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THE WHEEL LOADER

a useful piece of equipment



by Richard Campbell

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THE WHEEL LOADER

A VERY USEFUL PIECE OF EQUIPMENT

Since their conception, the wheel loader has probably been one of the most useful items of equipment ever invented – even more so than the modern hydraulic excavator.

By **RICHARD CAMPBELL**

1. Seen here loading an International PH65 PayHauler, the H100 PayLoader was a larger machine suited to earthworks and aggregate suppliers. Both of these machines are very new and have just gone into service. Photo is dated 1965.

PHOTO CREDIT: AUTHORS COLLECTION

2. Another 'must-have' machine was the Hough H60. This was very popular with sand and gravel companies as well as aggregate suppliers. The rigid frame H60 was replaced by the articulated H60B by the beginning of the 70s.

PHOTO CREDIT: AUTHORS COLLECTION

The secret to the wheel loader's success is its versatility and, more importantly, mobility.

The loader wins hands down over the excavator in this category as it can be used to load and carry all manner of items over the jobsite where an excavator is limited by the speed of its tracks (usually only 5-6km/hr).

A wheel loader can traverse the landscape and be back for more before an excavator has even gone halfway.

What is more, a small loader can easily road itself between several jobs all in one day, which would require the use of a trailer or lowboy for an excavator.

While the range of items that can be successfully hung off the stick/

arm/dipper of an excavator is very impressive, so are the attachments that will fit a wheel loader that practically mirror those of an excavator.

The first wheel loaders were 'add-ons' to existing agricultural tractors

It was **Frank Hough** who saw the greater potential of the wheel loader and he built several prototypes to prove his concept.

These were fitted on to **Case** and **McCormick-Deering** agricultural tractors and performed well enough that Hough decided to get into the loader manufacturing business.

He purchased land in Libertyville, Illinois and built a factory to manufacture them, but WWII put the brakes on things due to major raw materials being required for the war effort.



3. Just as the Hough H30 was a jack of all trades during the 60s, the Hough model HH fulfilled the same job during the 1950s. Available with gasoline or diesel power, the rigid frame, rear wheel steer machine carried a very useful load. This example is equipped with a Drott 4-in-1 bucket, further increasing it's usefulness.

PHOTO CREDIT: AUTHORS COLLECTION

4. One of the backbones of Hough's wheel loader range during the 1960s, the Hough 30 was literally everywhere, from small contractors and drainlayers to large concerns who used them for tidying up.

PHOTO CREDIT: AUTHORS COLLECTION

Hough had decided that the only way to truly have control over his product was to manufacture the entire machine himself and not be reliant on other manufacturers for supply of suitable tractors.

This way he could introduce modifications as he saw fit and was not at the mercy of outside suppliers.

However, Hough did not build its own engines and relied upon suppliers such as Waukesha, Hercules, Cummins and International-Harvester for power plants.

Transmissions were also outsourced until Hough developed its own in the late 50s.

Hough's first in-house designed and built wheel loaders were all rear wheel drive machines, and it wasn't until 1949 that Hough introduced the

industry's first four wheel drive loader, the **Hough model HM**.

Many other models followed.

Hough became an autonomous division of International-Harvester when I-H purchased Hough in 1952.

Apart from having considerably more capital to play with it was 'business as usual'.

Frank Hough was retained as managing director.

Hough's first articulated steer wheel loader was the giant model H400 with a 10 cubic yard bucket, introduced in 1964.

It was the largest wheel loader any manufacturer had built up to that point.

Hough was also instrumental in kick starting indigenous manufacture of wheel loaders in Japan following an

agreement signed between Hough and Komatsu in 1965 with the resulting wheel loaders being sold as Kimco-Hough.

This agreement was terminated in the early 1970s.

Hough also opened several other overseas manufacturing plants to meet the massive demand for its products.

It all came unstuck when the PayLine Division of International-Harvester fell on very hard times in the 1980s.

