



**ALL-TERRAIN MOBILITY
FOR THE UTILITY INDUSTRY**



F FOREMOST

FOREMOST'S All-Terrain Vehicles To Meet the Transportation Needs of Utility Contractors.

Foremost's vehicles are operating world-wide, working on all phases of powerline construction — from clearing of the right-of-way and erection of towers to maintenance and repair of the line when operational.

Clearing right-of-ways before roads are established and increased environmental concern requires more hand clearing. Transporting this additional



DELTA 3



NODWELL 110

HUSKY 8



manpower to and from clearing sites on a daily basis causes logistical problems when difficult terrain is prevalent. Foremost's NODWELL 60 personnel carriers are the answer.

When transmission lines are constructed in remote areas, locating and supplying camps become a major concern. Some projects may require mobile camps. Foremost can provide tracked and terra-tired trailers with payloads to 30 tons to transport materials or permanently mounted camp sites.

An adequate road network is not always available for the movement of tower steel, conductor reels, foundation materials and hardware to tower locations. This means these materials must be transported along the right-of-way which could, in some instances, involve considerable distances. When terrain conditions become so marginal that conventional equipment cannot operate, the traditional answer has been to use helicopters. This is not only an expensive method, but also introduces new problems such as low payload capacity, operation limited to daylight hours, and inability to fly in all weather conditions. Foremost's all-terrain transporters are not limited by any of these conditions and provide economical operation when the job could otherwise be shutdown.



CHIEFTAIN

Extra High Voltage lines are becoming common. Both self-supporting and guyed towers are getting larger. Foundations, accordingly, are requiring more concrete. Getting the aggregate to the foundation is no longer a problem with the CHIEFTAIN or DELTA 3 equipped with a dumpbox.

HUSKY 8



Should a ready mix system be more advantageous, Foremost has the vehicles to carry the mixer.

Pad type foundations can be excavated by a backhoe mounted on a Foremost vehicle. Large drills are readily adaptable to our chassis for drilling pile type foundations. When guy wires are required, Foremost has a range of equipment to accommodate any commercial anchor drill units. Dependable mobility from Foremost ensures the movement of equipment from tower site to tower site when conventional equipment bogs down.

The HUSKY 8 provides the payload capacity for mounting the large cranes needed for erecting E.H.V. towers in a single lift. The short cycle times between towers has dramatically increased production on projects such as the James Bay Hydro-Electric Project in Northern Quebec, providing time and cost savings to the contractor.

Installing hardware on towers is no longer a problem with Foremost's all-terrain vehicles. Aerial platforms or buckets mounted on a Foremost chassis ensures getting the unit to the location. After the construction phase, these units can then be employed for maintenance duties.

The 40 ton payload of the Foremost HUSKY 8 allows the transportation of large quantities of even the heaviest conductor reels, thereby helping solve stockpiling logistics. Line pulling and tensioning devices are easily fitted into the 9 ft x 33 ft deck, with room to spare for additional conductor reels. One Husky 8 has been equipped to pull 4 E.H.V. wires over a four mile distance while operating in extreme terrain and weather conditions. Skid mounted, these devices can be removed when not required, freeing the unit for general transportation duties.



COMMANDER



NODWELL 60



TRACKED TRAILER



DELTA 3



Custom built accessories allow all functions of line patrol and maintenance to be performed. From carrying maintenance crews to the field to repairing line breaks or changing out insulators, Foremost has been providing vehicles to get the job done for two decades. An insulator washing package mounted on a DELTA 3 followed by a DELTA 3 with a nursing tank, offers the contractor additional range and ability to operate in areas where conventional trucks cannot reach.

A radial arm digger with additional hydraulic attachments mounted on a Foremost chassis provides a multi-purpose unit especially valuable for rural electrification jobs. When high winds, snow or sleet collapse lines or poles, Foremost provides the mobility for reaching the break and getting the section on stream again in the shortest possible time.

In an age where energy is vital to our progress and survival, Foremost has met the energy challenge of providing transportation solutions for an ever more demanding industry. Solutions that provide an economic alternative for overcoming transmission line construction problems.

Foremost is a Canadian company that has been solving industry's off-highway transportation problems since 1965. Foremost has developed a solid reputation as the transportation problem solver throughout the world; a proud, international reputation for dependable equipment designed to withstand the most rugged conditions with a minimum of maintenance. Wherever terrain conditions demand specialized equipment, Foremost vehicles are moving equipment, supplies and personnel efficiently, dependably and with minimum ecological disturbance. The key to Foremost's success is a continuing emphasis on design, workmanship and quality control.

