FEDERAL REGISTER

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Regulations

TITLE 7—AGRICULTURE

Chapter XI—War Food Administration (Distribution Orders)

[FDO 83-3, Termination]

PART 1405—FRUITS AND VEGETABLES

INSPECTION OF APPLES

Pursuant to the authority vested in me by Food Distribution Order No. 83, issued by the War Food Administrator on September 30, 1943, as amended (8 F.R. 13379, 15683), and to effectuate the purposes of such order, it is hereby ordered as follows:

That Food Distribution Order No. 83-3 (8 F.R. 15683), issued by C. W. Kitchen, Acting Director of Food Distribution, on November 12, 1943, requiring the inspection of apples, be, and the same is hereby, terminated at 12:01 e. w. t., December 21, 1943.

With respect to violations, rights accrued, liabilities incurred, or appeals taken, under Director Food Distribution Order No. 83-3 prior to the effective time of this order, said Food Distribution Order No. 83-3 shall be deemed to be in full force and effect for the purpose of sustaining any proper suit, action, or other proceeding with respect to any such violation, right, liability, or appeal.

(E.O. 9280, 7 F.R. 10179; E.O. 9322, 8 F.R. 3807; E.O. 9334, 8 F.R. 5423; E.O. 9392, 8 F.R. 14783)

Issued this 20th day of December 1943.

C. W. KITCHEN,
Acting Director of Food Distribution.

[F. R. Doc. 43-20237; Filed, December 20, 1943; 3:36 p. m.]

TITLE 8—ALIENS AND NATIONALITY

Chapter II—Office of Alien Property Custodian

[G. O. 21, as Amended]

PART 503—GENERAL ORDERS

EXTENSION OF TIME FOR FILING NOTICES OF CLAIM ARISING AS A RESULT OF VESTING ORDERS

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, the undersigned, determining that it is in the national interest to extend the time for filing notices of claim arising as a result of vesting orders as hereinafter set forth, and that adherence to a period of limitation expiring prior to April 1, 1944, may cause undue hardship or inequity to claimants, hereby further amends General Order No. 21 to read as follows:

§ 503.21 *General Order No. 21, as amended.* (a) Without limitation by reason of any provision as to a specified claim period in any vesting order heretofore issued, any person, except a national of a designated enemy country, asserting any claim arising as a result of a vesting order, may file with the Alien Property Custodian a notice of his claim, together with a request for a hearing thereon, on Form APC-1, at any time up to and including April 1, 1944, or within such further time as may be provided in any such order or on application or otherwise.

(b) The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

(40 Stat. 411, 50 U.S.C. App.; 55 Stat. 839, 50 U.S.C. App. (Supp. 1942); E.O. 9193)

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Executed at Washington, D. C., on December 16, 1943.

LEO T. CROWLEY,
Alien Property Custodian.

[F. R. Doc. 43-20235; Filed, December 20, 1943; 12:03 p. m.]

TITLE 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket No. 4940]

PART 3—DIGEST OF CEASE AND DESIST ORDERS

M'FADDEN 3 SISTERS SPRINGS

§ 3.6 (t) *Advertising falsely or misleadingly—Qualities or properties of product or service:* § 3.6 (x) *Advertising falsely or misleadingly—Results.* In connection with offer, etc., of McFadden 3 Sisters Springs mineral water or any other similar product, disseminating, etc., any advertisements by means of the United States mails, or in commerce, or by any means, to induce, etc., directly or indirectly, purchase in commerce, etc., of respondents' products, which advertisements represent, directly or through inference (1) that the product designated as water from Spring No. 1 is a cure or remedy or constitutes an adequate or competent treatment for arthritis, neuritis, rheumatism, Bright's disease, diabetes, dropsy, pus in kidney, bladder and urethra, cystitis, enlarged prostate gland, paralysis, stones in kidneys and other urinary troubles, change of life and female irregularities, insomnia, anemia, nervous prostration, high or low blood pressure, gout, or hyperacidity; (2) that the product designated as water from Spring No. 2 is a cure or remedy or constitutes an adequate or competent treatment for chronic constipation, acute and chronic indigestion, catarrh of stomach and intestines, excessive acid, gastritis, ulcerated stomach, poor assimilation and elimination, stagnant or poor circulation, nervousness, high or low blood pressure, gall stones, or mucous colitis; (3) that the product designated as water from Spring No. 3 is a cure or remedy or constitutes an adequate or competent treatment for flux, diarrhea, dysentery, cholera infantum, diabetic sores, eczema, granulated and sore eyes, catarrh of head and nose, or sinusitis; (4) that the use of said mineral waters, or any of them, will eliminate poisons from the system to any significant extent; (5) that the use of said mineral waters, or any of them, will be effective in eliminating excess acids and impurities through the kidneys and bladder; and (6) that the use of said mineral waters, or any of them, will maintain a proper balance of minerals in the body; prohibited. (Sec. 5, 38 Stat. 719, as amended by sec. 3, 52

Stat. 112; 15 U.S.C., sec. 45b) [Cease and desist order, McFadden 3 Sisters Springs, Docket 4940, November 30, 1943]

At a regular session of the Federal Trade Commission, held at its office in the City of Washington, D. C., on the 30th day of November, A. D. 1943.

In the Matter of Roy A. Whipple and Mrs. Ruth Carter Whipple, Trading as McFadden 3 Sisters Springs

This proceeding having been heard by the Federal Trade Commission upon the complaint of the Commission and the answer of respondents, in which answer respondents admit all the material allegations of fact set forth in said complaint, and state that they waive all intervening procedure and further hearing as to said facts, and the Commission having made its findings as to the facts and conclusion that said respondents have violated the provisions of the Federal Trade Commission Act;

It is ordered, That respondents Roy A. Whipple and Mrs. Ruth Carter Whipple, trading as McFadden 3 Sisters Springs, or under any other name or names, their representatives, agents and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of McFadden 3 Sisters Springs mineral waters or any other products of substantially similar composition or possessing substantially similar properties, whether sold under the same name or any other name, do forthwith cease and desist from, directly or indirectly;

1. Disseminating, or causing to be disseminated, by means of the United States mails, or by any means in commerce, as "commerce" is defined in the Federal Trade Commission Act, any advertisement which represents, directly or through inference:

(a) That the product designated as water from Spring No. 1 is a cure or remedy or constitutes an adequate or competent treatment for arthritis, neuritis, rheumatism, Bright's disease, diabetes, dropsy, pus in kidney, bladder and urethra, cystitis, enlarged prostate gland, paralysis, stones in kidneys and other urinary troubles, change of life and female irregularities, insomnia, anemia, nervous prostration, high or low blood pressure, gout, or hyperacidity.

(b) That the product designated as water from Spring No. 2 is a cure or remedy or constitutes an adequate or competent treatment for chronic constipation, acute and chronic indigestion, catarrh of stomach and intestines, excessive acid, gastritis, ulcerated stomach, poor assimilation and elimination, stagnant or poor circulation, nervousness, high or low blood pressure, gall stones, or mucous colitis.

(c) That the product designated as water from Spring No. 3 is a cure or remedy or constitutes an adequate or competent treatment for flux, diarrhea, dysentery, cholera infantum, diabetic sores, eczema, granulated and sore eyes, catarrh of head and nose, or sinusitis.

(d) That the use of said mineral waters, or any of them, will eliminate poisons from the system to any significant extent.

(e) That the use of said mineral waters, or any of them, will be effective in eliminating excess acids and impurities through the kidneys and bladder.

(f) That the use of said mineral waters or any of them, will maintain a proper balance of minerals in the body.

2. Disseminating, or causing to be disseminated, by any means, any advertisement for the purpose of inducing, or which is likely to induce, directly or indirectly, the purchase in commerce, as "commerce" is defined in the Federal Trade Commission Act, of respondents' products, which advertisement contains any of the representations prohibited in Paragraph 1 hereof and the respective subdivisions thereof.

It is further ordered, That the respondents shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with this order.

By the Commission.

[SEAL] OTIS B. JOHNSON, *Secretary*.

[F. R. Doc. 43-20260; Filed, December 21, 1943; 11:15 a. m.]

[Docket No. 4999]

PART 3—DIGEST OF CEASE AND DESIST ORDERS

CHEMICALS OF THE SOUTH, ETC.

§ 3.6 (a 10) *Advertising falsely or misleadingly—Comparative data or merits:* § 3.6 (t) *Advertising falsely or misleadingly—Qualities or properties of product or service:* § 3.6 (x) *Advertising falsely or misleadingly—Results:* § 3.6 (y) *Advertising falsely or misleadingly—Safety:* § 3.71 (c 5) *Neglecting, unfairly or deceptively, to make material disclosure—Qualities or properties of product.* In connection with offer, etc., in commerce, of respondents' products designated as "Lo-Temp Anti-Freeze," "Lo-Zone Anti-Freeze," and "Bond Top Line Anti-Freeze," or any other similar product, representing directly or by implication (1) that said products, or any of them, are safe and dependable antifreeze preparations for use in the cooling systems of automobile engines; (2) that said products, or any of them, are superior types of antifreeze preparations; (3) that said products, or any of them, will protect the cooling system of automobile engines against corrosion, rust, or other deterioration; (4) that said products, or any of them, will not cause rust, corrosion, or other damage to the cooling systems of automobile engines, or damage to such engines, or to radiators, or hose connections, or the exterior finish of automobiles; (5) that said products, or any of them, will not evaporate in use or clog passages in the cooling systems of automobile engines; and (6) that said products, or any of them, are antifreeze preparations for use in the cooling systems of automobile engines without affirmatively disclosing in a clear and conspicuous manner in immediate connection with such representation that said preparations will rust and corrode the cooling system of an automobile engine and may clog the passages in such system; prohibited. (Sec. 5, 38 Stat. 719, as amended by sec. 3, 52 Stat. 112, 15 U.S.C., sec. 45b [Cease and desist order, Chemicals Of The South, etc., Docket 4999, December 3, 1943]

At a regular session of the Federal Trade Commission, held at its office in the City of Washington, D. C., on the 3rd day of December, A. D. 1943.

In the Matter of Wheless W. Gambill, Jr., Russell M. Campbell, and M. Yuhas, Individuals Trading as Chemicals of the South, Tennessee Valley Associated Marketers, Bond Anti-Freeze Factory, Lo-Temp Chemical Works, and Lo-Zone Chemical Works

This proceeding having been heard by the Federal Trade Commission upon the complaint of the Commission, answer of the respondents, and a stipulation as to the facts entered into by and between counsel for the Commission and counsel for the respondents which provides, among other things, that without further evidence or other intervening procedure the Commission may enter and serve upon respondents findings as to the facts and conclusion based thereon and an order disposing of the proceeding, and the Commission having made its findings as to the facts and its conclusion that the respondents have violated the provisions of the Federal Trade Commission Act:

It is ordered, That the respondents W. Wheless Gambill, Jr., F. Russell Campbell, and Marie Yuhas, jointly or severally, trading as Chemicals of the South, Bond Anti-Freeze Factory, Lo-Temp Chemical Works, and Lo-Zone Chemical Works, or under any other name, and W. Wheless Gambill, Jr., trading as Tennessee Valley Associated Marketers, or under any other name, their representatives, agents, and employees, directly or through any corporate or other device, in connection with the offering for sale, sale, and distribution of their products designated as "Lo-Temp Anti-Freeze," "Lo-Zone Anti-Freeze," and "Bond Top Line Anti-Freeze," or any other product of substantially similar composition, whether sold under the same names or any other name or names, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from representing, directly or by implication:

1. That said products, or any of them, are safe and dependable antifreeze preparations for use in the cooling systems of automobile engines.

2. That said products, or any of them, are superior types of antifreeze preparations.

3. That said products, or any of them, will protect the cooling systems of automobile engines against corrosion, rust, or other deterioration.

4. That said products, or any of them, will not cause rust, corrosion, or other damage to the cooling systems of automobile engines, or damage to such engines, or to radiators, or hose connec-

tions, or the exterior finish of automobiles.

5. That said products, or any of them, will not evaporate in use or clog passages in the cooling systems of automobile engines.

6. That said products, or any of them, are antifreeze preparations for use in the cooling systems of automobile engines without affirmatively disclosing in a clear and conspicuous manner in immediate connection with such representation that said preparations will rust and corrode the cooling system of an automobile engine and may clog the passages in such system.

It is further ordered, That the respondents shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing, setting forth in detail the manner and form in which they have complied with this order.

By the Commission.

[SEAL] OTIS B. JOHNSON, *Secretary.*

[F. R. Doc. 43-20261; Filed, December 21, 1943; 11:15 a. m.]

TITLE 32—NATIONAL DEFENSE

Chapter XI—Office of Price Administration

PART 1360—MOTOR VEHICLES AND MOTOR VEHICLE EQUIPMENT

[Rev. MPR 341,[1] Amdt. 1]

MAXIMUM PRICES FOR USED COMMERCIAL MOTOR VEHICLES

A statement of the considerations involved in the issuance of this amendment, issued simultaneously herewith, has been filed with the Division of the Federal Register.*

Revised Maximum Price Regulation 341 is amended in the following respects:

1. Section 1 (a) (1) is amended by deleting from the first sentence the phrase "has been transferred to a person who has acquired it for use and not for the purpose of resale", and substituting therefor the phrase "has been used other than for the purpose of sale".

2. Section 6 (b) (1) (i) is amended to read as follows:

(i) *Complete vehicle listed in Appendix C.* If the vehicle being priced is listed in Appendix C, the "value when new" shall be the price there listed for such a vehicle.

3. Section 7 is amended by inserting in the schedule contained in both paragraphs (a) and (b) after the word "sold" and before the phrase "in 1943", the word "new".

4. Section 10 is amended by adding to the last sentence after the phrase "on the vehicle" and before the phrase "when new", the phrase "or extras".

5. Appendix C of superseded Maximum Price Regulation 341, which was incorporated by reference in this revised regulation, is amended and added to read as follows:

Appendix C: Tables of "value when new" prices—(a). (1). *Explanation of terms:*

Principal plant (i. e., principal place of manufacture): To be used in computing transportation allowance under section 6 (c) and Appendix D.

Numerals in first column: Manufacturer's rating. In tons unless otherwise stated.

Base weight: To be used in computing transportation allowance under section 6 (c) and Appendix D.

Tire size: To be used in computing base price of oversize and spare tire equipment.

Price: "Value when new" described in section 6 (a).

