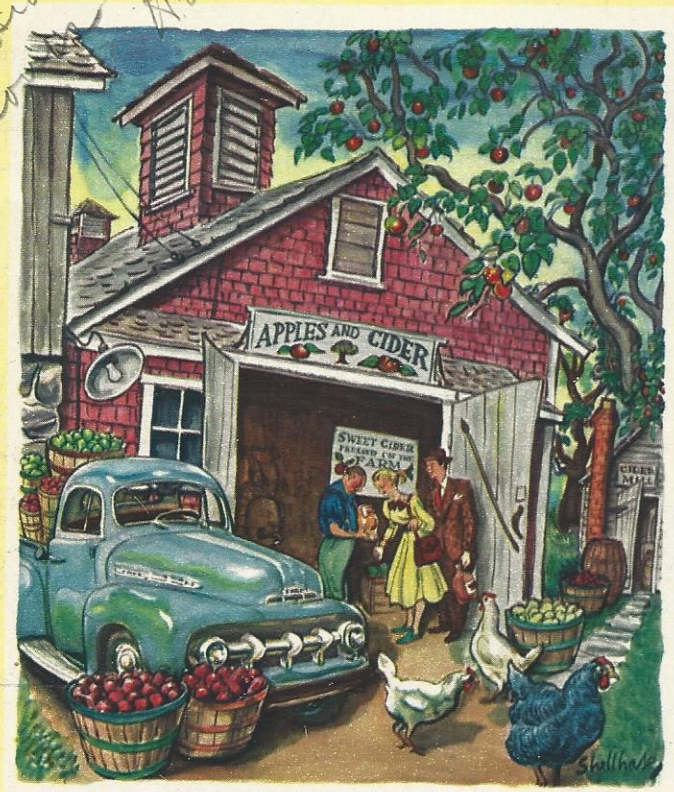
FORD TRUCK TIMES

september-october 1951

Ray's
see inside
back cover



This issue:

The apples are picked, the cider presses are working, and soon the farmer whose barn lot is shown on the cover will be selling his fruit to hungry motorists. The painting, by George Shellhase, was done on a Connecticut farm.

FORD TRUCK TIMES

september-october, 1951

Contents

One-Picture Stories—5,12. Cartoons—4,11,23.
Short—inside back cover.

William D. Kennedy, Editor-in-Chief
Burgess H. Scott, Managing Editor
Arthur T. Lougee, Art Director
Jerome Palms, Associate Editor
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The Horvath family loads beans on the F-2 stake truck

The Ford Line for '51

data and specifications for

THE F-2 SERIES

by Burgess H. Scott

paintings by Elaine Havelock

THE pictures above, and on page three, are of users of the F-2 Series Ford truck. This truck has a maximum G.V.W. of 5,700 pounds, and comes from the factory in six forms: express body, stake body, platform body, chassis-cab, chassis-cowl, and chassis-windshield. The latter three types enable purchasers to have installed the many bodies available through outside manufacturers for this particular truck.

The picture on this page shows Paul Horvath, a farmer of

Detroit's Dace brothers use their F-2 in house painting work→

Carleton, Michigan, not far from Monroe, his family, and his F-2 stake body truck. All of them work on a 65-acre truck farm, his wife and six children helping him with the planting, cultivation, and harvest.

We asked Horvath why he chose the F-2 for his work, and he said, "Because it can do anything." Then he elaborated. "It's a comfortable riding family car, it hauls my produce over the highway at 65 mph if need be, and I can turn it loose in creeper gear with no driver and follow it down the beanrows, loading hampers. And at night I can pull off the stakes and give the kids a hayride."

Pictured at the top of page three are Harry and Earl Dace, who operate the Dace Brothers commercial painting firm in Detroit, standing at their F-2 stake body truck. The brothers Dace are Ford men of long standing, but the way they became users is of interest.

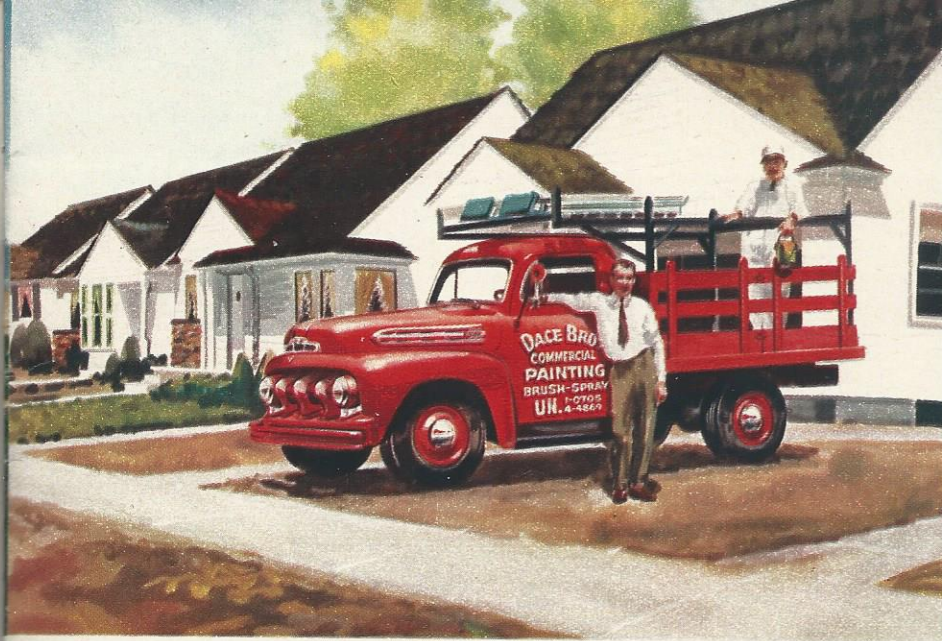
When they decided to go into the painting business they carefully considered the purchase of a truck within the range of their needs. After studying the field they decided that Ford's claims came nearest to what they wanted, and so they bought a stake body truck. The truck exceeded their expectations regarding economy and adaptability for the job. The truck pictured is their third Ford.

