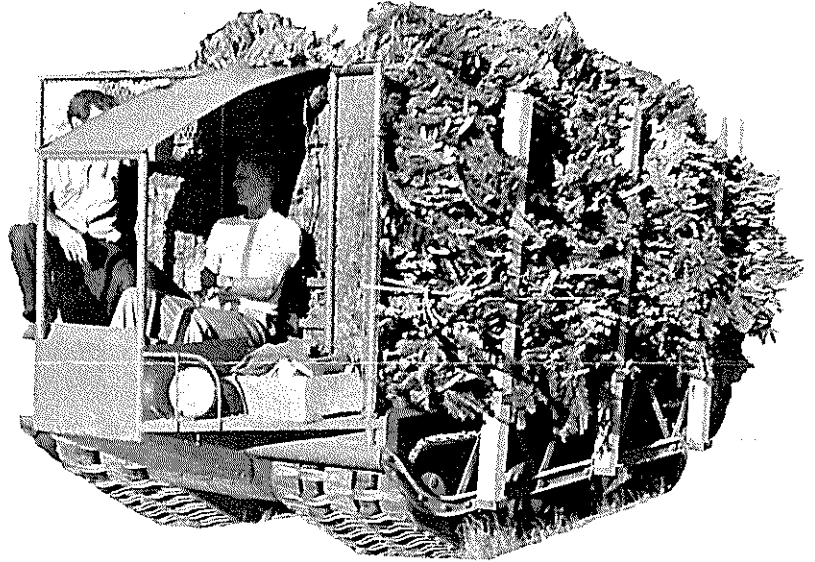


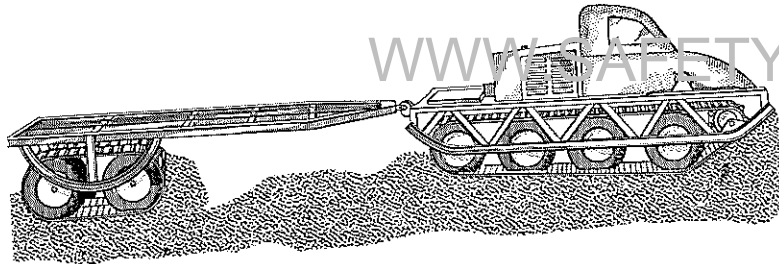
The versatile, dependable **Muskeg Tractor** from Symington of Seattle is the most widely used transportation over "impossible" terrain

From mining engineers, oil exploration crews, construction outfits and military strategists the reports come flooding in: "superb flotation and excellent maneuverability mean real time savings for our crews" . . . "to get our men into the work area we have to cross fallen logs, mud bogs and in winter, snow. The Muskeg has saved us its cost in time alone" . . . "winter pipeline patrols are more thorough, completed in 30% less time than required previously."

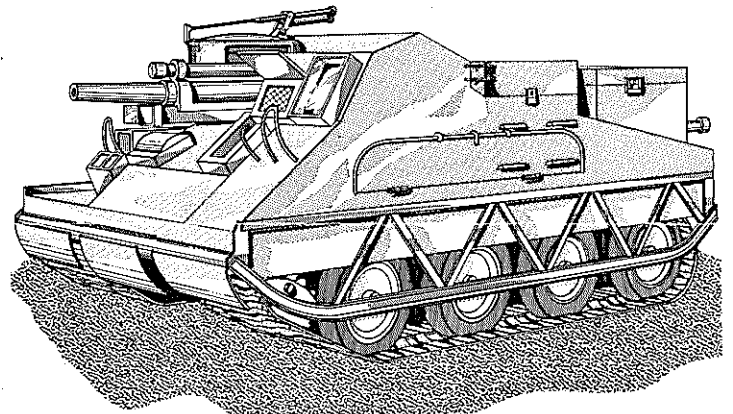
These are Muskeg success stories from just a few users. The Muskeg's versatility has made it indispensable when "impossible" terrain blocks industry and the military. Wide rubber track belts with steel cross links bite into any surface, provide sure footing—large deck area affords maximum cargo space, room for drill rig, compressor or other machinery—variety of cabs, heated and insulated or standard, are available to meet your requirements.



