

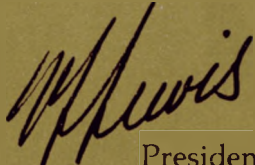


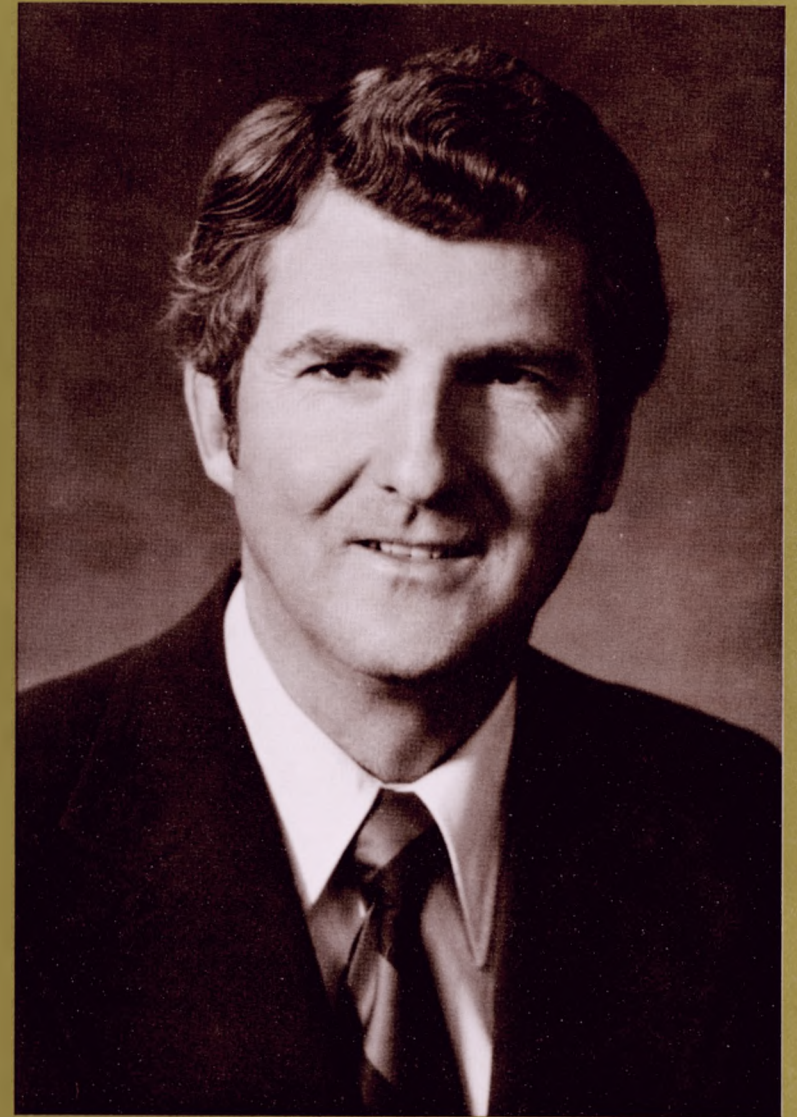
1977

The true measure of success of a company is difficult to define, but is undoubtedly made up of such things as growth, not only of the company itself, but of the people who make up the company, the reputation it has gained for the integrity of its people and products, and the measure of respect and support it receives from the many people with whom it comes in contact, in the course of its business. If these are sound measures of success, then Stephens-Adamson can count itself successful.

It is proper therefore that, on the occasion of our 50th Anniversary in Canada, the Company in turn recognize the many contributions of our employees for their talent and energy, our customers for their confidence in us, our shareholders for their investment and know-how, our suppliers for their quality products and services, and our neighbours and fellow members of the Community, for their friendship.

To all we give our thanks.


President



V.L. [Lou] Lewis



G.A. Freeman
President 1927 - 1968

Due to vision and persistence, Mr. D.B. Pierson, President of Stephens-Adamson Manufacturing Co. of Aurora, Illinois and Mr. G.A. Freeman, ably supported by Belleville's civic leaders, were able to convince Colonel L.W. Marsh to relinquish control and sell the Marsh Engineering Company to Stephens-Adamson of Aurora, Illinois on Thursday, May 19, 1927. As time has proved, this was to be a most auspicious day for industrial Belleville.

