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STEEL LOGGING MACHINERY

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**STEAM
LOGGING
MACHINERY**



**SURRY PARKER
PINE TOWN, N. C.**



M. A. S.
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SURRY PARKER

PINE TOWN, NORTH CAROLINA

Designer and Builder of

LABOR-SAVING MACHINERY

For Handling

LOGS

Excavating and Dredging Machinery

Engines for Driving Piles, Cranes,
Derricks, Winches

HOISTING MACHINERY

MANUFACTURER OF LOGGING TOOLS

Works: PINE TOWN, N. C.

Main Office: PINE TOWN, N. C.

Copyright, 1912

By Surry Parker, Pine Town, N. C.

Steam Logging Machinery

IN presenting this catalog we desire to thank our customers for their liberal patronage in the past, and trust that our constant efforts to improve our machines, and thereby make them cheapen the cost of logging operations, may incline them to favor us with all the business they may have in our line, and the patronage of those who have not used our machinery.

In these days of close competition, independent labor, and high price of stumpage, efficient labor-saving machinery constitutes a most important factor, and can not be ignored by the management of any concern who have any idea of manufacturing their output upon a profit carrying basis.

We have had an extensive experience in Logging and Steam Logging Machinery, covering a period of twenty-five years, and desire to call particular attention to our STEAM LOGGING MACHINES for woods work; and for those who may have to load standard gauge cars to their full capacity, we would ask you to look into the merits of our Steam Logging Transfer Machine.

Both of these machines are the direct outcome of our needs in logging as brought out by practical experience in getting logs out of bad places, and at a contract price at which other loggers, using crude methods, soon went out of business, and a great many times carried their lumber companies with them.

The writer of this book has the very satisfactory experience to know that the plan of logging, as invented and carried out by him, proved not only profitable to himself, but the logs were delivered with such regularity and at such price as to make the company for whom the logs were gotten out, one of the very wealthiest companies now in the lumber business, though the territory from which the logs come has always been considered of the worst possible character for successful logging, and was turned down by several expert log and mill men fifteen years ago.

Our method made the *logs come regularly* for them, and will do so for you if added to your logging operation.

In the following pages we have shown a few cuts of our machines in operation and described their usefulness. We have shown only a few of the different classes or types of our machines. To show all we have in operation would require a catalog far exceeding the limits of a trade circular.

We have built Logging Machines for all sorts of timber and all sorts of track, from 36" wooden track to standard 60-lb. rail, and we have had all sorts of experience in logging in our own work for one of the largest lumber companies, covering six counties, and logging almost all the logs for sawing one hundred and seventy-five thousand feet of boards each day for a great many years.

We are in a position, with our wide experience, to finish the complete plans for the equipment of a logging outfit suitable for any size operations, and we are equipped to furnish machinery in our line of any special design and capacity.

In our endeavor to meet increasing demands and to maintain the high reputation of our machinery, it has been necessary from year to year to increase the capacity of our works.

Our draughting department is under our personal supervision. We proportion every piece of machinery that enters into our machines, each piece being made to meet the maximum strain and of ample size to allow for wear and durability.

We have in mind that our machines are to be and are being successfully handled with cheap labor, and have succeeded in getting out a machine that does not require expert men nor expert prices. It is a thoroughly *practical, strong, easily-kept-going machine*.

We study the requirements of our customers, and put forth our best efforts to furnish each the machine exactly suited to his requirements, and we have the very satisfactory knowledge that we have pleased all of our customers well, as attested by the great number of duplicate orders we have received and are receiving all the time.

We invite correspondence, and will cheerfully answer any inquiry regarding any machine we build, and will be glad to give intending purchasers the benefit of our experience to obtain the best results.

Very respectfully,

SURRY PARKER.

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This shows our machine ready for work at a new set-up. When locomotive returns they will back whole string of cars under and load the car next to locomotive first, from bed of logs on either or both sides of the track, which the machine has skidded while train has been gone to landing or mill.

We guarantee this machine can be moved from one set-up to another and made ready to skid and load logs inside of five minutes. This extreme simplicity in moving reduces your logging (after logs have been cut) to very little more cost than loading them. It is simply Cutting Logs—Loading Logs—Train Expense. It is the "Simple Life" in logging, and has been reduced to this by a practical log man with over twenty years experience in all sorts of lands.

p40354
B.W.



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This shows our machine getting good logs out of very bad places, loading logs as fast as she skids them, working five men—full crew. In such places and with timber like this, the cost of skidding logs and loading them on the cars is less than it used to cost on the very best high open land, before we invented this machine.

This means that you can log any sort of land in any sort of weather with this machine.
See next page for sort of wood tracks used for economical logging.

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This shows how we build woods track—how they look when first built; after they have been in use six to twelve months they look quite different. These sort of tracks will last a great deal longer than when built with ties—at least two to five times as long, because the motion of the wheels passing over does not rock the pole as it would a flat tie. Try this plan in one of your softest spots; for 36 inch gauge use poles 8 to 12 feet long—you will find it very economical. For standard gauge road use poles 10 to 16 feet long.

