

# GITSHAM

THE NAME YOU SEE ON MOST TRUCKS

## NEWS BULLETIN

Vol. 12. No. 1

APRIL, 1971.

# More Developments In The Refuse Collection Field

The new rear loading, continuous compaction, refuse unit has an oval shaped body to provide maximum strength with a minimum of corrosion.

With a capacity of approximately 1,000 household bins (5¾-6 tons) it incorporates a 16 cubic foot hopper and a 12 gallon liquid trap which automatically empties when dumping.

Like the popular side loading E.B. compactor it is a non tipping unit for extra stability in the dump area, the load being ejected through the hydraulically raised rear door.

The low loading height of 48 inches is also proving popular with operators.

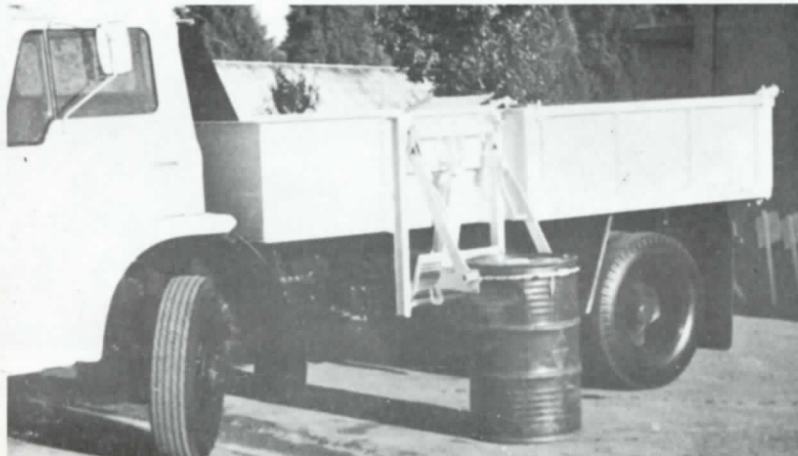


### *Hydralift* Side Loading Container Lifting Systems

Sure to prove popular with seaside councils and others involved in clearing public amusement areas, the new Hydralift Hydraulic Side Loaders can be fitted to E.B. Compaction units or tip trucks.

Model 500 has a lifting capacity of 500 pounds and is designed for emptying 44 gallon drums into tip trucks. Special containers of 1/3 cubic yard capacity can also be supplied.

For fitting to refuse compaction units, two models of 1,000 lbs. and 2,500 lbs. capacity have been developed. The 1,000 lbs. unit lifts 44 gallon drums or 1 cubic yard containers whilst the Model 2,500 can handle specially designed containers up to 4 c.yds.



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## PICTORIAL NEWS BULLETIN

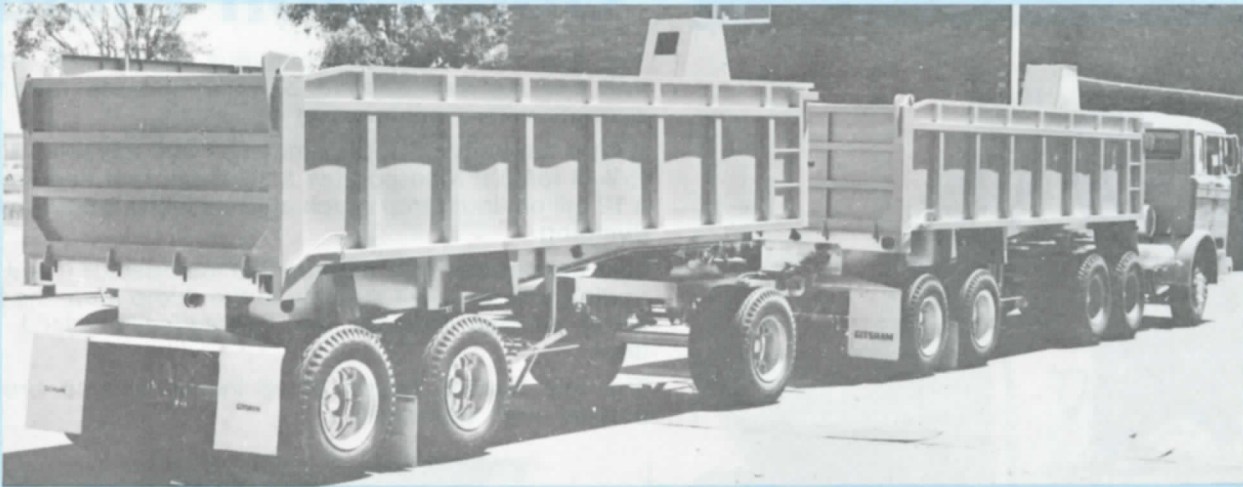
### STATE AXLE GROUP LIMITS

The enclosed summary of the various 'State Maximum Permitted Axle Loadings' is issued as another GITSHAM service to the Transport Industry. Extra copies of this and the summary of 'State Vehicle Limits' included in our last News Bulletin will gladly be supplied on request.

