

IMPROVED HARVESTING METHODS

EQUIPMENT SURVEY NOTES

PRELOADING PULPWOOD RACKS

More truckloads per day and less lifting strain on men are obtained by preloading pulpwood in especially designed racks now being used in the South and tried elsewhere. These are loaded on the ground by the wood cutter and eliminate the use of a top loader on the truck (fig. 1).

Extra heavy 3-inch pipe, bent in the shape of a U and reinforced at the bottom, is used for the racks. The reinforcing provides a raised bottom for the load so that the lower portion of the pipe serves as a runner. Each rack is built to a standard unit size that facilitates volume measurement. These are used with self-loading trucks that are equipped with a power-takeoff winch mounted between the frame members behind the cab. The truck body consists of steel channels to accommodate the racks. Two detachable channel skids are hooked on during loading operations.

When the truck is spotted the winch cable is pulled out and attached to a rack. Winding the cable pulls the rack on to the truck (fig. 2). After the last rack is on, the skids are unhooked and the load fastened with chains (fig. 3).

Normally less than 10 minutes are required to unload two empty racks, load two filled ones, remove the ramps, and bind the load. When loading three racks on long wheel base trucks or four racks on semitrailers the time is somewhat longer.

Three sets of racks are normally used with each truck so that there are two sets in the woods and one in transit. The complete unit is manufactured as a packaged kit, and can be installed by local shops in a few hours.

Although designed for pulpwood the unit is suitable for fence posts, tie cuts, and similar products.

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† Maintained at Madison, Wisconsin in cooperation with the University of Wisconsin



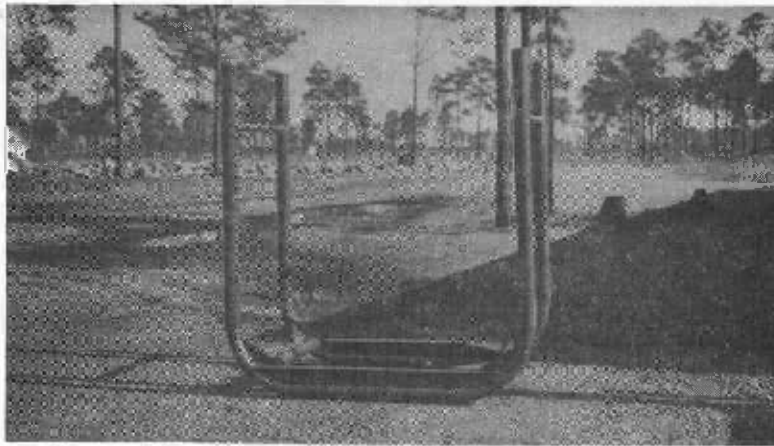


Figure 1.--Empty pulpwood rack.



Figure 2.--Racks being loaded.
(Courtesy of the American Pulpwood Association)



Figure 3.--Binding the loaded racks.
(Courtesy of the American Pulpwood Association)
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