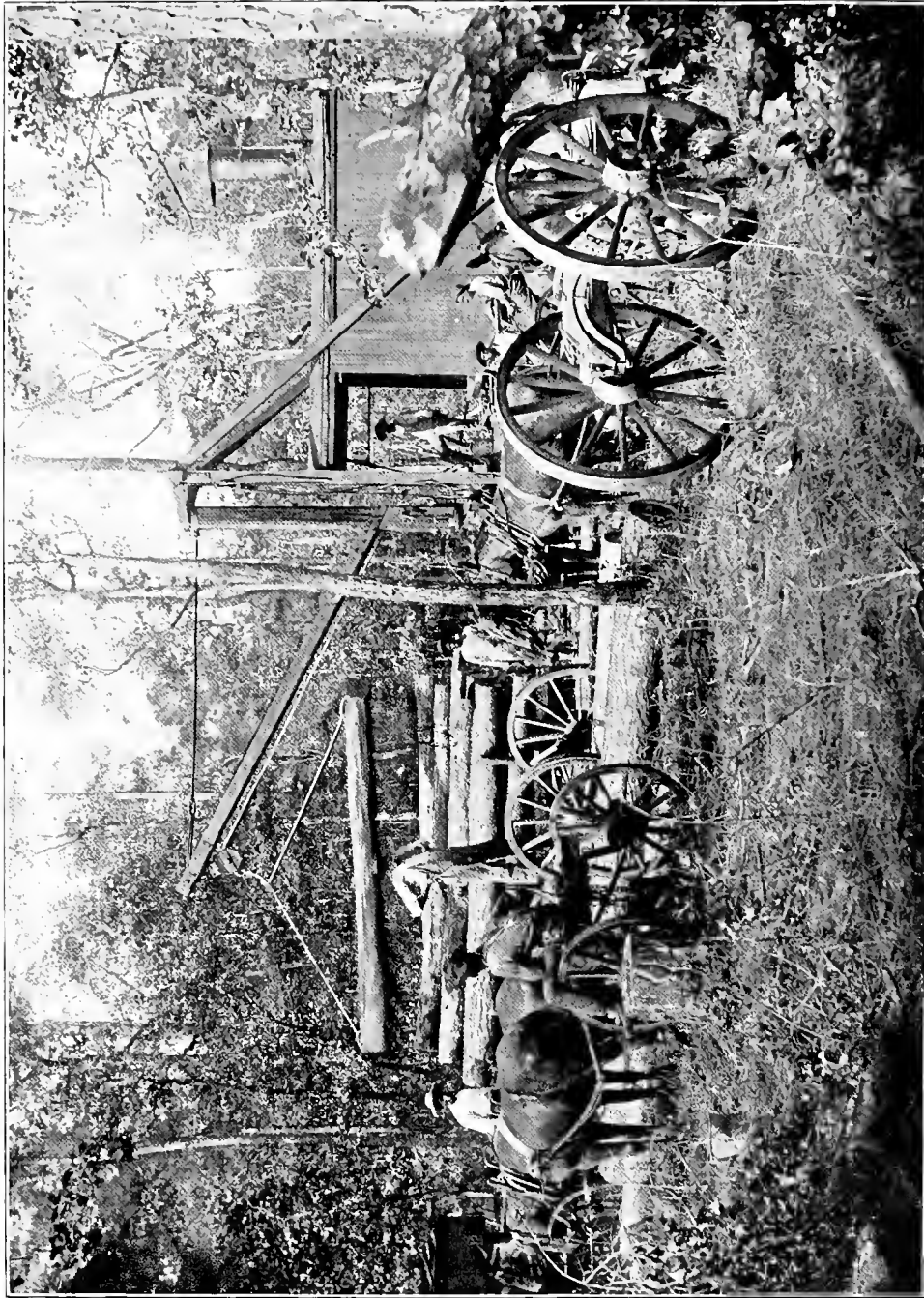


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COMING OUT WITH LOAD.

This shows the sort of land referred to on previous page. We have logged enough logs each day for the past several years to cut over 100,000 feet of boards, a greater part of which have come out of bad lands like this cut shows, sometimes having five to ten miles of woods tracks under water, and with thirty or forty miles on ridges called "Main Tracks." Tracks built with 20 or 25 pound rail, using locomotive averaging in size about equal 9 x 16 cylinders in woods, and up to 14 x 18 on main line. Locomotive shown is 9 x 16 Mogul, with 31 inch drivers. Even under these conditions our logging has been done at least \$1.00 per 1,000 feet under the average price, owing to the use of these machines.

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This shows taking logs up just as fast as team drops them. Three men in crew is all that is needed when logs are loaded right up close like this, even to load, say 1,500 logs per day.

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This is the way the track looks after long service, but if this same track had been built on ties, we would have had to rebuild two or three times, and our engines and cars would have been off a great deal, whereas, with this pole construction, you will note the track remains fairly level, even when worn down as this is.

This is also 25-lb. rail, 36 inch gauge, 9 x 16 locomotive, and this section has been logged out clean. Track has been used to carry out several million feet, and is perfectly safe now.

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This shows one of my No. 2 size machine, working in good high land timber, skidding logs just after train left with load. The skidding continues until train returns.

NOTE THE WIDE BASE.

This machine is very rigid, and when guy lines are fastened, no sort of pull can move the machine—still, with the great number of conveniently arranged parts, it is no trouble for any ordinary crew to let it down on a car, move—say anywhere from 30 feet to 200 feet—jack it up and be ready to work again within five minutes at the new place.

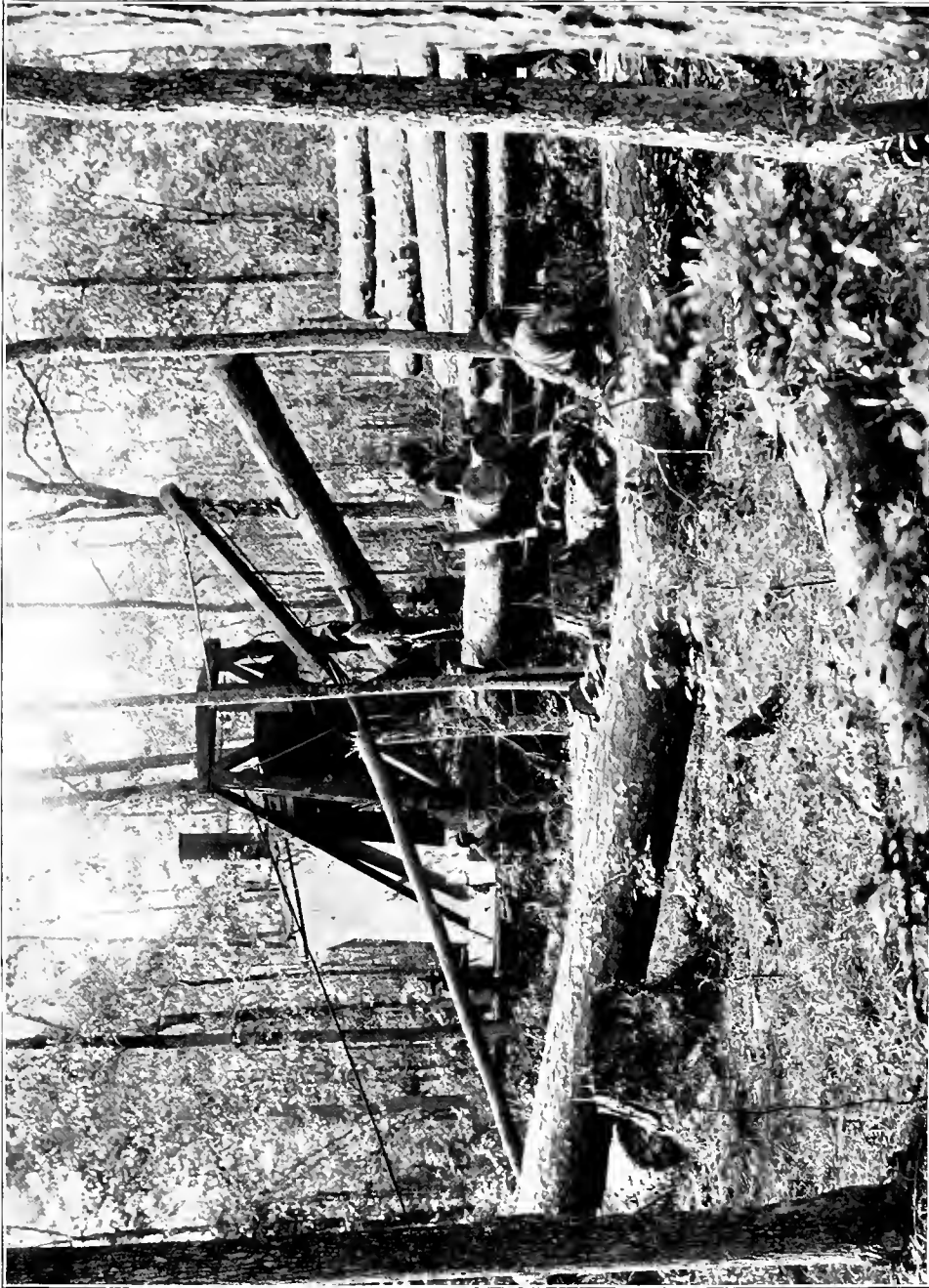
Then our boom is automatic—it swings the log on the car naturally and quickly and drops it in the right place—men don't have to strain—you can use small, weak men if necessary.