(2) *Explanation of abbreviations:*

Ax	Axle.
SR	Single reduction.
DR	Dual reduction.
2SRA	Two speed rear axle.
4 x 4	Two axles, four wheels, four wheel drive.
6 x 2	Three axles, six wheels, two wheel drive.
6 x 4	Three axles, six wheels, four wheel drive.
6 x 6	Three axles, six wheels, six wheel drive.
Bus	Omnibus.
Cap	Capacity.
Cb	Cab.
C. O. E	Cab over engine.
Ch	Chassis.
Cl	Closed.
Cyl	Cylinders.
Dly	Delivery.
Del	DeLuxe.
Exp	Express.
Fr	Front.
Hvy	Heavy.
N. A	Not available, variable, or optional.
No	Number.
Pl	Panel.
Sed	Sedan.
Sp	Special.
Std	Standard.
Sub	Suburban.
S	Single tires or wheels, or both.
D	Dual tires or wheels, or both.
TT	Truck type tires.
PC	Passenger car type tires.
Wh	Wheels.
W/s	Windshield.
W/	With, e. g., w/cab: with cab.

[1] 8 F.R. 11176.

*Copies may be obtained from the Office of Price Administration.

(b) AMERICAN BANTAM

[Manufacturer: The American Bantam Car Company. Principal plant: Butler, Pennsylvania]

(1) 1938

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
¼	Bus Coupe	60	60-001 and up	5.00/15	5.00/15	5	4	75	1,250	$439
¼	Ch	60		5.00/15	5.00/15	4	4	75	875	299
¼	Pick-up Exp	60		5.00/15	5.00/15	5	4	75	1,240	465
¼	Panel Exp	60		5.00/15	5.00/15	5	4	75	1,310	479
¼	Blvd. Dly	60		5.00/15	5.00/15	4	4	75	1,354	497

(2) 1939

¼	Ch	60	62-001 and up	5.00/15	5.00/15	4	4	75	875	$299
¼	Pick-up Exp	60		5.00/15	5.00/15	5	4	75	1,240	465
¼	Panel Exp	60		5.00/15	5.00/15	5	4	75	1,310	479
¼	Blvd. Dly	60		5.00/15	5.00/15	4	4	75	1,354	497

(3) 1940

¼	Ch	65	65-001 and up	5.00/15	5.00/15	4	4	75	920	$299
¼	Pick-up	65		5.00/15	5.00/15	4	4	75	1,280	465
¼	Panel	65		5.00/15	5.00/15	4	4	75	1,350	479

(4) 1941

¼	Ch. Cowl	65		5.00/15	5.00/15	4	4	75	920	$315
¼	Pick-up	65		5.00/15	5.00/15	4	4	75	1,280	475
¼	Panel	65		5.00/15	5.00/15	4	4	75	1,350	489

(c) AUSTIN

[Manufacturer: The American Bantam Car Co. Principal plant: Butler, Pennsylvania]

(5) 1935

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
	Pick-up	475	475-7801 and up	5.00/15	5.00/15	5	4	75	1,100	$395
	Panel	475		5.00/15	5.00/15	5	4	75	1,100	395

(d) AUTOCAR

[Manufacturer: The Autocar Company. Principal plant: Ardmore, Pennsylvania]

(1) 1933

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
	Ch	R	R-7997 up	7.00/20	7.00/20	6	6	159	5,316	$2,250
	Ch	RE	RE-7997 up	7.00/20	7.00/20	6	6	159	5,514	2,300
	Ch	RF	RF-7997 up	8.25/20	8.25/20	6	6	159	5,735	2,450
	Ch	RG	RG-7997 up	34 x 7	34 x 7	6	6	140	6,100	3,000
			RG-8820 up.							
	Ch	A	A-7997 up	8.25/20	8.25/20	6	6	150	6,000	3,000
	Ch	D	D-7997 up	34 x 7	34 x 7	6	6	150	6,140	3,500
			D-8820 up.							
	Ch	DE	DE-7997 up	9.00/20	9.00/20	6	6	150	6,675	3,850
	Ch	DF	DF-7997 up	9.00/20	9.00/20	6	6	150	7,010	3,950
			DF-8820 up.							
	Ch	DH	DH-7997 up	36 x 8	36 x 8	6	6	150	6,965	4,150
			DH-8820 up.							
	Ch	N	N-7997 up	9.75/20	9.75/20	6	6	191½	8,090	4,650
			N-8820 up.							
	Ch	NE	NE-7997 up	9.75/22	9.75/22	6	6	149	7,995	4,725
	Ch	NF	NF-7997 up	9.75/22	9.75/22	6	6	151	8,370	4,750
			NF-8820 up.							
	Ch	NH	NH-7997 up	9.75/22	9.75/22	6	6	149	8,025	4,925
	Ch	S	S-7997 up	9.75/22	9.75/22	6	6	153	9,650	5,500
			S-8820 up							
	Ch	SE	SE-7997 up	10.50/22	10.50/22	6	6	153	9,280	5,800
	Ch	C	C-7997 up	10.50/24	10.50/24	6	6	153	11,784	6,650
			C-8820 up.							
	Ch	CF	CF-7997 up	10.50/24	10.50/24	6	6	164	11,600	6,900
	Ch	T	T-7997 up	10.50/22	10.50/22	6	6	152	9,700	6,000
			T-8820 up.							
	Ch	TE	TE-7997 up	10.50/24	10.50/24	6	6	159	10,490	6,500
	Ch	TE	TE-8820 up	9.75/22	9.75/22	6	6	214	10,325	6,300
	Ch	TF	TF-7997 up	10.50/24	10.50/24	6	6	195	10,820	6,800
	Ch	FE	FE-7997 up	10.50/24	10.50/24	6	6	180⅞	12,200	9,500
	Ch	SHS	SHS-7997 up	9.75/22	9.75/22	6	6	114	8,345	4,800
			CONVENTIONAL—(3D AXLE—6 x 4)							
	Ch	6GE	6GE-7997 up	9.75/22	9.75/22	10	6	153	16,275	$11,000
			ENGINE UNDER SEAT							
	Ch	UD	UD-7997 up	34 x 7	34 x 7	6	6	89	6,170	$3,500
			UD-8820 up							
	Ch	UDF	UDF-8820 up	9.00/20	9.00/20	6	6	127	7,655	3,950
	Ch	UN	UN-7997 up	9.75/20	9.75/20	6	6	96	8,635	4,650
			UN-8820 up							
	Ch	UNF	UNF-8820 up	9.75/22	9.75/22	6	6	123	9,200	4,850
	Ch	US	US-7997 up	9.75/22	9.75/22	6	6	93	9,380	5,200
			US-8820 up							
	Ch	USE	USE-7997 up	10.50/22	10.50/22	6	6	93	9,510	5,600
	Ch	UT	UT-8820 up	10.50/22	10.50/22	6	6	123	9,600	5,900
	Ch	UTE	UTE-7997 up	10.50/24	10.50/24	6	6	93	10,050	6,100
	Ch	UTE	UTE-8820 up	9.75/22	9.75/22	6	6	145	10,525	6,200
			(2) 1934							
			CONVENTIONAL							
	Ch	RG	RG-9199 up	8.25/20	8.25/20	6	6	150	6,100	$3,000
			RG-10238 up							
	Ch	RH	RH-10238 up	9.75/20	9.75/20	6	6	174	7,215	3,400
	Ch	D	D-9199 up	8.25/20	8.25/20	6	6	150	6,140	3,500
			D-10238 up							
	Ch	DF	DF-9199 up	9.00/20	9.00/20	6	6	150	7,010	3,950
			DF-10238 up							
	Ch	DH	DH-9199 up	36 x 8	36 x 8	6	6	150	7,490	4,150
	Ch	N	N-9199 up	9.75/20	9.75/20	6	6	178	8,080	4,650
			N-10238 up							
	Ch	NF	NF-9199 up	9.75/22	9.75/22	6	6	151	8,370	4,750
			NF-10238 up							
	Ch	S	S-9199 up	9.75/22	9.75/22	6	6	163	9,675	5,500
	Ch	T	T-9199 up	10.50/22	10.50/22	6	6	178	10,310	5,900
			T-10238 up							
	Ch	TE	TE-9199 up	9.75/22	9.75/22	6	6	214	10,020	6,300
	Ch	C	C-9199 up	10.50/24	10.50/24	6	6	153	11,784	6,650

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(d) AUTOCAR—Continued

(2) 1934—Continued

CONVENTIONAL (TRACTORS)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base[1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
	Ch	RHT	RHT-10258 up	8.25/20	8.25/20	6	6	150	6,537	$3,100
	Ch	DT	DT-10258 up	8.25/20	8.25/20	6	6	150	6,630	3,600
	Ch	DFT	DFT-10258 up	9.00/20	9.00/20	6	6	135	7,594	3,950
	Ch	NT	NT-10258 up	9.75/20	9.75/20	6	6	137	9,121	4,650
	Ch	NFT	NFT-10258 up	9.75/22	9.75/22	6	6	137	9,253	5,000
	Ch	TT	TT-10258 up	10.50/22	10.50/22	6	6	137	9,815	5,900
	CONVENTIONAL (DUMP SERVICE)									
	Ch	RH	RH-10258 up	8.25/20	8.25/20	6	6	150	6,537	$3,100
	Ch	D	D-10258 up	8.25/20	8.25/20	6	6	150	6,886	3,850
	Ch	DH	DH-10258 up	9.00/20	9.00/20	6	6	145	7,630	4,125
	Ch	S	S-10258 up	9.75/22	9.75/22	6	6	165	9,220	5,600
	Ch	C	C-10258 up	10.50/24	10.50/24	6	6	165	11,604	6,050
	CONVENTIONAL (BUILT FOR 3D AXLE ATTACHMENT)									
	Ch	6RH	6RH-10258 up	8.25/20	8.25/20	6	6	174	8,286	[2] $3,150
	Ch	6D	6D-10258 up	8.25/20	8.25/20	6	6	174	8,342	[2] 3,603
	Ch	6DF	6DF-10258 up	8.25/20	8.25/20	6	6	159	8,937	[2] 3,850
	Ch	6N	6N-10258 up	9.00/20	9.00/20	6	6	178	10,787	[2] 4,550
	Ch	6NF	6NF-10258 up	9.00/22	9.00/22	6	6	178	11,593	[2] 5,220
	Ch	6T	6T-10258 up	9.75/20	9.75/20	6	6	203	12,785	[2] 6,250
	ENGINE UNDER SEAT									
	Ch	UD	UD-9199 up UD-10258 up	8.25/20	8.25/20	6	6	97	7,120	$3,700
	Ch	UDF	UDF-9199 up UDF-10258 up	9.00/20	9.00/20	6	6	109	7,882	4,150
	Ch	UN	UN-9199 up UN-10258 up	9.75/20	9.75/20	6	6	96	8,635	4,650
	Ch	UNF	UNF-9199 up UNF-10258 up	9.75/22	9.75/22	6	6	128	9,200	4,850
	Ch	US	US-9199 up	9.75/22	9.75/22	6	6	109	9,115	5,300
	Ch	UT	UT-9199 up UT-10258 up	10.50/22	10.50/22	6	6	128	10,059	6,100
	Ch	UTE	UTE-9199 up	9.75/22	9.75/22	6	6	145	10,523	6,300
	(2) 1934									
	ENGINE UNDER SEAT—(TRACTORS)									
	Ch	UDT	UDT-10258 up	8.25/20	8.25/20	6	6	89	7,126	$3,700
	Ch	UDFT	UDFT-10258 up	9.00/20	9.00/20	6	6	91	8,196	4,500
	Ch	UNT	UNT-10258 up	9.75/20	9.75/20	6	6	96	9,099	4,675
	Ch	UNFT	UNFT-10258 up	9.75/22	9.75/22	6	6	96	9,435	5,300
	Ch	UTT	UTT-10258 up	10.50/22	10.50/22	6	6	96	9,833	6,100
	ENGINE UNDER SEAT—(DUMP SERVICE)									
	Ch	UDP	UDP-10258 up	9.00/20	9.00/20	6	6	100	8,587	$4,775
	Ch	US	US-10258 up	9.75/22	9.75/20	6	6	133	9,933	5,900
	ENGINE UNDER SEAT—(BUILT FOR 3D AXLE ATTACHMENT)									
	Ch	6UD	6UD-10258 up	8.25/20	8.25/20	6	6	127	8,886	[2] $3,850
	Ch	6UDF	6UDF-10258 up	9.00/20	9.00/20	6	6	127	9,992	[2] 4,150
	Ch	6UN	6UN-10258 up	9.00/20	9.00/20	6	6	128	11,416	[2] 4,800
	Ch	6UNF	6UNF-10258 up	9.00/22	9.00/22	6	6	128	11,645	[2] 5,250
	Ch	6UT	6UT-10258 up	9.75/20	9.75/20	6	6	145	12,707	[2] 6,450
	(3) 1935									
	CONVENTIONAL									
	Ch	RG	RG-10400 up	8.25/20	8.25/20	6	6	174	6,756	$3,000
	Ch	RH	RH-10400 up	9.75/20	9.75/20	6	6	174	7,215	3,400
	Ch	RH	RH-10821 up	8.25/20	8.25/20	6	6	174	6,920	3,250
	Ch	D	D-10400 up D-10821 up	8.25/20	8.25/20	6	6	174	7,082	3,550
	Ch	DF	DF-10400 up DF-10821 up	9.00/20	9.00/20	6	6	159	7,746	3,875
	Ch	N	N-10400 up N-10821 up	9.75/20	9.75/20	6	6	178	8,780	4,650
	Ch	NF	NF-10400 up NF-10821 up	9.75/22	9.75/22	6	6	178	9,239	4,900
	Ch	T	T-10400 up T-10821 up	10.50/22	10.50/22	6	6	178	10,319	5,900
	Ch	TF	TF-10821 up	10.50/24	10.50/24	6	6	236	12,102	7,500

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

[2] Price does not include six-wheel attachment (dead auxiliary rear axle).

