

The Line Shaft

The Official Newsletter of the

NORTH JERSEY ANTIQUE ENGINE & MACHINE CLUB

MARCH 2012

Editors:

Tiffany Redding
(862) 266-4022

Christina Francisco
(973) 600-1098



*President: Blace Flatt
(973) 663-1090*

*Vice Pres.: Andrew Mackey
(973) 627-2392*

*Treasurer: AnneMarie Adams
(973) 946-1726*

*Secretary: Jeff Brooks
(973) 570-2749*

Our Web Address: njaemc.org

The meeting started at 7:00pm with 44 members in attendance. It was a very good turnout. Ann Marie gave the financial report and the club looks like it is in good shape thus far.

The main focus of the meeting was on upcoming events for the coming year. We also went over our insurance policy. We think someone will be coming in to discuss insurance so all our members understand it a little better.

Our club will be entering the Saint Patrick's Day parade in Newton. The parade will be held on Saturday, March 17th. The meeting spot will be at G&H Service at 9:30am to get organized. And the parade will start at 11:30am.

We will be opening the shed for the Military Show, which will be held on April 28th and 29th. We will try to get our Club out there to the public a little more this year. We will have a signup sheet next meeting so we will know who will be attending.

Our spring Plow Days event will be held on Saturday, May 5th. This plow day will be held at Ideal Farms in Lafayette. We will have a sign up sheet for plowers and food which will be needed.

The Less Croft Farm in Beemerville would like to have the Club come up and put on a Plowing Demo. The event will be on May 17th, 18th and 19th. More work needs to be done in order to assure this event gets carried out as planned.

Member Scott Dickerson is trying to work with the Fair Grounds to make his Tractor Parade fundraiser, for his friend who is in need, happen. This is still in progress, so we will update the members once there is more information.

Our final vote was taken to raise the dues to \$25.00. The vote was taken and passed. The raise of the dues is now legal at \$25.00 per year.

The 50/50 raffle was won by Andrew Henderson.

Vice President Andy Mackey mentioned that the Hudson Valley Action was coming this spring. If a member would like to go, give Andy a call. His number is on the top of the first page of the newsletter.

North Jersey Antique Engine & Machine Club

VINTAGE TRACTOR PLOW DAY



Saturday, May 5th, 2012

at Ideal Farms, Lafayette, NJ

CHECK OVER YOUR TRACTORS AND MAKE SURE THERE
ARE NO FUEL LEAKS. ALL WIRING SHOULD BE IN SAFE,
WORKING ORDER.

YOU MUST HAVE A FIRE EXTINGUISHER ON YOUR TRACTORS OR ON HAND FOR STATIONARY ENGINES.

REMINDER: 2012 DUES ARE DUE

If your dues are not paid you will not be allowed to show any equipment at any club event.

**Our next meeting will be held in the Administration Building at the Fairgrounds
on Thursday March 8th at 7:00 PM**

FOUNDED ON OCTOBER 15, 1979 BY: Arthur Goble, Fred W. Westbrook, John Snook, Roy Bischoff & Lewis Quince

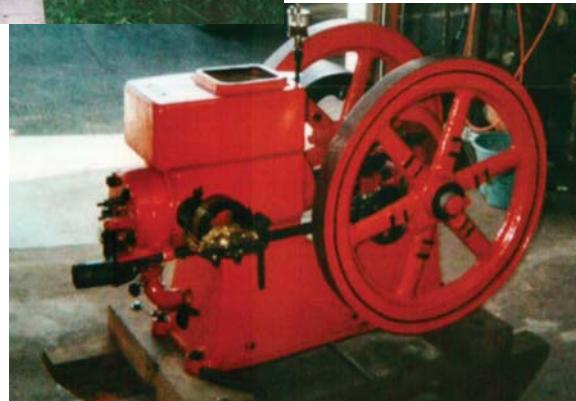
Restoration of the 5HP Hercules Economy Engine

John Stickle, a member of our Engine club, has been restoring the club's 5 HP Hercules Economy Engine since 2011, and has done an amazing job!!! With the help of other members such as Blace and Andy, it now runs! The job consisted of about a thousand hours worth of work-torching off rusted parts to replace with brand new ones, making some parts himself such as new valves, as well as the custom paint job and pinstripes on the back of the engine (see after pictures). John said he was just waiting on the decals for the antique engine which he ordered not too long ago and then the engine would be back in the North Jersey Antique Engine & Machine Club shed awaiting the club's appreciation.

