

# GLOVER, WEBB & LIVERSIDGE, LTD.

MARLBOROUGH WORKS  
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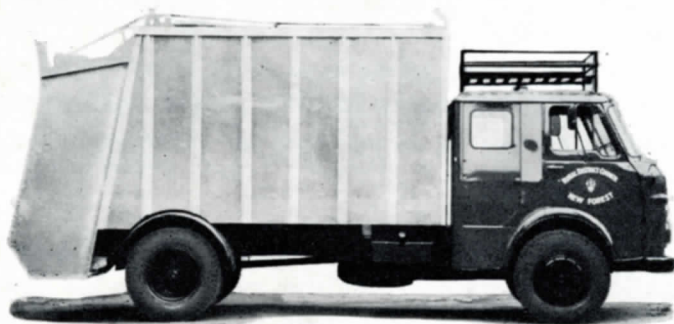
TELEGRAMS  
GLOMOVA, LONDON, S.E.1

## THE MUSKETEER

MARK 2  
CONTINUOUS LOADING  
REFUSE COLLECTORS



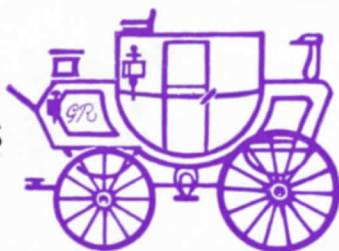
★  
**BIG  
VOLUME  
REDUCTION**



★  
**HIGH  
SPEED  
LOADING**

PATENTS PENDING

BODY-BUILDERS

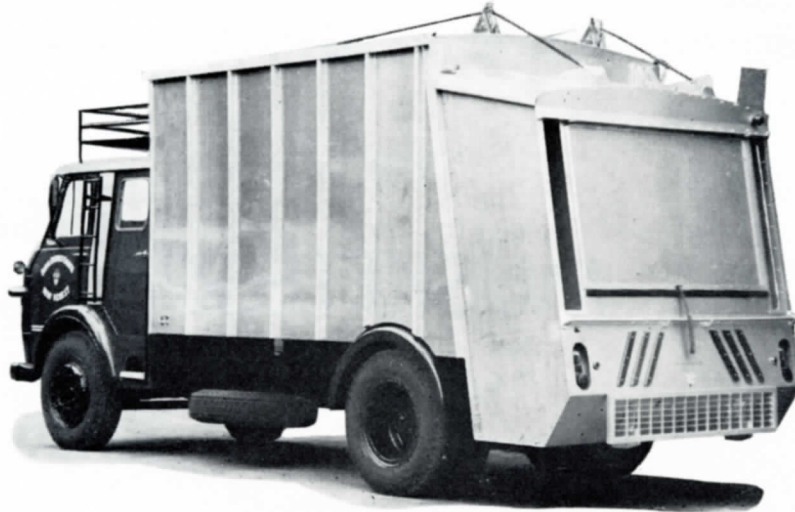


SINCE 1720

MUNICIPAL VEHICLE SPECIALISTS

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## THE MUSKETEER MARK 2



An entirely new design of refuse collector built to deal with the NEW PROBLEMS which have arisen in this field particularly in the light of the new Road Transport Regulations.

The machine is rear loading and has a loading hopper with a large helical impeller which drives the refuse through a tunnel into the container body and in doing so reduces and compresses it.

The impeller rotates continuously and KEEPS THE HOPPER CLEAR irrespective of the RATE OF LOADING. All types of refuse can be loaded and compressed but the design has PARTICULAR ADVANTAGES for PAPER BAG REFUSE, shop and trade refuse and other PACKING MATERIAL, including CARDBOARD BOXES and WOODEN CRATES. It is IDEAL for enclosed loading with DUSTLESS BINS.

A good volume reduction is achieved and exceptionally LARGE LOADS are thus ensured. Proper distribution of weight between the axles enables the vehicle to carry MAXIMUM USEFUL LOADS within LEGAL GROSS WEIGHT.

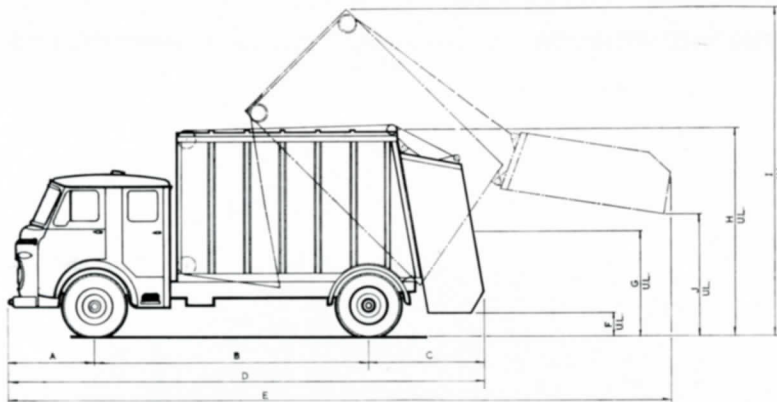




1. EASY LOADING HOPPER with paper sack compartments on either side. Hopper is FULLY ENCLOSED by a swing down shutter when travelling.
2. STRONG ALUMINIUM ALLOY BODY with neat and clean appearance.
3. SIMPLE, ROBUST AND FOOL-PROOF MECHANISM WITH MINIMAL MAINTENANCE.
4. WELL DESIGNED WEIGHT DISTRIBUTION gives MAXIMUM carrying capacity within legal gross weight.