Dresser Industries stepped in and took over the PayLoader and PayHauler segments of the company before selling PayHauler to private investors and PayLoader to Dressta, who continue the Hough legacy today.

THE COMPETITION

There were also a lot of other manufacturers who had seen the success of Hough's loaders and wanted a slice of the market.



Clark-Michigan introduced its first loaders, the models 75, 125 and 175, in 1954 and continually expanded and upgraded its range.

Michigan's first loaders were rear wheel steer models and established that company's reputation for strong rugged wheel loaders.

Their first articulated machines were introduced in 1965.

Clark-Michigan's loader division was ultimately absorbed by Volvo in the late 1980s and Volvo continues to innovate and manufacture wheel loaders to the present day.

1. Arguably one of Clark-Michigan's most successful wheel loaders, the model 35A appeared in 1957 and remained in production in successively improved formats until Michigan exited the loader business. This tidy example has all the mod cons including a cab.

PHOTO CREDIT: INTERNET

2. Michigan's loaders were very well built and those who bought them usually ended going back for more.

The model 175A was also a 1957 debutante and one of the first production versions is seen here loading an International R series truck.

This is not a machine you would want to lean out of when the loader arms were descending!

PHOTO CREDIT: EDGAR BROWNING

3. The 275C was a mid-sized wheel loader and very popular, especially in quarry and aggregate work. When Clark-Michigan finally got around to manufacturing articulated steer wheel loaders, the 275C was one of the first to get the treatment and the 275C pictured is a prime example of the type.

PHOTO CREDIT: AUTHORS COLLECTION





Caterpillar was a late starter into the wheel loader business with its first machine, the rear wheel steer 944, not appearing until 1960, and its first articulated steer machine, the 966B in 1963.

Cat has come a very long way since then and is still heavily committed to manufacturing a very wide range of wheel loaders, producing the second largest machine in the world, the 994K.



4. The little Cat 910 was manufactured in Japan for Cat by Caterpillar Mitsubishi and exported worldwide. It first made its appearance in 1973 and is still in production today (albeit a much later version). Equipped with a 1.25 cubic yard bucket, the articulated steer machine was legally roadable and could flit from jobsite to jobsite.

PHOTO CREDIT: PURPLE WAVE

5. One of the first of Caterpillar's articulated steer wheel loaders (the first was the 966B), the 950 has represented Caterpillar well as a mid-sized utility machine. First introduced in 1964, it is still being produced today as the 950M and has been manufactured in such diverse places as Belgium, Japan, Canada and even New Zealand!

PHOTO CREDIT: AUTHORS COLLECTION

6. Despite what a lot of the world thinks, Caterpillar doesn't always get it right.

Case in point was the first 980 wheel loader which was introduced in 1966. Powered by the rattly, hard to start D336T engine, it was not a great commercial success.

It wasn't until Cat engineers redesigned the machine as the 980B, installing a 3306T engine, that the machine found its niche.

PHOTO CREDIT: PURPLE WAVE



7. Although not the world's largest wheel loader, this one comes pretty close.

Intended for mining operations, the Caterpillar 994F was a very impressive machine, weighing 216 tons, and with a huge 19.5 cubic yard rock bucket and 1,463 flywheel horsepower at its disposal.

The first 994 was unveiled in 1990 and it has had successive upgrades along the way. The machine illustrated has since been superseded by the 994K version.

PHOTO CREDIT: AUTHORS COLLECTION



1. The Scoopmobile range was part of the Mixermobile group of companies and the first to offer an articulated steer wheel loader (in 1955).

The company's most popular machine was the LD5 illustrated here, a very rakish and modern looking machine for the 1950s. Power came from Cummins or GM depending on customer option.

PHOTO CREDIT: INTERNET

2. Westinghouse acquired the Scoopmobile wheel loader range in 1968 and re-branded it Wabco. Wabco-built examples differed little from the original Scoopmobile designs but, to their credit, Wabco did clean them up considerably during the time they manufactured them and made them more visually appealing.