The lower picture shows an F-2 express body truck owned by Herman Grand, operator of the Acme Tire Company in Detroit. The driver, Frederick Elliott, said that good gasoline mileage was what first impressed him about the F-2. His comment was: "I get about 14 miles to the gallon." He also likes the truck because it hauls its load easily through Detroit's heavy traffic.

Here are a few salient facts about the F-2 which is doing more than a job for the three above-mentioned users.

The express body has a length of 96.05 inches and a width of 54 inches, providing a loading capacity of 62.4 cubic feet. The stake body has inside dimensions of 90.03 inches by 54 inches; stakes are 31.91 inches high. The platform body dimensions are 93.4 inches by 79.24 inches. The chassis-cowl, chassis-cab, and chassis-windshield, all for independent bodies, have a load length range of between seven and eight feet.

This F-2 express body truck hauls tires for Herman Grand→


DACE BRO
COMMERCIAL
PAINTING
BRUSH-SPRAY


STANDARD OIL
TIRES
VULCANIZING & RECAPPING
B.F.Goodrich
TIRES · BATTERIES
Acme TIRE Service

All of these models may be powered either with the Rouge 239 100 hp V-8 or the Rouge 226 95 hp Six.

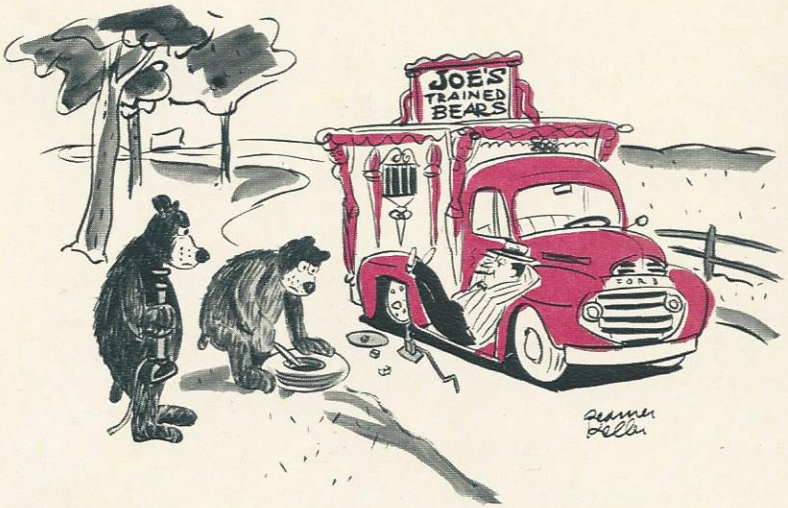
The F-2's modified I-beam front axle has a capacity rating of 2,500 pounds. The spiral bevel rear axle is rated at 4,000 pounds capacity. The standard rear axle ratio is 4.86-1.

Brakes are hydraulic with a total lining area of 167 square inches. The standard transmission is four-speed with selective sliding spur gear. Both are available with the 5-Star or 5-Star extra cab, each providing passenger car comfort. ■

WANT TO SEE complete data and specifications on the F-2's featured above? Then fill in the spaces below and mail to FORD TRUCK TIMES, Ford Motor Company, Dearborn, Michigan. (Please print plainly.)

*Name*_____ *Address*_____

*City*_____ *Zone*____ *State*_____



photograph by Forrest N. Yockey

Denver's Bonny Chassis —a one-picture story

THE BRIGHT PLAID F-3 express above is one way the O'Meara Motor Company of Denver lets its customers know about the thriftiness of the '51 Ford trucks. The Scottish theme is carried out even to the kilts and tartan worn by Johnny Harper, O'Meara's truck salesman. Two artists spent three days in designing and completing the distinctive paint job, which was done without stencils. The dealership reports that such novel promotions pay off handsomely. During the first three months of 1951 O'Meara's sold four times as many new Ford trucks as they did in the corresponding period of 1950, and more new Ford trucks than they sold during the entire year of 1949. A poll of new truck purchasers indicated that this sales increase is due to the economy of operation built into the 1951 Ford truck line.

World's Largest Open Air Fruit Market

AS FAR BACK as the 1670's explorers reported that the land of southwestern Michigan had great possibilities for the growing of fruit. Today this territory around Benton Harbor, St. Joseph, and especially along the valley of the St. Joseph River is reputed to be the fruit capital of the entire Northwest, and perhaps of the United States.

Photographs on these pages show one result of this industry: the Benton Harbor Fruit Market, largest open air establishment of its type in the world, and focal point for rich produce from many miles around.

Owned by the city of Benton Harbor, the market operates about six months out of the year, receiving more than 60 different kinds of fruit, vegetables, poultry products, and other farm produce as the various harvest times come around. During the busy season long lines of trucks, from pickups to heavy tractor-trailer jobs, converge on Benton Harbor, loaded down with the area's produce.

The market has eight selling lanes along which the growers slowly drive their trucks as they await their turns to deal with buyers and brokers' representatives. Alternating are open lanes to allow traffic to pass through the market. The market's 13-acre area contains many buildings and unloading sheds, along with paved open space to accommodate more than 350 vehicles.

