

UNDERGROUND PRODUCTION

Eddie Wagner

In 1922, Eddie Wagner moved to Oregon and with his brothers started a company called Mixermobile, named after a creative machine that could quickly mix and place concrete. The brothers began to experiment with four-wheel-drive wheel loaders, which led to the start of Wagner Tractor and the manufacture of construction equipment. In 1949 Eddie's brother, Elmer invented the four-wheel drive articulated vehicle.

approached Eddie Wagner, then vice president of Wagner Tractor, to build a similar vehicle for its mine in New Mexico. Working nights and weekends, he completed and shipped the first articulated, rubber-tyred, front-end loader mining scoop, the MS-1, in the summer of 1958. In October that year, Wagner, his wife Mary and their son Richard founded Wagner Mining Scoop Co.

Success and other innovations quickly followed the MS-1: the MT-10, the first rear dump truck capable of hauling a 10-t capacity - only 8 feet (2.44 m) wide, 22 feet (6.7 m) long and 5 feet (1.52 m) high; a Teletram® (the MTT-425), the first underground four-wheel drive horizontal discharge telescopic dump mine truck; and the ST-5 Scooptram®, the first LHD vehicle with a full reversing, four-speed power transmission and side seating operator position. SAHR® (Spring Applied Hydraulic Released) Fail-to-Safe brakes were another Wagner innovation.

Wagner continued the tradition of excellence set by Eddie Wagner and soon became a world leader in mining vehicle development, serving the transport equipment needs of mines around the world.

In 1970, the first public offering of stock was made and the company's name was changed to Wagner Mining Equipment, Inc. In 1971, PACCAR, Inc., a corporation comprising several divisions of transport vehicle manufacturing operations, gained controlling interest of Wagner, acquiring complete control by 1973.

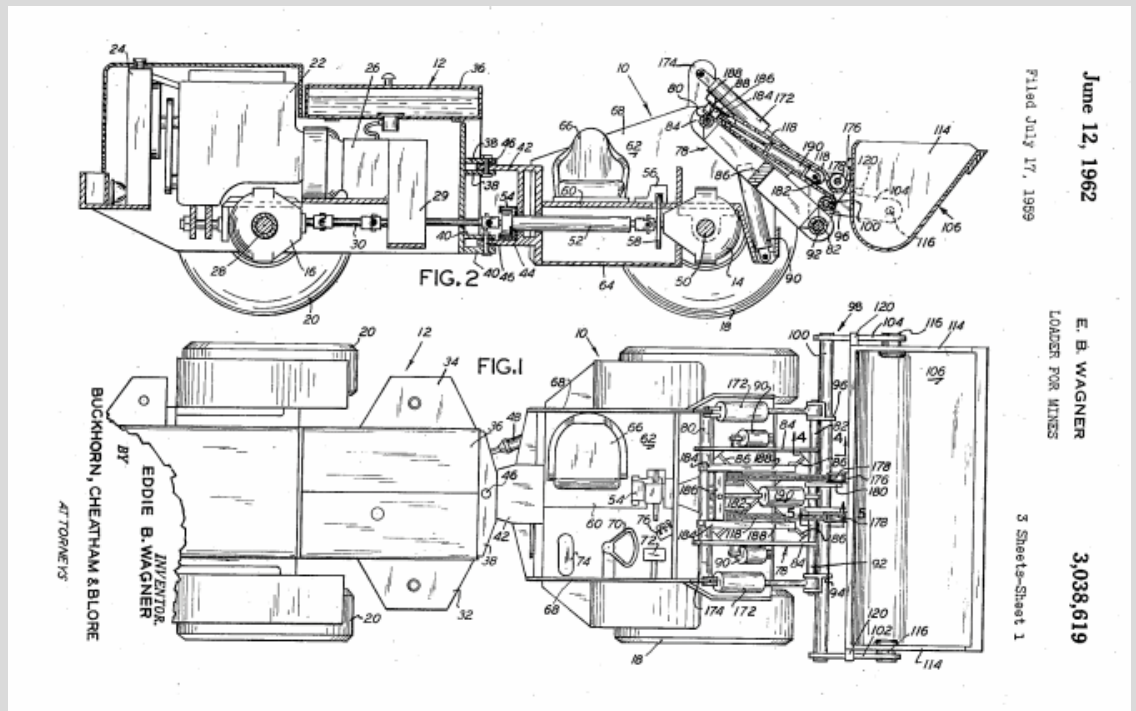
In 1989, Wagner Mining Equipment Co. was purchased by Atlas Copco. In 1990,

In 1958, Hidden Splendor Mining Co in Moab, Utah, asked Wagner to build a front-end loader for underground mining. At that time, rail loaders were widely used but Hidden Splendor management was looking for a more manoeuvrable vehicle that could successfully travel the narrow and twisting drifts in underground mines.

After hearing about Hidden Splendor's new trackless loader, Phillips Petroleum



UNDERGROUND PRODUCTION



its name was changed to Wagner Mining and Construction Equipment Co., reflecting its additional development and manufacture of equipment for the aboveground construction equipment market.

In March 1995, Wagner Mining and Construction Equipment Co. became Atlas

Copco Wagner Inc.

During MINExpo 1996 the ST1000, ST1800, and MT5000 were launched, with product features including hydraulic front suspension, two-handed controls, automatic transmissions and higher power engines.