Under Mr. G.A. Freeman's broad-minded direction, first as General Manager and later President and General Manager, the Belleville plant prospered and developed into a major supplier of materials handling equipment not only to Canada but to the world.

During Mr. Freeman's presidency, Stephens-Adamson developed a sense of deep responsibility to the civic needs of his adopted city and as a result Stephens-Adamson has always been a leader in the industrial area support of the city's civic, cultural and athletic activities. Mr. Freeman will long be remembered as a most ardent supporter of Belleville and its future potential.



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BELLEVILLE BURIAL CO.
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VOL. LXXII

BELLEVILLE, ONTARIO, THURSDAY, MAY 19, 1927.

PROB.—Higher temperature.

CITY TRIUMPHS IN BATTLE FOR BIG NEW INDUSTRY

Stephens Adamson Co. Sign Agreement To-day For Purchase Of Marsh Engineering Plant

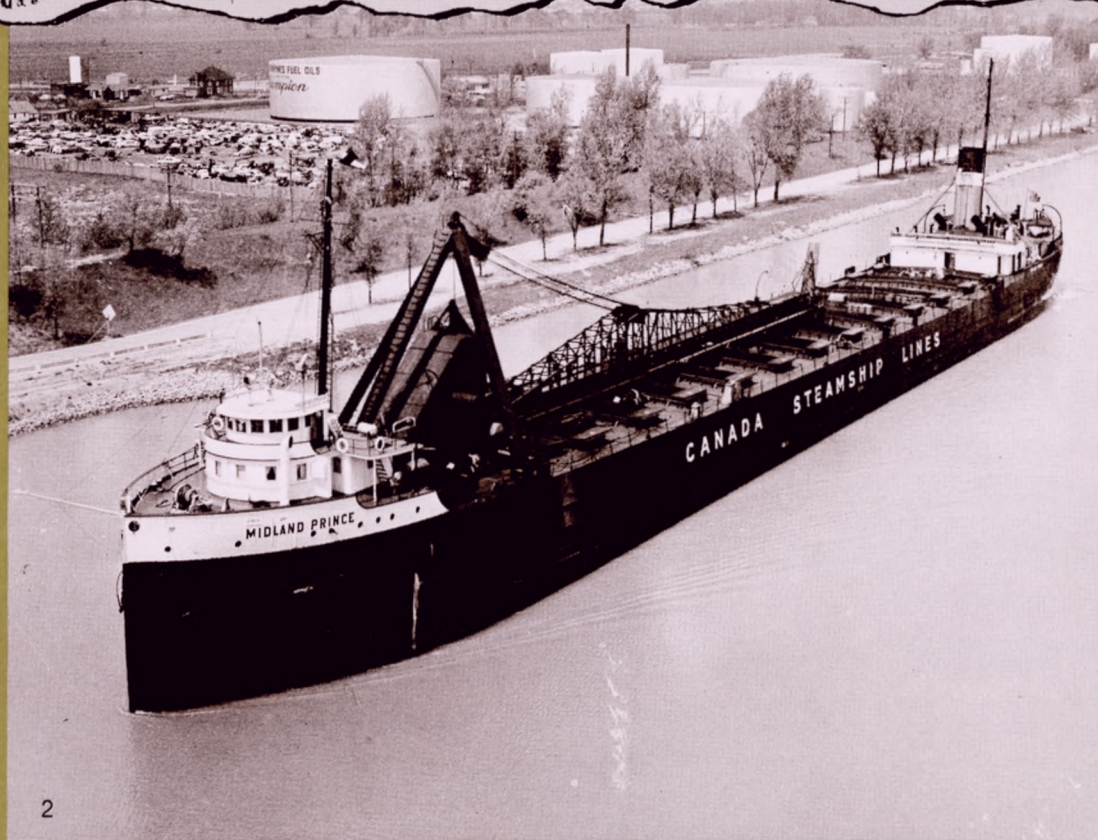
1 BELLEVILLE SECURES THE LARGEST INDUSTRY TO GET BIG CONTRACT FROM THE CITY WON GOLD MEDAL FOR DESIGN

1927 1. Historic reproduction of the May 19, 1927 newspaper article in the Belleville "The Daily Intelligencer" covering the purchase by Stephens-Adamson of the Marsh Engineering Works.

