

IMPROVED HARVESTING METHODS

EQUIPMENT SURVEY NOTES

RAILROAD-CAR LOG LOADER



An ingenious modification of the Rapid log loader enables a lumber company in Mississippi to load gondola-type railroad cars efficiently.

Spacing of the skids has been increased so that they will ride on top of the car sides (fig. 1). Each skid is built of an I-beam welded to a channel-iron base sufficiently wide to allow for irregularities in car widths and slight sideways movement of the loader. Three flanges on the outside of each skid aid in guiding the loader and in preventing excessive side slippage. The lower end of an A-frame boom is hinged to one end of the skids, and the top is guyed to the other end. A slack guy is attached to a forward car for safety. A wood platform built over the skids and metal framework supports the operating machinery, which consists of a power unit and double-drum hoist or yarding winch (fig. 1). The loading line is spooled on the large drum, and the straw line on the small drum. This latter line is attached to the car to the rear, and is used to slide the loader back after the forward car is loaded. It can also be used as a haul-back to yard logs from remote decks.

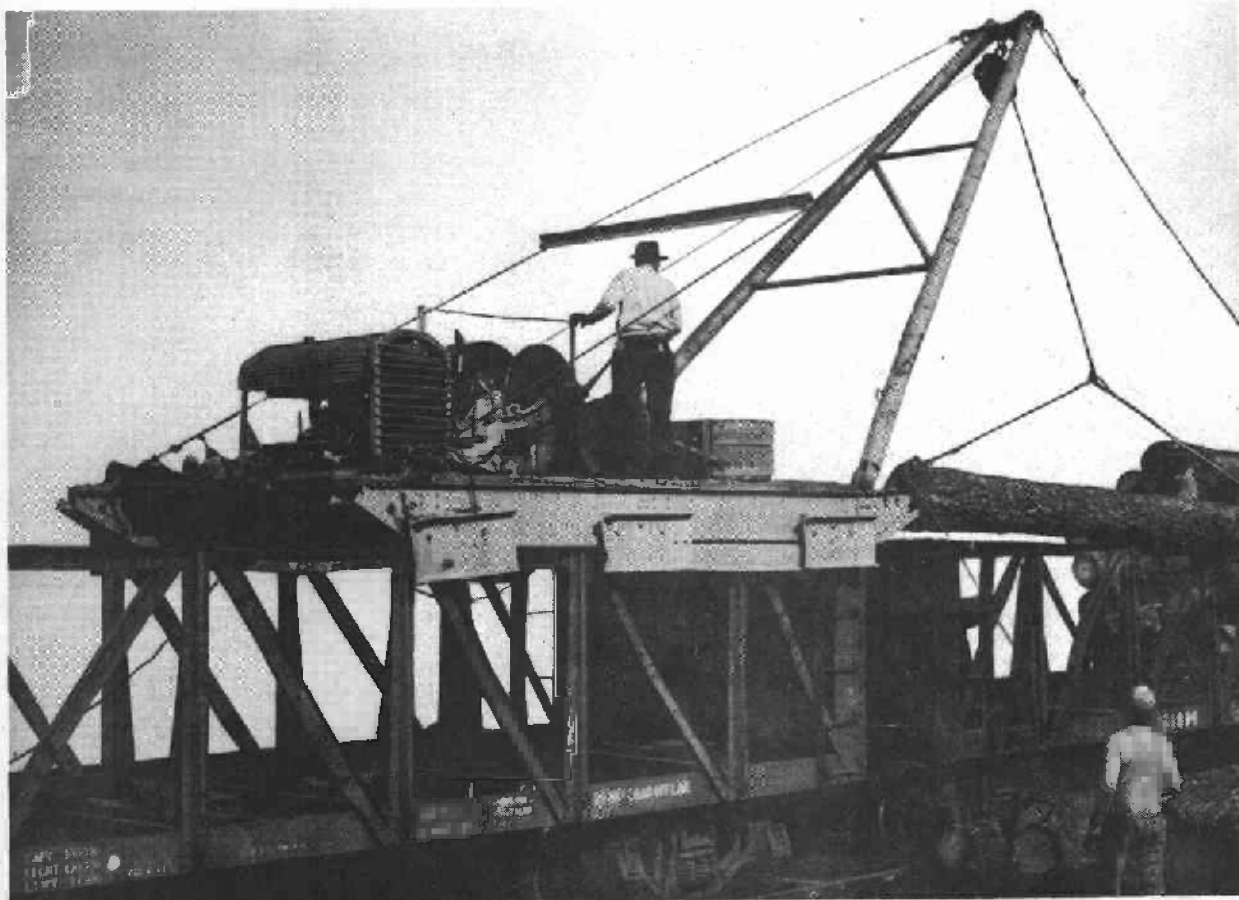
Skeleton gondola cars, as shown, are loaded in 15 to 20 minutes by a three-man crew using end dogs. This time includes spotting the loader. When loading is finished at a railroad siding, the car with the loader is moved to another siding. The charges are based on the used-machinery freight rate and, in this case, seldom exceed \$1 per move. During these moves the boom is lowered by means of the loading line. It is seldom necessary to remove the loader from railroad cars, but when operations are suspended for indefinite periods, the machine is slid onto a ramp at the end of a siding near the sawmill.

This equipment is well adapted for loading logs or bundled pulpwood, and with the transportation arrangements described the moving cost is less than with most other types of loaders.

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June 1949

(Rept) No. R1637-36



**Figure 1.--Modified Rapid log loader used to load open-top railroad cars.
Note forward guy to keep boom from flopping back, boom attachment, and
skid construction.**

Z.M 81540 F