Trucks play the star transport role at this market. During the period of 1942-1946 more than 90 per cent of all purchases were shipped over the highways. The latest figures available are for 1949 when 97,410 grower loads passed through the market, bringing a dollar volume of $6,745,242 to the farmers.

Of course a great percentage of growers, brokers, and other fruit handlers operate fleets of Ford trucks of all sizes. Serving these, and other truckers as well, is C. Creed, Inc., the Ford dealer in Benton Harbor, offering the usual complete Ford service.

A typical Ford user is the brokerage firm of Ben Litowich & Sons, dealers exclusively in Michigan fruits and Southern strawberries. The business, now managed by Morton Litowich, is and has been a constant user of Ford products for 30 years. They find their F-7 tractor-trailer, used for long distance hauling, a most economical as well as dependable unit, and one that serves well in a business where time is a major factor.

Morton Litowich has this to say about his experience with his Ford dealer: "By having my units serviced by my local Ford dealer I save both time and money. Their preventive maintenance chart shows when work should be done, and by using Genuine Ford Parts I assure units of longer life." ■

←*This repair truck services the dam's electrical equipment.*

The Dam That Fords Built

by Melvin Beck

photographs by D. O. Nichols

SINCE June, 1947, when work began on $24,000,000 Bull Shoals Dam in north central Arkansas, 275 Ford trucks have done a major part of hauling and maintenance work. Ford trucks, representing all but one of the F series, were the only rolling stock on the project, except for mammoth off-the-highway dump trucks.

The 275 figure represents the turnover since construction began. Now, with the dam virtually complete, a fleet of about 80 units is doing the final cleanup work. The official in charge of fleet maintenance for Ozark Dam Constructors, contracting firm which built the dam for the U. S. Corps of Engineers, had a quick answer to the question of why Fords where chosen for the job:

"We chose Fords first because of their economy, power, ruggedness, and dependability. Their road speed also figured into it. Secondly, we chose them because of the immediate availability of parts from the E & M Motor Company in nearby Mountain Home, Arkansas. We have not been disappointed."

The Fords' work on the dam consisted, in the early days of construction, of hauling aggregate to the dam foundation and to the coffer dam which held back waters of the White River during preliminary excavation and subsequent pouring of concrete. Later the aggregate—which is the crushed rock portion of concrete—was moved from quarry to dam site on a conveyor belt seven miles long.

The husky trucks then turned to other work: Building and maintaining 15 miles of mountain access roads; hauling of tools, personnel, and supplies; and commuting between the dam site and distant vital points.

←*This flatbed handles access road maintenance and repair.*

Other trucks were equipped and assigned to special duties. One F-5 was mounted with a large tank and kept widely scattered workers well supplied with water during the hot Arkansas summers. Another unit was rigged up as a complete field machine shop to remedy any break-down on any part of the dam site.

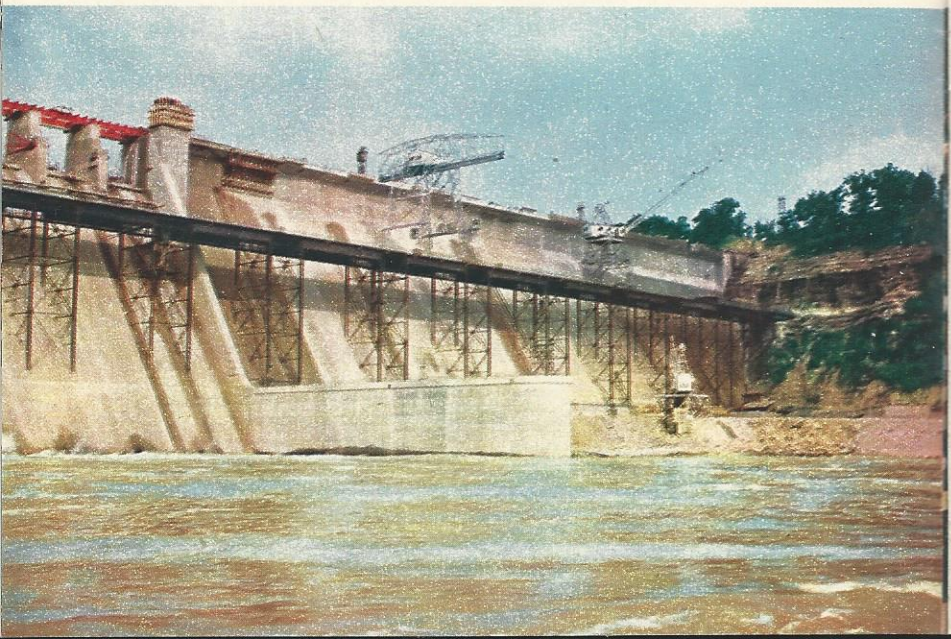
In like manner other Fords were made into field welding units, field lubrication units, and field electrical units, each taking its particular service wherever needed.

Now the job is completed and the hard working Fords have gone elsewhere to haul and build. The job they leave behind them at Bull Shoals is one of the most massive concrete dams in the country. Its height from foundation to top is 283 feet, and its length at the top is 2,256 feet, or about seven city blocks.

The dam's 808-foot spillway has 17 gates, over which surplus water can flow to a maximum depth of 34 feet. At this depth of flow 230,000,000 gallons of water will pass over it every minute.

Aside from its flood regulation purpose, the dam will be a power producer. Eight penstocks will eventually feed water to eight turbines to produce an average yearly power output of

Here is the dam, almost completed.