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This shows same class machine just after train has arrived and with first car nearly loaded. This machine was working with three men for a crew when picture was made. Five men is a full crew any time; have worked these machines often with two men, and in thick timber they will load from ten to fifteen cars per day with two or three men to work them.

The swing of the boom is automatic from either side, and the men have very little heavy work to do, hence it is perfectly practical to operate with small crew if men are scarce.



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SKIDDING AND LOADING IN THICK SOFT LAND.

You can see by this picture that your logging can be reduced, from a very trying and uncertain operation as now conducted, to a smooth and dependable condition. By putting in our machine your logging is simply "Loading Logs," and the machine can load so many logs so easily, that the men begin to look on log woods work as desirable sort of work at once and it is easy to keep GOOD MEN in the woods; whereas, when logging is conducted on the "man strength" plan only, it is hard to get much gray matter mixed up in woods operations. Consequently you, who pay the bills, have to pay for these machines without getting the benefit of the great saving by having them. They soon pay for themselves in saving effected.



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Train loaded ready to go to mill. Notice how cars are loaded. It is no more trouble to load them to their full capacity than to put on one-half load, but it makes a big difference to the man who pays the bills—because when your woods men report fifty cars loaded, you know almost exactly how many feet you have logged that day. Under the old plan, if logs were plentiful, fifty cars meant say 50,000, but if logs were scarce, fifty cars only meant 30,000; whereas, with this machine, fifty cars mean 75,000 or more, and as the partition between Success and Failure is extremely thin, this matter of loading should command your attention, and you can load so much cheaper, too. This machine pushes all hands, from the water-boy to the Mam Boss—every day—automatically.



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Big machine, on very low wheels, on standard gauge mule road track, logging heavy gum for one of the largest veneer plants in the world.

The haul to the water is short and moves are frequent, logging only the river swamps, hence mules can move a great many thousand feet per day. The main trouble has been in getting the cars loaded. Now the cars are loaded so easily that the mules have rather too much to do.

In this type of machine, where cars are very light and all in one piece, we lift off all the bogies except one, and lift them back as fast as needed to load.

Skidding Tongs Made by Surry Parker

Pine Town, N.C.

No. 10
2" 100#

No. 6
2" 60#

No. 4
1 1/2" 45#

No. 3
1 1/2" 37#

No. 1
1 1/2" 30#

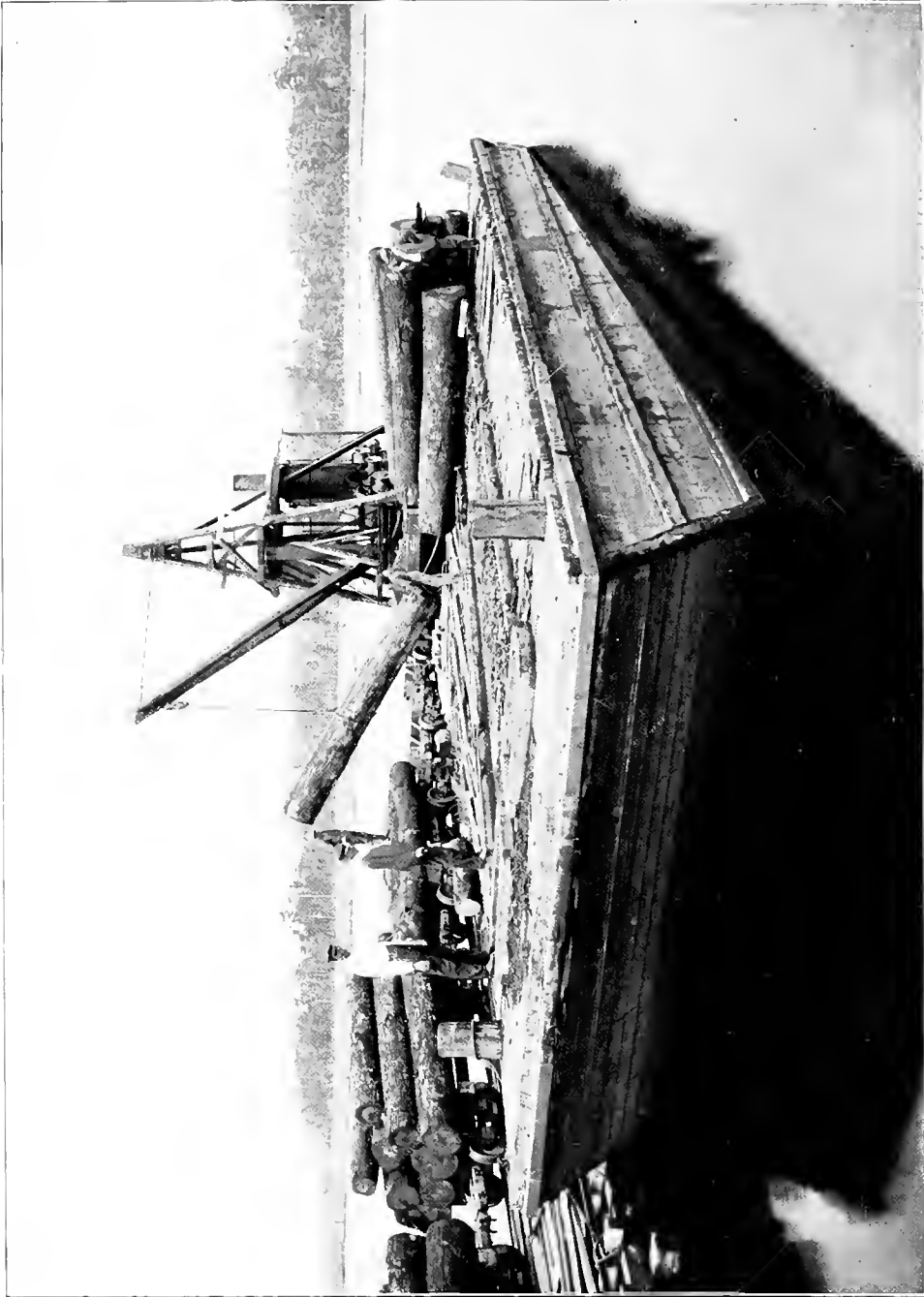
We make all sorts of Tongs, but each is the very best Tongs possible to make.