Regrettably, the loader range disappeared entirely when Wabco quit the earthmoving business in the mid-1980s.

PHOTO CREDIT: AUTHORS COLLECTION

3. J.I. Case, a company better known for its farming equipment, entered the wheel loader market in 1958 with the release of the models W-7 and W-9.

Available with either petrol, LPG or diesel engines, early Case loaders were all rigid frame and rear wheel steer. They were very popular amongst councils, counties and small to mid-sized contractors as they were reliable and cheap.

You would be surprised at just how many of these old warriors are still about today.

PHOTO CREDIT: PURPLE WAVE

4. One of the second generation of Case loaders, the W14 was an articulated steer machine. With loader linkage looking very much like that fitted to an Allis-Chalmers machine, this particular machine must be well liked as, although well used, it has four brand new tyres!

(PHOTO CREDIT: AUTHORS COLLECTION)



The **Mixermobile Company** introduced its first wheel loader, the Scoopmobile LD-5, in 1955 and it started a revolution, being the first articulated four wheel drive loader offered by any manufacturer.

Never a heavy hitter in the business, the Scoopmobile range was sold to Wabco in the mid 1960s.

Wabco never really realized the potential of the brand and it died along with most of the rest of Wabco's earthmoving range in 1987.

Case saw the potential of the small wheel loader and its first offering, the model W-9, came out in 1958.

Available as a gasoline or diesel-powered machine, the rear wheel steer W-9 was quickly joined by other models.

Case offered its first articulated steer machine, the W-10, in 1960 and still manufactures wheel loaders today.

Industry giant **Allis-Chalmers** introduced its first wheel loader, the TL-12, via its subsidiary company TractoMotive in 1956.

Allis-Chalmers loaders were very well regarded by the industry and seen as quite innovative.

Its first articulated steer machine, the model 545, came out in 1966 and was a huge success, not only with contractors but also the military who bought them in bulk.

They were particularly popular with loggers as well. They were also one of the first manufacturers to introduce a big, quarry-sized machine, the model 945.

Regrettably for Allis-Chalmers, it was all downhill once their partnership with Fiat turned into a full takeover in the mid 1970s.

Allis-Chalmers/Fiat-Allis wheel loaders are no longer available today.



5. Allis-Chalmers, along with Hough, were an early pioneer in the field of wheel loaders, thanks to the acquisition of the TractoMotive company.

This beautifully preserved model TL12 dates from the early 1950s and is owned by Lakeside Sand and Gravel of the USA.

PHOTO CREDIT: AUTHORS COLLECTION



6. Introduced in 1957, the model TL20 was a big loader and very rugged. The fact that this one survived is testament to the types durability. Approximately 1900 TL20's were built by Allis-Chalmers.

This example is waiting for a new owner and is parked outside of a farm in the rural USA.

PHOTO CREDIT: AUTHORS COLLECTION



7. Allis-Chalmers marketed its first articulated steer loaders in 1966. The 545, 645 and 745 were huge successes and sold in the thousands. Reliable, versatile and easy to maintain, they would still be around today if it hadn't been for the merger with Fiat which eventually dragged the company under.

PHOTO CREDIT: AUTHORS COLLECTION

8. The Euclid Division of General Motors had been messing around with several different prototype loaders before the model L20, and L30 appeared in 1958.

Rigid frame types were tried and rejected so all of the commercially available Euclid loaders were articulated steer.

This near-new L20 is operating in a US sand and gravel facility.

PHOTO CREDIT: AUTHORS COLLECTION

Euclid/Terex's first wheel loader, the L-20, was introduced in 1962 after some years in development. It was followed by the L-30 later that same year.

Euclid was never a really big player in the wheel loader arena, but it made a good, reliable product and had some very loyal users.

1. One of the last wheel loaders offered by Terex before the loader range was discontinued entirely was the model 72-51B. Well regarded by users, the machine was a progressive development of the old Euclid L30. With a GM 6-71 under the hood it sounded fantastic!