1930 2. Stephens-Adamson engineered and developed its first marine self-unloader in 1930 and it was installed on the M.S. Midland Prince.

1933 3. Weaver Coal Limited - coal staker designed, supplied and erected by Stephens-Adamson.

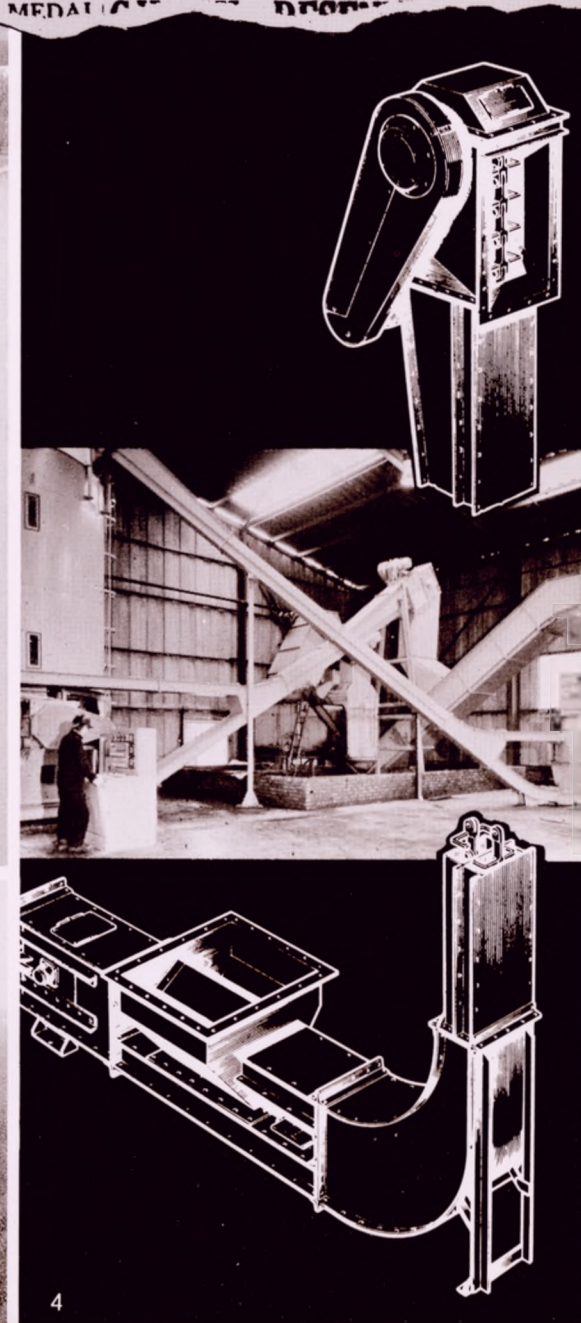
1935 4. The North American patent and manufacturing rights to the Redler conveyor system were secured by Stephens-Adamson for North America. The totally enclosed, dust tight, compact conveyors have over the years established a reputation for unequalled reliability and low power consumption, materials handling systems.