This cut shows the general style of our Tongs, and the list herewith attached shows the range of sizes and prices. Size No. 2 is used more than any other. We also make Nos. 1, 2, and 3 in 1 3/4" and charge \$1.00 extra. These are for very heavy machines, so a "hang-up" will not ruin them so easily.

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| Size number to order by..... | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|--------------------------------------|-----------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|
| Size octagon tool steel made from | 1 1/2 | 1 1/2 | 1 1/2 | 1 3/4 | 1 3/4 | 2" | 2" | 2" | 2" | 2" |
| Weight of tongs complete in lbs. | 30 | 33 | 37 | 45 | 50 | 60 | 70 | 80 | 90 | 100 |
| Size Logs tongs best suited for..... | 6" to 15" | 8" to 18" | 12" to 20" | 12" to 24" | 15" to 28" | 20" to 30" | 24" to 36" | 28" to 38" | 30" to 40" | 40" to 50" |
| Price..... | \$7.50 | \$8.50 | \$9.50 | \$10.00 | \$11.00 | \$12.00 | \$14.00 | \$16.00 | \$18.00 | \$20.00 |





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TRANSFERRING HEAVY GUM AND OAK LOGS TO BARGE.

This machine hoists the load and swings it by steam power.

Logs that are too heavy to float can be handled very economically this way. Two men are all that are needed to transfer 50,000 to 100,000 feet from logging railroad cars to deck of barge per day. For greater capacity, or where the timber runs very small, one or two more men would keep the capacity up, and for loading barges very rapidly we built a machine to handle a carload of logs at each lift. The heavy machine on this order will transfer 25,000 to 50,000 feet per hour.



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SKIDDING CYPRESS AND BOLD GUM.

We build all sorts of logging rigs—any sort to cheapen the cost of logging.

This shows a pull-boat, we built several years ago that is a very satisfactory cost reducer. This machine sets its shanties for the men ashore, loads itself "decks to" with the timber it skids that will not float, and is towed to the mill with the floating logs—a very handy machine.

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This is a special loading machine we designed and built to load logs into standard 41 foot gondola cars to haul 300 miles to mill on a main trunk line railroad. One boiler supplies six engines to hoist and travel two trolleys and to move the whole machine along as the cars are loaded. Log decks 1,500 feet long, narrow gauge railroad, on each side of the big loader.

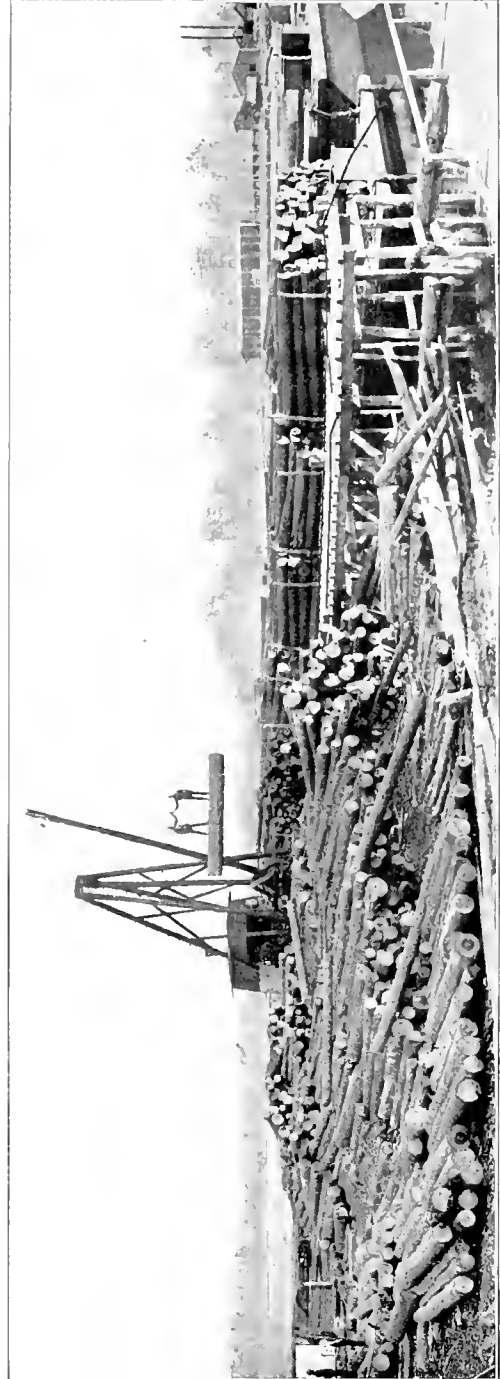
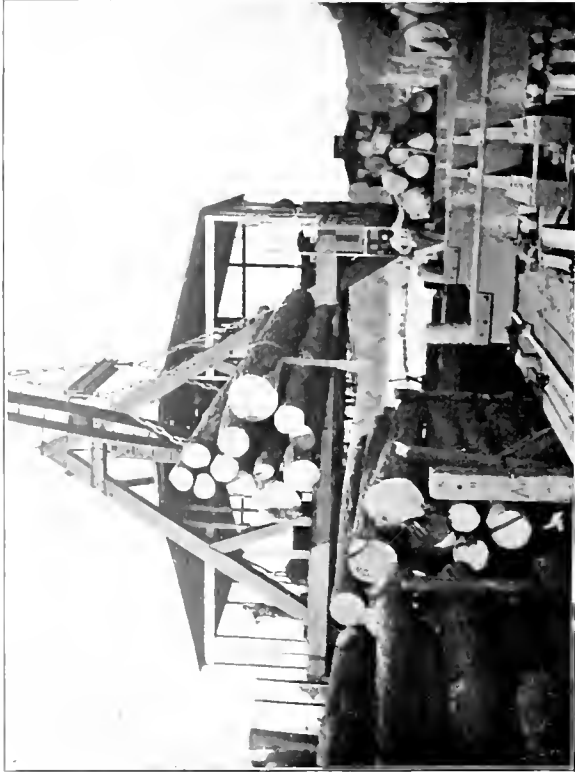
If you have a new proposition to meet call on us; we will invent a way to do the work in the most economical way.