### YES — GITSHAMS DO BUILD TIPPERS WITH UNDERBODIES

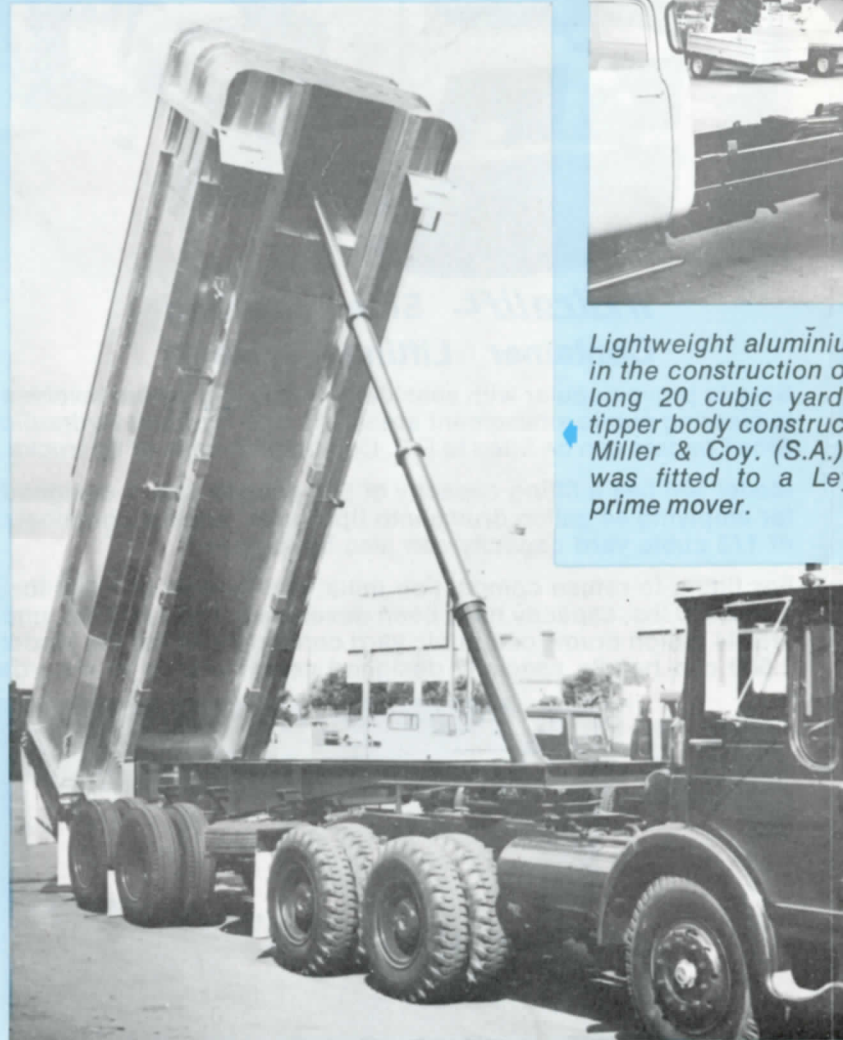
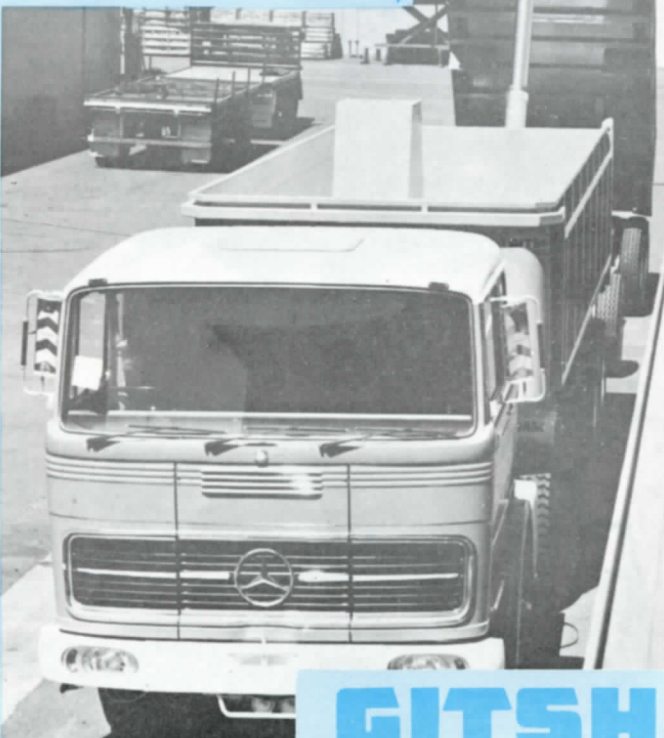
With all the new and improved units being constructed to meet the demand for inclined to lose sight of the fact that the bread and butter line of tipper and traybodies still keep GITSHAM production line numbers.