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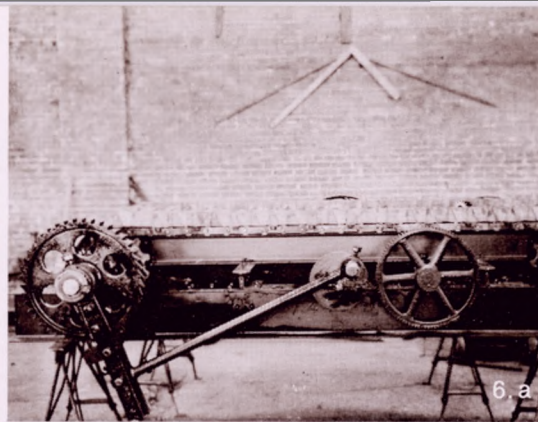
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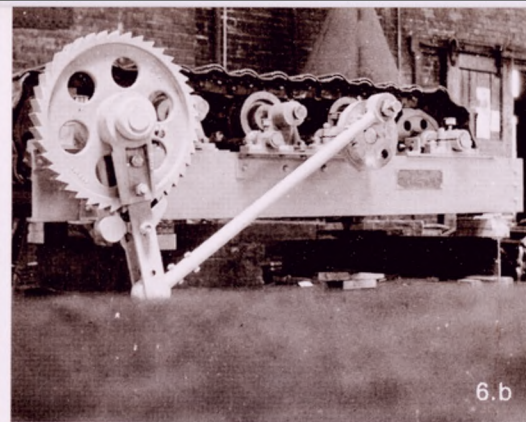
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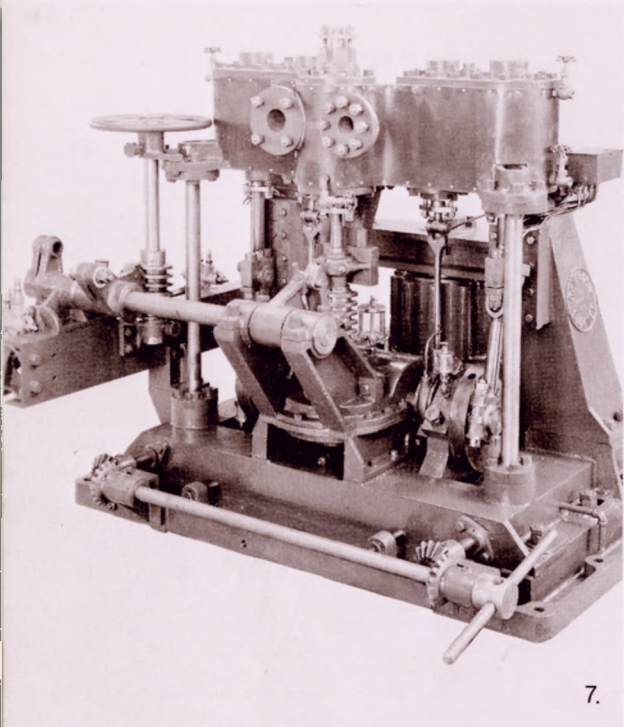
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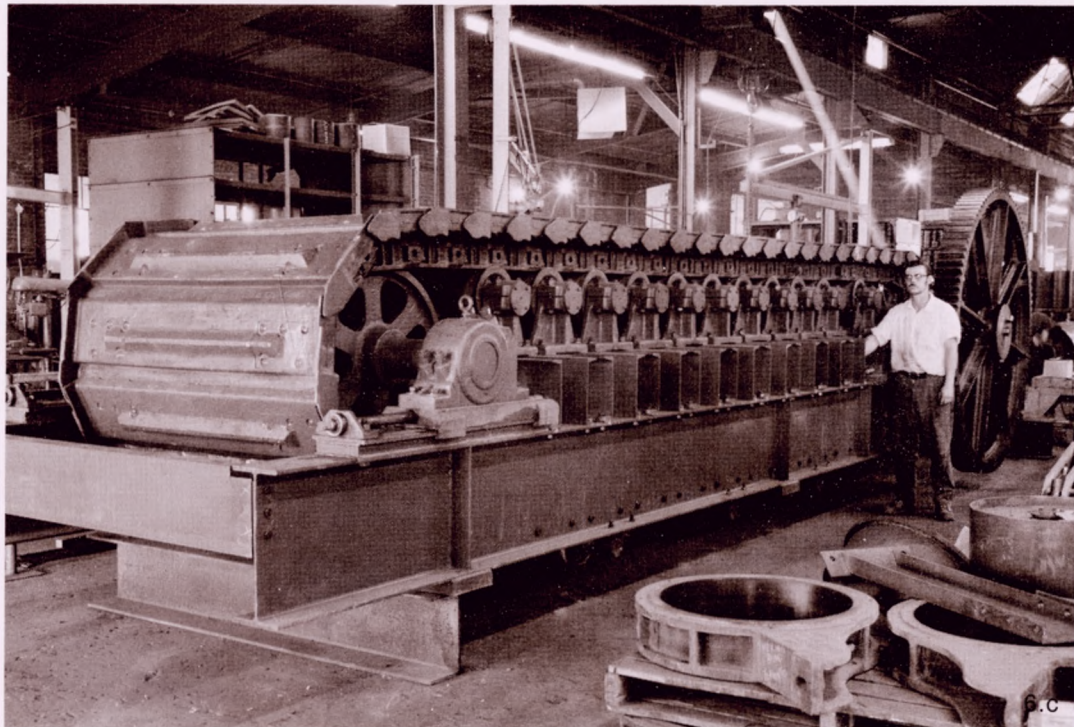
6 a.