(d) AUTOCAR—Continued

(3) 1935—Continued

CONVENTIONAL—(TRACTORS)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
	Ch	RHT	RHT-10400 up RHT-10821 up	8.25/20	8.25/20	6	6	150	6,773	$3,250
	Ch	DT	DT-10400 up DT-10821 up	8.25/20	8.25/20	6	6	150	6,876	3,520
	Ch	DFT	DFT-10400 up DFT-10821 up	9.00/20	9.00/20	6	6	135	7,755	3,875
	Ch	NT	NT-10400 up	9.75/20	9.75/20	6	6	137	9,121	4,650
	Ch	NT	NT-10821 up	9.00/20	9.00/20	6	6	137	8,658	4,575
	Ch	NFT	NFT-10400 up	9.75/22	9.75/22	6	6	137	9,253	5,000
	Ch	NFT	NFT-10821 up	9.00/22	9.00/22	6	6	137	8,954	4,900
	Ch	TT	TT-10400 up	10.50/22	10.50/22	6	6	137	9,815	5,900
	Ch	TT	TT-10821 up	9.75/20	9.75/20	6	6	137	9,932	6,150
	Ch	TFT	TFT-10821 up	10.50/24	10.50/24	6	6	147	11,586	7,500

CONVENTIONAL—(DUMP SERVICE)

	Ch	RH	RH-10400 up RH-10821 up	8.25/20	8.25/20	6	6	150	6,537	$3,100
	Ch	RHD	RHD-10821 up	8.25/20	8.25/20	6	6	150	6,646	3,250
	Ch	D	D-10400 up	8.25/20	8.25/20	6	6	150	6,836	3,800
	Ch	DP	D-10821 up	8.25/20	8.25/20	6	6	150	6,918	3,725
	Ch	DH	DH-10400 up DH-10821 up	9.00/20	9.00/20	6	6	145	7,826	4,125
	Ch	S	S-10400 up S-10821 up	9.75/22	9.75/22	6	6	165	10,065	5,850
	Ch	C	S-10400 up S-10821 up	10.50/24	10.50/24	6	6	165	11,604	6,800
	Ch. (4 x 4)	4N	4N-11420 up	9.75/20	9.75/20	6	6	162	9,969	6,100
	Ch. (4 x 4)	4NF	4NF-11420 up	9.75/20	9.75/20	6	6	162	9,969	6,500
	Ch. (4 x 4)	4S	4S-11420 up	10.50/20	10.50/20	6	6	165	11,214	7,600

CONVENTIONAL—(BUILT FOR 3D AXLE ATTACHMENT)

	Ch	6RH	6RH-10400 up 6RH-10821 up	8.25/20	8.25/20	6	6	174	9,483	[2] $3,600
	Ch	6D	6D-10400 up 6D-10821 up	8.25/20	8.25/20	6	6	174	9,572	[2] 3,900
	Ch	6DF	6DF-10400 up 6DF-10821 up	8.25/20	8.25/20	6	6	159	9,779	[2] 3,950
	Ch	6N	6N-10400 up 6N-10821 up	9.00/20	9.00/20	6	6	178	11,536	[2] 4,625
	Ch	6NF	6NF-10400 up 6NF-10821 up	9.00/22	9.00/22	6	6	178	12,063	[2] 5,225
	Ch	6T	6T-10400 up 6T-10821 up	9.75/20	9.75/20	6	6	203	13,232	[2] 6,250
	Ch	6TF	6TF-10821 up	10.50/24	10.50/24	6	6	210	14,616	[2] 7,500

ENGINE UNDER SEAT

	Ch	UD	UD-10400 up UD-10821 up	8.25/20	8.25/20	6	6	97	7,125	$3,700
	Ch	UDF	UDF-10400 up UDF-10821 up	9.00/20	9.00/20	6	6	109	8,121	4,150
	Ch	UN	UN-10400 up	9.75/20	9.75/20	6	6	109	9,175	4,900
	Ch	UN	UN-10821 up	9.00/22	9.00/22	6	6	109	9,023	4,875
	Ch	UNF	UN-10400 up	9.75/22	9.75/22	6	6	123	9,547	5,100
	Ch	UNF	UNF-10821 up	9.75/20	9.75/20	6	6	123	9,435	5,100
	Ch	UT	UT-10400 up	10.50/22	10.50/22	6	6	123	10,059	6,100
	Ch	UT	UT-10821 up	9.75/24	9.75/24	6	6	123	10,233	6,000

ENGINE UNDER SEAT—(TRACTORS)

	Ch	UDT	UDT-10400 up UDT-10821 up	8.25/20	8.25/20	6	6	89	7,125	$3,700
	Ch	UDFT	UDFT-10821 up	9.00/20	9.00/20	6	6	91	8,196	4,500
	Ch	UNT	UNT-10400 up	9.75/20	9.75/20	6	6	96	9,099	4,675
	Ch	UNT	UNT-10821 up	9.00/20	9.00/20	6	6	96	8,429	4,600
	Ch	UNFT	UNFT-10400 up	9.75/22	9.75/22	6	6	96	9,435	5,300
	Ch	UNFT	UNFT-10821 up	9.00/20	9.00/20	6	6	96	8,659	5,000
	Ch	UTT	UTT-10400 up	10.50/22	10.50/22	6	6	96	9,832	6,100
	Ch	UTT	UTT-10821 up	9.00/20	9.00/20	6	6	109	9,735	6,100

ENGINE UNDER SEAT (DUMP SERVICE)

	Ch	UDP	UDP-10400 up UDP-10821 up	9.00/20	9.00/20	6	6	100	8,557	$4,775
	Ch	US	US-10400 up US-10821 up	9.75/22	9.75/22	6	6	120	9,782	5,700

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

[2] Price does not include six-wheel attachment (dead auxiliary rear axle).

(d) AUTOCAR—Continued

(3) 1935—Continued

ENGINE UNDER SEAT (BUILT FOR 3D AXLE ATTACHMENT)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
	Ch.	6UD	6UD-10400 up 6UD-10821 up	8.25/20	8.25/20	6	6	127	9,957	[2] $4,200
	Ch.	6UDF	6UDF-10400 up	9.00/20	9.00/20	6	6	127	9,992	[2] 4,160
	Ch.	6UN	6UN-10400 up 6UN-10821 up	9.00/20	9.00/20	6	6	123	11,947	[2] 4,925
	Ch.	6UNF	6UNF-10400 up 6UNF-10821 up	9.00/22	9.00/22	6	6	123	12,207	[2] 5,250
	Ch.	6UT	6UT-10400 up 6UT-10821 up	9.75/20	9.75/20	6	6	145	13,388	[2] 6,450

(4) 1936

CONVENTIONAL

	Ch.	RH	RH-11565 up RH-12219 up	8.25/20	8.25/20	6	6	164	6,855	$3,250
	Ch.	RM	RM-13248 up	7.50/20	7.50/20	6	6	164	6,715	1,930
	Ch.	RL	RL-13248 up	8.25/20	8.25/20	6	6	164	6,895	2,460
	Ch.	D	D-11565 up D-12219 up	8.25/20	8.25/20	6	6	164	7,215	3,550
	Ch.	D	D-13248 up	9.00/20	9.00/20	6	6	164	7,525	3,600
	Ch.	DF	DF-11565 up DF-12219 up	9.00/20	9.00/20	6	6	159	7,746	3,875
	Ch.	DF	DF-13248 up	9.75/20	9.75/20	6	6	164	8,445	4,200
	Ch.	N	N-11565 up N-12219 up N-13248 up	9.75/20	9.75/20	6	6	164	8,705	4,050
	Ch.	NF	NF-11565 up NF-12219 up	9.75/22	9.75/22	6	6	164	9,625	4,900
	Ch.	NF	NF-13248 up	10.50/20	10.50/20	6	6	164	9,735	5,100
	Ch.	T	T-11565 up T-12219 up	10.50/22	10.50/22	6	6	178	10,023	5,900
	Ch.	T	T-13248 up	10.50/20	10.50/20	6	6	182	10,485	5,850
	Ch.	TF	TF-11565 up	10.50/24	10.50/24	6	6	236	12,102	7,500

CONVENTIONAL (TRACTORS)

	Ch.	RHT	RHT-11565 up	8.25/20	8.25/20	6	6	157	6773	$3,250
	Ch.	RMT	RMT-13248 up	8.25/20	8.25/20	6	6	142	6835	2,180
	Ch.	DT	DT-11565 up	8.25/20	8.25/20	6	6	157	6870	3,550
	Ch.	DFT	DFT-11565 up	9.00/20	9.00/20	6	6	142	7755	3,875
	Ch.	NT	NT-11565 up	9.00/20	9.00/20	6	6	143	8688	4,575
	Ch.	NFT	NFT-11565 up	9.00/22	9.00/22	6	6	143	8954	4,900
	Ch.	TT	TT-11565 up	9.75/20	9.75/20	6	6	143	9932	6,150
	Ch.	TFT	TFT-11565 up	10.50/24	10.50/24	6	6	155	11680	7,500
	Ch.	1TR	1TR-12219 up	8.25/20	8.25/20	6	6	142	6875	3,400
	Ch.	1TR	1TR-13248 up	8.25/20	8.25/20	6	6	142	6875	2,595
	Ch.	2TR	2TR-12219 up 2TR-13248 up	9.00/20	9.00/20	6	6	142	7805	4,225
	Ch.	3TR	3TR-12219 up 3TR-13248 up	9.75/20	9.75/20	6	6	148	8375	5,000
	Ch.	4TR	4TR-12219 up	9.75/22	9.75/22	6	6	148	9265	5,050
	Ch.	4TR	4TR-13248 up	9.75/20	9.75/20	6	6	148	9265	4,950
	Ch.	5TR	5TR-12219 up	10.50/22	10.50/22	6	6	148	9655	6,000
	Ch.	5TR	5TR-13248 up	10.50/20	10.50/20	6	6	148	9655	5,700

CONVENTIONAL (DUMP SERVICE)

	Ch.	RHD	RHD-11565 up RHD-12219 up	8.25/20	8.25/20	6	6	148	6,785	$3,250
	Ch.	RLD	RLD-13248 up	8.25/20	8.25/20	6	6	148	6,785	2,460
	Ch.	DP	DP-11565 up DP-12219 up	8.25/20	8.25/20	6	6	148	7,275	3,775
	Ch.	DP	DP-13248 up	9.00/20	9.00/20	6	6	148	7,635	3,750
	Ch.	DH	DH-11565 up DH-12219 up	9.00/20	9.00/20	6	6	145	7,831	4,050
	Ch.	DH	DH-13248 up	9.75/20	9.75/20	6	6	148	8,535	4,550
	Ch.	S	S-11565 up S-12219 up	9.75/22	9.75/22	6	6	165	10,035	5,850
	Ch.	S	S-13248 up	10.50/20	10.50/20	6	6	170	10,025	5,750
	Ch.	C	C-11565 up C-12219 up C-13248 up	10.50/24	10.50/24	6	6	165	11,424	6,800
	Ch. (4 x 4)	4DF	4DF-11565 up 4DF-13248 up	9.00/20	9.00/20	6	6	159	8,419	5,000
	Ch. (4 x 4)	4N	4N-11565 up 4N-11777 up 4N-13248 up	9.75/20	9.75/20	6	6	162	9,969	6,100
	Ch. (4 x 4)	4NF	4NF-11565 up 4NF-11777 up 4NF-13428 up	9.75/20	9.75/20	6	6	162	9,969	6,500
	Ch. (4 x 4)	4S	4S-11565 up 4S-11777 up 4S-13428 up	10.50/20	10.50/20	6	6	165	11,214	7,600

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

[2] Price does not include six-wheel attachment (dead auxiliary rear axle).