When the utility industry has a transportation problem, Foremost has the answer.

Let Foremost review your transportation needs. Together, we can provide you with your own transportation problem solver.



NODWELL IIO C



DELTA 3



CHIEFTAIN



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AGENCY PRESS

FOREMOST

Terra Bus



Designed and manufactured by Canadian Foremost Ltd., the Terra Bus provides all-terrain mobility to transport up to 56 passengers. Equipped with large, low pressure Terra tires, the bus can be used to transport personnel in on-road/off-road applications. The vehicle shown in the photo above has been specially equipped for the tourist industry. The extra large side and top windows provide greater all-around visibility.

DIMENSIONS

Height	12 ft 8 in	(3.86 m)
Length	42 ft 8 in	(13.0 m)
Width	11 ft 10 in	(3.61 m)

WEIGHT

Tare	43,000 lbs	(19,500 kg)
G.V.W.	55,000 lbs	(25,000 kg)

POWERTRAIN

Engine: DDA 6V71, 210HP (155 kW) @ 2100RPM
 Transmission: Clark 28000 Series Powershift
 Suspension: Leaf spring-front
 Walking beam - rear
 Axles: Clark Drive Steer Planetary front;
 Clark Planetary rear.
 Tires: Goodyear Terra Tires 66 x 43:00 x 25.
 Brakes: Air over hydraulic front drums; air rear drums.

PERFORMANCE

Speed: Low range	11.4 mph	(18.4 km/h)
High	26 mph	(42 km/h)
Turning radius	55 ft	(16.8 m)

For additional information on the Terra bus or other Foremost equipment, please contact Canadian Foremost Ltd.

FOREMOST

Nodwell 60



GENERAL DESCRIPTION

A compact two tracked carrier, the Nodwell 60 is widely used as a general support vehicle in many industries. Fully transportable by Hercules aircraft, it is the ideal vehicle for transporting men and equipment to remote job sites in difficult terrain and severe weather conditions. The fully sealed undercarriage allows operation in water, ice and mud at reasonable speeds with minimum maintenance.

ENGINE

Detroit Diesel 3-53, 92 BHP (68.6 kW) @ 2800 RPM.
Optional engine available: Ford 300 gasoline, 165 BHP (123 kW) @ 3600 RPM.

TRANSMISSION

Spicer 5052C with Spicer 1480 series drivelines. Optional transmissions available: Allison AT545, Three Speed Ford, New Process 435L.

Forward		1	2	3	4	5
	mph	1.7	3.2	5.2	8.5	12.2
	km/h	2.7	5.1	8.4	13.7	19.6
Reverse						
	mph	1.7				
	km/h	2.7				

DIFFERENTIAL

Levy T-16 controlled differential in oil bath with Dana planetaries. T-16 with high speed ratio for special applications.

STEERING

Manual (hydraulic), lever actuated steering control.

BRAKES

Parking brakes are Drum type on automatic transmission. Service brakes are band brakes integral to cross drive differential.

SUSPENSION

Four independent walking beams with grease filled hubs.

TIRES & WHEELS

Goodyear 6.00 X 16-10 PR with Michelin 6.00 X 16 tubes.
Firestone disc wheels, 6.00 X 16 w/stud, 8.75 in (222 mm) bolt circle.

SPROCKET

Foremost replaceable urethane D-dent or flat track type.

TRACK & GROUSER

D-dent type track. Heavy duty PN 200, 4 ply belting, 12 in (305 mm) wide. Grouser is forged spring steel 3/8 in (9.5 mm) with matching backing plate. Nodwell 60 also available with flat track.

CAB

2 man, cab-over design. Heavy gauge steel exterior. Full instrumentation: voltmeter, fuel gauge, and tachometer/hourmeter. Roll down side windows and sliding rear window on driver's side. Removable engine access panels inside cab. Escape hatch. Nodwell 60 also available with four and six man cab options.

FRAME

All welded construction of high strength steel for greater durability and lower weight. Smooth belly pan for greater protection in rough terrain.

ELECTRICAL

Heavy duty 8D battery available with Detroit Diesel engines. Alternator is 84 amp. Heavy duty wiring designed for all-weather operation.

AIR CLEANER

Oil bath with gas engine and dry type air cleaner with Diesel engines.