6 b.



7.



8 c.



8



A-2633

1930-73 6. Stephens-Adamson's engineering objective of "onward and ever upward" is best exemplified in the following three photographs of improved feeder design.

- a.) Original feeder built by Stephens-Adamson in 1930
- b.) Improved design of the Stephens-Adamson feeder in 1950
- c.) Stephens-Adamson's latest engineering feeder developed in 1973

1935 5. Victoria Gypsum, Little Narrows, Nova Scotia. Indicative of Stephens-Adamson's growing engineering potential was the engineering research, development, supply and installation of the first long distance overland belt conveyor system in North America.

1939-44 7. During the second world war among the varied types of military hardware manufactured by Stephens-Adamson, was the vertical steam steering gear that contributed to our winning the Battle of the Atlantic.

1945 8. Canadian Gypsum Company Limited loading docks at Hantsport, Nova Scotia. This dock incorporates a radial type ship loader and is but another example of innovative Stephens-Adamson engineering. This loader was designed, supplied and erected by Stephens-Adamson.

1951 9. Dominion and Wabana Mines Newfoundland, under ocean mining and conveyor equipment. 2¼ miles of conveyors under the sea plus one and seven tenths miles of conveyors on Bell Island.

1952 10. Iron Ore of Canada Limited, Sept. Isle, Quebec. Totally integrated iron ore stock piling, re-claiming and ship loading system completely designed and installed by Stephens-Adamson.

1952 12. Stephens-Adamson designed and built dual ship loaders. The Stephens-Adamson equipped self-unloading M.S. Ontario Power shown loading at the Iron Ore Co. of Canada Limited, Sept. Isle, Quebec.

1969 11. Canadian Oil Sands Limited, Fort McMurray, Alberta. 1745 foot belt conveyor incorporating two 2100 HP drives with a capacity of 12,000 T.P.H. designed to operate in temperatures ranging from 60 degrees below zero to 90 degrees (fahrenheit), engineered, manufactured and installed by Stephens-Adamson.

In 1973 an additional Stephens-Adamson "turnkey" conveyor system was added with a belt width of 84 inches and has a capacity of 14,000 T.P.H.

1976 13. Lingan Mine, Cape Breton County, Nova Scotia. A complete "turn key" belt conveyor coal handling engineered system that screens, crushes and loads the coal on trains or stores coal in ultra sonic controlled storage silos, for future shipment.

