

When all logs from that station have been loaded, the trucks are lowered and the remaining empties are coupled on to the loader and taken



Clyde Skidding Tongs

with the machine along the track to the next loading place, where the operation is repeated.

When all cars have been loaded the loader stands at the rear of the loaded train and may then propel the train to the main spur if not convenient for a locomotive to come in.

Time is saved, however, by supplying a train of empties to the machine with a locomotive and taking the loaded train from it in the same manner, permitting the loader to put in the maximum possible time actually loading logs.

Loading is usually done with a crotch-line and end-hooks, one hook being placed in each end of the log to be loaded. Very efficient loading may however be done with tongs particularly when logs are very long and of varying lengths.

Occasionally only three men are employed and such small crews have handled from 120,000 to 130,000 feet of logs in a day. Under most circumstances four or five men insure greater efficiency.

The capacity of a loader depends upon the size of the logs and constancy of supply.

A single loader has loaded over 500,000 feet in a day on 130 cars.



Clyde Loading Tongs

THE McGIFFERT MACHINE AS A SKIDDER

Where conditions do not warrant the use of an independent skidder the McGiffert Loader can be equipped with complete skidding attachments at small additional expense. The

principle additions necessary are extra drums and blocks to carry side guy lines for guying the boom sideways to stumps or trees and extra cable to reach the distance required.

CLYDE
LOGGING
METHODS