SPECIAL BARGE LOADERS

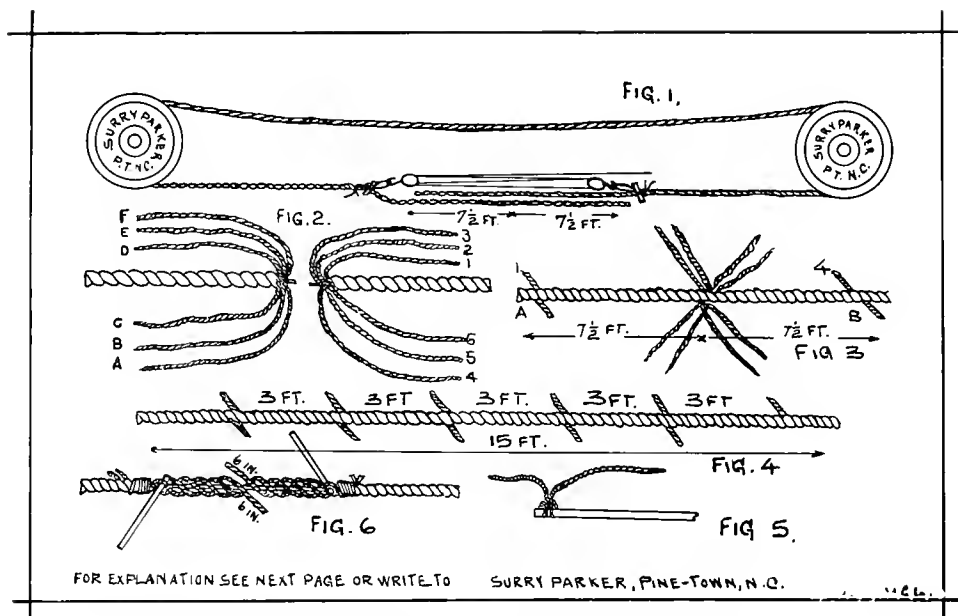
This shows one of the largest machines we ever built. Gauge of track 37 feet. Barge runs under machine and is loaded with 75,000 feet in about two hours or less. Whole car transferred each time to deck of barge; time about one minute per 1,000 feet. Log railroad right alongside barge on edge of wharf.

We will design and build machines to do any sort of loading to meet special conditions anywhere.

Have you read what we say on page 2
about Logging?



The above shows machines we build for loading barges. This travels on a track alongside of the barge. Capacity about 1,500 logs per day.



DIRECTIONS FOR SPLICING WIRE ROPE.

A better splice can be made in wire rope than you can make in hemp rope, and it is just as easy to do; in fact, it is easier, except that the rope requires more force exerted to put the ends under. All the ropes we send out with our Logging Machines have six strands and a hemp core. The hemp core provides a place for fastening the ends, as it squeezes out of the way and lets the end that has been pushed between the other strands flatten itself down so that in a few days you can not tell where the splice has been put in. It is a plain, simple process and any one can learn to splice wire rope in thirty minutes by seeing some one else do it, and you can take these directions and two ends of rope and learn yourself in two hours. To make it perfectly plain to you, we have made a sketch here showing several positions and several of the operations in making the splice. We have taken a short piece of rope and laid it over two wheels and brought the ends together, and in this cut we show the ends drawn together with a small block and fall, but for ordinary splicing, with all the rope slack, it is not necessary to use a block and fall.

At Fig. 2 we show the beginning of the operation with two ends of rope just after you have unraveled them about 7 1/2 or 8 feet back. The ropes must be wrapped so they will not unravel any further back than you intend them to. When you have brought the two ends of the rope together after unraveling them 7 1/2 feet back, cut off the hemp core of each rope close up as shown in figure 2 and bring the bunches of strands together so that the opposite strands will interlock regularly with each other. See figure 3. Then unwind the strand "A" in one rope and lay the opposite strand No. 1 in the other rope in the groove just as fast as you unwind, and continue to unwind one strand and lay this in, until you have laid in, say 7 feet, or until you have only about 6 inches of strand "A", the first one you unwind and the first one you lay in, left. Then cut off the 7 feet of the one you have just unwound, leaving the end 6 inches long. Then unwind strand No. 4 in the cut, say of the opposite end, and fill up this groove with strand "D" from the opposite side and treat this in the same manner.

Next, pursue the same course with "B" and 2, stopping 3 feet from where the first set was stopped.

Next, pursue the same course with No. 5 and "C", stopping as before, that is, about 3 feet from where the first set ran out on this side, then with "C" and 3, and lastly with No. 6 and "F". This will complete the unwinding and laying-in process.

You will notice in the cut that each pair of strands has been stopped 3 feet shorter than the pair before. This leaves you a pair of ends at each 3 feet each way of the rope.

Now comes the last operation of splicing.

The ends must be secured without enlarging the rope.

Take two rope clamps, see figure 5, and fasten them to the rope as shown in figure 6, twist them in opposite directions, thus opening the lay of the rope. See figure 6. This has to be done at each pair ends. Then with a knife, cut out the hemp core about 6 inches on each side of where the ends come together. In other words, take out just a little more of the hemp core than you have of the wire end to stick in there. Now straighten the ends, and slip them into the place formerly occupied by the hemp cores you have just cut out. Then twist the clamps together, closing up the rope and taking out any slight bumps with a wooden mallet. By pounding the rope with the mallet you can bring it very nearly the same size as the other part of the rope, if you have taken out the right amount of core.

Then follow this operation with each of the six pair ends, thus sliding each of the ends inside of the rope, putting them in place of the hemp cores at each place.

It is a great deal easier to do the splicing than it is to read these directions over intelligently. Two good men, one to read the directions and one to handle the rope and another man to help as a laborer, and with the help of these directions, quickly learn to splice wire rope.

It is good to have a sharp cold chisel made about 1 inch across on the face for cutting off ends of the strands, a hammer and a piece of 3/4-inch round iron or steel about 12 inches long, one end brought to a point like a needle with a long slim taper, say of 5 or 6 inches. This is useful to force in between the strands of the rope to pry it open; also two pieces of heavy tarred rope, such as is used for bundling lath, which you can use double in connection with the sticks for untwisting and twisting the wire rope, as shown in figure 6; a good pocket knife for cutting out the hemp core; a wooden mallet, of ordinary size and a block of wood or sill or something to lay the rope on to pound it.

We shall be glad to answer any question in regard to this that is not perfectly clear to you, from this description, at any time.

SURRY PARKER, PINE TOWN, N. C.