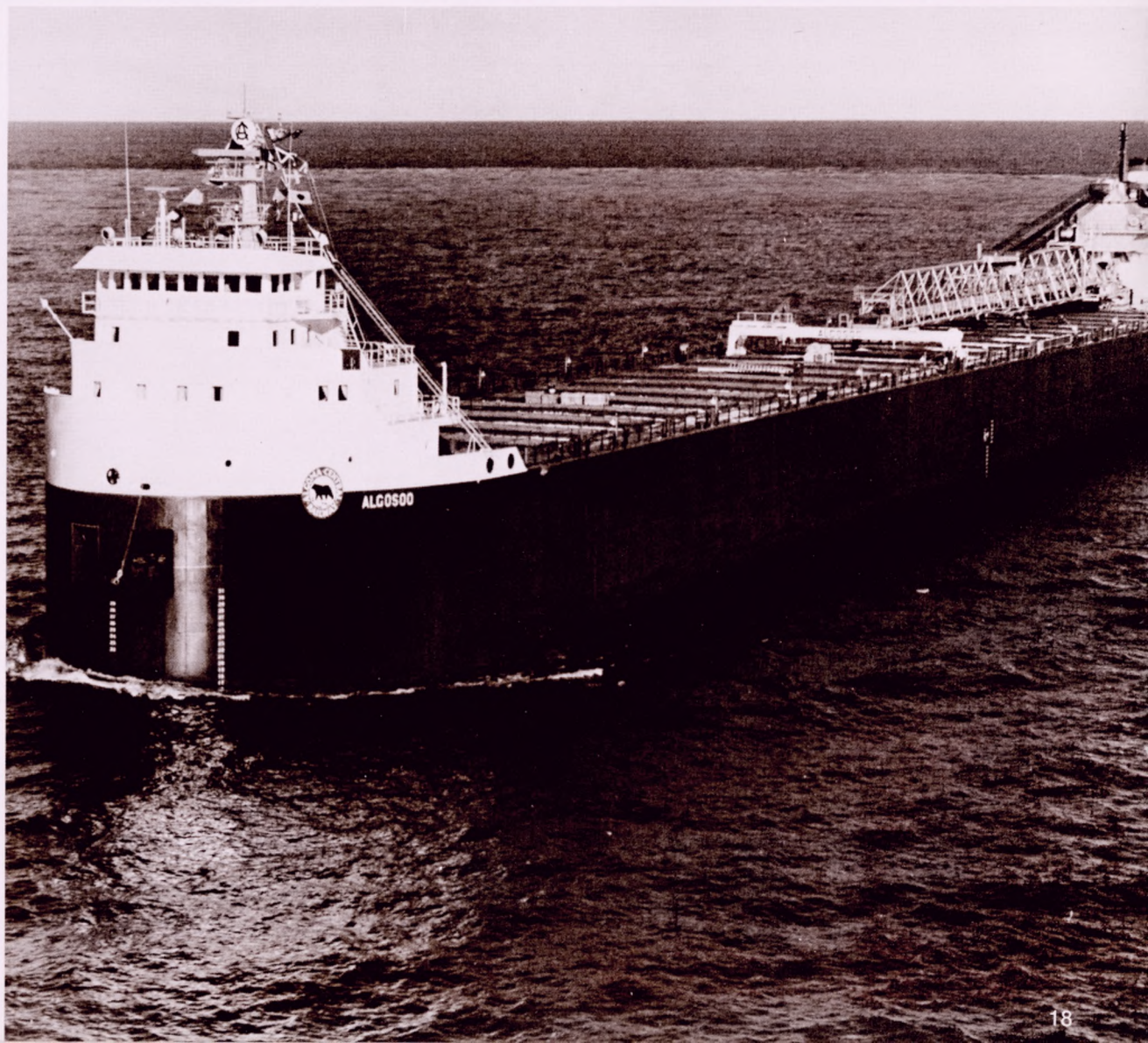
1977

Stephens-Adamson was established in Belleville in 1927 with a small number of employees and has since developed to be one of Belleville's major industrial employers.

Engineering headquarters for Stephens-Adamson International Mobile Engineered Equipment is a further recent development in the continued growth of the company in the Belleville area.

Over 2,000 valued customers are serviced through the company's direct marketing organization with five sales offices located in major market centres across Canada and an international sales office in Santiago, Chile. Total customer service is supported by three product warehouse distribution centres, located in major industrial areas across Canada.





1957 14. Stephens-Adamson designed and built concrete stacker chute together with a multitude of conveyor systems that helped build the St. Lawrence Seaway.

1959 15. A section of the 4000 ton per hour iron ore conveyor stacker and ship loading system, Port Etienne, Mauritanie, West Africa, engineered, supplied and erected by Stephens-Adamson.

1968-69 17. A. Neptune Terminal, Vancouver, B.C. Three system "turn key" storage terminal bulk materials handling equipment designed, supplied and erected by Stephens-Adamson.

- 1.) potash system
- 2.) phosphate system
- 3.) coal loading system

17. B. Neptune Terminal Potash system (2) ship loader.

1971 19. A. Largest coal stacker bucket reclaimer ever built in Canada for Westshore Terminal, Vancouver, B.C. Capacity 4000 L.T.P.H. Height 118' 1". Boom length to centre pivot of bucket wheel - 200' 0". Bucket wheel diameter - 27' 6". Operating weight - approximately 1025 tons.

1972 19. B. Smallest bucket wheel reclaimer built in Canada for Canada Cement LaFarge Limited, Bath, Ontario. Capacity 100 S.T.P.H. Boom length to centre pivot of bucket wheel - 39' 0". Bucket wheel diameter 8' 0". Bucket wheel capacity - 8 buckets each 1.1 cu. ft. Operating weight - 192,000 lbs.

