Each bucket of ore can be weighed by means of a force cell application which indicates the bucket weight in the operator's cab.

Heyl & Patterson has never designed or built "catalog" loading or unloading equipment. Every Heyl & Patterson installation is especially engineered to meet the particular needs of the customer.

For YOUR loading or unloading problem, investigate the advantages of having your installation designed, fabricated and erected by Heyl & Patterson.

Heavy Bulk Materials Handling Equipment All The Way from Design to Erection

Boat Loaders and Unloaders
Ore Bridges
High Lift-Turnover-Rotary
Railroad Car Dumpers
Coal Handling Equipment
Pig Iron Casting Machines
Cyclone Thickeners
Thornton Coal Samplers
Car Hauls and Boat Movers
Coal Crushers
Bradford Breakers

Heyl & Patterson, Inc.
"SINCE 1887"

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