(d) AUTOCAR—Continued

(4) 1943—Continued

CONVENTIONAL (3D AXLE 6 x 4)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base[1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
	Ch. (6 x 4)	DF	DF-11777 up	9.00/20	9.00/20	10	6	133	11,005	$5,750
			DF-13248 up							
	Ch. (6 x 4)	NF	NF-11777 up	9.75/20	9.75/20	10	6	137	11,785	7,000
	Ch. (6 x 4)	TD	TD-13248 up	9.75/20	9.75/20	10	6	134	14,115	8,550
	Ch. (6 x 4)	TD		9.75/24	9.75/24	10	6	142	14,415	8,700
	Ch. (6 x 4)	TC	TC-13248 up	10.50/24	10.50/24	10	6	142	15,045	9,500
	Ch. (6 x 4)	T	T-11777 up	10.50/24	10.50/24	10	6	137	15,033	9,300
	CONVENTIONAL (BUILT FOR 3D AXLE ATTACHMENT)									
	Ch	6RH	6RH-11555 up	8.25/20	8.25/20	6	6	164	9,345	[2]$3,350
			6RH-12219 up							
	Ch	6RL	6RL-13248 up	8.25/20	8.25/20	6	6	164	9,345	[2]2,715
	Ch	6D	6D-11555 up	8.25/20	8.25/20	6	6	174	9,522	[2]3,900
	Ch	6DF	6DF-11555 up	8.25/20	8.25/20	6	6	159	9,722	[2]3,950
	Ch	6DF	6DF-12219 up	9.00/20	9.00/20	6	6	164	10,455	[2]4,250
			6DF-13248 up							
	Ch	6N	6N-11555 up	9.00/20	9.00/20	6	6	178	11,520	[2]4,625
	Ch	6NF	6NF-11555 up	9.00/22	9.00/22	6	6	178	12,062	[2]5,175
			6NF-12219 up							
	Ch	6NF	6NF-13248 up	9.75/20	9.75/20	6	6	182	11,025	[2]5,200
	Ch	6T	6T-11555 up	9.75/20	9.75/20	6	6	203	13,252	[2]6,250
			6T-12219 up							
			6T-13248 up							
	Ch	6TF	6TF-11555 up	10.50/24	10.50/24	6	6	210	14,616	[2]7,500
	ENGINE UNDER SEAT									
	Ch	UD	UD-11555 up	8.25/20	8.25/20	6	6	109	7,322	$3,750
	Ch	UD	UD-13248 up	9.00/20	9.00/20	6	6	109	8,250	3,800
	Ch	UDF	UDF-11555 up	9.00/20	9.00/20	6	6	109	8,121	4,075
	Ch	UDF	UDF-13248 up	9.75/20	9.75/20	6	6	109	8,870	4,550
	Ch	UN	UN-11555 up	9.00/22	9.00/22	6	6	109	9,023	4,875
	Ch	UN	UN-13248 up	9.75/20	9.75/20	6	6	109	9,421	5,000
	Ch	UNF	UNF-11555 up	9.75/20	9.75/20	6	6	123	9,495	5,100
	Ch	UNF	UNF-13248 up	10.50/20	10.50/20	6	6	123	10,110	5,450
	Ch	UT	UT-11555 up	9.75/24	9.75/24	6	6	123	10,258	5,600
	Ch	UT	UT-13248 up	10.50/20	10.50/20	6	6	123	10,770	5,900
	ENGINE UNDER SEAT (TRACTORS)									
	Ch	UDT	UDT-11555 up	8.25/20	8.25/20	6	6	109	7,337	$3,750
	Ch	UDFT	UDFT-11555 up	9.00/20	9.00/20	6	6	93	8,025	4,250
	Ch	UNT	UNT-11555 up	9.00/20	9.00/20	6	6	93	8,429	4,600
	Ch	UNFT	UNFT-11555 up	9.00/20	9.00/20	6	6	93	8,690	5,000
	Ch	UTT	UTT-11555 up	9.00/20	9.00/20	6	6	109	9,735	6,100
	Ch	1UTR	1UTR-13248 up	8.25/20	8.25/20	6	6	93	7,470	3,850
	Ch	2UTR	2UTR-13248 up	9.00/20	9.00/20	6	6	93	9,050	4,650
	Ch	3UTR	3UTR-13248 up	9.75/20	9.75/20	6	6	93	9,220	5,200
	Ch	4UTR	4UTR-13248 up	9.75/20	9.75/20	6	6	93	9,520	5,450
	Ch	5UTR	5UTR-13248 up	10.50/20	10.50/20	6	6	93	10,120	5,900
	ENGINE UNDER SEAT (DUMP SERVICE)									
	Ch	UDP	UDP-11555 up	9.00/20	9.00/20	6	6	109	8,740	$4,650
			UDP-13248 up							
	Ch	US	US-11555 up	9.75/22	9.75/22	6	6	120	9,782	5,700
	Ch	US	US-13248 up	10.50/20	10.50/20	6	6	120	10,570	5,850
	ENGINE UNDER SEAT (3D AXLE 6 x 4)									
	Ch. (6 x 4)	6UT	6UT-11777 up	10.50/22	10.50/22	10	6	109	13,482	$3,850
	Ch. (6 x 4)	6UTD	6UTD-13248 up	9.75/20	9.75/20	10	6	118	13,920	8,500
	Ch. (6 x 4)	6UTD	6UTD-13248 up	10.50/22	10.50/22	10	6	109	13,820	8,750
	ENGINE UNDER SEAT (BUILT FOR 3D AXLE ATTACHMENT)									
	Ch	6UD	6UD-11555 up	8.25/20	8.25/20	6	6	127	9,957	[2]4,200
	Ch	6UD	6UD-13248 up	9.00/20	9.00/20	6	6	127	11,200	[2]4,700
	Ch	6UN	6UN-11555 up	9.00/20	9.00/20	6	6	123	11,900	[2]5,200
			6UN-13248 up							
	Ch	6UNF	6UNF-11555 up	9.00/22	9.00/22	6	6	123	12,207	[2]5,250
	Ch	6UNF	6UNF-13248 up	9.75/20	9.75/20	6	6	123	12,620	[2]5,500
	Ch	6UT	6UT-11555 up	9.75/20	9.75/20	6	6	145	13,450	[2]6,300
			6UT-13248 up							

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

[2] Price does not include six-wheel attachment (dead auxiliary rear axle).

(d) AUTOCAR—Continued

(5) 1937

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
CONVENTIONAL										
	Ch	A	A-15001 up	6.50/20	6.50/20	6	6	139	4,790	$1,095
	Ch	B	B-15001 up	6.50/20	6.50/20	6	6	139	5,160	1,450
	Ch	RM	RM-13399 up	7.50/20	7.50/20	6	6	164	6,715	1,980
	Ch	RM	RM-14000 up	7.50/20	7.50/20	6	6	164	6,665	2,280
	Ch	RL	RL-13399 up	8.25/25	8.25/25	6	6	164	6,895	2,695
			RL-14000 up							
	Ch	D	D-13399 up	9.00/20	9.00/20	6	6	164	7,825	3,600
	Ch	DF	DF-13399 up	9.75/20	9.75/20	6	6	164	8,445	4,200
	Ch	N	N-13399 up	9.75/20	9.75/20	6	6	164	8,705	4,500
	Ch	NF	NF-13399 up	10.50/20	10.50/20	6	6	164	9,735	5,100
	Ch	T	T-13399 up	10.50/20	10.50/20	6	6	182	10,495	5,850
CONVENTIONAL (TRACTORS)										
	Ch	RMT	RMT-13399 up	8.25/20	8.25/20	6	6	142	6,835	$2,180
	Ch	RMT	RMT-14000 up	8.25/20	8.25/20	6	6	142	6,835	2,490
	Ch	1TR	1TR-13399 up	8.25/20	8.25/20	6	6	142	6,875	2,730
			1TR-14000 up							
	Ch	2TR	2TR-13399 up	9.00/20	9.00/20	6	6	142	7,805	4,100
	Ch	3TR	3TR-13399 up	9.75/20	9.75/20	6	6	148	8,375	4,800
	Ch	4TR	4TR-13399 up	9.75/20	9.75/20	6	6	148	9,265	4,950
	Ch	5TR	5TR-13399 up	10.50/20	10.50/20	6	6	148	9,655	5,700
CONVENTIONAL (DUMP SERVICE)										
	Ch	RLD	RLD-13399 up	8.25/20	8.25/20	6	6	148	6,785	$2,595
			RLD-14000 up							
	Ch	DP	DP-13399 up	9.00/20	9.00/20	6	6	148	7,635	3,750
	Ch	DH	DH-13399 up	9.75/20	9.75/20	6	6	148	8,535	4,550
	Ch	S	S-13399 up	10.50/20	10.50/20	6	6	170	10,025	5,750
	Ch	C	C-13399 up	10.50/24	10.50/24	6	6	170	11,385	6,650
	Ch. (4 x 4)	4DF	4DF-13399 up	9.00/20	9.00/20	6	6	163	8,410	5,000
	Ch. (4 x 4)	4N	4N-13399 up	9.75/20	9.75/20	6	6	167	9,900	6,000
	Ch. (4 x 4)	4NF	4NF-13399 up	9.75/20	9.75/20	6	6	163	10,915	6,750
	Ch. (4 x 4)	4S	4S-13399 up	10.50/20	10.50/20	6	6	163	11,145	7,250
CONVENTIONAL (3D AXLE 6 X 4)										
	Ch	6X4DF	6X4DF-13399 up	9.00/20	9.00/20	10	6	139	11,005	$5,750
	Ch	6X4TD	6X4TD-13399 up	9.75/20	9.75/20	10	6	184	14,415	8,550
	Ch	6X4TD	6X4TD-13399 up	9.75/24	9.75/24	10	6	142	14,415	8,700
	Ch	6X4TC	6X4TC-13399 up	10.50/24	10.50/24	10	6	142	15,045	9,500
CONVENTIONAL (BUILT FOR 3D AXLE ATTACHMENT)										
	Ch	6RL	6RL-13399 up	8.25/20	8.25/20	6	6	164	9,345	[2] $2,715
			6RL-14000 up							
	Ch	6DF	6DF-13399 up	9.00/20	9.00/20	6	6	164	10,485	[2] 4,250
	Ch	6NF	6NF-13399 up	9.75/20	9.75/20	6	6	182	11,985	[2] 5,300
	Ch	6T	6T-13399 up	9.75/20	9.75/20	6	6	208	12,935	[2] 5,900
CAB OVER ENGINE										
	Ch	UA	UA-15001 up	6.50/20	6.50/20	6	6	84	4,740	$1,095
	Ch	UB	UB-15001 up	7.00/20	7.00/20	6	6	84	5,290	1,545
ENGINE UNDER SEAT										
	Ch	UD	UD-13399 up	9.00/20	9.00/20	6	6	109	8,280	$3,800
	Ch	UDF	UDF-13399 up	9.75/20	9.75/20	6	6	109	8,870	4,550
	Ch	UN	UN-13399 up	9.75/20	9.75/20	6	6	109	9,400	5,000
	Ch	UNF	UNF-13399 up	10.50/20	10.50/20	6	6	123	10,110	5,400
	Ch	UT	UT-13399 up	10.50/20	10.50/20	6	6	123	10,770	5,900
ENGINE UNDER SEAT (TRACTORS)										
	Ch	1UTR	1UTR-13399 up	8.25/20	8.25/20	6	6	98	7,470	$3,850
	Ch	2UTR	2UTR-13399 up	9.00/20	9.00/20	6	6	98	9,080	4,650
	Ch	3UTR	3UTR-13399 up	9.75/20	9.75/20	6	6	98	9,230	5,200
	Ch	4UTR	4UTR-13399 up	9.75/20	9.75/20	6	6	98	9,530	5,450
	Ch	5UTR	5UTR-13399 up	10.50/20	10.50/20	6	6	98	10,120	5,900
ENGINE UNDER SEAT (DUMP SERVICE)										
	Ch	UDP	UDP-13399 up	9.00/20	9.00/20	6	6	100	8,740	$4,400
	Ch	US	US-13399 up	10.50/20	10.50/20	6	6	120	10,570	5,850

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

[2] Price does not include six-wheel attachment (dead auxiliary rear axle).

(d) AUTOCAR—Continued

(5) 1937

ENGINE UNDER SEAT (3D AXLE—6 x 4)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base[1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
	Ch. (6 x 4)	6 x 4 UTD	6 x 4 UTD—13399 up	9.75/20	9.75/20	10	6	118	13,920	$3,500
	Ch. (6 x 4)	6 x 4 UTD	6 x 4 UTD—13399 up	10.50/22	9.75/24	10	6	109	13,820	8,750
	ENGINE UNDER SEAT (BUILT FOR 3D AXLE ATTACHMENT)									
	Ch	6UD	6UD-13399 up	9.00/20	9.00/20	6	6	127	11,260	[2] $4,700
	Ch	6UN	6UN-13399 up	9.00/20	9.00/20	6	6	123	11,990	[2] 5,200
	Ch	6UNF	6UNF-13399 up	9.75/20	9.75/20	6	6	123	12,620	[2] 5,700
	Ch	6UT	6UT-13399 up	9.75/20	9.75/20	6	6	145	13,490	[2] 5,800
	(6) 1933									
	CONVENTIONAL									
	Ch	A	A-16848 up	6.50/20	6.50/20	6	6	139	4,790	$1,095
	Ch	A	A-18139 up	6.50/20	6.50/20	6	6	139	4,790	1,250
	Ch	B	B-16848 up	6.50/20	6.50/20	6	6	139	5,150	1,480
	Ch	B	B-18139 up	6.50/20	6.50/20	6	6	139	5,150	1,625
	Ch	RB	RB-19157 up	7.00/20	7.00/20	6	6	142	6,165	2,100
	Ch	RM	RM-16836 up	7.50/20	7.50/20	6	6	164	6,665	2,280
	Ch	RL	RL-16836 up RL-19019 up	8.25/20	8.25/20	6	6	164	6,805	2,595
	Ch	RLS	RLS-19019 up	9.00/20	9.00/20	6	6	164	7,090	2,910
	Ch	RLS	RLS-16919 up	9.75/20	9.75/20	6	6	164	7,535	3,025
	Ch	D	D-16836 up	9.00/20	9.00/20	6	6	164	7,565	3,600
	Ch	DF	DF-16836 up	9.75/20	9.75/20	6	6	164	8,445	4,200
	Ch	N	N-16836 up	9.75/20	9.75/20	6	6	164	8,705	4,800
	Ch	NF	NF-16836 up	10.50/20	10.50/20	6	6	164	9,735	5,100
	Ch	T	T-16836 up	10.50/20	10.50/20	6	6	182	10,435	5,850
	CONVENTIONAL (TRACTORS)									
	Ch	RMT	RMT-16836 up	8.25/20	8.25/20	6	6	142	6,835	$2,490
	Ch	1TR	1TR-16836 up	8.25/20	8.25/20	6	6	142	6,875	2,720
	Ch	2TR	2TR-16836 up	9.00/20	9.00/20	6	6	142	8,005	4,100
	Ch	3TR	3TR-16836 up	9.75/20	9.75/20	6	6	148	8,424	4,800
	Ch	4TR	4TR-16836 up	9.75/20	9.75/20	6	6	148	9,265	4,950
	Ch	5TR	5TR-16836 up	10.50/20	10.50/20	6	6	148	9,655	5,700
	CONVENTIONAL (DUMP SERVICE)									
	Ch	RLD	RLD-16836 up	8.25/20	8.25/20	6	6	143	6,735	$2,595
	Ch	DP	DP-16836 up	9.00/20	9.00/20	6	6	143	7,635	3,750
	Ch	DH	DH-16836 up	9.75/20	9.75/20	6	6	143	8,535	4,550
	Ch	S	S-16836 up	10.50/20	10.50/20	6	6	170	10,025	5,750
	Ch	C	C-16836 up	10.50/24	10.50/24	6	6	170	11,335	6,650
	Ch. (4 x 4)	4 x 4DF	4 x 4DF-16836 up 4 x 4DF-19053 up	9.00/20	9.00/20	6	6	163	8,419	5,000
	Ch. (4 x 4)	4 x 4N	4 x 4N-16836 up 4 x 4N-19053 up	9.75/20	9.75/20	6	6	163	9,900	6,000
	Ch. (4 x 4)	4 x 4NF	4 x 4NF-16836 up	9.75/20	9.75/20	6	6	163	10,915	6,750
	Ch. (4 x 4)	4 x 4S	4 x 4S-16836 up 4 x 4S-19053 up	10.50/20	10.50/20	6	6	163	12,025	7,250
	Ch. (4 x 4)	4 x 4C	4 x 4C-19053 up	10.50/24	10.50/24	6	6	170	13,665	9,500
	Ch. (4 x 4)	4 x 4CD	4 x 4CD-19053 up	10.50/24	10.50/24	6	6	157	14,255	10,000
	CONVENTIONAL (3D AXLE—6 x 4)									
	Ch	6 x 4DF	6 x 4DF-16836 up	9.00/20	9.00/20	10	6	139	11,005	$5,750
	Ch	6 x 4TO	6 x 4TO-16836 up	9.75/20	9.75/20	10	6	184	14,115	8,550
	Ch	6 x 4TD	6 x 4TD-16836 up	9.75/24	9.75/24	10	6	142	14,415	8,700
	Ch	6 x 4TC	6 x 4TC-16836 up	10.50/24	10.50/24	10	6	142	15,045	9,500
	CONVENTIONAL (BUILT FOR 3D AXLE ATTACHMENT)									
	Ch	6RL	6RL-16836 up	8.25/20	8.25/20	6	6	164	9,345	[2] $2,850
	Ch	6DF	6DF-16836 up	9.00/20	9.00/20	6	6	164	10,485	[2] 4,250
	Ch	6NF	6NF-16836 up	9.75/20	9.75/20	6	6	182	11,935	[2] 5,300
	Ch	6T	6T-16836 up	9.75/20	9.75/20	6	6	203	12,935	[2] 5,900
	CAB OVER ENGINE									
	Ch	UA	UA-16848 up	6.50/20	6.50/20	6	6	84	4,710	$1,095
	Ch	UA	UA-18139 up	6.50/20	6.50/20	6	6	84	4,570	1,250
	Ch	UB	UB-16848 up	7.00/20	7.00/20	6	6	84	5,220	1,545
	Ch	UB	UB-18139 up	7.00/20	7.00/20	6	6	84	5,140	1,690
	Ch	URB	URB-19157 up	7.00/20	7.00/20	6	6	84	6,250	2,250
	Ch	URL	URL-19019 up	8.25/20	8.25/20	6	6	96	6,770	2,795
	Ch	URLS	URLS-19019 up	9.00/20	9.00/20	6	6	96	7,540	3,110

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

[2] Price does not include six-wheel attachment (dead auxiliary rear axle).