PHOTO CREDIT: ANTHONY LUCIBELLO

2. The largest Terex wheel loader to come off GM's production lines was the model 72-81. This was a very big machine for its day and was powered by a GM 12V-71T diesel. Not a great many were manufactured and few survive in operating condition. This example is a welcome exception and is still working in Germany.

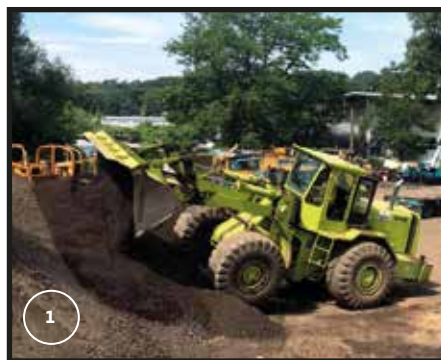
PHOTO CREDIT: INTERNET

3. John-Deere was a very late starter to the wheel loader world, not releasing its first loader, the JD544, until 1967. The unit illustrated is a very early production version with the narrow lift arm and very basic cab.

PHOTO CREDIT: INTERNET

4. Roll the clock forward 40-odd years and the JD544 is still in production although this 'J' version bears little resemblance to it's predecessors. The JD544J has also itself been superceded by the JD544K version. Deere has consolidated its position in the wheel loader market and currently offers a range of machines up to five cubic yards capacity.

PHOTO CREDIT: INTERNET



Euclid changed the designation of its loader line from "L" to "72" in 1967, the L-20 becoming the 72-21 and the L-30 the 72-31.

After Euclid's name change to Terex in 1968, the company continued to produce wheel loaders, expanding the range and adding the 72-41, 72-51 and the very large 72-81.

Terex's last foray into the wheel loader market was with the 72-71 and 72-61 models.

Euclid/Terex also manufactured wheel loaders outside of the USA in Canada, the UK and in Luxemburg but the larger wheel loaders 72-72 and 72-81 were built exclusively in the USA.

After Terex's disastrous marriage with IBH [which basically resulted in the collapse of the company], the wheel loader range was scaled right back and all were gone by the mid-90s.

John-Deere was one of the later entrants into the world of wheel loaders, and its first offering, the JD544, did not appear until 1967.

Deere offered a somewhat new perspective in loader design that was quickly copied by its competitors.

Deere is now a major player in the USA and offers a range of utility-sized machines.

Deere became involved with Liebherr in the 1990s, exchanging engines and hydrostatic drive technology, not only for wheel loaders but track type tractors as well.

OTHER MINOR PLAYERS

The wheel loader market was a very lucrative one and it is not surprising that a lot of other companies wanted a share of the pie as well.

The following companies can be considered important 'minor players' in the development and innovation of the wheel loader:

Baldwin-Lima-Hamilton is a company better known for its small diesel locomotives and Lima cranes and shovels, but also had a go at penetrating the loader market from 1965, however never ever sold a great deal of product.

It offered four different wheel loaders models ranging in size from 1 cubic yard to 2½ cubic yards.

They were absorbed by Clark in 1970 and subsequently vanished by the end of the 1970s.

Another company better known for cranes and face shovels, **Lorain** (founded by the **The New Shovel Company**) began offering a range of smaller wheel loaders from 1959 up until the early 1970s.

By all accounts the machines were well built and quite efficient, but they just didn't seem to take off like other manufacturers offerings.

The entire Lorain range of wheel loaders was sold to Massey-Fergusson in the early 1970s. Massey-Fergusson continued to manufacture and refine the original Lorain products.

The **Eaton** company of Batavia, New York, first introduced its Trojan wheel loaders in 1950. The first model introduced was the LM-75 – a ¾ cubic yard, rear wheel steer machine. This was followed by a range of other machines including a four-wheel drive model.

Trojan had a fair deal of success in the marketplace and ultimately ended up producing some quite large machines.