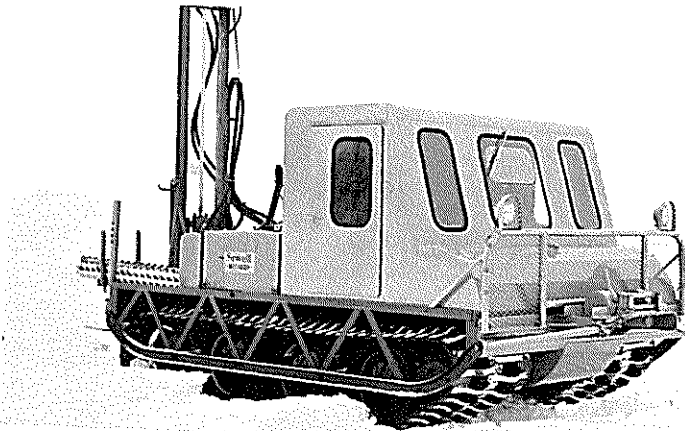
The G. R. Kirk Company, world's largest shipper of Christmas trees and wreaths, uses this Muskeg Model M to collect harvested boughs. During the early cutting season the Muskeg must cross brush and fallen logs, later heavily drifted snow. Tremendous loads up to 7,000 pounds have been carried up and over ridges for as long as 4.6 miles at 5,000' to 7,000' elevations. How does the Muskeg perform? It reduced yardage costs by 86%!



Thaws and muddy conditions can't stop woodcutters using the Muskeg and this large volume trailer. The trailer rides on pneumatic tire, rubber track suspension the same as the tractor. Steel frame is rigid, will carry up to 10,000 pounds.



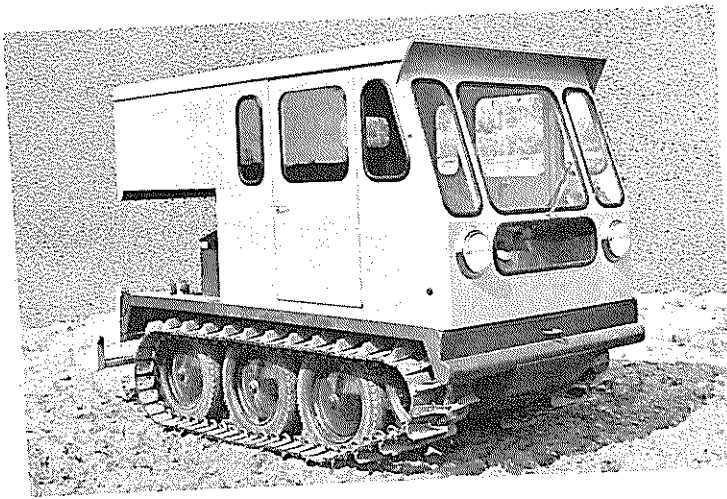
Defense needs of several countries with unique terrain problems are being met by the Muskeg. Its adaptability makes possible a variety of armor and weapons.



The Muskeg Tractor has become a byword among oilmen the world over. Its versatility has slashed time and expense in areas where muskeg, mud, sand or snow formerly halted seismic exploration. It's ideally suited as a shot-hole drill platform, water unit, recording truck or explosives carrier.

Here, too, is equipment engineered and ruggedly constructed for dependability under the most adverse conditions. Monopiece, watertight hull construction resists twists and turns . . . low center of gravity means maximum stability on a side hill . . . brawny Chrysler Industrial 115-h.p. engine and 3 and 4-speed transmissions form a power team famous for dependability.

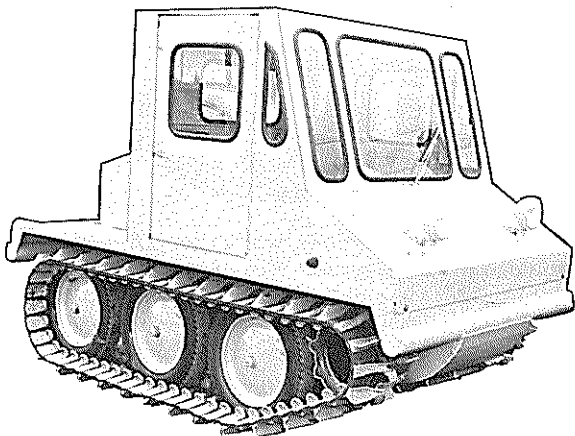
This is the Muskeg Tractor, used the world over by men who can't wait on season or terrain.