As seen in the pictures, the finished engine came out fire engine red with black pin stripping. The work was completed mainly in John's shop as shown in the pictures as well. According to Andy, this engine is from the year 1917, so it is ~ 95 years old! And it still works-thanks to the consistent dedication, effort, and time put into this project, as well as the countless busted knuckles and bruises John Stickle and the other members of the Engine Club endured while working on this antique engine! If you want to know more about John's restoration of this antique piece of machinery, ask him at the next club meeting!



When John Stickle volunteered to restore the antique Hercules Engine, he knew it wasn't going to be an easy task. He said when he first got it, "It was a bucket of rust!" - *John Stickle*



THE HERCULES GAS ENGINE COMPANY

There have been three distinct companies that produced Hercules engines—The Hercules Gas Engine Works of San Francisco, The Hercules Manufacturing Company located in Canton, Ohio, and the Hercules Gas Engine Company of Evansville, Indiana.

The Hercules Gas Engine Works based in San Francisco was organized in 1893 and produced stationary engines until 1907, when it was purchased by the Peerless Motor Company. The Hercules Gas Engine Works produced Hercules, Improved Hercules, New Hercules, Palmer and Ray engines.

The Hercules Manufacturing Company in Canton, Ohio, was the largest and longest-lived of the three companies that produced Hercules engines. It was organized in 1915 to make heavy-duty engines for trucks and tractors. It eventually produced gasoline engines for a wide variety of applications such as pumps, air compressors, generators, well-drilling rigs, etc. In 1931 it expanded to produce diesel engines. The company was purchased by the Hupp Corporation in 1961, which in turn was taken over by the White Motor Company in 1969 and operated as the White Engine Division. The company was sold again in 1976 and functioned as an independent company under the name White Engines. In 1987, the company was renamed Hercules Engines and operated under that name until it closed its doors in 1999. During its long history, this company was a major supplier of gasoline and diesel engines to over 500 other companies in the U.S. and abroad.

The third company producing Hercules engines (the subject of this article) was an offshoot of the Brighton Buggy Works in Cincinnati, Ohio. This company was founded by William Harvey McCurdy in 1894. The company was a major supplier of buggies to Sears, Roebuck and Company and sales grew rapidly to the point where the company needed to expand. In 1902 the company was moved to Evansville, Indiana and renamed the Hercules Buggy Company.

Business was good and William McCurdy was an astute entrepreneur. His holdings rapidly expanded to include the Hercules Buggy Company, the Hercules Body Company, the Hercules Wheel Company, the Hercules Surrey and Wagon Company, the Hercules Warehouse Company, the Hercules Paint Company and the Hercules Lumber Company. William McCurdy was actively involved in local and regional railway systems, amongst other things, and his companies built streetcars and railway cars for these systems.

The Hercules Buggy Company had early ties to the production of gasoline engines. Sears Motor Buggies were built in McCurdy's Evansville factories from the early 1900's until 1909, when production was moved to the Sears Motor Car Works factory in Chicago. However, bodies of Sears' cars continued to be built in Evansville until 1912, when the car was discontinued.

Sears, Roebuck and Company had been buying stationary engines from a company it controlled in Sparta, Michigan—the Holm Machine and Manufacturing Company. However, this company was unable to keep up with the demand, so in 1912, William McCurdy was asked to become the supplier of stationary engines for Sears. The Hercules Buggy Company purchased the Holm Machine and Manufacturing Company and built a new factory in Evansville to build engines. On November 8, 1912, the Hercules Gas Engine Company was formed; the first Hercules engines were released in early 1914. In 1914, the company was building approximately 150 gasoline engines each day. From 1914 until the factory's closing in 1934, over 400,000 gasoline engines were produced in Evansville.

The Hercules Gas Engine Company's earliest engines, based on the Holm Company's line, ranged in size from 2 to 14 HP. This was soon reduced to 1 1/2 to 10 HP. The engines were similar in appearance. The line was restyled in 1915; all engines were painted green, with red striping. During its long career the company produced engines that were sold under the trade names Ajax, Arco, Atlas, Atlas-Mixer, Barnwall, Champion, Economy, Economy King, Erren, Hardie, Hercules, Hoag, Hvid, Jaeger, Keystone, Loane, Reeco, Rohaco, Saxon, Servel, Taylor Vacuum, Thermoil, and Williams. The Hercules Gas Engine Company maintained close ties with Sears, Roebuck and Company into the early 1930's; both companies sold nearly identical Economy engines from 1915 until the late 1920's, when Sears discontinued its Economy engine.