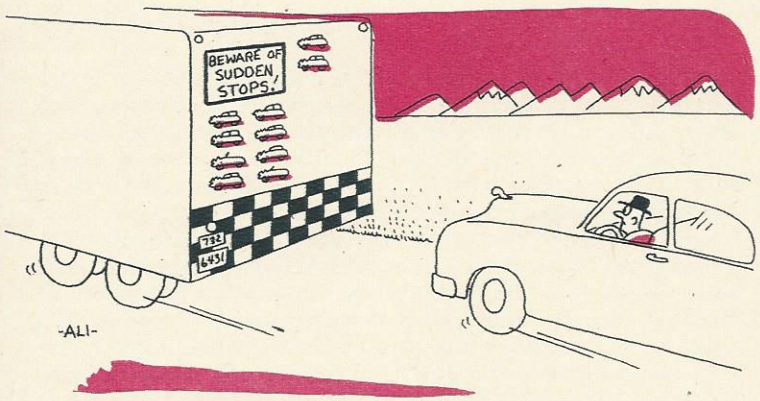


575,000,000 kilowatt hours. At full power pool the capacity of each of the eight turbines will be 70,000 horsepower, which is equivalent to the full pulling power of 80 large railroad locomotives.

The materials that had to be hauled by the trucks and conveyor belt included 2,100,000 cubic yards of cement and aggregate, 6,200,000 pounds of reinforcing steel, and 10,300,000 pounds of other metal.

Now the dam is backing up Bull Shoals Reservoir, and as the White River creeps up the dam and fills its mountainous basin, a lake is being formed that will ultimately have a total length of about 87 miles and a total shoreline of more than 1000 miles, or three times the highway distance between Little Rock and Springfield, Missouri.

This lake has another benefit aside from its flood control and power production features. This feature is the expanded recreation it will afford. Even as the construction Fords are completing their jobs one by one, other Fords are hard at work on motor courts, drive-ins, sporting goods shops, and boat landings that will serve the visitors who will flock in when the lake fills and becomes one of the country's newest fishing grounds.



photograph by Grant Heilman

The Mill Comes to the Farm —a one-picture story

THE MACHINERY mounted on the Ford truck shown above is a hammer mill known as the Daffin Feed-U-Nit, and represents one of the newest wrinkles in agriculture: bringing feed grinding services directly to the farmer's door. Heretofore, getting grain ground into feed was one of the more disagreeable farm chores. It involved loading the truck, driving to the nearest mill, unloading there, reloading the ground feed, and then driving back home to unload once more. With this mobile unit the whole job is done at the farmer's barn. In addition to the mill, the unit consists of a feed-mixer, a molasses tank, and facilities for adding vitamins and concentrates to the feed. The machine pictured is owned by E. E. Shenk of Elizabethtown, Pennsylvania, who serves up to twenty farmers a day.

PROBLEMS OF THE ROAD

decorations by
Don Silverstein

THE PROBLEM: I was driving a new Ford schoolbus which was being used to haul coal miners to the mines and back to town 18 miles away. One day, while parking in town, I backed so close to a post that I could neither pull forward nor backward without scraping the side and possibly breaking a window. I couldn't let this happen to a new bus.

THE SOLUTION: One of the men solved the problem by putting a large rock under the wheel next to the post. As I pulled up on the rock the body of the bus leaned away from the post, and I drove away without a scratch.

HERBERT MCDONALD, Mannington, Kentucky

THE PROBLEM: A few years ago it was necessary for me to drive a Ford pickup from San Diego, California, to our home in Idaho. I had good driving weather and was in a hurry to complete the trip, so I planned to drive straight through. However, since much of the way would be through lonely countryside at night, my mother was considerably worried and did not think that I should make the trip alone.

THE SOLUTION: It was decided that the appearance of a male companion seated beside me would in itself be a great safeguard, so we rigged up a dummy from a pillow with a stuffed sack for a head. Camouflaged with an overcoat, a heavy scarf and a man's hat, "Uncle Hugo" looked almost human. When I stopped at a gas station in Nevada, I was both amused and embarrassed at the attendant's expression when Uncle Hugo fell forward on his face, and as I left the man appeared distinctly nervous. However, I made the trip of some thousand miles without difficulty and in perfect comfort. It took me just 23 hours, incidentally, without ever exceeding fifty miles an hour—a fact my friends refuse to believe.

HELEN OLSEN, Wilder, Idaho

This Model A ferry is the only way of crossing a 200-mile length of the Colorado.

URANIUM STARTS A BOOM IN UTAH

by Jerome Palms

photographs by Josef Muench

DISCOVERY of uranium deposits in southeastern Utah has brought prosperity plus a million-dollar, 233-mile road-building program that will help move supplies in and uranium out of the vast wilderness. Construction of a good highway system through this isolated region has been a long-standing dream of Utahns who hoped that money-spending tourists would thus be lured in by the scenic grandeur and the national monuments which are there. The dream is being achieved, but in an unexpected way. The trucks that have served the isolated backlands since uranium was found have literally paved the way for the long-awaited tourist industry.

Since the boom began, transportation has been the big problem. However, with only a rough roadway bulldozed into the mining country, trucks have managed to get through. An estimated $2,000,000 worth of sulfuric acid, salt, sodium carbonate, diamond drilling equipment and other machinery is needed annually and is hauled by truck into the mining areas—the Temple Mountain Development, the San Rafael

Swell, Henry Mountains, Hite, and White Canyon. Trucks reached the Muddy River Development on a trail pushed through 50 miles from a wagon track road. Water is still being hauled 32 miles to this camp. Trucks in turn must bring out the uranium ore which is hauled to processors in Salt Lake City and Monticello, and to a pilot plant in Hite.