(d) AUTOCAR—Continued

(6) 1938—Continued

CAB OVER ENGINE—(DUMP SERVICE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	Pounds	
	Ch.	UD	UD-16836 up	9.00/20	9.00/20	6	6	109	8,280	$3,800
	Ch.	UDF	UDF-16836 up	9.75/20	9.75/20	6	6	109	8,870	4,550
	Ch.	UN	UN-16836 up	9.75/20	9.75/20	6	6	109	9,400	5,000
	Ch.	UNF	UNF-16836 up	10.50/20	10.50/20	6	6	128	10,110	5,400
	Ch.	UT	UT-16836 up	10.50/20	10.50/20	6	6	128	10,770	5,900
			ENGINE UNDER SEAT							
	Ch.	UD	UD-16836 up	9.00/20	9.00/20	6	6	109	8,280	$3,800
	Ch.	UDF	UDF-16836 up	9.75/20	9.75/20	6	6	109	8,870	4,550
	Ch.	UN	UN-16836 up	9.75/20	9.75/20	6	6	109	9,400	5,000
	Ch.	UNF	UNF-16836 up	10.50/20	10.50/20	6	6	128	10,110	5,400
	Ch.	UT	UT-16836 up	10.50/20	10.50/20	6	6	128	10,770	5,900
			ENGINE UNDER SEAT—(TRACTORS)							
	Ch.	1UTR	1UTR-16836 up	8.25/20	8.25/20	6	6	98	7,470	$3,850
	Ch.	2UTR	2UTR-16836 up	9.00/20	9.00/20	6	6	98	9,080	4,650
	Ch.	3UTR	3UTR-16836 up	9.75/20	9.75/20	6	6	98	9,230	5,200
	Ch.	4UTR	4UTR-16836 up	9.75/20	9.75/20	6	6	98	9,530	5,450
	Ch.	5UTR	5UTR-16836 up	10.50/20	10.50/20	6	6	98	10,120	5,900
			ENGINE UNDER SEAT—(DUMP SERVICE)							
	Ch.	UDP	UDP-16836 up	9.00/20	9.00/20	6	6	100	8,740	$4,400
	Ch.	US	US-16836 up	10.50/20	10.50/20	6	6	120	10,570	5,850
			ENGINE UNDER SEAT—(3D AXLE-6 x 4)							
	Ch. (6x4)	6x4UTO	6x4UTO-16836 up	9.75/20	9.75/20	10	6	118	13,920	$8,500
	Ch. (6x4)	6x4UTD	6x4UTD-16836 up	10.50/22	9.75/24	10	6	109	13,820	8,750
			ENGINE UNDER SEAT—(BUILT FOR 3D AXLE ATTACHMENT)							
	Ch.	6UD	6UD-16836 up	9.00/20	9.00/20	6	6	127	11,260	[2] $4,700
	Ch.	6UN	6UN-16836 up	9.00/20	9.00/20	6	6	128	11,990	[2] 5,200
	Ch.	6UNF	6UNF-16836 up	9.75/20	9.75/20	6	6	128	12,620	[2] 5,500
	Ch.	6UT	6UT-16836 up	9.75/20	9.75/20	6	6	145	13,460	[2] 5,800
			(7) 1939							
			CONVENTIONAL							
	Ch.	A	A-18419 up	6.50/20	6.50/20	6	6	139	4,790	$1,250
	Ch.	B	B-18419 up	6.50/20	6.50/20	6	6	139	5,150	1,625
	Ch.	RB	RB-19241 up	7.00/20	7.00/20	6	6	142	6,165	2,100
	Ch.	RL	RL-19241 up	8.25/20	8.25/20	6	6	164	6,805	2,595
	Ch.	RLS	RLS-19241 up	9.00/20	9.00/20	6	6	164	7,090	2,910
	Ch.	D	D-19241 up	9.00/20	9.00/20	6	6	164	7,565	3,600
	Ch.	DF	DF-19241 up	9.75/20	9.75/20	6	6	164	8,445	4,200
	Ch.	N	N-19241 up	9.75/20	9.75/20	6	6	164	8,705	4,600
	Ch.	NF	NF-19241 up	10.50/20	10.50/20	6	6	164	9,735	5,100
	Ch.	T	T-19241 up	10.50/20	10.50/20	6	6	182	10,485	5,850
	Ch.	C10	C10-1 up	6.50/20	6.50/20	6	6	139	4,790	1,250
	Ch.	C20	C20-1 up	6.50/20	6.50/20	6	6	139	5,150	1,625
	Ch.	C30	C30-1 up	7.00/20	7.00/20	6	6	164	6,410	2,150
	Ch.	C40	C40-1 up	8.25/20	8.25/20	6	6	164	6,890	2,850
	Ch.	C50	C50-1 up	9.00/20	9.00/20	6	6	164	7,175	3,125
	Ch.	C60	C60-1 up	9.00/20	9.00/20	6	6	164	8,190	3,600
	Ch.	C70	C70-1 up	9.75/20	9.75/20	6	6	164	8,650	4,600
	Ch.	C80	C80-1 up	10.50/20	10.50/20	6	6	164	9,770	5,100
	Ch.	C90	C90-1 up	10.50/20	10.50/20	6	6	182	10,520	5,850
			CONVENTIONAL—(TRACTORS)							
	Ch.	1TR	1TR-19241 up	8.25/20	8.25/20	6	6	142	6,875	$2,730
	Ch.	2TR	2TR-19241 up	9.00/20	9.00/20	6	6	142	8,005	4,100
	Ch.	3TR	3TR-19241 up	9.75/20	9.75/20	6	6	148	8,424	4,800
	Ch.	4TR	4TR-19241 up	9.75/20	9.75/20	6	6	148	9,265	4,950
	Ch.	5TR	5TR-19241 up	10.50/20	10.50/20	6	6	148	9,655	5,700
	Ch.	C10T	C10T-1 up	6.50/20	6.50/20	6	6	139	4,790	1,325
	Ch.	C20T	C20T-1 up	6.50/20	6.50/20	6	6	139	5,150	1,700
	Ch.	C30T	C30T-1 up	7.00/20	7.00/20	6	6	142	6,290	2,225
	Ch.	C40T	C40T-1 up	8.25/20	8.25/20	6	6	142	7,060	3,000
	Ch.	C60T	C60T-1 up	9.00/20	9.00/20	6	6	148	8,240	4,100
	Ch.	C70T	C70T-1 up	9.00/20	9.00/20	6	6	148	8,330	4,600
	Ch.	C80T	C80T-1 up	9.75/20	9.75/20	6	6	148	9,300	4,900
	Ch.	C90T	C90T-1 up	10.50/20	10.50/20	6	6	148	9,720	5,700
	Ch.	DC100T	C100T-1 up	9.75/20	9.75/20	6	6	142	11,705	8,100

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

[2] Price does not include six-wheel attachment (dead auxiliary rear axle).

(d) AUTOCAR—Continued

(7) ICC—Continued

CONVENTIONAL—(DUMP SERVICE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
	Ch	RLD	RLD-19241 up	8.25/20	8.25/20	6	6	143	6,785	$2,595
	Ch	DP	DP-19241 up	9.00/20	9.00/20	6	6	143	7,025	3,720
	Ch	DH	DH-19241 up	9.75/20	9.75/20	6	6	143	8,535	4,550
	Ch	S	S-19241 up	10.50/20	10.50/20	6	6	170	10,025	5,750
	Ch	C	C-19241 up	10.50/24	10.50/24	6	6	170	11,355	6,650
	Ch	C40D	C40D-1 up	8.25/20	8.25/20	6	6	143	7,290	3,100
	Ch	C50D	C50D-1 up	9.00/20	9.00/20	6	6	154	7,810	3,325
	Ch	C70D	C70D-1 up	9.75/20	9.75/20	6	6	143	8,720	4,500
	Ch	C80D	C80D-1 up	10.50/20	10.50/20	6	6	170	10,060	5,750
	Ch	C90D	C90D-1 up	10.50/24	10.50/24	6	6	170	11,420	6,650
	Ch	DC100D	DC100D-1 up	11.25/24	11.25/24	6	6	163	13,325	9,500
	Ch. (4 x 4)	4DF	4DF-19241 up	9.00/20	9.00/20	6	6	163	8,419	5,000
	Ch. (4 x 4)	4N	4N-19241 up	9.75/20	9.75/20	6	6	163	10,455	6,000
	Ch. (4 x 4)	4S	4S-19241 up	10.50/20	10.50/20	6	6	163	12,025	7,250
	Ch. (4 x 4)	4C	4C-19241 up	10.50/24	10.50/24	6	6	150	13,095	9,000
	Ch. (4 x 4)	4CD	4CD-19241 up	10.50/24	10.50/24	6	6	157	14,225	10,000
	Ch. (4 x 4)	C6044	C6044-1 up	9.00/20	9.00/20	6	6	163	8,435	5,000
	Ch. (4 x 4)	C7044	C7044-1 up	9.75/20	9.75/20	6	6	163	10,450	6,000
	Ch. (4 x 4)	C8044	C8044-1 up	10.50/20	10.50/20	6	6	163	12,000	7,250
	Ch. (4 x 4)	C9044	C9044-1 up	10.50/24	10.50/24	6	6	150	13,700	9,800
	Ch. (4 x 4)	DC10044	DC10044-1 up	10.50/24	10.50/24	6	6	157	13,320	11,000
	CONVENTIONAL—(3D AXLE 6 x 4)									
	Ch. (6 x 4)	6 x 4DF	6 x 4DF—19241 up	9.00/20	9.00/20	10	6	123	11,005	$5,750
	Ch. (6 x 4)	6 x 4TO	6 x 4TO-19241 up	9.75/20	9.75/20	10	6	184	14,115	8,550
	Ch. (6 x 4)	6 x 4TD	6 x 4TD-19241 up	9.75/24	9.75/24	10	6	142	14,415	8,700
	Ch. (6 x 4)	6 x 4TC	6 x 4TC-19241 up	10.50/24	10.50/24	10	6	142	15,045	9,500
	Ch. (6 x 4)	C6064	C6064-1 up	9.00/20	9.00/20	10	6	139	10,510	4,500
	Ch. (6 x 4)	C7064	C7064-1 up	9.00/20	9.00/20	10	6	142	11,040	6,050
	Ch. (6 x 4)	C8064	C8064-1 up	9.75/20	9.75/20	10	6	142	14,150	8,200
	Ch. (6 x 4)	C9064	C9064-1 up	10.50/24	10.50/24	10	6	142	15,030	9,000
	Ch. (6 x 4)	DC10064	DC10064-1 up	11.25/24	11.25/24	10	6	145	19,450	13,000
	CONVENTIONAL—(BUILT FOR 3D AXLE ATTACHMENT)									
	Ch	6RL	6RL-19241 up	8.25/20	8.25/20	6	6	164	9,245	[2] $2,850
	Ch	6DF	6DF-19241 up	9.00/20	9.00/20	6	6	164	10,435	[2] 4,250
	Ch	6NF	6NF-19241 up	9.75/20	9.75/20	6	6	182	11,935	[2] 5,300
	Ch	6T	6T-19241 up	9.75/20	9.75/20	6	6	203	12,935	[2] 5,900
	Ch	C4062	C4062-1 up	8.25/20	8.25/20	6	6	164	9,610	[2] 3,150
	Ch	C7062	C7062-1 up	9.00/20	9.00/20	6	6	164	11,000	[2] 4,550
	Ch	C8062	C8062-1 up	9.75/20	9.75/20	6	6	164	12,020	[2] 5,300
	Ch	C9062	C9062-1 up	10.50/20	10.50/20	6	6	192	13,020	[2] 6,050
	Ch	DC10062	DC10062-1 up	9.75/20	9.75/20	6	6	216	15,870	[2] 8,000
	CAB OVER ENGINE									
	Ch	UA	UA-18419 up	6.50/20	6.50/20	6	6	84	4,570	$1,250
	Ch	UB	UB-18419 up	7.00/20	7.00/20	6	6	84	5,140	1,650
	Ch	URB	URB-19241 up	7.00/20	7.00/20	6	6	96	6,250	2,250
	Ch	URL	URL-19241 up	8.25/20	8.25/20	6	6	96	6,770	2,795
	Ch	URLS	URLS-19241 up	9.00/20	9.00/20	6	6	96	7,540	3,110
	Ch	U10	U10-1 up	6.50/20	6.50/20	6	6	84	4,570	1,350
	Ch	U20	U20-1 up	6.50/20	6.50/20	6	6	84	5,140	1,725
	Ch	U30	U30-1 up	7.00/20	7.00/20	6	6	108	6,330	2,300
	Ch	U40	U40-1 up	8.25/20	8.25/20	6	6	108	6,920	3,030
	Ch	U50	U50-1 up	9.00/20	9.00/20	6	6	108	7,450	3,435
	CAB OVER ENGINE—(TRACTORS)									
	Ch	U10T	U10T-1 up	6.50/20	6.50/20	6	6	84	4,570	$1,425
	Ch	U20T	U20T-1 up	6.50/20	6.50/20	6	6	84	5,140	1,800
	Ch	U30T	U30T-1 up	7.00/20	7.00/20	6	6	96	6,230	2,375
	Ch	U40T	U40T-1 up	8.25/20	8.25/20	6	6	96	7,180	3,200
	CAB OVER ENGINE—(DUMP SERVICE)									
	Ch	U40D	U40D-1 up	8.25/20	8.25/20	6	6	96	7,030	$3,300
	CAB OVER ENGINE—(BUILT FOR 3D AXLE ATTACHMENT)									
	Ch	U4062	U4062-1 up	8.25/20	8.25/20	6	6	108	9,200	[2] $3,350
	ENGINE UNDER SEAT									
	Ch	UD	UD-19241 up	9.00/20	9.00/20	6	6	109	8,280	$3,800
	Ch	UDF	UDF-19241 up	9.75/20	9.75/20	6	6	109	8,870	4,500
	Ch	UN	UN-19241 up	9.75/20	9.75/20	6	6	109	9,460	5,000
	Ch	UNF	UNF-19241 up	10.50/20	10.50/20	6	6	123	10,110	5,400
	Ch	UT	UT-19241 up	10.50/20	10.50/20	6	6	125	10,770	5,900
	Ch	U60	U60-1 up	9.00/20	9.00/20	6	6	109	7,970	3,850
	Ch	U70	U70-1 up	9.75/20	9.75/20	6	6	109	8,250	5,000
	Ch	U80	U80-1 up	10.50/20	10.50/20	6	6	123	9,770	5,400
	Ch	U90	U90-1 up	10.50/20	10.50/20	6	6	125	10,420	6,000

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

[2] Price does not include six-wheel attachment (dead auxiliary rear axle).