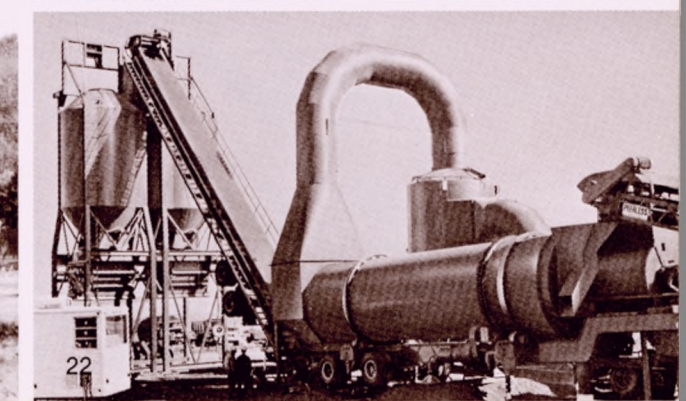
1972 16. The first loop belt self-unloading system designed and supplied by the Stephens-Adamson Marine Division. Capable of unloading the thirty thousand ton M.V. "J.W. McGiffin" in less than five hours.

1973 18. "M.V. Algosoo" a self-unloading vessel whose unloading equipment was designed and manufactured by Stephens-Adamson.

1975 20. Stephens-Adamson **BELTAVATOR** enables large tonnage of bulk material to be elevated vertically where space is at a premium. This latest product of Stephens-Adamson advanced engineering and development embodies low maintenance, less degradation of material and reduced pollution.

1975 21. Hancock Sand and Gravel Limited, Sunderland, Ontario - first completely integrated "turn key" Stephens-Adamson engineered twin feed conveyor, aggregate processing plant, designed, supplied and erected by Stephens-Adamson.

1975 22. Stephens-Adamson obtained the manufacturing and now marketing rights to Stansteel Asphalt Plants. Stephens-Adamson offer a wide variety of superior asphalt plants from 30 to 600 tons of mix per hour. Plant configurations are available in stationary - trailer mounted self-erected or drum mix types.