The situation at Hite has probably been typical in the development of Utah's roads. Art Chaffin, miner and rancher, dreamed for twenty years of a tourist road through the beautiful wilderness around his town. Situated on the Colorado River at the junction of Trachyte and Glen Canyons,

Hite was a place seemingly remote with a small group of buildings and a few friendly families. After considerable cajoling and persuasion, starting seventeen years ago, Art finally succeeded in getting money for road construction, although it was up to him to furnish a ferry across the river. Under his direction, 70 miles were roughed out, from the Hanksville Road to White Canyon.

For construction of the ferry, Art took a Model A Ford, 1928 vintage, still puttering healthily, and used it almost intact as the motive power. Located at one side of the boat, the Model A can pull three passenger cars or one truck, up to 18 tons, across the Colorado at one time. A 20-inch wheel attached to the left rear axle rotates against the pull cable that stretches 650 feet from shore to shore. Wooden gangplanks at both ends of the boat's 60-foot length drop neatly on either shore.

On September 17, 1946, the boat and the road were ready for official opening. The governor and almost 500 people came for the celebration, more than Hite had ever seen before. The sturdy Ford engine took cars across the Colorado for the first time at the only crossing in 200 miles.

Art's efforts opened the region to car and truck travel, but a few more years rolled by before the demand for uranium gave new impetus to the development. Today mineral wealth assures a steady and even spectacular growth for the region. Although still four hours from the nearest phone, Hite will soon have a post office, more cabins, and better roads. Just a mile from the ferry landing is the White Canyon Uranium Plant with machinery running day and night, and a tent community that is changing into a permanent town for 45 employed men and their families. Fifteen miles farther up in White Canyon at the Happy Jack Mine, bor nite ore (uranium and copper) is now being extracted and brought down to the mill for processing, 82,000 pounds of it for each pound of the precious metal produced. Although the Utah ore contains, on an average, less than two per cent uranium, the large deposits can produce appreciable quantities.

White Canyon uranium mill processing bornite ore →

Recovering from a three-year drought, southern Utah's newfound prosperity is a timely development. Uranium mining is already a ten-million dollar business. Soon road construction will open up an uninhabited area of 15,000 square miles, and an expected 10,000 tourists each year will bring additional wealth into the land. Meanwhile, the Ford power plant at Hite keeps chugging back and forth across the Colorado, having barely begun its new life aboard a ferry. ■

Travelers sit and talk while awaiting the ferry →

Pupils gather for lessons from the mobile zoo→

The Zoo Goes to School

story and photographs by Gene Daniels

THE EASIEST way to describe a skunk to a first grader is to show him one. But many schoolteachers who would ordinarily approve of this method of teaching find that escorting fifty young children through a game reserve or zoo is a time-consuming and nerve-wracking, if not impossible, job. In Los Angeles, however, the problem has been solved. When it's time for the children to go to the zoo, they don't—the zoo comes to them. With a truck full of wildlife, Bob King has been providing this exciting form of visual education to Los Angeles public school children since last October.

The F-5 Ford truck used to transport the animals was designed especially for the project with one entire side converting into an outdoor stage. Colorful backgrounds change to provide the proper setting for each animal as it is shown. The other side of the truck is completely filled with small cages that contain wildlife common in the woods throughout the U. S., but not so common to these city school children. It is not unusual for the six and seven-year-olds who watch the exhibit to get their first glimpse of a skunk, 'possum, woodpecker, fox, owl, coyote, or magpie. During the 45-minute class about twenty live animals and birds are presented. In addition to these live specimens, the truck carries many stuffed varieties such as the two quail pictured.

The animals are shown to the children in "story-book" fashion, taking them on an imaginary trip through the United States. Following in the footsteps of a vacationing family, they get a chance to see most of the country's small wildlife.

The unusual classroom on wheels has been operating for nearly a year, and will probably take another year to visit all the elementary schools in the city. In addition to the teacher, there is a driver who assists in handling the animals. The rolling zoo was financed through the Sears Foundation and has become an integral part of the school system. ■

Instructor lectures on quail from mounted specimen→

Buy It Ready-Spread

story and photographs by Grant Heilman

DEALERS IN LIME and fertilizer are now delivering their products right on the field, a practice that is becoming popular with farmers throughout the country. The cost of spreading is insignificant compared with the time it once took, and to farmers it means relief from a heavy job that always comes at the busiest season.

One dealer in North Carolina, the Robertson Chemical Company, operates from their Raleigh office with a Ford F-5 and a Hercules chain conveyor spreader. This equipment handles five tons of fertilizer, releasing it evenly over a 20-foot swath in any quantity from 200 to 8000 pounds per acre.

Most of the F-5's mileage is in steep, rough, and often very wet, fields. Concerning help received on emergency calls to the Sanders Motor Company, Ford dealer, for major repairs in the field, says S. N. Carroll who heads the office, "You just don't get better service."

The Hercules Steel Products Corporation of Galion, Ohio, which operates two 1951 F-6's equipped with their model F-55F spreader as demonstrators has noted:

"*The performance of these trucks when handling six tons of lime and fertilizer over all types of terrain, such as plowed, furrowed and disced fields, has proved very economical. We have found that the service and parts which Ford dealers can provide in the smallest rural community is a very important factor in truck selection.*"

M. A. Smith and C. A. Baker, dealers in agricultural limestone at Wilson, North Carolina, operate five Ford F-6's purchased from Tobacco City Motors, each one equipped with the New Dealer Spreader. They have found that bulk handling means an overall saving for everyone concerned. The F-6's hold six tons of lime and can spread forty tons in a day.