(d) AUTOCAR—Continued

(7) 1939—Continued

ENGINE UNDER SEAT (TRACTORS)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
	Ch.	1UTR	1UTR-19241 up	8.25/20	8.25/20	6	6	98	7,470	$3,850
	Ch.	2UTR	2UTR-19241 up	9.00/20	9.00/20	6	6	98	9,080	4,650
	Ch.	3UTR	3UTR-19241 up	9.75/20	9.75/20	6	6	98	9,230	5,200
	Ch.	4UTR	4UTR-19241 up	9.75/20	9.75/20	6	6	98	9,530	5,450
	Ch.	5UTR	5UTR-19241 up	10.50/20	10.50/20	6	6	98	10,120	5,900
	Ch.	U60T	U60T-1 up	9.00/20	9.00/20	6	6	98	8,380	4,500
	Ch.	U70T	U70T-1 up	9.00/20	9.00/20	6	6	98	8,400	5,000
	Ch.	U80T	U80T-1 up	9.75/20	9.75/20	6	6	98	9,190	5,450
	Ch.	U90T	U90T-1 up	10.50/20	10.50/20	6	6	98	9,780	6,000
ENGINE UNDER SEAT (DUMP SERVICE)										
	Ch.	UDP	UDP-19241 up	9.00/20	9.00/20	6	6	100	8,740	$4,400
	Ch.	US	US-19241 up	10.50/20	10.50/20	6	6	120	10,570	5,850
	Ch.	U60D	U60D-1 up	9.00/20	9.00/20	6	6	100	8,400	4,400
	Ch.	U80D	U80D-1 up	10.50/20	10.50/20	6	6	109	10,070	5,850
	Ch.	U90D	U90D-1 up	10.50/24	10.50/24	6	6	109	12,410	6,850
ENGINE UNDER SEAT (3D AXLE 6 x 4)										
	Ch. (6 x 4)	U7064	U7064-1 up	9.00/20	9.00/20	10	6	109	13,085	$6,500
	Ch. (6 x 4)	U8064	U8064-1 up	9.75/20	9.75/20	10	6	109	13,580	8,500
	Ch. (6 x 4)	U9064	U9064-1 up	10.50/24	10.50/24	10	6	109	13,580	9,000
	Ch. (6 x 4)	6 x 4UTO	6 x 4UTO-1 up	9.75/20	9.75/20	10	6	118	13,920	8,500
	Ch. (6 x 4)	6 x 4UTD	6 x 4UTD-1 up	10.50/22	9.75/24	10	6	118	13,820	8,750
ENGINE UNDER SEAT (BUILT FOR 3D AXLE ATTACHMENT).										
	Ch.	6UD	6UD-19241 up	9.00/20	9.00/20	6	6	127	11,260	[2] $4,700
	Ch.	6UN	6UN-19241 up	9.00/20	9.00/20	6	6	123	11,990	[2] 5,200
	Ch.	6UNF	6UNF-19241 up	9.75/20	9.75/20	6	6	123	12,620	[2] 5,500
	Ch.	6UT	6UT-19241 up	9.75/20	9.75/20	6	6	145	13,460	[2] 5,800
	Ch.	U7062	U7062-1 up	9.00/20	9.00/20	6	6	128	11,650	[2] 5,200
	Ch.	U8062	U8062-1 up	9.75/20	9.75/20	6	6	128	12,280	[2] 5,500
	Ch.	U9062	U9062-1 up	9.75/20	9.75/20	6	6	123	13,120	[2] 6,100
(8) 1940										
CONVENTIONAL										
	Ch.	C10	C10-875 up	6.50/20	6.50/20	6	6	139	4,790	$1,250
	Ch.	C20	C20-875 up	6.50/20	6.50/20	6	6	139	5,150	1,625
	Ch.	C30	C30-875 up	7.00/20	7.00/20	6	6	164	6,410	2,150
	Ch.	C40	C40-875 up	8.25/20	8.25/20	6	6	164	6,890	2,850
	Ch.	C50	C50-875 up	9.00/20	9.00/20	6	6	164	7,175	3,125
	Ch.	C60	C60-875 up	9.00/20	9.00/20	6	6	164	8,190	3,600
	Ch.	C70	C70-875 up	9.75/20	9.75/20	6	6	164	8,650	4,500
	Ch.	C80	C80-875 up	10.50/20	10.50/20	6	6	164	9,770	5,100
	Ch.	C90	C90-875 up	10.50/20	10.50/20	6	6	182	10,520	5,850
CONVENTIONAL (TRACTORS)										
	Ch.	C10T	C10T-875 up	6.50/20	6.50/20	6	6	139	4,790	$1,325
	Ch.	C20T	C20T-875 up	6.50/20	6.50/20	6	6	139	5,150	1,700
	Ch.	C30T	C30T-875 up	7.00/20	7.00/20	6	6	142	6,290	2,225
	Ch.	C40T	C40T-875 up	8.25/20	8.25/20	6	6	142	7,060	3,000
	Ch.	C60T	C60T-875 up	9.00/20	9.00/20	6	6	148	8,240	4,100
	Ch.	C70T	C70T-875 up	9.00/20	9.00/20	6	6	148	8,330	4,600
	Ch.	C80T	C80T-875 up	9.75/20	9.75/20	6	6	148	9,300	4,900
	Ch.	C90T	C90T-875 up	10.50/20	10.50/20	6	6	148	9,720	5,700
	Ch.	DC100T	DC100T-875 up	9.75/20	9.75/20	6	6	142	11,795	8,100
CONVENTIONAL (DUMP SERVICE)										
	Ch.	C40D	C40D-875 up	8.25/20	8.25/20	6	6	148	7,290	$3,100
	Ch.	C50D	C50D-875 up	9.00/20	9.00/20	6	6	154	7,810	3,325
	Ch.	C70D	C70D-875 up	9.75/20	9.75/20	6	6	148	8,720	4,500
	Ch.	C80D	C80D-875 up	10.50/20	10.50/20	6	6	170	10,060	5,750
	Ch.	C90D	C90D-875 up	10.50/24	10.50/24	6	6	170	11,420	6,650
	Ch.	DC100D	DC100D-875 up	11.25/24	11.25/24	6	6	158	13,325	9,500
	Ch. (4 x 4)	C6044	C6044-875 up	9.00/20	9.00/20	6	6	163	8,455	5,000
	Ch. (4 x 4)	C7044	C7044-875 up	9.75/20	9.75/20	6	6	163	10,490	6,000
	Ch. (4 x 4)	C8044	C8044-875 up	10.50/20	10.50/20	6	6	163	12,060	7,250
	Ch. (4 x 4)	C9044	C9044-875 up	10.50/24	10.50/24	6	6	150	13,700	9,800
	Ch. (4 x 4)	DC10044	DC10044-875 up	10.50/24	10.50/24	6	6	157	13,320	11,000
CONVENTIONAL (3D AXLE—6 x 4)										
	Ch. (6 x 4)	C4064	C4064-875 up	9.00/20	9.00/20	10	6	139	10,510	$4,500
	Ch. (6 x 4)	C7064	C7064-875 up	9.00/20	9.00/20	10	6	142	11,040	6,000
	Ch. (6 x 4)	C8064	C8064-875 up	9.75/20	9.75/20	10	6	142	14,150	8,200
	Ch. (6 x 4)	C9064	C9064-875 up	10.50/24	10.50/24	10	6	142	15,080	9,000
	Ch. (6 x 4)	DC10064	DC10064-875 up	11.25/24	11.25/24	10	6	145	19,460	13,000

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

[2] Price does not include six-wheel attachment (dead auxiliary rear axle).

(d) AUTOCAR—Continued

(8) 1940—Continued

CONVENTIONAL (BUILT FOR 3D AXLE ATTACHMENT)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base[1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
	Ch	C4062	C4062-S75 up	8.25/20	8.25/20	6	6	164	9,610	[2] $3,150
	Ch	C7062	C7062-S75 up	9.00/20	9.00/20	6	6	164	11,000	[2] 4,550
	Ch	C8062	C8062-S75 up	9.75/20	9.75/20	6	6	164	12,020	[2] 5,300
	Ch	C9062	C9062-S75 up	10.50/20	10.50/20	6	6	182	13,020	[2] 6,050
	Ch	DC10062	DC10062-S75 up	9.75/20	9.75/20	6	6	216	15,807	[2] 8,000
			CAB OVER ENGINE							
	Ch	U10	U10-S75 up	6.50/20	6.50/20	6	6	84	4,570	$1,250
	Ch	U20	U20-S75 up	6.50/20	6.50/20	6	6	84	5,140	1,725
	Ch	U30	U30-S75 up	7.00/20	7.00/20	6	6	106	6,330	2,300
	Ch	U40	U40-S75 up	8.25/20	8.25/20	6	6	106	6,920	3,050
	Ch	U50	U50-S75 up	9.00/20	9.00/20	6	6	106	7,450	3,435
			CAB OVER ENGINE (TRACTORS)							
	Ch	U10T	U10T-S75 up	6.50/20	6.50/20	6	6	84	4,570	$1,425
	Ch	U20T	U20T-S75 up	6.50/20	6.50/20	6	6	84	5,140	1,800
	Ch	U30T	U30T-S75 up	7.00/20	7.00/20	6	6	96	6,280	2,375
	Ch	U40T	U40T-S75 up	8.25/20	8.25/20	6	6	96	7,180	3,200
			CAB OVER ENGINE (DUMP SERVICE)							
	Ch	U40D	U40D-S75 up	8.25/20	8.25/20	6	6	96	7,080	$3,300
			CAB OVER ENGINE (BUILT FOR 3D AXLE ATTACHMENT)							
	Ch	U4062	U4062-S75 up	8.25/20	8.25/20	6	6	106	9,200	$3,350
			ENGINE UNDER SEAT							
	Ch	U60	U60-S75 up	9.00/20	9.00/20	6	6	109	7,970	$3,800
	Ch	U70	U70-S75 up	9.75/20	9.75/20	6	6	109	8,220	5,000
	Ch	U80	U80-S75 up	10.50/20	10.50/20	6	6	123	9,770	5,400
	Ch	U90	U90-S75 up	10.50/20	10.50/20	6	6	123	10,420	6,000
			ENGINE UNDER SEAT (TRACTORS)							
	Ch	U60T	U60T-S75 up	9.00/20	9.00/20	6	6	93	8,330	$4,500
	Ch	U70T	U70T-S75 up	9.00/20	9.00/20	6	6	93	8,400	5,000
	Ch	U80T	U80T-S75 up	9.75/20	9.75/20	6	6	93	9,120	5,400
	Ch	U90T	U90T-S75 up	10.50/20	10.50/20	6	6	93	9,730	6,000
			ENGINE UNDER SEAT (DUMP SERVICE)							
	Ch	U60D	U60D-S75 up	9.00/20	9.00/20	6	6	109	8,400	$4,400
	Ch	U80D	U80D-S75 up	10.50/20	10.50/20	6	6	109	10,070	5,850
	Ch	U90D	U90D-S75 up	10.50/24	10.50/24	6	6	109	12,410	6,850
			ENGINE UNDER SEAT (3D AXLE—6 x 4)							
	Ch	U7064	U7064-S75 up	9.00/20	9.00/20	10	6	109	13,035	$6,500
	Ch	U8064	U8064-S75 up	9.75/20	9.75/20	10	6	109	13,530	8,500
	Ch	U9064	U9064-S75 up	10.50/24	10.50/24	10	6	109	13,580	9,000
			ENGINE UNDER SEAT (BUILT FOR 3D AXLE ATTACHMENT)							
	Ch	U7062	U7062-S75 up	9.00/20	9.00/20	6	6	123	11,030	[2] $5,200
	Ch	U8062	U8062-S75 up	9.75/20	9.75/20	6	6	123	12,280	[2] 5,500
	Ch	U9062	U9062-S75 up	9.75/20	9.75/20	6	6	123	13,120	[2] 6,100
			(9) 1941 and 1942							
			CONVENTIONAL							
	Ch	C10	C10-4000 up	6.50/20	6.50/20	6	6	139	4,730	$1,200
	Ch	C20	C20-4000 up	6.50/20	6.50/20	6	6	139	5,150	1,625
	Ch	C30	C30-4000 up	7.00/20	7.00/20	6	6	164	6,450	2,150
	Ch	C40	C40-4000 up	8.25/20	8.25/20	6	6	164	7,000	2,850
	Ch	C60	C60-4000 up	9.00/20	9.00/20	6	6	164	8,030	3,000
	Ch	C70	C70-4000 up	10.00/20	10.00/20	6	6	164	9,430	4,225
	Ch	C80	C80-4000 up	11.00/20	11.00/20	6	6	164	10,120	4,850
	Ch	C90	C90-4000 up	11.00/20	11.00/20	6	6	182	10,000	5,500

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

[2] Price does not include six-wheel attachment (dead auxiliary rear axle).

