

some of the western operations, have skidding drums driven at two speeds: low, at 500 feet per minute for the larger logs and high, at 1,000 feet per minute for the smaller logs. This feature increases the daily capacity very materially, as the high speed is used for a majority of the logs handled. Where extra pulling power is needed, the lower speed is available for the emergency.

Boilers: Boilers for 150 pounds working pressure are usually furnished with standard equipment. Boilers for 200 pounds pressure may be furnished, as all Clyde engines are built for operating under 200 pounds pressure. Boilers with extended fire box may be furnished if desired. The boilers on skidders are of proper size to furnish ample steam capacity, and are well covered with asbestos composition to reduce fuel consumption.

One injector and one boiler feed pump, each of sufficient size to supply the boiler, are furnished fully piped up to work independently.

Tanks: The water tank furnished with these skidders is made of steel and is of sufficient capacity to supply a day's run. The tank may be mounted upon any suitable car. With single

end skidders this car is connected close up to the rear of the machine. With double end skidders a long steel reach is furnished which connects the tank car with the machine at a sufficient distance to avoid danger of skidding a log against the tank. Piping extends through this reach with couplings at each end for connecting the tank with the injector and pump on the machine.

In all cases the tank car is connected to the end of the skidder toward the main line so that it may be taken out by the locomotive for refilling without disturbing the skidder as set for operation.

Propelling: The usual method of self propelling is through steel sprocket chains and steel sprockets driven by the skidding engines. On double end skidders the engines are placed facing each end, or back to back with the boiler between, so that one engine is used for propelling in one direction and the other engine for going in the opposite direction. On single end skidders the propelling in either direction is accomplished by a reversing mechanism incorporated with the lower propeller shaft. Both trucks in all cases are connected for propelling.

