Material Handling Services A Division of Glitsch Canada Ltd.

18 Dallas Street
P.O. Box 880
Uxbridge, Ontario
Canada L0C 1K0
Tel: (416) 852-7176
Fax: (416) 852-7821
Telex: 06-986868
G.J. Dobson, Director of Marketing

Belt conveyers

■ The MHS 1000 belt conveyer system features a slider bed construction with 609.6 mm (24 in.) high side guards. The belting is 838.2 mm (33 in.) wide, two-ply PVC120, supplied in either smooth top or rough top. The drive assembly is either 227.27 kg (500 lb.) or 454.54 kg (1000 lb.), depending on the application. End pulley assemblies are also 227.27 kg or 454.54 kg. Gear reduction units are shaft-mounted helical gears. All bearings are outboard mounted and all pulleys include taper-lock hubs. Stainless steel shrouds are mounted around the conveyer belt in passenger areas.

F.I.S. customs counters

The customs counters have similar features to the belt conveyers — a slider bed with side guards and two-ply PVC120 belting (610 mm/24 in. wide). The bed sections have stainless steel shrouding.

Stearns Transitread

Transitread is a closed-loop conveyer system developed for baggage claim and make-up areas. It consists of a series of crescent-shaped steel pallets or treads linked together to form a flat, smooth, continuous moving surface, capable of turning corners without a break. Two basic designs are available: Standard Transitread and Oversize Transitread.

Stearns Maxiclaim II

This is a closed-loop inclined plate device constructed of articulating, contoured pallets, or flights, forming a continuous, rotating, sloped surface. The units, used in baggage claim or make-up areas, allow maximum display in a minimum of floor space. Baggage automatically arrives on the unit from a belt feed conveyer at a point on the inside rim.

Company Profile

MHS Material Handling Services, established in 1982, is a division of Glitsch Canada Limited. The company's plant in Uxbridge, Ontario, has approximately 930 m^2 (10 000 sq. ft.) of shop floor space and is equipped with modern machinery for the fabrication of sheet metal products. MHS equipment is widely used in Canada.

Mathews Conveyer Company of Canada Ltd.

P.O. Box 30, Highway No. 2 East
Port Hope, Ontario
Canada L1A 3W1
Tel: (416) 885-2491
Fax: (416) 885-5934
Telex: 06-981275
A.L. Procktor, Marketing Manager
R.G. Rennie, Field Sales Manager

Carrousel baggage dispensing unit

■ The Mathews Conveyer Company of Canada Ltd. carrousel baggage dispensing unit is a low-profile, inclined circular conveyer installed in the baggage claim area that is fed underground, overhead, or from a segment of the periphery, and is accessible to apron service vehicles external to the baggage hall. Constructed of structural steel, the frame is rigidly braced and welded into segmental sections. A continuous, tubular-type rubber, secured by concealed fasteners to the frame, is designed to cushion the impact of luggage on the slide. The carrousel is most commonly used for arriving baggage in multifloor terminals. Passengers have access to the total circumference of the unit making it very efficient for luggage claiming. It is available in three diameters with the 7.7 m (25 ft.) model being the most popular. With a maximum claiming frontage of only 30 m (100 ft.), the carrousel is recommended for use with small and narrow-body aircraft such as the DC-9, the B-737 and the B-727. Over 300 carrousel units have been installed at more than 70 airports in over 15 countries.

Cres-Flight baggage claim device

Mathews' Cres-Flight was developed to provide a low-cost baggage claim device for use in a variety of applications. The Cres-Flight has a flat crescent-shaped pallet which has a precision cut radius so that no gaps will appear when the unit is making a curve. It is supported from below by two rows of wheels set at 8 cm (3.1 in.) centres. A rubber-tired wheel, running in a central track, guides the pallet around the loop. Mathews' unique, patented drive is fully enclosed beneath the moving treads, yet is easily accessible for maintenance. It is available in a wide variety of configurations and lengths to suit specific operational requirements. An ideal application of the Cres-Flight is in a single-level terminal. Automatic loading of the Cres-Flight can be accomplished using belt conveyers and merges. This system is appropriate for use on an outbound luggage sorting loop, or for deplaning bags where it is desired to have access to the whole periphery of the Cres-Flight. Over 300 Cres-Flight units have been installed at more than 120 airports in over 30 countries.

VIP baggage dispenser

Due to the introduction of wide-body aircraft, many baggage claim devices became inadequate to handle the high volume of luggage associated with these flights. In response to this, Mathews developed the VIP baggage dispenser. The VIP is constructed from a series of overlapping slats or flights. Each flight is connected to a periphery chain and is supported top and bottom by precision wheel bearings. The flights are over 1.5 m (5 ft.) in length to allow the VIP to carry two rows of standard luggage. As with the carrousel, the VIP can be loaded by overhead or underground belt conveyers thus providing clear access to passengers. Bumpers are attached to each flight to absorb the impact of the baggage. The VIP is designed for applications where a large volume of luggage must be handled. The length of the VIP can be set to provide the necessary claim frontage required for a specific terminal operation.

Baggage transfer device

The Mathews' linear articulated pusher is a baggage transfer device, capable of diverting bags weighing 34 kg (75 lb.) off sorting conveyers at rates up to 75 bags per minute. The pusher framework and the non-moving components are made of steel, while the moving components are made from lightweight materials thus reducing sytem intertia. The removable covers, guards and panels provide for easy access to components requiring adjustment and maintenance.

Belt conveyers

Mathews also manufactures a variety of belt conveyers for airport use. Scale and induction conveyers are used to ease the work load of check-in agents. When passengers place their baggage on the scale conveyer, the agent reads the weight and jogs the item forward for tagging, then presses a dispatch push button and the bag is moved on the induction conveyer. Belt conveyers are widely used in a variety of applications from behind the counter check-in conveyers to transportation and off-loading belts. With the addition of controls, belt conveyers can be used to store luggage for on-line sorting of outbound bags.

Company Profile

Mathews Conveyer Company, established in 1911, is one of the world's largest manufacturers of airport baggage handling equipment. There are three Mathews manufacturing plants in North America: one in Port Hope, Ontario; one in Chico, California; and one in Danville, Kentucky. Affiliated companies and agents throughout the world serve the international market. With a manufacturing area of 10 220 m^2 (110 000 sq. ft.) and 3 720 m^2 (40 000 sq. ft.) of office space, all located near Toronto, Mathews can service customer needs quickly and efficiently. The number of employees at the Port Hope facility averages 300, including shop, office and engineering personnel. Mathews' engineering personnel offer total expertise, from conceptualization through to installation and commissioning.