(d) AUTOCAR—Continued

(9) 1941 and 1942—Continued

CONVENTIONAL—(TRACTORS)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
	Ch.	C10T	C10T-4000 up	6.50/20	6.50/20	6	6	139	4,790	$1,325
	Ch.	C20T	C20T-4000 up	6.50/20	6.50/20	6	6	139	5,160	1,700
	Ch.	C30T	C30T-4000 up	7.00/20	7.00/20	6	6	142	6,520	2,225
	Ch.	C40T	C40T-4000 up	8.25/20	8.25/20	6	6	148	7,700	3,000
	Ch.	C50T	C50T-4000 up	10.00/20	10.00/20	6	6	148	8,150	3,600
	Ch.	C60T	C60T-4000 up	10.00/20	10.00/20	6	6	148	8,560	4,500
	Ch.	C70T	C70T-4000 up	10.00/20	10.00/20	6	6	148	9,200	4,750
	Ch.	C80T	C80T-4000 up	10.00/20	10.00/20	6	6	148	9,540	4,900
	Ch.	C90T	C90T-4000 up	11.00/20	11.00/20	6	6	148	9,670	5,350
	Ch.	DC100T	DC100T-4000 up	10.00/20	10.00/20	6	6	144	12,650	8,500
	CONVENTIONAL (DUMP SERVICE)									
	Ch.	C40D	C40D-4000 up	8.25/20	8.25/20	6	6	148	7,660	$3,000
	Ch.	C50D	C50D-4000 up	9.00/20	9.00/20	6	6	154	7,900	3,330
	Ch.	C70D	C70D-4000 up	10.00/20	10.00/20	6	6	148	9,400	4,250
	Ch.	C80D	C80D-4000 up	11.00/20	11.00/20	6	6	170	10,975	5,400
	Ch.	C90D	C90D-4000 up	11.00/24	11.00/24	6	6	170	11,550	6,750
	Ch.	DC100D	DC100D-4000 up	12.00/24	12.00/24	6	6	158	14,900	9,900
	Ch. (4 x 4)	C7044	C7044-4000 up	10.00/20	10.00/20	6	6	163	10,700	6,000
	Ch. (4 x 4)	C8044	C8044-4000 up	11.00/20	11.00/20	6	6	163	11,700	7,250
	Ch. (4 x 4)	C9044	C9044-4000 up	11.00/24	11.00/24	6	6	150	14,080	9,800
	Ch. (4 x 4)	DC10044	DC10044-4000 up	11.00/24	11.00/24	6	6	157	14,520	11,000
	CONVENTIONAL (3D AXLE 6 x 4)									
	Ch. (6 x 4)	C4064	C4064-4000 up	9.00/20	9.00/20	10	6	139	10,800	$4,500
	Ch. (6 x 4)	C7064	C7064-4000 up	9.00/20	9.00/20	10	6	142	12,420	6,000
	Ch. (6 x 4)	C8064	C8064-4000 up	10.00/20	10.00/20	10	6	142	13,600	8,200
	Ch. (6 x 4)	C9064	C9064-4000 up	11.00/24	11.00/24	10	6	142	15,670	9,000
	Ch. (6 x 4)	DC10064	DC10064-4000 up	12.00/24	12.00/24	10	6	145	15,850	12,600
	CONVENTIONAL—(BUILT FOR 3D-AXLE ATTACHMENT)									
	Ch.	C4062	C4062-4000 up	8.25/20	8.25/20	6	6	164	8,800	[2] $3,150
	Ch.	C7062	C7062-4000 up	9.00/20	9.00/20	6	6	164	11,220	[2] 4,175
	Ch.	C8062	C8062-4000 up	10.00/20	10.00/20	6	6	164	12,330	[2] 4,800
	Ch.	C9062	C9062-4000 up	11.00/20	11.00/20	6	6	182	13,600	[2] 5,600
	Ch.	DC10062	DC10062-4000 up	10.00/20	10.00/20	6	6	215	15,360	[2] 8,250
	CAB OVER ENGINE									
	Ch.	U10	U10-4000 up	6.50/20	6.50/20	6	6	84	4,570	$1,350
	Ch.	U20	U20-4000 up	6.50/20	6.50/20	6	6	84	5,140	1,750
	Ch.	U30	U30-4000 up	7.00/20	7.00/20	6	6	106	6,520	2,300
	Ch.	U40	U40-4000 up	8.25/20	8.25/20	6	6	106	7,340	3,000
	CAB OVER ENGINE (TRACTORS)									
	Ch.	U10T	U10T-4000 up	6.50/20	6.50/20	6	6	84	4,570	$1,425
	Ch.	U20T	U20T-4000 up	6.50/20	6.50/20	6	6	84	5,140	1,800
	Ch.	U30T	U30T-4000 up	7.00/20	7.00/20	6	6	96	6,410	2,375
	Ch.	U40T	U40T-4000 up	8.25/20	8.25/20	6	6	96	7,380	3,330
	CAB OVER ENGINE (DUMP SERVICE)									
	Ch.	U40D	U40D-4000 up	8.25/20	8.25/20	6	6	96	7,350	$3,300
	CAB OVER ENGINE (BUILT FOR 3D AXLE ATTACHMENT)									
	Ch. (6x2)	U4062	U4062-4000 up	8.25/20	8.25/20	6	6	106	8,725	[2] $3,345
	ENGINE UNDER SEAT									
	Ch.	U60	U60-4000 up	9.00/20	9.00/20	6	6	109	8,540	$4,150
	Ch.	U70	U70-4000 up	10.00/20	10.00/20	6	6	109	9,410	4,600
	Ch.	U80	U80-4000 up	11.00/20	11.00/20	6	6	123	10,035	5,200
	Ch.	U90	U90-4000 up	11.00/20	11.00/20	6	6	123	10,560	5,750
	ENGINE UNDER SEAT (TRACTORS)									
	Ch.	U60T	U60T-4000 up	10.00/20	10.00/20	6	6	98	8,970	$4,800
	Ch.	U70T	U70T-4000 up	9.00/20	9.00/20	6	6	98	8,630	5,100
	Ch.	U80T	U80T-4000 up	10.00/20	10.00/20	6	6	98	9,235	5,300
	Ch.	U90T	U90T-4000 up	11.00/20	11.00/20	6	6	98	9,740	5,600
	Ch.	DU100T	DU100T-4000 up	11.00/24	11.00/24	6	6	123	12,700	9,300

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

[2] Price does not include six-wheel attachment (dead auxiliary rear axle).

(d) AUTOCAR—Continued

(9) 1941 and 1942—Continued

ENGINE UNDER SEAT (DUMP SERVICE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
	Ch.	U60D	U60D-4000 up	9.00/20	9.00/20	6	6	100	8,810	$4,490
	Ch.	U80D	U80D-4000 up	11.00/20	11.00/20	6	6	109	10,390	5,490
	Ch.	U90D	U90D-4000 up	11.00/24	11.00/24	6	6	109	11,200	6,750

ENGINE UNDER SEAT (3D AXLE 6 x 4)

	Ch. (6 x 4)	U7064	U7064-4000 up	9.00/20	9.00/20	10	6	132	12,260	$8,250
	Ch. (6 x 4)	U8064	U8064-4000 up	10.00/20	10.00/20	10	6	118	14,440	8,500
	Ch. (6 x 4)	U9064	U9064-4000 up	11.00/24	11.00/24	10	6	109	14,650	9,000
	Ch. (6 x 4)	DU10064	DU10064-4000 up	11.00/20	11.00/20	10	6	109	16,330	12,000

ENGINE UNDER SEAT (BUILT FOR 3D AXLE ATTACHMENT)

	Ch. (6 x 2)	U7062	U7062-4000 up	9.00/20	9.00/20	6	6	123	10,540	[2] $4,450
	Ch. (6 x 2)	U8062	U8062-4000 up	10.00/20	10.00/20	6	6	123	12,220	[2] 5,150
	Ch. (6 x 2)	U9062	U9062-4000 up	10.00/20	10.00/20	6	6	123	13,240	[2] 5,700
	Ch, (6 x 2)	DU10062	DU10062-4000 up	11.00/20	11.00/20	6	6	123	15,650	[2] 9,250

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.
[2] Price does not include six-wheel attachment (dead auxiliary rear axle).

(e) BROCKWAY

[Manufacturer: Brockway Motor Company, Inc. Principal plant: Cortland, New York]

(1) 1935

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½-2	Ch.	78	8529 and up	6.00/20	6.00/20	6	6	N. A.	3,955	$335
1½-2	Ch.	80	8293 and up	6.50/20	6.50/20	6	6	N. A.	3,900	1,210
2	Ch.	87	8453 and up	6.50/20	6.50/20	6	6	N. A.	4,205	1,240
2-2½	Ch.	90	8294 and up	7.00/20	7.00/20	6	6	N. A.	4,315	1,510
2-2½	Ch.	90 x	8503 and up	7.00/20	7.00/20	6	6	N. A.	4,545	1,470
2-2½	Ch.	96	8557 and up	7.00/20	7.00/20	6	6	N. A.	5,075	1,740
2-3	Ch.	100	8506 and up	7.00/20	7.00/20	6	6	N. A.	4,935	1,835
2½-3	Ch.	110	8579 and up	7.00/20	7.00/20	6	6	N. A.	5,435	1,900
2-3	Ch.	120	8419 and up	7.50/20	7.50/20	6	6	N. A.	5,510	2,260
2-3	Ch.	125	8325 and up	7.50/20	7.50/20	6	6	N. A.	5,390	2,100
2½-3	Ch.	125 x	8466 and up	7.50/20	7.50/20	6	6	N. A.	5,500	2,175
3-3½	Ch.	130	8530 and up	8.25/20	8.25/20	6	6	N. A.	5,995	2,245
2½-3½	Ch.	140	8318 and up	8.25/20	8.25/20	6	6	N. A.	6,175	2,850
3-4	Ch.	141	8268 and up	9.00/20	9.00/20	6	6	N. A.	7,540	3,235
3-3½	Ch.	145	8543 and up	8.25/20	8.25/20	6	6	N. A.	6,150	2,335
2½-3½	Ch.	150	8296 and up	8.25/20	8.25/20	6	6	N. A.	6,150	2,600
3-3½	Ch.	150 x 4	8523 and up	8.25/20	8.25/20	6	6	N. A.	6,200	2,650
3-3½	Ch.	150 x 5	8564 and up	8.25/20	8.25/20	6	6	N. A.	6,200	2,710
3½-4	Ch.	160	8295 and up	9.00/20	9.00/20	6	6	N. A.	6,835	3,295
4-5	Ch.	160 x	9091 and up	9.00/20	9.00/20	6	6	153	7,330	3,295
5-7	Ch.	165 x	9035 and up	10.00/20	10.00/20	6	6	153	8,150	3,795
3-4	Ch.	170	8300 and up	9.00/20	9.00/20	6	6	N. A.	7,540	3,640
4-5	Ch.	170 x	9073 and up	9.00/20	9.00/20	6	6	153	7,960	3,640
5-7½	Ch.	175 x	8341 and up	9.00/20	9.00/20	6	6	153	8,550	4,250
			9102 and up							
5	Ch.	195	8256 and up	10.00/20	10.00/20	6	6	N. A.	7,910	4,220
5-7½	Ch.	195 x	9037 and up	10.00/20	10.00/20	6	6	153	8,650	4,220
7½	Ch.	220	8291 and up	11.00/20	11.00/20	6	6	N. A.	8,420	4,930
7½-10	Ch.	220 x	9109 and up	11.00/20	11.00/20	6	6	153	9,050	4,930
5-7½	Ch.	240	8249 and up	10.00/20	10.00/20	6	6	N. A.	8,950	5,120
6-7½	Ch.	240 x	9383 and up	10.00/20	10.00/20	6	6	153	8,550	5,120
7½-10	Ch.	260	8241 and up	11.00/22	11.00/22	6	6	N. A.	9,585	6,030
10	Ch.	260 x	9144 and up	11.00/22	11.00/22	6	6	195	9,720	6,030

(2) 1936

CONVENTIONAL

1½-2	Ch.	78	9335 and up	6.00/20	6.00/20	6	6	133	3,965	$395
2-2½	Ch.	87	9339 and up	6.50/20	6.50/20	6	6	144	4,435	1,240
1½-3	Ch.	88	10104 and up	6.50/20	6.50/20	6	6	150	4,420	1,290
2½-3	Ch.	90 x	9953 and up	7.00/20	7.00/20	6	6	150	4,635	1,470
1½-4	Ch.	92	10140 and up	7.00/20	7.00/20	6	6	150	4,740	1,500
1½-5	Ch.	94	10139 and up	7.50/20	7.50/20	6	6	156	5,280	1,850
2½-3	Ch.	96	9923 and up	7.00/20	7.00/20	6	6	156	5,150	1,740
3	Ch.	110	9941 and up	7.00/20	7.00/20	6	6	156	5,430	1,970
3	Ch.	216 x	9954 and up	7.50/20	7.50/20	6	6	164	5,570	2,005
3-4	Ch.	120	9926 and up	8.25/20	8.25/20	6	6	164	6,270	2,245

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(c) BROCKWAY—Continued

(2) 1936—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
3-4	Ch	145	9956 and up	8.25/20	8.25/20	6	6	176	6,390	$2,385
3½-4	Ch	150 x 4	9943 and up	8.25/20	8.25/20	6	6	176	6,520	2,680
3½-4	Ch	150 x 5	9940 and up	8.25/20	8.25/20	6	6	176	6,570	2,710
4-5	Ch	160 x	9936 and up	9.00/20	9.00/20	6	6	153	7,350	3,295
5-7	Ch	165 x	9925 and up	10.00/20	10.00/20	6	6	153	8,150	3,705
4-5	Ch	170 x	9958 and up	9.00/20	9.00/20	6	6	153	7,960	3,640
5-7½	Ch	175 x	9998 and up	9.00/20	9.00/20	6	6	153	8,550	4,290
5-7½	Ch	195 x	9951 and up	10.00/20	10.00/20	6	6	153	8,650	4,230
7½-10	Ch	220 x	9933 and up	11.00/20	11.00/20	6	6	153	9,050	4,930
6-7½	Ch	240 x	9926 and up	10.00/20	10.00/20	6	6	153	8,590	5,130
10	Ch	260 x	9995 and up	11.00/22	11.00/22	6	6	195	9,720	6,030