The unit below, a typical 20 yard drop sided body, is constructed with the floor press formed from a method of construction developed in Australia by GITSHAMS.



A tipper road train comprising two 24' long 25 cubic yard tipping semi-trailers — one provided with a single axle dolly — was fitted to a Mercedes Benz LPR 2224 chassis for Diesel Coy. (Readymix) Pty. Ltd., account Northern Territory Crushers Pty. Ltd.

The very latest UNIBEAM construction giving light weight with maximum strength can clearly be seen on the right.



Lightweight aluminium in the construction of the 20 cubic yard tipping body constructed by Miller & Coy. (S.A.) was fitted to a Leyland prime mover.

# GITSHAM - Better Service

## BUILD STANDARD BODY HOISTS.

and exciting equipment these days people are not aware of the fact that the old lines of standard tippers keep rolling off the GIT-line in ever increasing

typical 12' 10" 5 cubic body with a GU825 GIT-hydraulic hoist is complete with floor and side coamings made from a single steel sheet, a design pioneered in Australia.



um was used on this 24 foot semi-trailer constructed for R. W. (Pty.) Ltd. It is a Leyland Hippo



**20 TRAYBODIES IN 14 DAYS** Chrysler Australia Ltd. required twenty 18 ft. steel framed traybodies with 4' 6" mesh loading gates, built to strict specifications, delivery required within 14 working days.

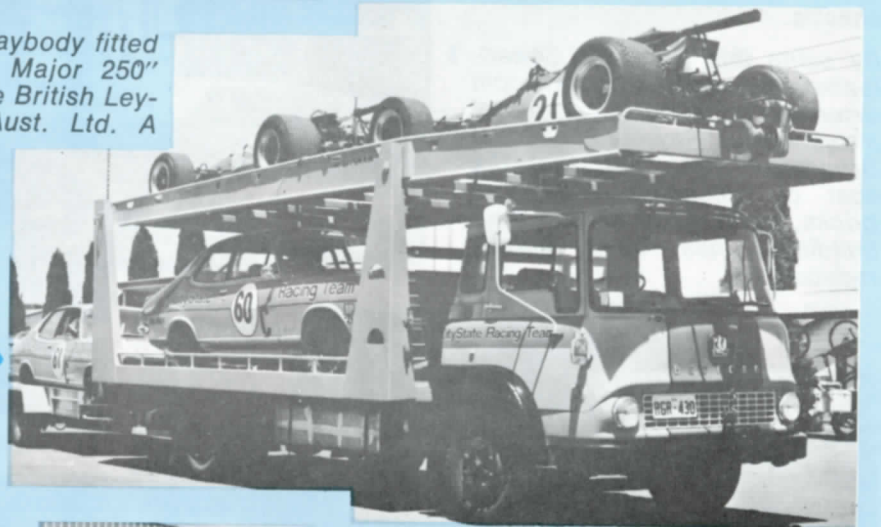
By shifting production schedules, working extra hours and generally pulling out the stops, Gitshams were confidently able to guarantee that the delivery date could be met, in fact increased to 26 off in this period.

◆ The first vehicles on the delivery line.



A 28 foot steel framed traybody fitted to an A.E.C. Mammoth Major 250" wheelbase chassis for the British Leyland Motor Corp. of Aust. Ltd. A vacuum exhaustor for the vacuum operation of trailer brakes was also fitted to this unit.