During its long history, the Hercules Gas Engine Company produced engines producing 1 1/2, 1 3/4, 2 1/2, 3, 5, 6, 7, 8, 9, 10, 12, 14, and 18 HP. By 1931, only the 1 3/4, 2 1/2, 6, 8, and 18 HP models were available. Early 7, 9 and 12 HP engines had separate screened-cooling tanks instead of water hoppers. The company produced at least nine different 1 1/2 HP engines through the years. In the early 1920's, the 1 1/2 HP models were replaced by 1 3/4 HP Model S engines. Most Hercules engines had Webster magnetos, carburetors with built-in fuel pumps and volume-controlled governors instead of the typical hit-or-miss systems. All engines except for the 1 1/2 and 2 1/2 HP models were available with either gasoline or kerosene carburetors; the 1 1/2 and 2 1/2 models had hit-or-miss systems and couldn't be adapted to burn kerosene. In the mid 1920's, Webster low-tension magnetos were replaced with Wico high-tension magnetos and igniters were replaced by spark plugs. The Model S Series of engines were available with 1 3/4, 2 1/2, 3 1/2, 6, 8, 10, and 14 HP.

The Hercules Gas Engine company also produced oil engines based on the R.M. Hvid fuel system design. Through the years, these engines were available in sizes including 2 1/2, 3, 5, 6, 7, 8, and 9 HP. These engines were not as successful as the company's gasoline engines; early models in particular had problems with broken crankshafts, ruptured main frames, etc.

Belt-driven or direct-drive pump jacks were available with 1 1/2 or 3 HP engines. In 1922, the dealer's price for a 3 HP Hercules engine was \$70.00. With a pump jack and a gasoline carburetor, the price was \$97.00. At this time, the dealer's cost for a 7 HP engine was \$136.50, a 9 HP engine cost \$198.00, and the price of a 12 HP engine was \$243.00. A kerosene carburetor was available for an additional \$5.00 and hand trucks were available for an additional \$8.00. Consumer prices were approximately 25% higher. By the early 1920's, the Hercules Gas Engine Company had built over 300,000 engines.

The Hercules Gas Engine Company developed a three-wheeled farm tractor in 1915. It was driven by a single large rear wheel and steered with two small front wheels. The operator sat alongside the engine, which was covered by a shroud that extended into a large fender over the rear wheel. No production tractors were ever produced; although, over 2,000 orders were received. Likewise, in 1922, the Hercules Gas Engine Company announced that it would begin making the McCurdy Six automobile; however, the vehicle was never put into production.

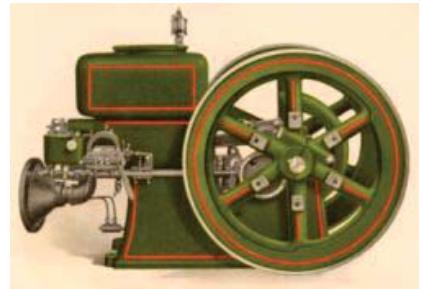
On November 23, 1920, the Hercules Buggy Company, the Hercules Body Company, The Hercules Gas Engine Company, the Hercules Paint Company, the Hercules Surrey and Wagon Company, the Hercules Warehouse Company, and the Hercules Wheel Company were merged into a single firm—the Hercules Corporation. During this year, the 7,500 employees of these various firms produced 84,000 buggies, surreys and wagons, 62,000 gasoline engines, and 40,000 auto and truck bodies and cabs.

In 1925, a controlling interest in the Hercules Corporation was sold to Servel, Inc., and it became a division known as Hercules Enterprises. Servel lost the right to use the name "Hercules" on its engines to the Hercules Motor Company of Canton, Ohio.

In 1929, Servel sold the Hercules division and it became an independent company under the name Hercules Products. During the late 1920's or early 1930's, Sears, Roebuck and Company severed its ties with the Hercules Company and contracted with the Stover Company of Freeport, Illinois, to build its Economy gas engine. By 1931, models offered by Hercules Products were limited to 1 1/2, 2 1/2, 6 and 18 HP. Engine production ended in 1934.