DIMENSIONS

Length		
Overall	16 ft 11 in	(5.16 m)
Height		
Overall	8 ft	(2.44 m)
Width		
Overall	8 ft 2 in	(2.50 m)
W/O tracks	8 ft	(2.44 m)
Frame rail	32 in	(820 mm)
Gauge	5 ft 5 in	(1.66 m)
Track Width	33 in	(840 mm)
Approach Angle	26°	
Departure Angle	19°	
Deck (2 man cab)		
Length	10 ft	(3 m)
Width	8 ft	(2.4 m)

Unless otherwise stated, specifications are for standard unit. For information on other available optional equipment and equipment mounts, please contact Canadian Foremost Ltd.

WEIGHTS

Tare	10,500 lbs	4,770 kg
Payload	8,000 lbs	3,630 kg
G.V.W.	18,500 lbs	8,400 kg

GRADEABILITY

Side 40% Forward 60%

FUEL CAPACITY

Total fuel capacity is 72 U.S. gallons (273 litres)

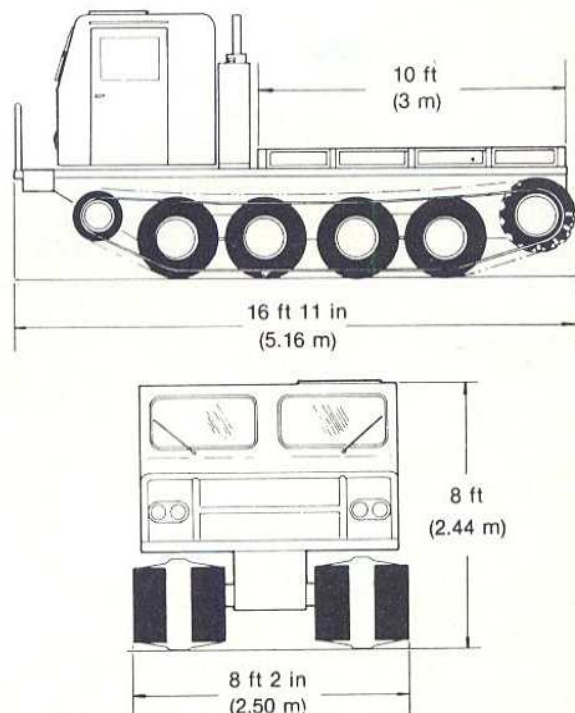
PERFORMANCE

Turning radius	15 ft 6 in	(4.7 m)
Maximum speed	12.2 mph	(19.6 km/h)
Fording depth	3 ft 6 in	(1.07 m)
Ground clearance	14.3 in	(360 mm)

