

PACIFIC COAST McGIFFERT LOADERS

The conditions existing in the logging industry on the Pacific Coast are so different in many ways from those of any other part of the country where logging is conducted that several sizes and combinations of the McGiffert loader are built to meet the demand in that section.

The logs are very large and heavy so that the machine must be capable of lifting the extra load as well as the oft-times greater length. The frame is therefore from four to eight feet longer with the necessary additional bracing and larger corner legs.

On these machines larger engines are used, and generally the ratio of gearing is higher so as to provide greater lifting power.

The boilers are built to carry 200 pounds pressure and for burning coal, wood or oil.

The trucks are built either four wheel or two wheel as track conditions require. On the largest McGiffert loaders the trucks may be made with eight wheels each, or sixteen wheels in all. With the eight wheel trucks

with the swinging boom. This leaves the machine supported by the four corner legs and clear space for passing cars through to be loaded.

The booms are swinging type made of steel, and operated in the same manner as already described in this catalogue. However many machines are still in use on the Pacific Coast with the wood rigid boom, handling large logs of short length, as shown by illustrations herein.

The McGiffert Loader designed for use in the large timber of the Pacific states is especially advantageous for picking up and loading logs out to a distance of one hundred feet or more on either side of the track. In this way all logs near the track may be handled at a minimum cost. By felling and logging out the timber on a strip of from one to two hundred feet on either side of the track and burning the slashings during the wet season, an efficient fire brake is produced. The ground is then left clean for the subsequent logging operation, thus facilitating the handling of logs



Clyde Connecting Rod made from solid forged blank and ends mortised out from solid block.

the wheel frames are arranged to disengage from the trucks when raised, leaving the two trucks on the track to be moved out of the way.

Provision is made for attaching the load line to the trucks, drawing them forward and setting them to one side

and reducing the danger during the dry season of fire from locomotive and donkey engine sparks. When the machine is built for this purpose steam guying drums are provided and also a drum for operating a haul back line.