# BRIEF SPECIFICATION



MK II MUSKETEER	A	B	C	D	E	F	G	H	I	J	INTERNAL WIDTH	OVER-ALL WIDTH
MODEL 19/60	ft ins 4 - 2 <sup>3</sup> / <sub>4</sub> metres 1.289	ft ins 3 - 6 metres 4.114	ft ins 6 - 0 metres 1.828	ft ins 23 - 9 metres 7.239	ft ins 32 - 9 metres 9.982	ft ins 1 - 5 metres 0.432	ft ins 4 - 5 metres 1.346	ft ins 11 - 2 metres 3.404	ft ins 6 - 6 metres 5.03	ft ins 6 - 7 metres 2.007	ft ins 7 - 3 metres 2.21	ft ins 7 - 7 <sup>3</sup> / <sub>4</sub> metres 2.331
MODEL 16/50	ft ins 4 - 2 <sup>3</sup> / <sub>4</sub> metres 1.289	ft ins 11 - 9 metres 3.581	ft ins 5 - 6 <sup>1</sup> / <sub>2</sub> metres 1.695	ft ins 21 - 6 <sup>1</sup> / <sub>2</sub> metres 6.565	ft ins 30 - 9 metres 9.372	ft ins 1 - 5 metres 0.432	ft ins 4 - 5 metres 1.346	ft ins 11 - 2 metres 3.404	ft ins 15 - 5 metres 4.70	ft ins 7 - 9 metres 2.362	ft ins 7 - 3 metres 2.21	ft ins 7 - 7 <sup>3</sup> / <sub>4</sub> metres 2.331

**CONSTRUCTION OF THE CONTAINER BODY.** The underframe is of all welded channel section steel, floor is of  $\frac{1}{8}$ " zinc coated steel and the floor panels are flanged upwards for 6" at the sides and the whole seam welded. The sides and the roof are of corrosion resisting aluminium alloy with specially designed pillar and rib sections of great strength united to panels with huckbolts and rivets.

The container is mounted to the chassis with a fixed chassis sub-frame of full length and incorporating the body fulcrum brackets. This sub-frame reinforces the chassis against the strains of tipping.

**REAR CANOPY AND LOADING HOPPER.** This unit is hinged to the body shell and so arranged that whilst a wide discharge opening is provided the gravity centre does not move too far to the rear when tipping.

The canopy is raised by two steel wire ropes passing over the body and anchored to the chassis so that as the body tips the cables run over the pulleys and lift the canopy.

The canopy is locked to the body when the body is resting on the chassis by a locking hook arrangement which uses the weight of the body through a suitable lever linkage to pull the canopy tight against the rear end of the container body. When the body is tipped the canopy is automatically unlocked.

A wide rubber bumping rail is provided to give easy loading into the hopper containing the screw impeller. This hopper is of  $\frac{3}{16}$ " steel and there are galvanised steel slopes to the sides and rear providing a wide opening to receive the refuse. An aluminium shutter encloses the rear opening for travelling on the road. This shutter has a single piece aluminium alloy panel and is so hinged as to form a canopy over the loading hopper when raised and to remain in its open or closed position automatically without any manual locking device. The hopper can be fitted with dustless loading shutters or other special attachments for hoisting and emptying containers of many different kinds.

**MECHANISM.** The principal of the "MUSKETEER" is that refuse loaded into the hopper is carried forward and upward by a large diameter steel impeller screw to fill the body and in doing so it is suitably crushed and compressed. The impeller screw is of 20" diameter and is driven by means of a heavy duty double reduction worm gearbox housed in the rear of the canopy. The impeller screw itself is easily removable for repair or replacement. Dust is excluded from the gearbox by a face plate type seal housed in a large bell housing forming the rear end of the screw shaft which itself has a dust exclusion ring. Behind the face seal there is a further double oil seal. **THUS, THE ONLY MOVING PART IN CONTACT WITH THE REFUSE IS EFFECTIVELY SEALED FROM DUST BY THREE seals and requires no attention.**

Drive from the engine is by power take-off from the chassis gearbox through universally jointed propeller shaft, on which is mounted an overload clutch device, to the rear of the chassis where a spring loaded dog drive provides a detachable connection to the double reduction gearbox.

A safety device of fully enclosed design disengages the drive as soon as an overload takes place and remains out of engagement until manually re-engaged.

Provision is made for hand reversing of the impeller screw in the event of the need to do so.

The body is tipped by twin front ram telescopic tipping gear operated by hydraulic pump mounted to the side of the chassis gearbox.

**CONTROLS.** Within the driver's cab are engagement levers for impeller drive and tipping gear pump drive. There is also a tipping gear hydraulic control for raising and lowering the body.

**ADDITIONS.** Hydraulic or compressed air dustless shutters can be fitted. Salvage racks, towing attachments, riding steps, sack hooks, paper sack pockets and skip cradles can also be fitted.

*Our policy being a progressive one, we reserve the right to make detail alterations without notice.*