Top of the range was the model 8000 introduced in 1966 powered by a V12 Cummins engine and fitted with an eight cubic yard bucket.

German company **Orenstein & Koppel (O&K)** purchased the Trojan range from **Eatons** in the early 1970s.



5. This rather austere looking wheel loader is a Lima Model 50 of around 1963 vintage. Baldwin-Lima-Hamilton who was big in the crane and shovel industry had a go at building wheel loaders with moderate success. The Company was purchased by Clark in 1970, and as Clark had it's own range of Michigan wheel loaders, the Lima models were discontinued. PHOTO CREDIT: INTERNET



6. With origins dating back to the Thew Shovel Company, the Lorain 500 was a five cubic yard capacity wheel loader. Kohering acquired the Lorain range but didn't keep it long, selling it to Massey-Fergusson in 1971. Pictures of Lorain loaders are few and far between. This one came from a used equipment site. PHOTO CREDIT: INTERNET



7. Manufactured by the Yale Division of Eaton Yale and Towne, the Model 124A illustrated dates from 1959 and is a rigid frame, rear wheel steer machine with a 1½ cubic yard bucket. O&K of Germany acquired the entire Yale Trojan range in the 1970s. PHOTO CREDIT: INTERNET



1. Pettibone began wheel loader manufacture in 1955 and the model 858 illustrated dates from around that time. The early machines 'borrowed' a few of Clark-Michigan's attributes, particularly the layout of the lift arms and cylinders. This old girl was still going in 2014.

PHOTO CREDIT: INTERNET

2. The Model PM285 was a second-generation Pettibone machine which came out around 1960. It shares elements of both Caterpillar and Michigan designs and is a rear wheel steer machine. Pettibone never got as far as articulated wheel loaders as the range was gone by the 1970s.

PHOTO CREDIT: INTERNET



3. Liebherr had experimented with several types of wheel loader before settling on the design of the L531, L541 and L551 in the late 1970s. All of these machines were hydrostatic drive and were very successful in Europe. Some examples of the L551 have clocked over 40,000 operating hours. This is an L531 from 1996.

PHOTO CREDIT: LIEBHERR

Pettibone-Mulliken is based in Chicago, Illinois and better known for its rough terrain cranes, but it had a go at entering the wheel loader arena.

Commencing in mid-1955, Pettibone initially offered three different rear wheel steer loaders, the models 125, 175 and 250 ranging from 1¼ to 3½ cubic yards capacity.

Especially popular with railroads (probably due to the rough terrain crane connection), Pettibone wheel

loaders were manufactured through to 1968, with the largest machine produced being the 5½ cubic yard 550 powered by a Cummins NH220 diesel.

Liebherr was a pioneer in the wheel loader field due to the fact that its machines were all hydrostatically driven.

Liebherr's first wheel loader, the type 90 'Elephant', was introduced in 1954 but did not have a long production run.

The L531, L541 and L551 cemented Liebherr's loader status in Europe with some machines amassing over 50,000 hours operation.

Liebherr is still manufacturing wheel loaders today.



4. The L580 was a third generation machine and the flagship loader for Liebherr in the early 2000s. At the time it was the largest hydrostatic drive wheel loader in the world. It was used extensively in quarry, gravel and even forestry operations.

PHOTO CREDIT: LIEBHERR



5. Not a very well known loader manufacturer, Nelson produced a small range of wheel loaders beginning in 1957. The model 250 illustrated had a 2½ cubic yard bucket and was powered by a GM 4-53 diesel. Gasoline engines could also be specified.

Nelson loaders were all rigid frame, rear wheel steer types and resembled early Hough HE and HH models. The Company was no more by the late 1960s.

PHOTO CREDIT: INTERNET

N.P.Nelson Inc was never a big hitter in the wheel loader field, however it did manufacture a moderately successful line of small wheel loaders for a time commencing in 1957 with its 1¾ cubic yard model 150.