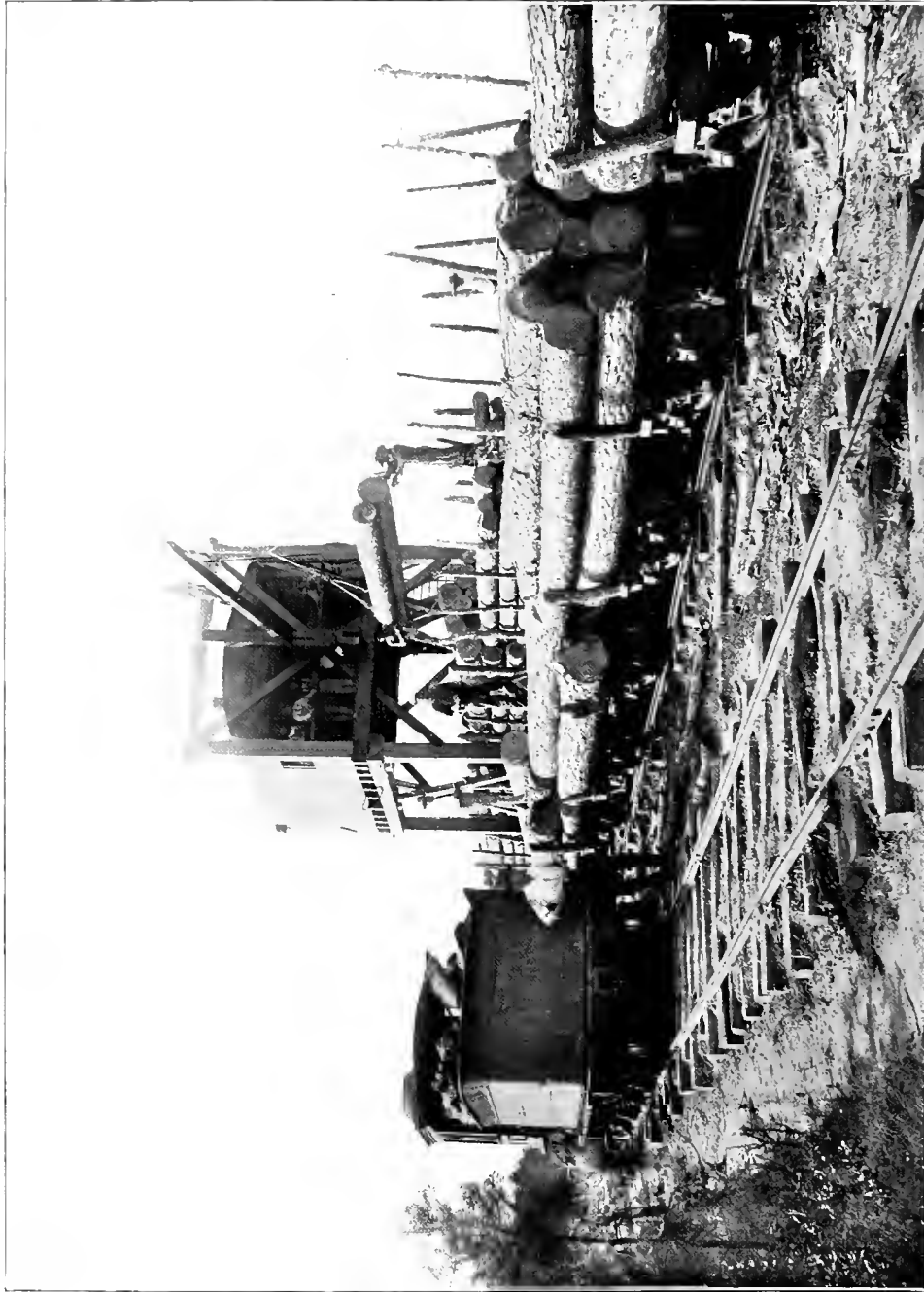


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LOADING STANDARD GAUGE LOG CARS.

You can see that we get a maximum load on every car, thereby saving a great deal on freight charges. These logs only move 35 miles on Trunk Line R. R., but the saving has paid for the machine several times already. Names and addresses furnished to intending purchasers.

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This shows plan of tracks. Machine stands over and above Standard Gauge flat cars. Logs are being transferred direct from Log Woods cars to Main Line flat cars. Locomotive is on Main Line of Woods Road.



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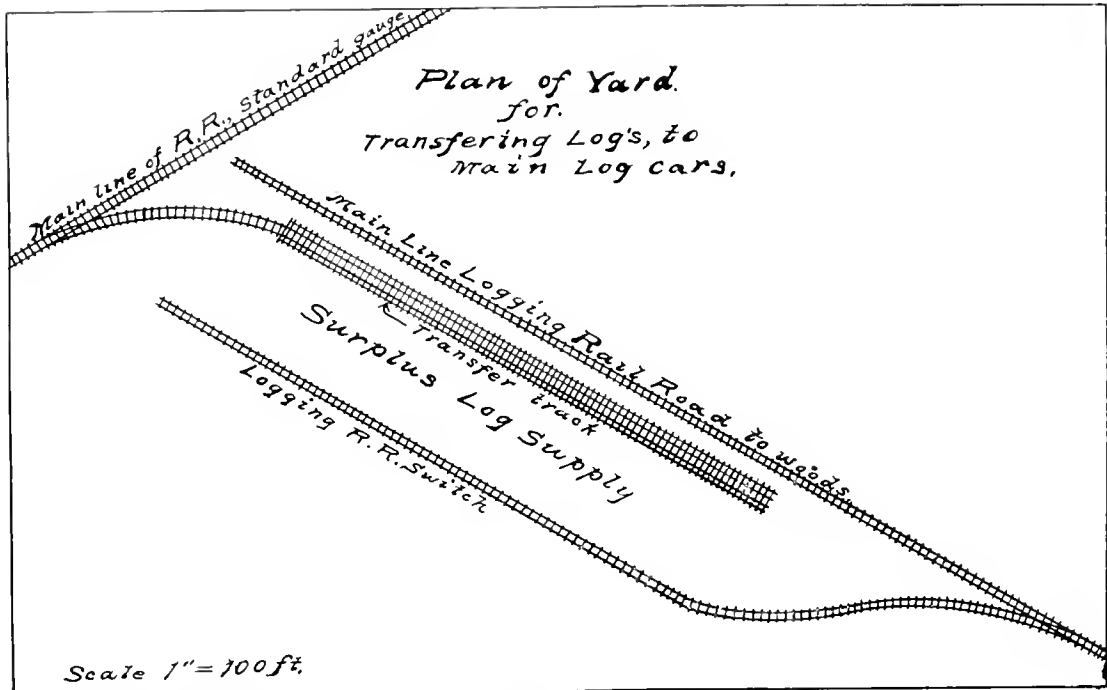
Loading cars to go 130 miles under high freight rate, with 4,000 feet to car minimum. It adds nothing to the cost per thousand to fill nine-foot standards with this machine, and it does not require much figuring to find out that the freights saved soon pay for the machine. Labor saved on each thousand feet is fully 50 cents over the next best way of loading standard gauge cars. This will pay for the price of the Machine in a few months. In this time of high-priced labor this Machine saves money fast. Figures furnished those interested.

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Note how easy the operation is carried on—no one working very hard—light, cheap men, or boys, do this work successfully—no cant-hooking—no straining—easy to keep men.



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The above engraving gives an idea of a suitable plan of tracks at the log yard to use with these machines. We have also had yards built where both tracks were fifty feet from the transfer track, enabling the logs to be tumbled off the cars quickly, and we have also had yards built where both tracks were right alongside of the transfer track, and one train of loaded cars is left on one side or the other of the machine to be transferred while locomotive is gone into the woods with the light cars—the other train. This plan is the very best way where you have a sufficient number of cars. The surplus log supply can be on the off side of each of the tracks when a yard is built this way.

The machine will easily pick up logs within a hundred feet of the road and make good time reloading.