Smith and Baker long ago settled on Ford trucks for their work. As they put it: "Fords are built for the smooth performance spreaders need for rugged operation in the field." ■

Fords deliver and load fertilizer at the bulk plant, upper right. Truck is shown, center right, equipped with chain spreader to apply fertilizer directly to the field. At lower right three trucks are shown at work spreading lime.


ROBERTSONS PROVEN FERTILIZERS


ROBERTSONS PROVEN FERTILIZERS

Stories of the Road

THE FORD TRUCK TIMES will pay $25 each for true, unpublished stories of the road which are accepted for publication in this department. Humorous or unusual incidents that you have observed while hauling about the country are particularly eligible. The funnier they are, the better, but we won't mind considering tear jerkers. Keep your offering under 200 words and mail it to: Editor, Ford Truck Times, Ford Motor Company, Dearborn, Michigan. We are sorry that we cannot acknowledge entries received, but those which include postage will be returned if not suitable to our needs.

decorations by
Don Silverstein

MY UNCLE CHARLIE was making a run across Ohio, night-driving through the worst snowstorm the country had seen for years. Determinedly he plowed through the ever-deepening drifts, unable to see more than a few feet in front of the windshield. Suddenly he heard a faint cry above the shrieking wind. He slid to a stop, and there by the road stood an old man, lantern in hand. "I suppose you think just cause there's a little wind up tonight, you can just drive over this bridge without paying the toll?" Uncle Charlie in amazement explained that he had no idea that he was crossing a bridge, but as the drifts piled up around, he was eager to go on. "How much is the toll?" he asked. "Five cents," said the old man.

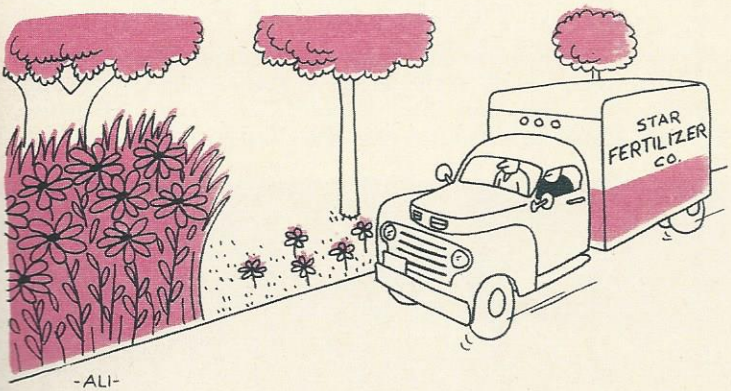
TERRY EARGLE, Greenville, South Carolina

WHILE RIDING the Dearborn bus to my shift at Gate 4, I noticed an elderly man who was expensively dressed and apparently had never ridden on a bus before. For some time he kept the driver busy explaining everything about the bus, but his main worry was how he was to get off. "Don't worry," said the driver, "You pull the cord above your head when you're ready, and that'll stop the bus." At the proper time the old man arose and pulled the cord. At this split second, a pedestrian ran in front of the bus and the driver jammed on his brakes hard, stopping in time, but piling up several of the passengers. Murmuring an apology, the old man stepped off the bus, somewhat embarrassed. The next day, the same prosperous elderly man got on at the same place, greeting the driver as an old friend, but took care to say, "Would you mind if I just told you when I want to get off? You see, I don't know much about it, and when I stop it, I stop it too quick."

E. A. BIXBY, Mt. Pleasant, Michigan

BEING in the fire extinguisher business, I drove into Idaho Falls one warm day with some CO_2 extinguishers for recharging. I placed them in my 1948 Ford panel with dozens of others, and left the truck parked in the downtown district while transacting business. In my absence, due to the hot weather, a safety valve released, allowing the CO_2 gas to escape and fill the truck. When I returned, however, everything was in order and I drove off, unaware of the sensation my truck had caused. It was not until I read the Salt Lake City Tribune on the following day that I discovered what had happened. According to the newspaper account, a bystander who thought he saw smoke pouring out of the truck turned in an alarm that brought out fifty-thousand dollars worth of fire fighting equipment. When the firemen approached the burning truck and threw open the doors they found, not fire, but fire extinguishers—more of them, the fire chief recalled with a chuckle, than were owned by his entire department.

HUGH ADAMS, Blackfoot, Idaho



"Up ahead is where I cracked up last month."

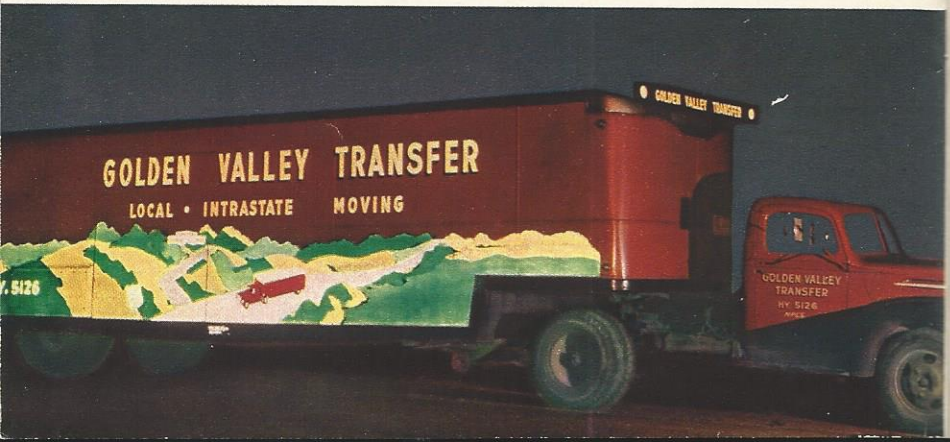
SERVICE

CASE HISTORY #5

Fluorescent Big Job

photographs by Erling Larsen

THE F-6 pictured on this page has created about as much talk as any truck in the country. Above is how it appears by day, the landscape being a true reproduction of owner Howard La Zerte's farm home and service road on Minnesota



State Highway 100 near Minneapolis and St. Paul.

