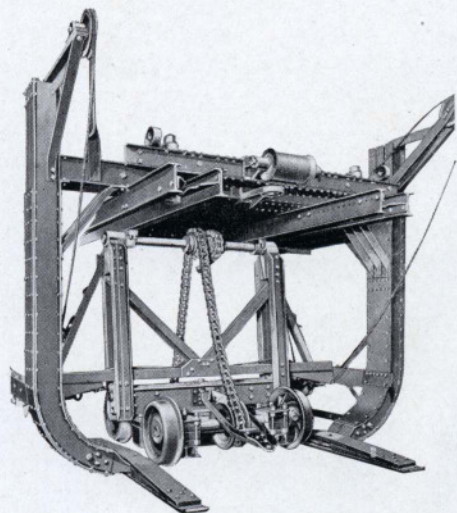


The standards or legs supporting the derrick platform are spaced sufficiently apart to permit the free passage of empties, and are curved in



Front end of McGiffert Loader, showing wheel frame, 4-wheel trucks, and front legs with shoes attached at the bottom for resting on ties when trucks are raised.

at the base to obtain a solid footing on the ends of the ties outside of the rails.

These standards are composed of I-beams bound together with steel plates which are riveted to the outside and inside flanges to support a load up to fifty tons each.

A heavy adjustable steel foot casting terminates each standard. This flexibly engages the center of a long steel shoe which is thus permitted to accommodate itself to the uneven heights of the ties. These shoes have sufficient length to permit them to rest upon several ties at the same time, thus assuring continuously a substantial foundation.

The form of this shoe insures immense strength with a minimum vertical section, and, having no projection of any kind, permits even the lowest form of car trucks to pass over without obstruction.

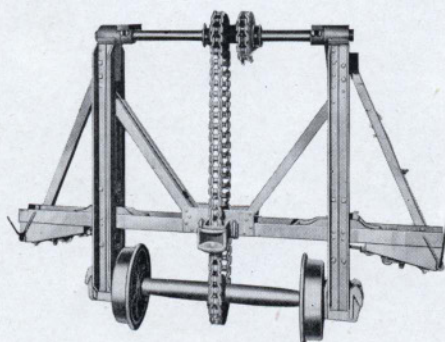
The wheel-frames are hinged upon heavy steel shafts secured to the under side of the deck beams.

They are made of vertical pedestals of structural steel having a transverse beam to which is secured the draw-head and the end castings.

Trucks are equipped with either two or four wheels. The four-wheel type is constructed with center-plate and bolster so as to swivel in rounding a curve the same as ordinary trucks on logging cars. They are hung from the wheel frames by a trunnion connection at the ends of the upper bolster.

This connection is several inches above the center of gravity so that the weight of the trucks, when suspended, causes them to maintain a horizontal position at all times.

The two-wheel trucks have the journal outside of the wheel the same



Wheel frame for McGiffert Loader with 2-wheel trucks.