GROUND PRESSURE*

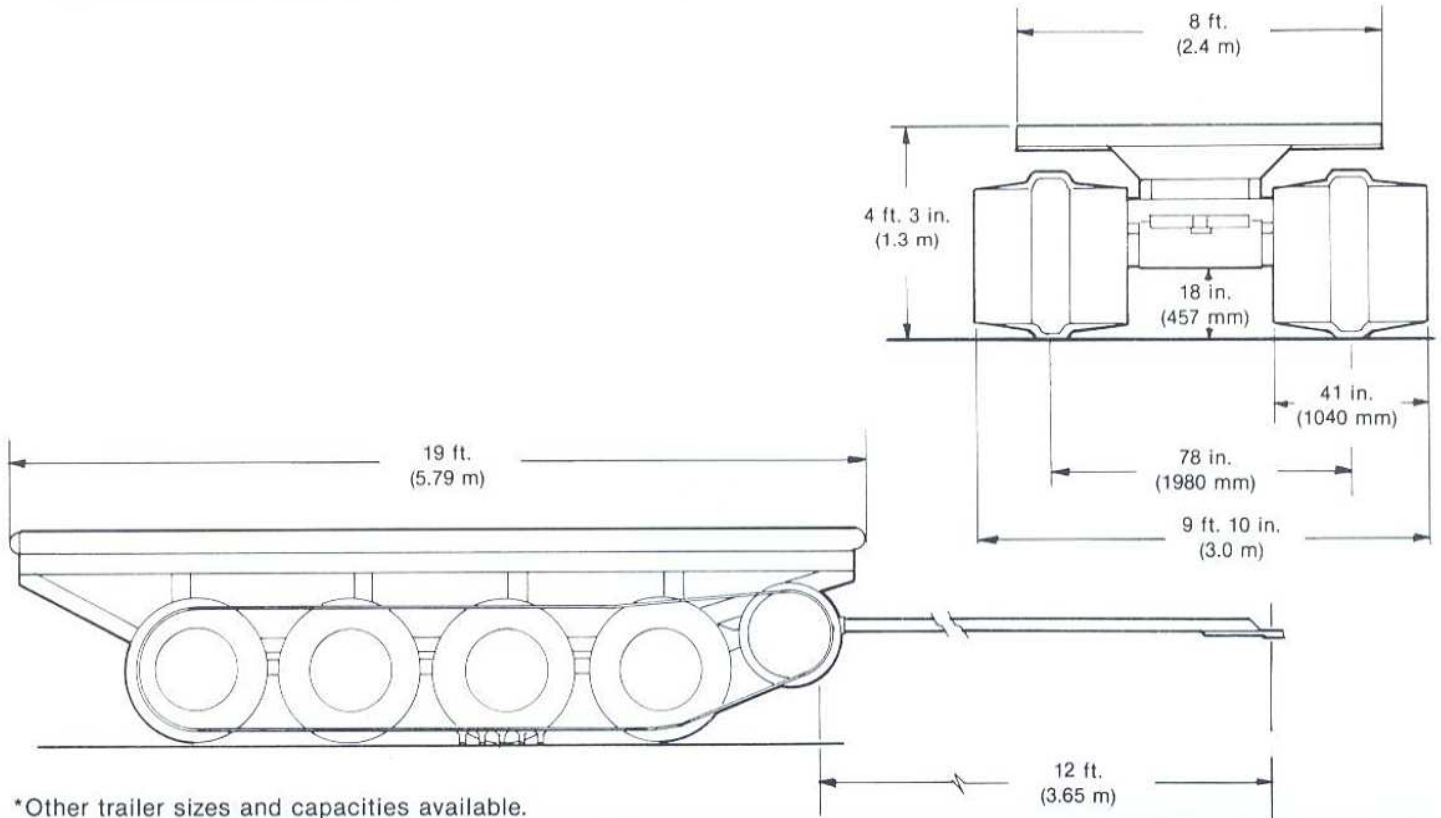
LOAD		PRESSURE	
Tons	Tonnes	PSI	kg/cm ²
0	0	1.3	0.09
1.5	1.4	1.6	0.11
3.0	2.7	2.0	0.14
4.0	3.6	2.13	0.15

*6 in. (150 mm) penetration.



FOREMOST

Chieftain Trailer



*Other trailer sizes and capacities available.

BASIC UNIT

Steel frame, all welded construction.
 D-dent track, 41 in. (1040 mm) wide.
 Grouser bar 1/2 in. (12 mm) thick
 7:50 x 20 - 16 PR tires
 4 ply belting
 Torsional coil spring suspension
 10 stud oil bath hubs
 12 ft. draw bar (3.65 m)
 Front idler

DIMENSIONS

Length	19 ft.	0 in.	(5.79 m)
Height	4 ft.	3 in.	(1.3 m)
Width			
with tracks	9 ft.	10 in.	(3.0 m)
w/o tracks	7 ft.	10 in.	(2.39 m)
Ground clearance		18 in.	(457 mm)

GROUND PRESSURE*

	PSI	kg/cm ²
Tare	0.95	0.07
G.V.W.	2.85	0.20

*6 in. (150 mm) penetration

AVAILABLE OPTIONS

Cargo deck 8 ft. x 19 ft. (2.4 m x 5.8 m)
 Stake sides 19 ft. (5.8 m)
 16 ft. (4.88 m) draw bar
 Flat track, 4 ply belting
 Live roll
 Rear idler
 Foam filled tires (8)
 Spare tire and wheel assembly

