

Dodge Cab-Over-Engine Trucks Popular With Collectors

The Dodge COE (Cab-Over-Engine) trucks of the 1940s, part of Dodge's W (1941 to 1947) and Job Rated series, were distinctive in their design, featuring the passenger cab mounted above the engine. This layout was designed to save space, improve maneuverability, and reduce the turning radius of traditional trucks.

From the mid-1930s to the late 1970s, road restrictions in the Eastern U.S. limited overall cab and trailer lengths, leading Dodge to develop its COE series to boost towing and cargo capacity. By 1982, these restrictions were lifted, and the maximum trailer length was increased to 53 ft. Since the cab-over-engine layout was more cramped and considered somewhat unsafe for drivers, the COE format was phased out.

These distinctive trucks featured strong grilles, rounded fenders, rear-wheel drive, 3-speed manual transmissions and improved hydraulic brakes. An option was a 4-speed transmission with a compound first gear. Frame strength was increased, and extended rails and channel-type bumpers were added. Models came in 1/2-ton, 3/4-ton, and 1-ton versions with various wheelbase lengths.

The updated Chrysler 6-cyl., flathead engines ranged from the 217 cu. in., rated at 77 hp to the 8-cyl. 331 cu. in., rated at 100 hp. Dodge was also one of only two manufactur-



Collectors, customizers and restorers continue to seek out these trucks for their unique qualities and characteristics.

ers offering diesel engines at the time.

The 1941 COE established itself as a leader in the medium-duty truck market, handling payloads of two to three tons. It was offered as tractor-trailer, flatbed, stake bed, dump, and box trucks. These variations made the COE highly valuable in the agriculture and construction sectors.

The COE Dodge was a leader in functionality during its time. Today, its distinctive look and practical features make it stand out as a symbol of the era's innovation and design. These trucks remain highly sought after by collectors, customizers and restorers for their unique qualities and characteristics.

Contact: FARM SHOW Followup, Dodge Trucks, 1000 Chrysler Drive, Auburn Hills, Mich. 48326 (www.dodge.com).

Old Wheel Rim Repurposed To Tree Spade

Al Hernke is one of those well-seasoned farmers who's never seen a piece of junk metal that can't be made into something worthwhile. He's built handy gadgets for his shop, lawn mower and farm chores that save time and reduce back strain. Although Hernke can't use a welder because of his pacemaker, he can still use a torch, drill holes, and bolt things together, as he's done on several projects, including his latest.

"We had an old 25-in. dia. and 25-in. deep Terragator rim behind the shed, and after looking at it several times while mowing lawn, I decided that it was just the right shape to make into a small tree spade," Hernke says. "I cut about half of the 3/8-in. steel away from the rim, then sharpened the half-moon outside edge to make a cutting scoop."

Twelve bolt holes on the hub remained intact, so that became the reinforced mounting bracket that he used on a skid steer plate from an old dairy barn floor scraper.

"The steel frame of the old scraper was plenty strong, so I torched off the blade and the mounting points," says Hernke. "I used the rim for a template to mark the bolt holes, then drilled four 7/8-in. holes into the 2 1/2-in. box frame."

The rim scoop is bolted to the mounting



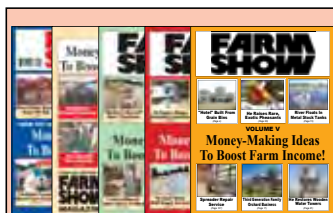
Hernke cut away half of an old 25-in. dia. rim from a Terragator, then bolted it to an old skid steer frame to make a dandy tree spade.

plate using 3 1/2-in. grade 8 bolts.

Hernke uses his shop-built spade on a 300 Bobcat. He says the 25-in. rim is just the right size for digging out small stumps and making holes to plant small trees he can retrieve from their woods. The scoop can dig a nice round 25-in. hole about 24 to 28 in. deep. He uses hydraulic down pressure to force the spade into the ground about 20 or more inches on one side of a circle, lifts it out, then does the same on the opposite side and lifts the dirt out.

"It's definitely not as fancy as a factory-made tree scoop, but it works just fine for me," Hernke says.

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