All Nelson wheel loaders were rear wheel steer and had a rigid frame.

The loaders could be ordered powered by Continental gasoline engines, or Hercules, or GM diesels.

Nelson manufactured four different models of loader up until the company ceased trading in 1968.

ENGLAND AND EUROPE

With the rise in popularity of the wheel loader during the 1950s, manufacturers in England and Europe began to produce home-grown versions. While not introducing much in the way of earth-shattering technology, some were interesting to say the least, and many of them were based on existing agricultural tractors.



1. The well-respected English company Aveling-Barford, better known for their motor graders and quarry dump trucks, tried its hand at building wheel loaders with indifferent results. Its largest model, the 2½ cubic yard capacity TS250 is illustrated here. The Americans had this segment of the UK market wrapped up however, and A-B ceased loader production before the end of the 1960s.

PHOTO CREDIT: AUTHORS COLLECTION

2. Bray was the first company to build a four wheel drive wheel loader in the UK. Previous efforts had been based on various models of David Brown and Fordson agricultural tractors, operated in reverse!

The 4000C was introduced the 1980s by which time Bray was part of the Matbro group.

PHOTO CREDIT: AUTHORS COLLECTION

3. M-F got into the wheel loader business with the acquisition of Lorain from the Koehring Company.

Not sold in quantity or marketed particularly well, Massey-Fergusson loaders were available for a short time before quietly going away. A Model 66C is illustrated.

PHOTO CREDIT: INTERNET

In the UK there were **Aveling-Barford, Whitlock, Bray, Muir-Hill, Merton** and **JCB**, all competing for business.

Some of these manufacturers only produced a couple of different models while others such as JCB built quite a range of 'mobile oil leaks'!

In Europe and Scandinavia, early producers of wheel loaders were **O&K, Liebherr, Hanomag, Schaeff, Atlas, Zettelmeyer** and **Volvo**, the latter being particularly successful with its indigenous designs and continue today to build high quality loaders.





4. Typical of many of the nasty things manufactured in England during the 1950s and 60s was the Weatherill 42H. You don't have to look too carefully to see that it is based on an agricultural tractor, as were many British loaders of the period.

Weatherill also built several 'overloaders' in which the entire arm and bucket assembly proscribes a 180° arc above the cab to dump into a truck at the rear. This was meant to save time maneuvering but the idea, which was tried by several manufacturers, never really took hold.

PHOTO CREDIT: INTERNET

5. Although OandK purchased the manufacturing rights to the US Yale Trojan wheel loaders, the L15 is a much later indigenous design. Built with typical German precision, O&K wheel loaders had a good reputation in Europe.

PHOTO CREDIT: AUTHORS COLLECTION



6. Founded in 1908, Zettelmeyer manufactured a wide range of earthmoving equipment including wheel loaders of its own design, powered by Hanomag diesel engines. Zettelmeyer were a casualty of the disastrous Terex-IBH merger in 1983 and almost went bankrupt. Zettelmeyer was bought by Volvo in 1991.

PHOTO CREDIT: INTERNET

7. Today, Volvo are a major supplier of wheel loaders to all facets of the construction, quarrying and mining industries as well as forestry. Volvo wheel loaders got their start in Europe in the early 1950s and very early on developed a reputation for reliability and safety. A model L260H is illustrated working in a gravel plant.

PHOTO CREDIT: VOLVO



OFFERINGS FROM THE ORIENT

In the late 1940s and early 1950s Japan was rebuilding after the devastating bombing raids of WWII. The country at that time was entirely reliant on imported equipment, mainly from the USA.



1. "From small acorns mighty oaks grow" and nothing illustrates this saying better than Komatsu's rise to dominance in the earthmoving field. The Kimco 60B illustrated is a Japanese licence-built Hough 60B with a Komatsu diesel engine. Komatsu used Hough's engineering know-how very well to set themselves up in the wheel loader marketplace.