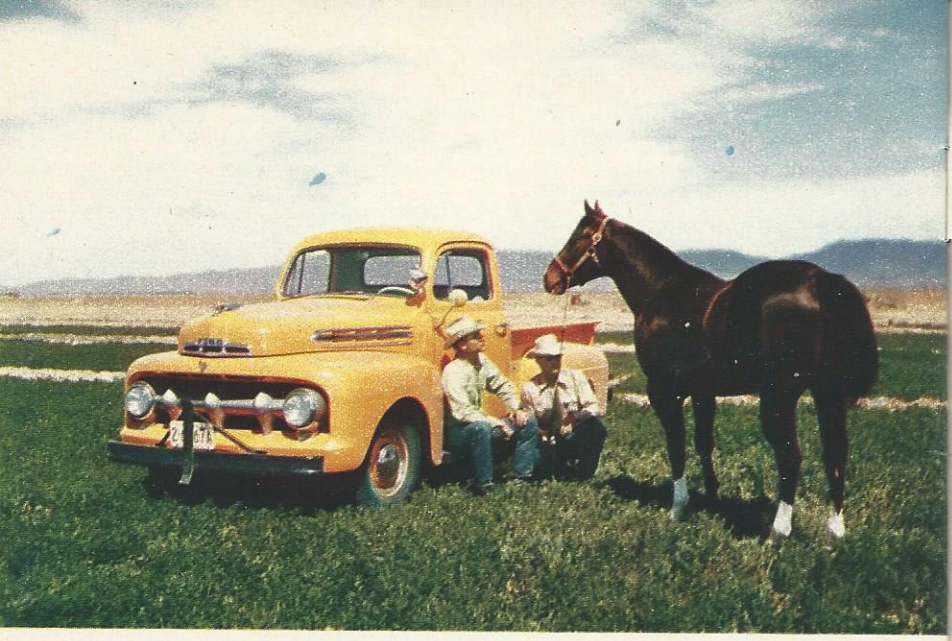
At night, when light strikes the fluorescent material from which the picture is made, the truck becomes radiantly luminous, advertising far and wide La Zerte's Golden Valley Transfer business.

La Zerte has long been a Ford user, and at present has four with an F-8 tractor on order. "After 15 years of owning, driving, and comparing all makes of trucks," he says, "I am really proud of my Fords and can hold my place on the highway with any of them. For the past 15 years I have purchased all of my trucks and equipment from Boyer & Gilfillan, Ford dealer of Minneapolis. I have always had the greatest cooperation from them as regards parts, adjustments, and trucks when I need them."

His van is custom built from his own plans for the most efficient handling of furniture and light building materials, which are his principal cargoes. The tractor and van have an overall length of 45 feet and can haul a six-ton payload of furniture at high speed over the highway.

Pictured in the photograph below is another of La Zerte's creations a 1947 V-8 one-ton express with a special observation body built on the back. The body is four feet wide, six feet high, and eight feet in length, and contains 12 dinette chairs which seat passengers with a clear view over the cab.

La Zerte has provided a one-foot-deep baggage space underneath the floor. This truck now has 45,000 miles on it and the engine hasn't been touched. Despite this high mileage the truck uses no oil and, as La Zerte puts it, "She will really get out and do road work." He once made 860 miles in 20 hours in it with a load of furniture and his seven children. ■



photograph by Ray Manley

Grand Champions

Dear Sirs: I am writing you about the picture which shows the Ford pickup and our horse, Señor Bill. We have 3,500 acres of land near Chandler where we raise and train our horses. About 2,000 acres is planted in cotton, and the rest in hay and barley. At the present time we own three Ford pickups, two F-2's and one F-1, each of them averaging 150 miles of use each day. Franklin uses his F-1 for transportation between the ranches and for general truck duties. He really flits around handily in this little truck. The F-2's are used to pull about 3,000 bales of cotton in trailers to the gins which are 20 and 25 miles from the fields. We have eight 10-bale trailers, each one 27 feet long, 8 feet wide and 5½ feet deep, with a combined weight of about 19,000 pounds. The Ford pickup will pull these trailers better than any truck we have owned. Franklin claims Ford trucks are the most economical on use of fuel and maintenance, and the easiest riding of any truck. We are also using the pickups to haul the horses to rodeos, races and horse shows. In May of 1949, Señor Bill set a new world's record for quarter horse stallions by running 330 yards in 17 1/10 seconds, breaking his own previous time. He was judged Grand Champion Stallion in the show ring last year at Tucson, and has been top team roping horse in over ten rodeos. We have an F-6 on order for hauling mares and colts to and from horse shows all over the western states. Most of the large farmers in the Chandler area have Fords, and our horse trainer also owns an F-1. We can't say enough about the wonderful service we get out of our Ford trucks.

MRS. FRANKLIN COX
Chandler, Arizona

Shops on Wheels

Dear Sirs: I sure enjoy reading your FORD TRUCK TIMES. Every Ford truck owner seems to be proud of his Ford so I thought I'd send you some pictures of my two "pride and joys."

