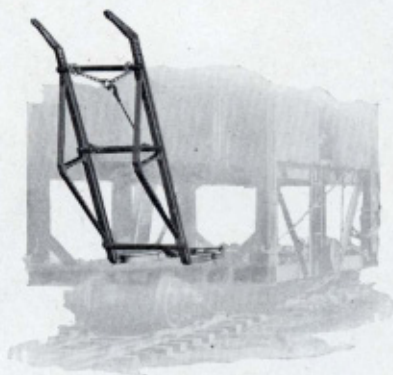


The front incline is raised with the load line and the rear incline is raised with the spotting cable. Both are held suspended by pawls and ratchets



Incline track on Clyde Decker Loader, raised for coupling the machine to cars for moving along the track.

on the drums. The lower ends of the incline rails terminate with a manganese steel wedge-shaped point flexibly connected to the inclines and the extreme point is fitted with lugs which automatically adjust themselves to the ball of the track rail.

The empty train of log cars is passed to the rear of the machine, and each car spotted in front for loading by a cable from the front drum. This

cable runs over rollers so as to hold or snub the car in proper position.

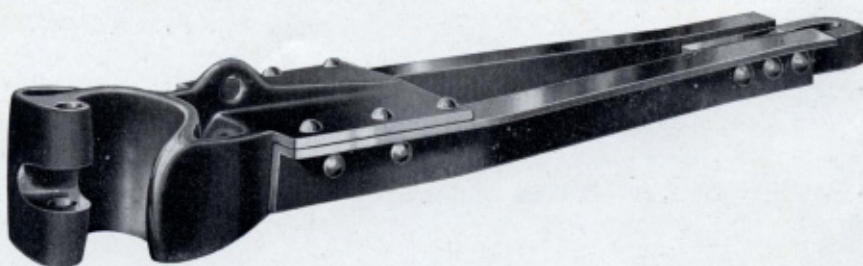
Steel water tanks of sufficient capacity for a day's work are located under the lower deck and between the trucks. There are two of these tanks placed side by side with space left between for the propeller chains leading to the trucks. Both tanks are piped together and connected with the injector. A steam ejector or syphon with suction hose is also connected for filling the tanks from any water supply at the road side.

The propelling is done through steel sprockets and sprocket chains con-



Incline track on Clyde Decker Loader lowered on track in position for passing cars through the machine.

necting both trucks with the engine so that all wheels are driven. With power sufficient to slip the wheels it has as much pulling power as a locomotive of equal weight on its drivers.



Automatic Coupler with solid knuckle for coupling with standard cars with automatic couplers or for use with link and pin.

