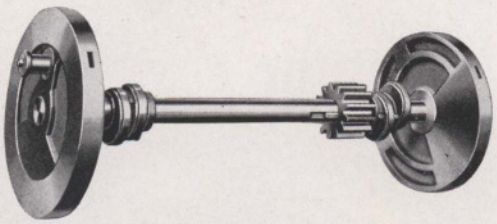
When the valve is thrown into the central position, the steam is shut out of the cylinder and discharged from both sides through an exhaust pipe extending to the rear end of the loader. The proportions and construction of the cylinder and its openings are such that a steam cushion is formed in the cylinder as the boom approaches the limit of its swing, insuring both boom and loader-frame against shocks. Spring buffers are provided as a further safeguard.

The swing boom may be converted into a rigid boom by inserting pins through the U-shaped castings and the deck girder.

This swing boom combines immense strength with extreme simplicity of working parts, and the effective provision for absorbing shocks insures it against injury in the hands of a careless operator.

Clyde construction permits of a longer boom than can be used on any other log loader, thus rendering it particularly adapted to the handling of logs of all lengths.

The friction of the loading drum when pulling the line back for the next log is overcome by a slack pulling device driven from the crank shaft.



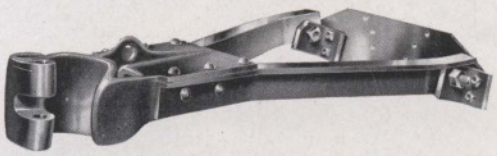
Crank Shaft with crank discs eccentric hubs and pinions in place, used on Clyde engines.

This consists of a friction pulley which engages the loading drum, and is operated by a foot lever.

This device also enables the engineer to provide slack at any time desired, no matter how much cable is carried on the loading drum or how much slack is required.

Either skeleton steel or enclosed wood cabs are furnished with all McGifferts.

METHOD OF OPERATING McGIFFERT LOADER



Coupler for McGiffert Loaders for use with standard automatic Couplers, and for link and pin.

The operation of loading logs with this type of machine is conducted as follows:

The machine travels to the logs to be loaded under its own power, taking the empties with it.

The trucks are then raised to permit the passage of the empties beneath the machine. All empties are placed at the rear of machine, and the spotting line is carried back several car lengths and made fast to one of the draw bars, so that it is not necessary to make a hitch for every car.

Each car is drawn forward by the spotting line into position below the boom, and when loaded is pushed out of the way by the next empty.