**15-166 Caterpillar DW-6/6B 4х4 колесный гидравлический бульдозер с бортовым поворотом на базе гусеничного Cat D6 9U/44А с прямым отвалом Balderson Inc. (Wamego, Kansas), вес примерно 8.3 тн, D333 93/115 лс, штучно, Clewiston Motor Co. USA, 1952-67 г.**



15-166 Caterpillar DW-6/6B 4х4 skid-steer Wheel Dozer from the tracked Cat D6 9U/44А with Balderson Inc. (Wamego, Kansas) hydraulic Straight blade, Weight approx. 8.3 t, D333 93/115 HP, piece production, Clewiston Motor Co. USA, 1952-67.

*Keith Haddock.*

Caterpillar DW6. Caterpillar also offered its D4 and D6 tractors as wheeled options. The DW6 was offered as far back as 1952 when about 100 of then-current 9U D6 were built for sugar cane operations. Beginning in 1962, up to 200 DW6 tractors were produced based on the 44A Series D6,

replaced the 9U Series in 1959,The engine in those machines was rated at 115 flywheel-horsepower. The example is shown fitted with a push bloc double-drum rear winch for pulling scrapers.

*chriscomachinery.com*

**DW6 aka Sugar Baby**

Clewiston Tractor, now Kelly Caterpillar, in Clewiston Florida was contracted by US Sugar Corporation in Clewiston Florida to build rubber tire tractors to pull cane wagons from field to factory in the mid 1950's. The Caterpillar D6 9U tractor served as the base unit with the custom wheel conversion added. Later in the early 1960's the Caterpillar D6 B series was used as the base model when US sugar ordered additional units for its Louisiana plant. It is estimated that a total of 100+ units were produced. The DW6 has found its way into multiple applications for pulling circus wagons to adding blades and used in construction. At one time it was discussed by Canadian Caterpillar Dealers Geo.W. Crothers Limited and Hewitt Equipment to produce a DW2 and DW4. I do not have any records of those machines being produced or know of an example around today but i would love to have one!

*By Roger V. Amato & Donald J. Heimburger*

DW-6

The DW-6 is actually a D-6 crawler that was converted to a wheel tractor by the Clewiston Motor Co., the south Florida Caterpillar dealer. Clewiston became the Kelly Tractor Co. in 1963. A number of these skid-steer tractors were built during the 1950s and 1960s primarily for pulling wagon trains of sugar cane. However, this DW-6B received a Balderson hydraulic blade. Balderson Inc., the Caterpillar-affiliated blade manufacturer, offered hydraulic blades for the DW-6 tractors. The DW-

6B is a 44A series from 1961 with 115 fwhp.

WHEEL BULLDOZERS.

C aterpillar entered the wheel dozer market in 1951 by offering a cable-controlled blade attachment for its 115-hp DW-10 tractor. Called the 10S blade, it was developed in response to wheel dozer models launched by R.G. Le-Tourneau, Inc. and LaPlant-Choate Manufacturing Co. in the late 1940s.

In 1952, Caterpillar introduced the 20S blade for its larger DW-20 tractor, rated at 225 fwhp. Although the DW series tractors were popular for scraper power, few of the units were sold with

blades. The problem with Caterpillar's wheel dozers was their front-wheel steering. The outside-mounted push arms of the dozer limited the degree to which the front wheels could be turned, resulting in a very wide turning radius. Front-wheel steering also made it difficult to push full

loads in anything but a straight line.

In spite of slow sales of these attachments, the company continued its wheel dozer development program, offering an improved version of the DW-20/20S in 1956, the model 668/668S. Power was increased to 300 fwhp, and it featured four-wheel drive and hydraulic or cable-operated blades. As with some of the other wheel dozer models, the 668 had been designed as a multi-purpose military industrial tractor, a prime mover for pulling trailers and artillery, an airplane tug and as a dozer or snowplow. The Armed Services did much to promote wheel dozer development during the 1950s and 60s, by both its in-house research and testing and by the promise of large contracts for machines that could meet rigid specifications. The concept of a dozer that could be driven over paved roads at moderately high speeds was of great interest to military engineers at the time.

In 1962, Caterpillar won a contract with the U.S. Army to produce a four-wheel drive, articulated wheel dozer. This was the 830M, a 26-ton front-engine tractor with 335 fwhp, a hydraulic blade, and

a cable control unit for scraper operation. A more powerful version, the 830MB, was ordered in 1966 with 357 fwhp. Both models used the D343 engine.

In 1963, Caterpillar introduced its first two integrally-built wheel dozer models for civilian sales. These were the 824 with 275 fwhp and the 834 with 360 fwhp. Both had D343 engines in the rear, articulated steering, and all-wheel drive.

A smaller model, the 814 with 170 fwhp, joined the line in 1970, along with a line of compactor dozers, models 815, 825 and 835. The three-model wheel dozer line was expanded in the 1990s with the addition of the 844 with 620 fwhp and the 854 with 800 fwhp. The 844 and 854 were based on wheel dozers previously produced by Tiger Engineering Pty. of Australia. Caterpillar's current wheel dozer line still has five models: 814F, 824H, 834H, 844H and 854G with engines ranging from 240 to 800 fwhp.

Although not true Caterpillar products, the DW-6 skid-steered wheel tractors from the Clewiston Motor Co. deserve mention. Clewiston, the Caterpillar dealer for south Florida, converted D-6 crawlers to wheel tractors in the early 1950s and continued into the 1960s. Although most were

built for pulling wagon trains of sugar cane and other agricultural products, some were equipped with blades or push-blocks from Balderson, Inc., an attachment supplier affiliated with Caterpillar.