PHOTO CREDIT: INTERNET

2. Currently the largest wheel loader in the Komatsu range, the WA1200 tips the scales at around 216 tons. It is powered by a Komatsu V16 diesel which puts out 1760 flywheel horsepower. Remarkable to think that this amount of advanced technology stemmed from a friendly get together between Hough and Komatsu back in the 1960s!

PHOTO CREDIT: INTERNET



As mentioned previously, **Hough** and **Komatsu** got together for a while to manufacture wheel loaders in Japan under the **Kimco-Hough** brand.

When this agreement was terminated, **Komatsu** went out on its own, armed with the know-how it had learnt from Hough.

The result was that **Komatsu** is the largest manufacturers of wheel loaders in Japan to this day and build an impressively wide range of machines.

Caterpillar also saw the benefits of local manufacture in Japan and partnered with **Mitsubishi Heavy Industries** to build wheel loaders.

As it turned out, this particular marriage was *Mega-Successful* as the partnership grew to track type tractors and track type loaders and excavators as well.

Today, Caterpillar Mitsubishi is a major manufacturing arm of Caterpillar USA and supplies a worldwide market.



3. TCM is another company which is part of the Hitachi Group of companies and a principal manufacturer of wheel loaders for Hitachi. The TCM model 860-2 was popular in the latter half of the 1990s.

PHOTO CREDIT: INTERNET

OTHER JAPANESE PRODUCERS

Wheel loaders have been manufactured by **TCM, Hitachi, Yanmar, Kawasaki, Furukawa** and **Kubota**, just to mention a few.

Most of these producers got their start in the post-war years and were initially only offering product for the Asian domestic market.

However, due to worldwide demand, their success has grown, particularly in the field of small construction site wheel loaders.



5. Yanmar has steadfastly remained independent from other large Japanese conglomerates and continue to manufacture small wheel loaders for the utility user and larger contractor alike. Yanmar manufactures the entire machine itself including the engine, and is well known for its ease of operation, and the ability to run on the smell of an oily rag!

PHOTO CREDIT: INTERNET



4. One of a number of Japanese companies that specialize in small, utility sized wheel loaders, Furukawa is now part of Hitachi.

PHOTO CREDIT: INTERNET



6. One of a range of wheel loaders manufactured for Hitachi by TCM, the ZW180 is an intermediate sized loader suitable for all manner of use from earthmoving to quarrying..

PHOTO CREDIT: INTERNET

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Apr John Deere 762 scraper
May Caterpillar D6s tractors
Jun Euclid S-7 scraper
Jul Allis-Chalmers HD-11 tractor
Aug Wabco 229 scraper
Sep International Harvester TD20 dozer
Oct Caterpillar 639B scraper
Nov Forgotten companies: Eimco
Dec Terex TS-8 scraper

2017

Feb Birth of Articulated dump truck
Mar Caterpillar DW21 revisited
Apr Hewco
May Allis-Chalmers SW460
Jun Kato excavators
Jul Caterpillar Towed scrapers
Aug Forgotten companies: Isaacson
attachments
Sep International 2T-55 & 2T-75s
Oct The Caterpillar 12T motor grader
Nov Euclid S-12 revisited
Dec Tournau Tournacranes

2018

Feb Allis-Chalmers TS200 scraper
Mar Bucyrus-Erie - Forgotten companies
Apr Curtiss-Wright scraper
May Caterpillar D7 tractor
Jun Single axle scrapers
Jul The Allis-Chalmers HD-19 tractor
Aug Euclid's S-28 and S-32 scrapers
Sep Forgotten companies: Carco
Oct Caterpillar 660 scaper
Nov [Terex 82-20 loader](#)
Dec International payscraper

2019

Feb Model A Tournapull
Mar IH's TD 24 tractor
Apr Caterpillar 615 scraper
May Wabco 35 Haulpak truck
Jun Allis-Chalmers HD-20 crawler
Jul Euclid's 16TDT
Aug The good, the bad and the ugly
Sep [Caterpillar 983 loader](#)



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