This van truck is my complete shop. I repair and sell appliances right from the truck with my workbench just under the right front window.

MEYER CHAPNICK
Clayton, Missouri

Grilled Kittens

Dear Sirs: Here is a picture of a couple of kittens that climbed into the grill of my Ford pickup at my home on Eastman Lane. Not realizing they were there, I drove them four miles into town where I work as engineer at the high school swimming pool. It must have been a smooth ride as they apparently had no trouble hanging on. When I returned to the truck three hours later the kittens were still playing in the grill. They seemed to like the setup.

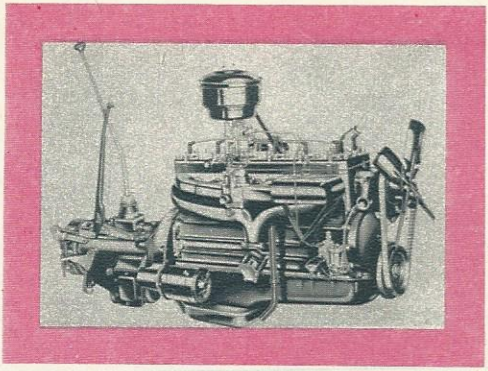
TREVOR J. WHEELER
Petaluma, California

MAIL TRUCK

F-6 Delivers the Slag

Dear Sirs: As a regular reader of FORD TRUCK TIMES, I wish to relate a true story of my own experiences. I drive a 1949 F-6 Ford dump truck for the Independence Fuel & Supply Company here in town, and some of the work is pretty rough on trucks. We have two different makes of trucks working, but I'll swear by Ford. One day, early this last spring, I was to haul two loads of slag to a new home for a filter bed on a septic tank. Upon arrival I was disappointed to see that the house was set back some 300 feet from the road, with all mud between and no driveway of any type. The filter bed was in a ravine behind the house. Knowing that it would be a big job even for the Ford truck, I talked to the bulldozer operator on the job and we figured that between the two of us we could get both loads of slag into the hole. I started off the highway into the mud as far as I could. We then hooked the bulldozer on and pulled the truck up to the house where I was able to go under my own power. After squaring off with the ravine, we chained the bulldozer blade on to the front bumper of the truck. Then, using the bulldozer to keep the front of the truck on the ground and to guide it, we backed some 30 feet over the hill under the truck's power and dumped the slag. We put both loads in right on the spot, but good fortune and a good Ford truck were sure with me that day.

JAMES L. WEBER
Independence, Ohio



Toast to the

BIG SIX

EVERY DAY, mail is received in praise of the 254 BIG SIX engine for F-6 trucks. The letters come unsolicited, telling of owner's satisfaction with the ruggedness, pulling power, speed, and all-around usefulness of this most powerful engine ever offered by Ford in the two-ton class.

The 254 engine is used in the most severe operations, from dump trucks in off-the-road earth-moving and excavation work to truck tractors hauling large trailer-borne cargoes on trans-continental runs. This calls for a rugged, powerful engine that can take it.

The 254 designation is derived from the fact that the engine has a displacement of 254 cubic inches. It develops 110 horse-power at an engine speed of 3,400 revolutions per minute.

The great pulling power of this engine is due to the high torque developed throughout most of its normal operating range. Getting the load started in a deep excavation or rolling along the highway in high gear, the torque, or twisting force of the engine, gives the driver acceleration and all-around performance.

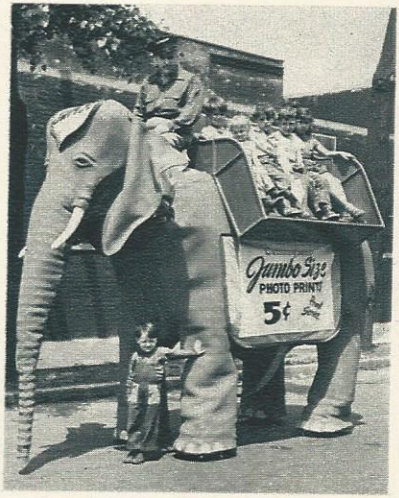
Among many engine features important to the operator are the free turn valves for long trouble-free valve life, light-weight

autothermic pistons for quiet operation, and chrome-plated top compression rings for improved break-in and longer cylinder life.

The 254 also has the POWER PILOT, which coordinates the carburetor and distributor through a single vacuum control. The Ford POWER PILOT automatically meters and fires the right amount of gas, at precisely the right instant, to match constantly changing speed, load, and power requirements. The high power output of the 254 engine is transmitted to the driveshaft through a high capacity SYNCHRO-SILENT four-speed transmission providing quiet operation, easy shifting, and long life. ■

. . . and one for the road

RECENTLY the Department of State in Lansing, Michigan, was puzzled as to how it should license a gasoline elephant. The rare animal was brought from England, where it was built by a mechanical hobbyist and inventor, by the Michigan Cunningham Drug Stores to be used for advertising purposes. Powered by the four-cylinder engine used in the small English Ford trucks and cars, the elephant, named "Jumbo," is propelled in a half-walking, half-skating manner through a complicated system of levers and cams. Since it is gasoline-operated and runs on the streets it had to have a license. What perturbed the license bureau was whether to consider it a truck or a passenger car. Finally they decided that, as Jumbo carries loads (children) and is a commercial elephant, he would have to be considered a truck. So, he was issued a shiny new white-on-black Michigan '51 truck license, No. 36-22-CD. With the plate wired securely to his tail, Jumbo began his amblings about the streets of Detroit. ■



This issue is of special Importance to Drivers

Please Pass to

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