

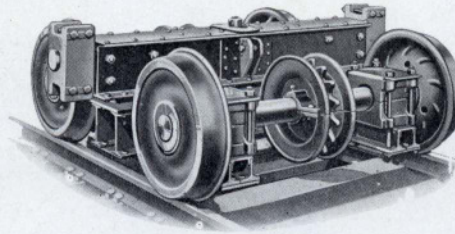


as standard car trucks. The journal box is the regular M. C. B. form with oil cellar, brass and wedge. This box is carried at the lower end of the wheel frame with heavy coil springs to partially compensate for unevenness of track. The rear axle is also provided with a yoke which affords an approximate three-point suspension and completes the flexibility of trucks to accommodate any roughness of track that may be encountered. Raising and lowering of the trucks is accomplished in the same manner as with four wheel trucks.

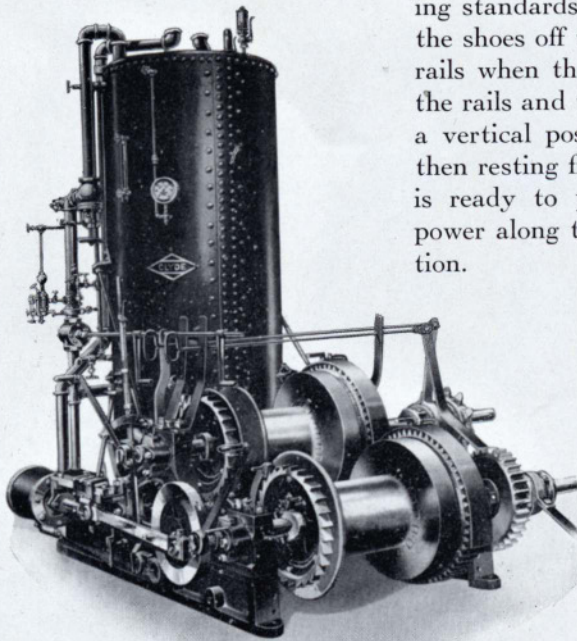
That empties may have free passage under the machine, the wheel frames are swung from a vertical to a horizontal

position. This allows the machine to settle down on the ties outside of the rails and leaves the track clear for cars to pass between the standards and beneath the platform of the machine.

The wheel frames are enough longer in their relation to the curved support-



4-wheel trucks for McGiffert Loader, showing upper bolster with trunnion boxes at ends for engaging lower end of wheel legs.



Double cylinder, 2-drum engine and boiler used on Clyde Loaders. All self-contained, mounted on Cast Bed, thus preserving perfect alignment of shaft and gears at all times.

ing standards to force the latter and the shoes off the ties and clear of the rails when the trucks are lowered to the rails and the frames are drawn to a vertical position. The machine is then resting firmly on the trucks and is ready to proceed under its own power along the track to a new location.

The mechanism for raising and lowering the wheel-frames is exceedingly simple, consisting of a cross-shaft upon each end of which a winding drum is keyed.

The cross shaft is revolved by means of a worm gear and worm.