A light weight special transporter designed to carry the racing vehicles of the City Motors-State Motors Racing Team. Extensive use of aluminium was made in the construction and a winch was provided for the manual loading of the racing cars.

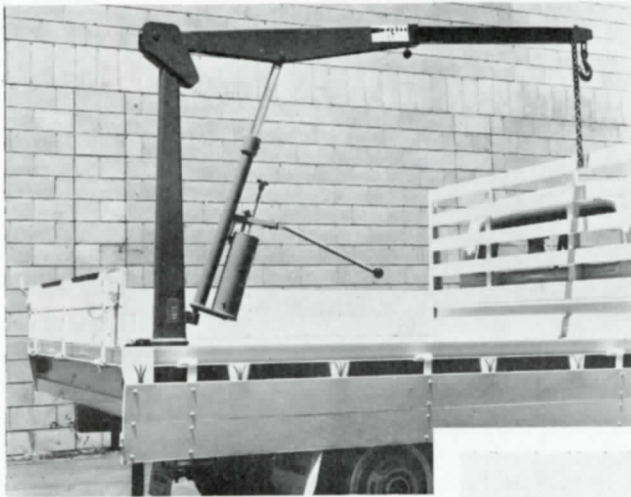


A seven car vehicle transporter recently constructed for the Troubridge Seaway Service of the Adelaide Steamship Coy. Ltd., Port Adelaide, being loaded prior to leaving on its first trip to Port Lincoln.



# Service Through Better Engineering

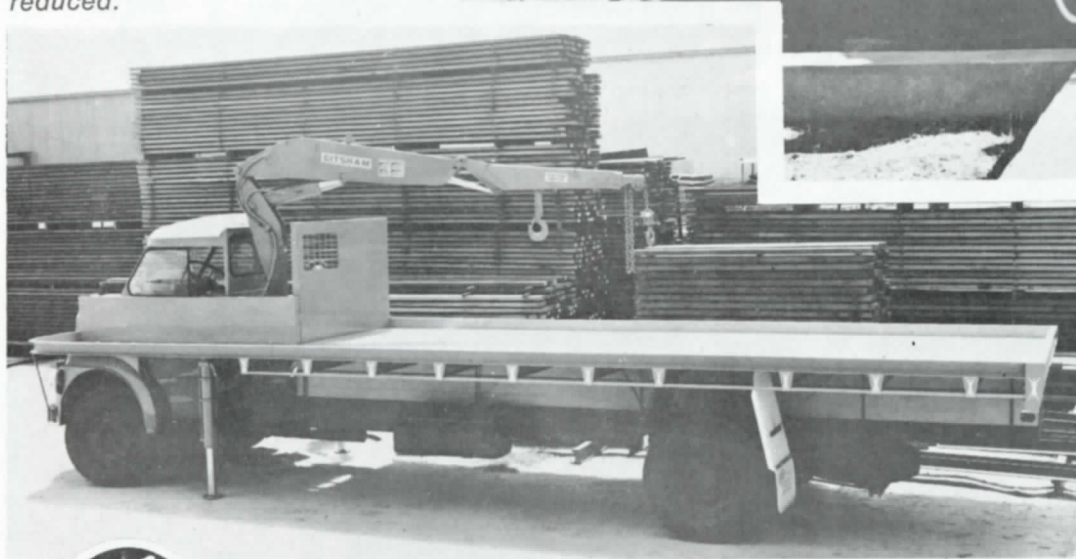
# How Many Hours a Day Does Your Truck WORK?



The above manually operated crane has a capacity of 1 ton at 4' 11", reducing to 1/2 ton at 8' 1" radius. A heavier duty model is available with 1 1/2 / 3/4 ton capacity and electro-hydraulic operation is an extra alternative on both units.

Supplied to Bowden Ford Pty. Ltd. of Cheltenham, S.A., it was mounted to a 9' x 7' GITSHAM LAS. traybody on a Ford F250 chassis.

By using this Hiab 174 Speed-loader crane with hydraulic boom extension mounted at the rear of a semi-trailer, Hayway Pty. Ltd. of Broadview, S.A., find that the cost of unloading pallets of bricks, particularly to first floor buildings, has been greatly reduced.



For the carrying of long loads this Leyland 560FG cab has been converted to a half cab to take a GITSHAM 30 foot 'Long Tom' body and a Hiab 173 Speedloader for Port Darwin Motors Pty. Ltd. of Darwin, N.T.

**SEE GITSHAMS FIRST  
BEFORE YOU BUY  
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