The Hercules name has continued through a number of sales and reorganizations. It exists today as the Hercules Manufacturing Company, a producer of refrigerated trailers and milk truck and dry-freight bodies located in Henderson, Kentucky.

Hercules Engines. www.herculesengines.com/hercules/Default.htm



The Editors are looking forward to the upcoming events, and hoping you are as well! Please come out and join your club and enjoy the memories that we will make this year! If you have any questions about any event please ask at the meeting. We are looking forward to writing articles on them to inform the members that were not able to make the event. Also please keep in mind we are looking for interviews of member's projects for the upcoming newsletter. You can get in touch with us via email or cell phone or even find us at the meeting and we would love to sit down and look at your project!

Sincerely Your Editors,
Christina Francisco & Tiffany Redding



UPCOMING EVENTS

NEXT MEETING

**THURSDAY, MARCH 8th, 2012
AT 7PM**

**at the Administration Building
at the Fairgrounds**

ST. PATRICK'S DAY PARADE

March 17th

SWAP MEET

TBD

Antique Engine & Tractor Show at BLAIRSTOWN TRACTOR SUPPLY SHOW

Saturday, April 21st 9am - 2pm

MILITARY SHOW

April 28th & 29th

SPRING PLOW DAY

Saturday, May 5th

JACK TOWN MEET

weekend of May 17th -19th

GARDENING WEEKEND at Blessed Cross Farm in Beemerville

May 17th -19th

(Contact Kevin)

Tractor Shows- Spring 2012

Swap Meet- TBD

MARKETPLACE

WANTED: 14.9 x 24 used tire **CONTACT:** Ken Reuter, 973-670-1646

FOR SALE: International Cub Cadet 102; repainted, just needs wire harness. \$400 **CONTACT:** Paul Curcio, 33 Central School Rd., Wantage NJ 07461, 201-835-5924, PaulF350@yahoo.com

WANTED: Backhoes-Compact Tractors-Mini Excavators-Skid Steer Loaders-Cletrac & Oliver Crawlers-Farm Tractors-Small Dozers... in any condition. **"Top \$ Paid"** **CONTACT:** Robert Norman, 845-858-8242

WANTED: 3-Point hitch conversion for Farmall "H"
CONTACT: Rich Magera, 973-948-6625

FOR SALE: Steam bent ash hardwood walking plow handles;
high quality straight grain. \$30 per pair.
CONTACT: Bruce Mitchell, 973-702-1012

FOR SALE: Premier Designs jewelry or host jewelry trunk show. Donations to NJAE&MC from sales.
CONTACT: AnnMarie Adams, 973-946-1726, AnnMarieBAdams@aol.com

WANTED: Good hood & good fenders for Ford 8N (I have bent ones)
CONTACT: Jim Dunlap, 973-219-9694

FOR SALE: 2 ea. 154 International Harvester Low Boys; one ran 3 yrs ago when shut down, under tarp, has Woods 59 inch belly mower. 2nd tractor running, needs brake work, has rear mount 3 point hitch with hammer type mower attachment. Both with long personal ownership. For sale or trade for older Cub Low Boy with plow and/or attachments, or 8/9N Ford.

CONTACT: Charles Germershausen at cgermershausen@hotmail.com or call cell 1-973-214-5968. Tractors located in Florham Park, NJ.

WANTED: Spare parts for 1917 Fairbank/Morse hit & miss engine. Ford Golden Jubilee steering wheel **CONTACT:** Charles Germershausen at cgermershausen@hotmail.com or call cell 1-973-214-5968.

FOR SALE: 2 Goodyear 16.9 x 24 6 ply Industrial Sure Grip Tractor/Backhoe tires. Approx 40% tread. Good condition, great for spares. (These tires are \$800 each when new) Asking \$125 each or willing to trade for decent 11.2 x 28 tractor tires for Ford 2N. **CONTACT:** John at 973-919-0369

WANTED: Parts for International M Hit or Miss Engine. Piston, sleeve, etc. needed, all parts considered. **CONTACT:** John at 973-919-0369

FOR SALE: Air Powered Press and Brake - \$300.00, Air Powered Transfer Pump - \$200.00
CONTACT: Don DoNofrio - 973-627-3706