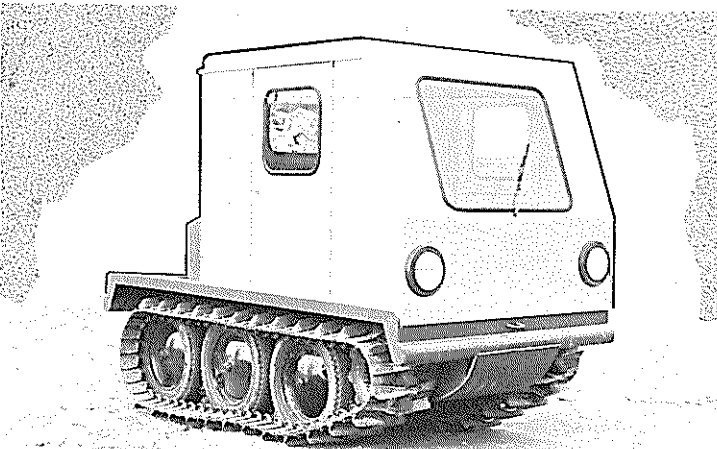
Dependability is important to the Alaska Native Health Service at Barrow, Alaska. They use this Muskeg Model J as an ambulance. Soft riding suspension and gale-proof, heated cab protect sick and injured against jolts and 40° below zero temperatures.



Utilities are using the Muskeg for line patrols, surveys and construction work. The Muskeg's versatility means that winter snows or spring break-up don't delay the work schedule. The Muskeg's adaptable cargo area allows power companies to carry wire and transformers or mount power hole augers.



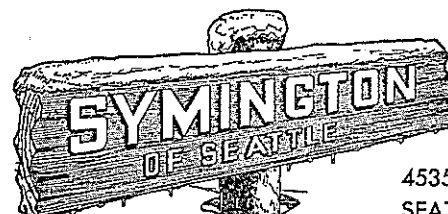
Rescue organizations and ski lodges are among other users of Muskegs. This model J is permanently assigned to aid downed pilots and lost sportsmen who have become isolated in snowy wastelands. Ski lodges use the Muskeg to supplement regular tows and to break ski trails.



When your operations are scattered over a wide area in difficult terrain it pays to invest in key personnel transportation. The job gets done on time and right when foremen, supervisors and important engineers can move from site to site, quickly and dependably. This Muskeg does just that.

SPECIFICATIONS:

	M	J
Length.....	11' 8"	9' 4"
Width.....	7' 3"	5'
Weight.....	4600 lbs.	3200 lbs.
Maximum speed: High gear.....	25 m. p. h.	25 m. p. h.
Third gear.....	15 m. p. h.	—
Second gear.....	8 m. p. h.	14 m. p. h.
Low gear.....	4 m. p. h.	7.5 m. p. h.
Reverse.....	5 m. p. h.	5.8 m. p. h.
Economical speed: High gear.....	12.5 m. p. h.	12.5 m. p. h.
Third gear.....	7.5 m. p. h.	—
Second gear.....	4 m. p. h.	7 m. p. h.
Low gear.....	2 m. p. h.	3.75 m. p. h.
Reverse.....	2.5 m. p. h.	3 m. p. h.
Ground pressure.....	¾ lb. p. s. i.	1 lb. p. s. i.
Road clearance.....	14"	12"
Turning radius.....	15 feet	12 feet
Number of wheels, total.....	16	6
Track type.....	Rubber belts, steel cross links	
Track width.....	29"	16"
Track belts.....	5½" or 6" endless rubber and rayon reinforced with steel cables	5½" endless rubber and rayon
Tire.....	4.50 x 16—6-ply nylon	4.50 x 16—6 ply nylon
Wheels.....	Monopiece, drop center	Monopiece, drop center
Spracket.....	All rubber, fabric reinforced	All rubber, fabric reinforced
Engine.....	Chrysler Ind. 115 h. p.	Chrysler Ind. 115 h. p.
Transmission.....	4 forward, 1 reverse synchromesh	3 forward, 1 reverse, synchromesh
Differential (Controlled).....	5.83 to 1	5.83 to 1
Frame construction.....	Monopiece all steel watertight	Monopiece all steel watertight



4535 UNION BAY PLACE
SEATTLE 5, WASHINGTON