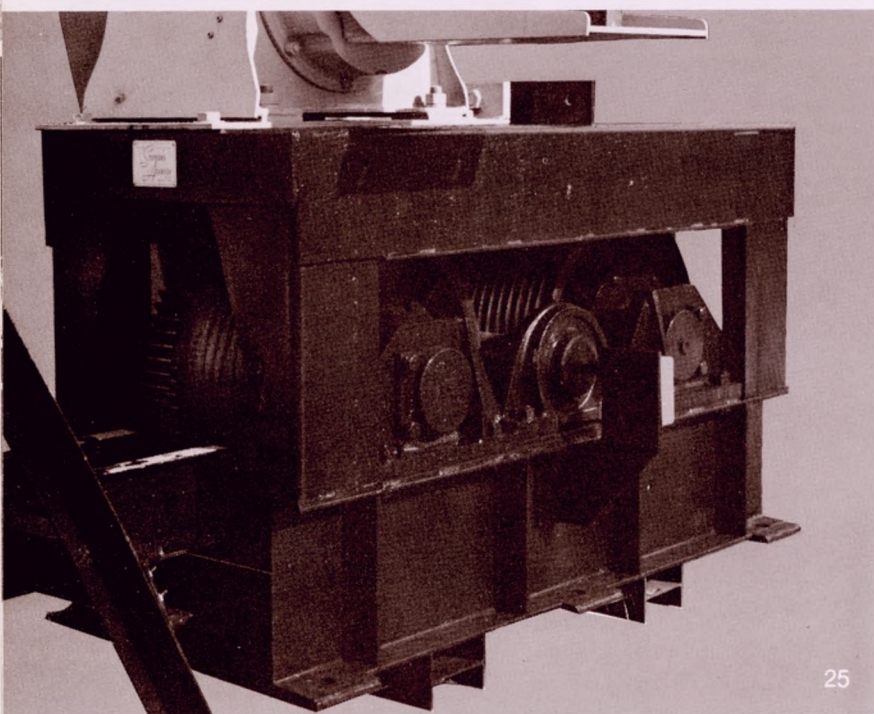




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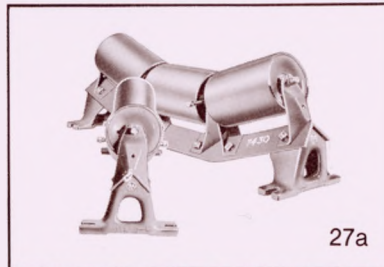
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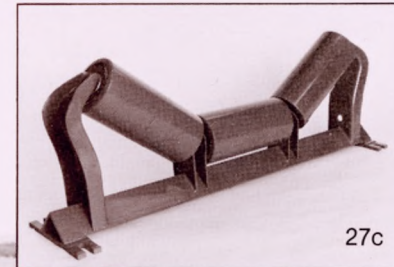
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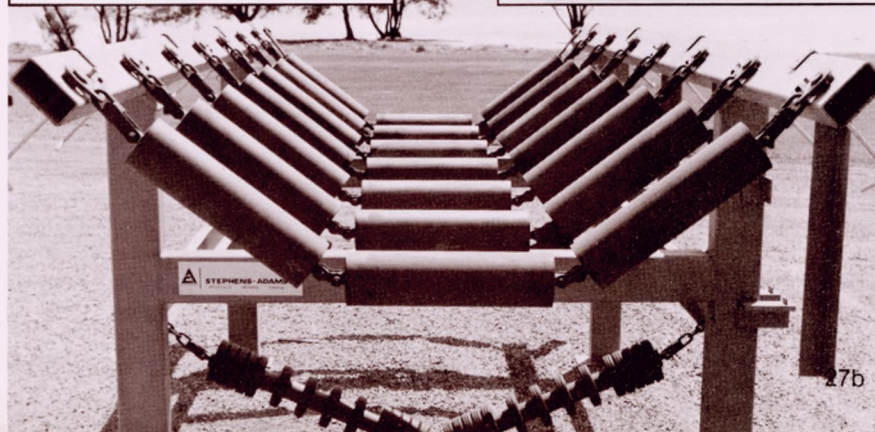
27a



27c



26a



27b

1927-77 23. A section of the extensive engineering division of Stephens-Adamson, whose creative talents are devoted to the development of and constant updating of all phases of Stephens-Adamson's bulk materials handling systems etc.

1970 24. A portion of the Stephens-Adamson computer centre. This centre is constantly being updated to incorporate the latest improvements of computer science.

1975 25. Since 1932 Stephens-Adamson has constantly updated their engineering of Stephens-Adamson car pullers. This latest double drum reversible car puller development has simplified control and a pulling distance up to 2,000 feet.

1976-77-78 Major turnkey contracts currently under construction by Stephens-Adamson.

Sidbec-Normines Incorporated

contract involves the design and commissioning of a 10,500 L.T.P.H. iron ore reclaimer, the largest of its kind in Canada - plus a 2,000 L.T.P.H. stacking machine, also a 10,500 L.T.P.H. 78 foot lift loop belt elevator and a second loop belt conveyor will elevate iron ore concentrates 70' at 500 L.T.P.H.

Syncrude of Canada Limited

Stephens-Adamson has designed and is manufacturing a 6000 foot materials handling system that will convey 14,000 tons of tar sand and will operate efficiently in temperature ranges from -60 degrees to 38 degrees C.

Thunder Bay Terminals Limited

Stephens-Adamson is designing and manufacturing an integrated inter-provincial materials handling system that off-loads rail cars - conveys to storage - reclaims for loading on ships for destinations on the lower lakes.

Steel Company of Canada Limited

26. 1 1/2 mile materials handling system that will handle up to 10,000 tons of iron ore pellets per hour.
26a. Canada's largest track mounted stacker designed and built by Stephens-Adamson.

1977 27. Our anniversary marks 50 years of constant improvement in the durability and interchangeability of all Stephens-Adamson conveyor assemblies and component parts.

- a.) idler assembly 1931
- b.) idler assembly 1977 Garland Idlers
- c.) Stephens-Adamson's latest most efficient idler assembly



STEPHENS-ADAMSON

BOX 5900, BELLEVILLE, ONTARIO, K8N 5C8, CANADA