SURRY PARKER, PINE TOWN, N. C.



These folks have to wait for Standard Gauge Cars to ship on so they unload their woods train on Log Decks, and keep their woods work going regularly. When the standard cars come they frequently load them within an hour or so and the logs are at the mill in a few hours. This Machine helps you to meet poor car service half way and prevents loss from delays in this way. Three small men are a full crew. They will load 60,000 feet per day.

SURRY PARKER, PINE TOWN, N. C.



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The cars are loaded so evenly that the logs look to be better grade. Everybody connected with such a shipping arrangement feeds the effect of the nice work done and try to do their part.

Your logs all reach the Mill in good shape and the cars can be loaded to their full capacity every time. This means at least \$1.00 to \$2.00 saved for every car you ship. Probably a saving of \$7,500.00 per year. These little things are what make the difference in the long run.

We would like to figure with you on your proposition.

SURRY PARKER, PINE TOWN, N. C.



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We build powerful Engines mounted on Wide Tread Steel Wheels, to get logs out of bad swamps, to be handled by team to mill or railroad cars.

This shows Machine working in edge of swamp pulling out large Gum timber. Wheels 10-inch wide on face or tire, 54 inches high. This machine can be moved about in almost any woods with four team.



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This shows same Machine after it has been at work one hour. We send them out equipped with all rope and guy lines needed, heavy skidding blocks, tongs to suit size of timber, and small tools needed around the engine. We make the drums large enough to wind 1,000 feet rope or 1,500 feet when needed.



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TWO LINE LOGGING MACHINE IN FAIR TIMBER

We build Two Line Logging Machines, one line to use as a skidding line all the time, the other line operated with separate engine to use for loading and skidding. These Machines are liked by some of our customers very well. The capacity is raised but the cost per thousand for logging is not reduced any over the single line Machine. Then you have a heavier Machine to move. If your rail is 20 lb. you had better use the single line Machine.

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Logging in a very bad soft River Swamp, using one of our No. 2 machines and 7 x 12 Locomotives. A splendid outfit for 15,000 feet per day with a total of 15 men in the woods, 5 on machine, 2 on train, 3 building track, 4 cutting logs, and the Superintendent.



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Cutting Logs in same operation referred to above.



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35,086 FEET BOLD GUM.

This shows one day's work of one of our small machines with 5 men for full crew, working on a track built of 20-lb. rail in Rose-noke River Swamp, using two mules instead of locomotive to haul the loaded cars to the river bank. Timber stands thick and haul is less than one-half mile.

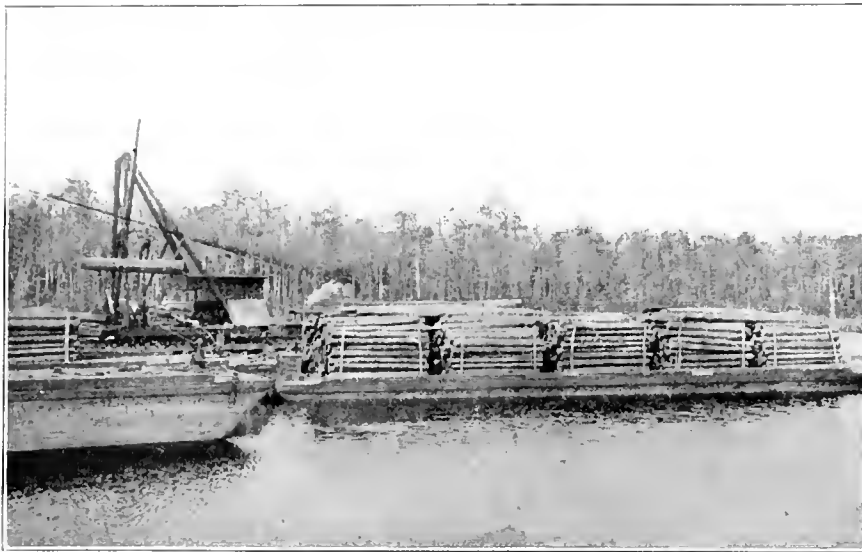


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Timber all cut. Machine just ready to begin work—same operation shown in other two cuts on left side of this page.

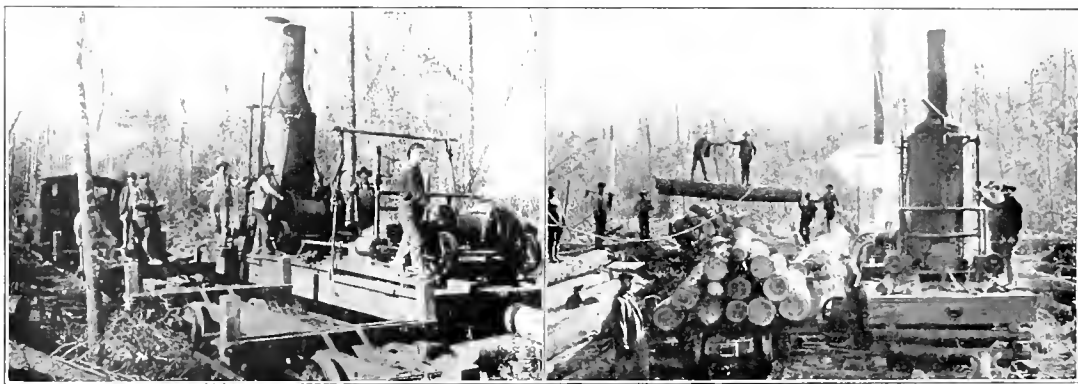


Two views of machine which is used to transfer gum, cypress, pine, and juniper to Norfolk & Southern standard flat cars. Machine located in the center of Dismal Swamp, North Carolina.



STEAM BARGE LOADER.

Self-propelling, self-swinging, adjustable boom. Barges 110 ft. long, 24 ft. beam, 8 ft. deep, loaded with five lengths of 16 ft. logs. This is an economical way to handle heavy sap timber, especially where the average size of the log is small.



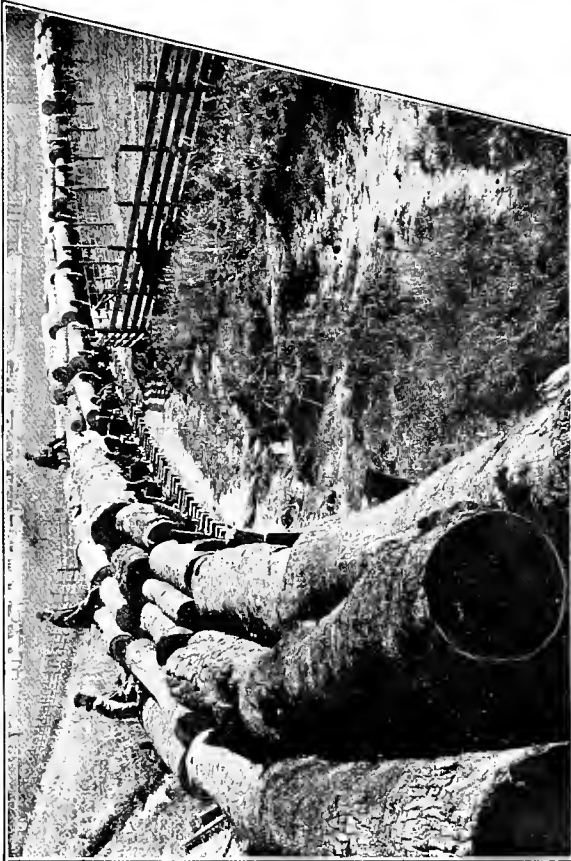
TREE RIG SKIDDERS AND LOADERS.