WEIGHTS*

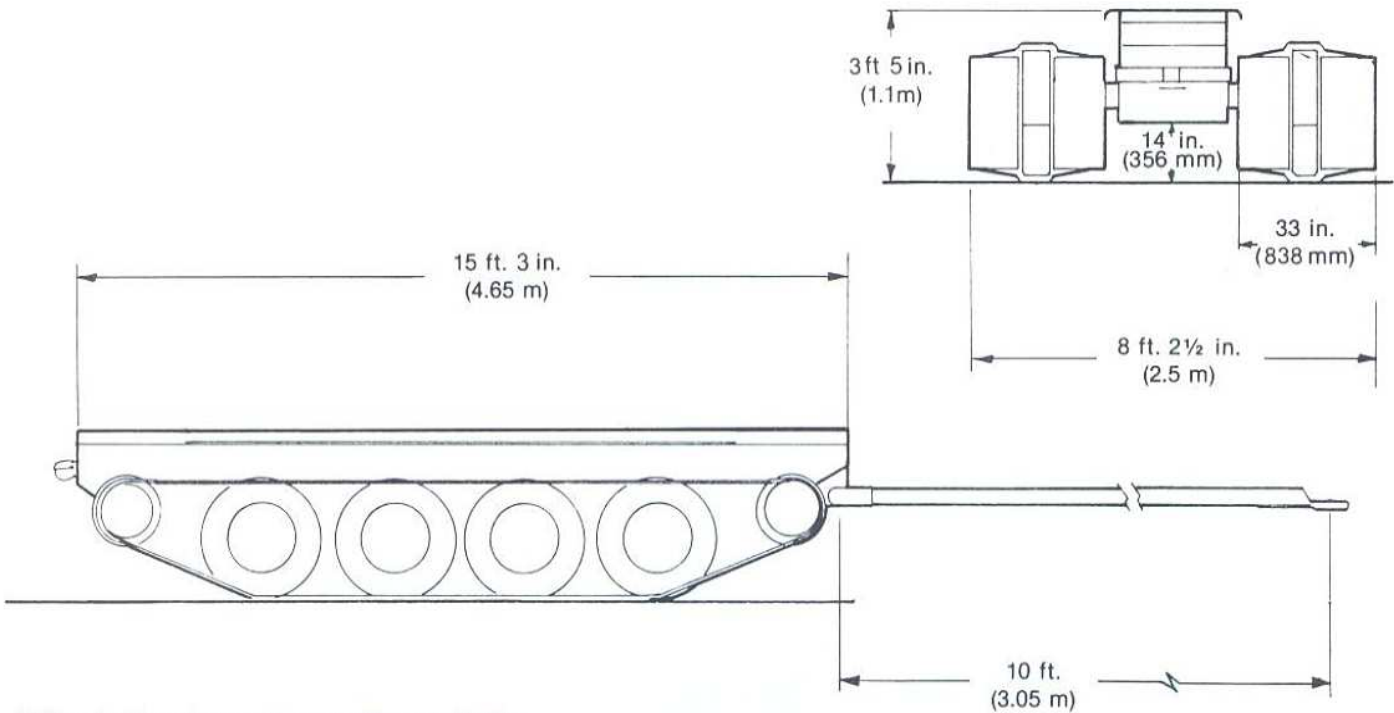
Tare	12,000 lbs.	5,440 kg
Payload	24,000 lbs.	10,900 kg
G.V.W.	36,000 lbs.	16,300 kg

*without deck

Specifications are subject to change without notice.
 For additional information, please contact
 Canadian Foremost Ltd.

FOREMOST

Nodwell 60 Trailer



*Other trailer sizes and capacities available

BASIC UNIT

Steel frame, all welded construction.
 D-dent track, 33 in. (838 mm) wide.
 Grouser bar 3/8 in. (9.5 mm) thick
 6:00 x 16 - 10 PR tires
 Idler - front and rear
 Walking beam suspension
 Rubber fabric, 4 ply belting
 Hubs - six stud, grease type
 10 ft. (3.05 m) draw bar

DIMENSIONS

Length	15 ft.	3 in.	(4.65 m)
Height	3 ft.	5 in.	(1.04 m)
with deck	3 ft.	11 in.	(1.19 m)
Width			
with tracks	8 ft.	2.5 in.	(2.5 m)
w/o tracks	5 ft.	6 in.	(1.66 m)
Ground clearance		14 in.	(356 mm)

GROUND PRESSURE*

	PSI	kg/cm ²
Tare 9,000 lbs.	1.07	0.075
G.V.W. 20,000 lbs.	2.38	0.167

*6 in. (150 mm) penetration

AVAILABLE OPTIONS

Cargo deck 8 ft. x 15 ft. (2.4 m x 4.6 m)
 Stake sides 15 ft (4.6 m)
 Flat track, 4 ply belting
 Foam filled tires (8)
 Spare tire and wheel assembly

WEIGHTS*

Tare	9,000 lbs.	4,000 kg
Payload	11,000 lbs.	5,000 kg
G.V.W.	20,000 lbs.	9,000 kg

*without deck

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