We build these machines in all sizes, on heavily constructed platforms with two four-wheel trucks under them, and also on our Patent Platform, so that they can be moved on any car of the train.

There is no logging proposition where this machine will compete with our Boom Skidder and Loader in price per thousand feet from stump to top of cars. We furnish these to some people who want this class of machinery, and we are prepared to furnish machines suitable for any size timber.

Priees quoted upon application.

SURRY PARKER, PINE TOWN, N. C.

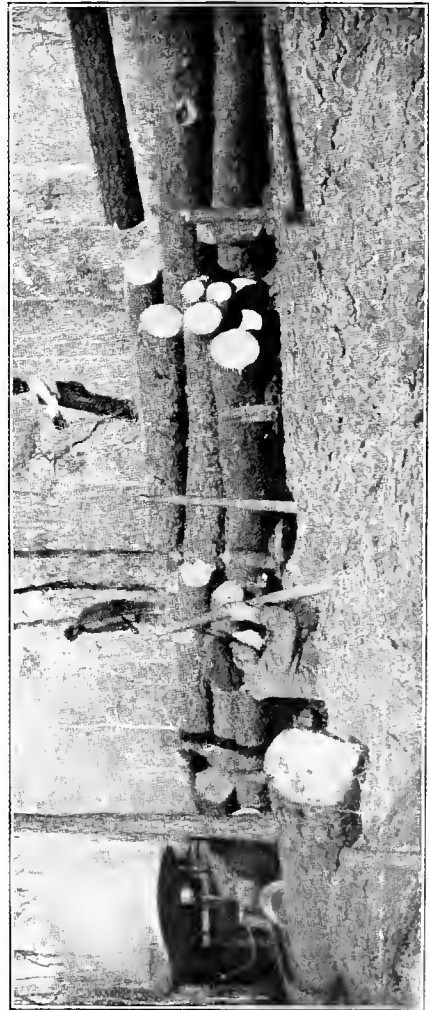


LOGGING SCENES.

Fully 95 per cent of all Steam Logging in the North Carolina pine lumber business is done with our Machinery.

We have letters showing that our Machines save as much as \$1.50 per thousand feet over any other method of logging.

We sell more repeat orders than any other Builder of Logging Machines. There is a reason—let us tell you more about the great Labor Savers.

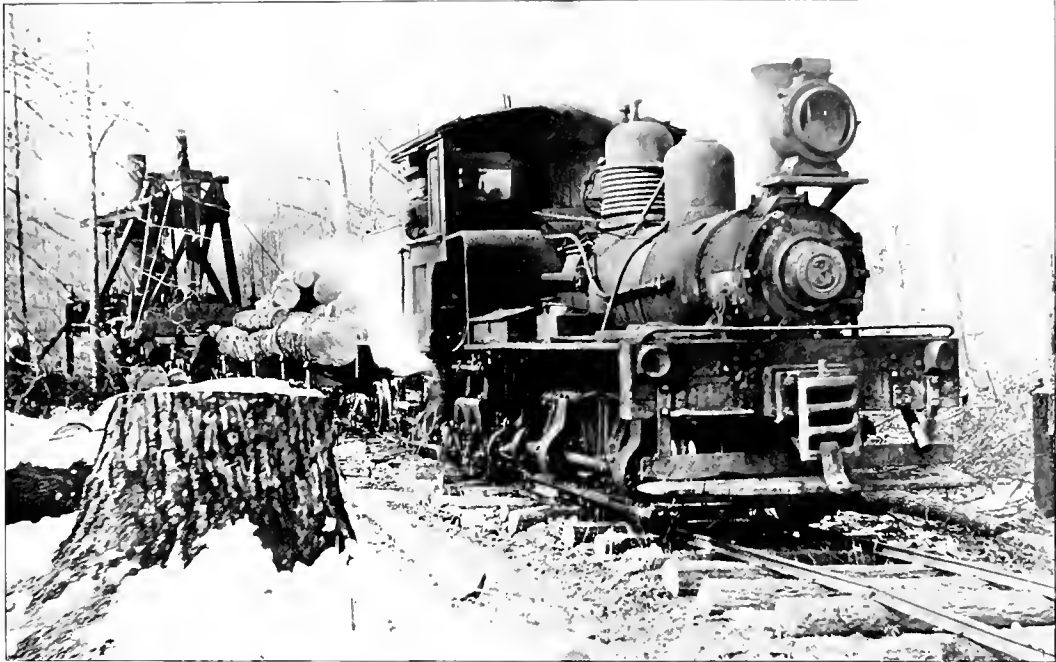


SURRY PARKER, PINE TOWN, N. C.



This machine has a heavy double cylinder double drum engine handling the two main pulling or skidding lines and a separate single drum double cylinder loading engine, using my automatic loading boom. This is complete logging plant, in itself, and when properly handled in good timber can easily be counted to give you forty thousand feet per day of ten hours work. It will pull with ease any timber that grows in the Southern States in whole trees. Eight men stumping, 4 men sawing up, skid engineer, loader man, 2 yard men, and fireman. Total 17 men make a full crew for this machine. They will average 40,000 feet in good timber and can get 75,000 in extra good timber such as is common in some sections in the South.

SURRY PARKER, PINE TOWN, N. C.



A Parker combination skidder and loader and a Shay locomotive. The strongest possible team for logging in the hills.



SKIDDING AND LOADING HARDWOOD IN THE MOUNTAINS OF KENTUCKY.

This is one of our six No. 4 combination skidders and loaders, and has been found to be a most satisfactory machine for the heaviest mountain timber. There is no timber that grows that this machine will not handle with ease. We build them very heavy and strong. A crew of only three men will do good work with one of these machines. The saving over ordinary methods of logging is so great that it is hard to get one to believe the figures. We have letters showing a saving of from \$1.50 to \$2.00 per thousand feet. This means \$1,000.00 per month for a single band mill. Have you read what we say on page two?



ONE OF OUR MACHINES AND ITS FULL CREW.

Five men will take one of my machines and pull out and load more logs per day than can be done by any other method known today. These machines are great money savers in any sort of land. They are equally good in swamp or mountains.

UNIVERSITY OF N. C. AT CHAPEL HILL



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