(3) 1937

CONVENTIONAL

1½-2	Ch	78	12051 and up	6.00/20	6.00/20	6	6	138	3,965	$895
1½-2½	Ch	83	12325 and up	6.50/20	6.50/20	6	6	138	4,100	1,195
2-2½	Ch	87	12040 and up	6.50/20	6.50/20	6	6	144	4,435	1,240
1½-3	Ch	88	11943 and up	6.50/20	6.50/20	6	6	150	4,430	1,290
2½-3	Ch	90 x	12094 and up	7.00/20	7.00/20	6	6	150	4,635	1,470
1½-4	Ch	92	12034 and up	7.00/20	7.00/20	6	6	150	4,740	1,560
1½-5	Ch	94		7.50/20	7.50/20	6	6	156	5,280	1,850
2½-3	Ch	96	12137 and up	7.00/20	7.00/20	6	6	156	5,160	1,740
3	Ch	110	12045 and up	7.00/20	7.00/20	6	6	156	5,490	1,900
2½-3	Ch	120		7.50/20	7.50/20	6	6	156	5,800	2,260
3	Ch	125 x	12059 and up	7.50/20	7.50/20	6	6	164	5,570	2,075
3-4	Ch	130		8.25/20	8.25/20	6	6	164	6,270	2,245
4-4½	Ch	130-PS		8.25/20	8.25/20	6	6	164	6,250	2,525
3-3½	Ch	140		8.25/20	8.25/20	6	6	156	6,385	2,850
3½-4	Ch	141		9.00/20	9.00/20	6	6	170	7,450	3,355
3-4	Ch	145	12045 and up	8.25/20	8.25/20	6	6	176	6,390	2,335
3½-4	Ch	150 x 4	12111 and up	8.25/20	8.25/20	6	6	176	6,520	2,680
3½-4	Ch	150 x 5	12036 and up	8.25/20	8.25/20	6	6	176	6,570	2,710
4-5	Ch	160 x	12024 and up	9.00/20	9.00/20	6	6	153	7,350	3,295
5-7	Ch	165 x	12054 and up	10.00/20	10.00/20	6	6	153	8,150	3,705
4-5	Ch	170 x	12002 and up	9.00/20	9.00/20	6	6	153	7,960	3,640
5-7½	Ch	175 x	12025 and up	9.00/20	9.00/20	6	6	153	8,550	4,290
5-7½	Ch	195 x	12144 and up	10.00/20	10.00/20	6	6	153	8,650	4,230
7½-10	Ch	220 x	12022 and up	11.00/20	11.00/20	6	6	153	9,050	4,930
6-7½	Ch	240 x	12103 and up	10.00/20	10.00/20	6	6	153	8,590	5,130
10	Ch	260 x	12029 and up	11.00/22	11.00/22	6	6	195	9,720	6,030
10	Ch	260S		11.00/22	11.00/22	6	6	195	10,000	6,380

(4) 1938

CONVENTIONAL

1½-2	Ch	78	14075 and up	6.00/20	6.00/20	6	6	138	3,965	$895
1½-2½	Ch	83	14073 and up	6.50/20	6.50/20	6	6	138	4,100	1,195
2-2½	Ch	87	14111 and up	6.50/20	6.50/20	6	6	144	4,435	1,240
1½-3	Ch	88	14074 and up	6.50/20	6.50/20	6	6	150	4,500	1,290
2½-3	Ch	90 x	14111 and up	7.00/20	7.00/20	6	6	150	4,635	1,470
1½-4	Ch	92	14072 and up	7.00/20	7.00/20	6	6	150	4,700	1,560
1½-5	Ch	94	14329 and up	7.50/20	7.50/20	6	6	156	5,050	1,850
2½-3	Ch	96		7.00/20	7.00/20	6	6	156	5,160	1,740
3	Ch	110	14083 and up	7.00/20	7.00/20	6	6	156	5,490	1,900
3	Ch	112	14210 and up	7.00/20	7.00/20	6	6	150	5,155	1,710
2½-3	Ch	120	14111 and up	7.50/20	7.50/20	6	6	156	5,800	2,260
3	Ch	125 x	14103 and up	7.50/20	7.50/20	6	6	164	5,570	2,075
3½-4	Ch	128	14270 and up	7.50/20	7.50/20	6	6	156	6,630	1,950
3½-4	Ch	130	14113 and up	8.25/20	8.25/20	6	6	164	6,270	2,245
3-3½	Ch	140	14111 and up	8.25/20	8.25/20	6	6	156	6,385	2,850
3½-4	Ch	141		9.00/20	9.00/20	6	6	170	7,450	3,355
3½-4	Ch	145	14077 and up	8.25/20	8.25/20	6	6	176	6,390	2,385
4	Ch	150 x 4	14071 and up	8.25/20	8.25/20	6	6	176	6,520	2,680
4	Ch	150 x 5	14102 and up	8.25/20	8.25/20	6	6	176	6,570	2,710
4-5	Ch	160 x	14104 and up	9.00/20	9.00/20	6	6	153	7,350	3,295
5-7	Ch	165 x	14076 and up	10.00/20	10.00/20	6	6	153	8,150	3,705
4-5	Ch	170 x	15554 and up	9.00/20	9.00/20	6	6	153	7,960	3,640
5-7½	Ch	175 x	14138 and up	9.00/20	9.00/20	6	6	153	8,550	4,290
5-7½	Ch	195 x	14391 and up	10.00/20	10.00/20	6	6	153	8,650	4,230
7½-10	Ch	220 x	14078 and up	11.00/20	11.00/20	6	6	153	9,050	4,930
6-7½	Ch	240 x	14094 and up	10.00/20	10.00/20	6	6	153	8,590	5,130
10	Ch	260 x	14094 and up	11.00/22	11.00/22	6	6	195	9,720	6,030
10	Ch	260 S	14111 and up	11.00/22	11.00/22	6	6	195	10,000	6,380

(5) 1939

CONVENTIONAL

1½-2	Ch	78	14075 and up	6.00/20	6.00/20	6	6	138	3,965	$895
1½-2½	Ch	83	14073 and up	6.50/20	6.50/20	6	6	138	4,100	1,195
2-2½	Ch	87	14111 and up	6.50/20	6.50/20	6	6	144	4,435	1,240
1½-3	Ch	88	14074 and up	6.50/20	6.50/20	6	6	150	4,500	1,290
2½-3	Ch	90x	14111 and up	7.00/20	7.00/20	6	6	150	4,635	1,470
1½-4	Ch	92	14072 and up	7.00/20	7.00/20	6	6	150	4,700	1,560
1½-5	Ch	94	14329 and up	7.50/20	7.50/20	6	6	156	5,050	1,850
2½-3	Ch	96		7.00/20	7.00/20	6	6	156	5,160	1,740

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(e) BROCKWAY—Continued

(5) 1939—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
3	Ch	110	14083 and up	7.00/20	7.00/20	6	6	156	5,430	$1,900
3	Ch	112	14210 and up	7.00/20	7.00/20	6	6	150	5,155	1,710
2½-3	Ch	120	14111 and up	7.50/20	7.50/20	6	6	156	5,800	2,260
3	Ch	125x	14103 and up	7.00/20	7.00/20	6	6	164	5,570	2,075
3½-4	Ch	128	14270 and up	7.50/20	7.50/20	6	6	156	5,620	1,950
3½-4	Ch	130	14113 and up	8.25/20	8.25/20	6	6	164	6,270	2,245
3-3½	Ch	140	14111 and up	8.25/20	8.25/20	6	6	156	6,235	2,850
3½-4	Ch	141		9.00/20	9.00/20	6	6	170	7,420	3,355
3½-4	Ch	145	14077 and up	8.25/20	8.25/20	6	6	176	6,290	2,335
4	Ch	150x4	14071 and up	8.25/20	8.25/20	6	6	176	6,520	2,650
4	Ch	150x5	14102 and up	8.25/20	8.25/20	6	6	176	6,570	2,710
4-5	Ch	160x	14104 and up	9.00/20	9.00/20	6	6	153	7,330	3,295
5-7	Ch	165x	14076 and up	10.00/20	10.00/20	6	6	153	8,150	3,795
4-5	Ch	170x	15554 and up	9.00/20	9.00/20	6	6	153	7,900	3,640
5-7½	Ch	175x	14138 and up	9.00/20	9.00/20	6	6	153	8,550	4,290
5-7½	Ch	195x	14391 and up	10.00/20	10.00/20	6	6	153	8,650	4,220
7½-10	Ch	220x	14078 and up	11.00/20	11.00/20	6	6	153	9,050	4,920
6-7½	Ch	240x	14094 and up	10.00/20	10.00/20	6	6	153	8,590	5,120
10	Ch	260x	14094 and up	11.00/22	11.00/22	6	6	195	9,720	6,020
10	Ch	260S	14111 and up	11.00/22	11.00/22	6	6	195	10,000	6,280

(6) 1940

CONVENTIONAL

1½-2	Ch	78	18050 and up	6.00/20	6.00/20	6	6	133	3,905	$895
1½-2½	Ch	83		6.50/20	6.50/20	6	6	133	4,100	1,195
1½-3	Ch	88		6.50/20	6.50/20	6	6	150	4,500	1,290
1½-4	Ch	92		7.00/20	7.00/20	6	6	150	4,700	1,560
1½-5	Ch	94		7.50/20	7.50/20	6	6	156	5,050	1,850
2½-3	Ch	96		7.00/20	7.00/20	6	6	156	5,150	1,740
3	Ch	110		7.00/20	7.00/20	6	6	156	5,430	1,900
3	Ch	112		7.00/20	7.00/20	6	6	150	5,155	1,710
3	Ch	125x		7.00/20	7.00/20	6	6	164	5,570	2,075
3½-4	Ch	128		7.50/20	7.50/20	6	6	156	5,620	1,950
3½-4	Ch	130		8.25/20	8.25/20	6	6	164	6,270	2,245
4-4½	Ch	130PS		8.25/20	8.25/20	6	6	176	6,250	2,525
3½-4	Ch	145		8.25/20	8.25/20	6	6	176	6,350	2,235
4	Ch	150 x 4		8.25/20	8.25/20	6	6	176	6,520	2,650
4	Ch	150 x 5		8.25/20	8.25/20	6	6	176	6,570	2,710
4-5	Ch	160x		9.00/20	9.00/20	6	6	164	7,350	3,295
5-7	Ch	165x		10.00/20	10.00/20	6	6	153	8,150	3,795
4-5	Ch	170x		9.00/20	9.00/20	6	6	153	7,900	3,640
5-7½	Ch	175x		9.00/20	9.00/20	6	6	153	8,550	4,290
5-7½	Ch	195x		10.00/20	10.00/20	6	6	153	8,650	4,220
7½-10	Ch	220x		11.00/20	11.00/20	6	6	153	9,050	4,920
6-7½	Ch	240x		10.00/20	10.00/20	6	6	153	8,590	5,120
10	Ch	260x		11.00/22	11.00/22	6	6	195	9,720	6,020
10	Ch	260S		11.00/22	11.00/22	6	6	195	10,000	6,280

(7) 1941

CONVENTIONAL

11½-2	Ch	78	20069 and up	6.00/20	6.00/20	6	6	133	3,905	$895
1½-2½	Ch	83		6.50/20	6.50/20	6	6	133	4,100	1,195
1½-3	Ch	88		6.50/20	6.50/20	6	6	150	4,500	1,290
1½-4	Ch	92		7.00/20	7.00/20	6	6	150	4,700	1,560
1½-5	Ch	94		7.50/20	7.50/20	6	6	156	5,050	1,850
3	Ch	110		7.00/20	7.00/20	6	6	156	5,430	1,900
3	Ch	112		7.00/20	7.00/20	6	6	150	5,150	1,710
3	Ch	125x		7.00/20	7.00/20	6	6	164	5,570	2,075
3½-4	Ch	128		7.50/20	7.50/20	6	6	156	5,550	1,950
3½-4	Ch	130		8.25/20	8.25/20	6	6	164	6,270	2,245
4-4½	Ch	130-PS		8.25/20	8.25/20	6	6	164	6,250	2,525
3½-4	Ch	145		8.25/20	8.25/20	6	6	176	6,390	2,235
3½-4	Ch	146		8.25/20	8.25/20	6	6	126	6,600	2,650
	Ch	147		8.25/20	8.25/20	6	6	132	6,600	2,855
4	Ch	150x4		8.25/20	8.25/20	6	6	176	6,520	2,650
4	Ch	150x5		8.25/20	8.25/20	6	6	176	6,570	2,710
4	Ch	152		8.25/20	8.25/20	6	6	126	6,350	2,870
	Ch	153		8.25/20	8.25/20	6	6	132	6,400	3,025
	Ch	154		8.25/20	8.25/20	6	6	132	6,300	3,050
	Ch	156		9.00/20	9.00/20	6	6	132	6,950	3,700
4-5	Ch	160x		9.00/20	9.00/20	6	6	153	7,350	3,295
4-5	Ch	162		9.00/20	9.00/20	6	6	121	7,250	3,450
5-7	Ch	165x		10.00/20	10.00/20	6	6	153	8,150	3,795
5-7	Ch	168		10.00/20	10.00/20	6	6	121	7,800	4,070
4-5	Ch	170x		9.00/20	9.00/20	6	6	153	7,900	3,640
5-7½	Ch	175x		9.00/20	9.00/20	6	6	153	8,550	4,290
5-7½	Ch	195x		10.00/20	10.00/20	6	6	153	8,650	4,220
7½-10	Ch	220x		11.00/20	11.00/20	6	6	153	9,050	4,920
6-7½	Ch	240x		10.00/20	10.00/20	6	6	153	8,590	5,120
10	Ch	260x		11.00/22	11.00/22	6	6	195	9,720	6,020
10	Ch	260S		11.00/22	11.00/22	6	6	195	10,000	6,280

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(e) BROCKWAY—Continued

(3) 1942

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½-2	Ch	78	23053 and up	6.00/20	6.00/20	6	6	133	3,965	$895
1½-2½	Ch	83		6.50/20	6.50/20	6	6	133	4,100	1,195
1½-3	Ch	88		6.50/20	6.50/20	6	6	150	4,500	1,290
1½-4	Ch	92		7.00/20	7.00/20	6	6	150	4,700	1,660
1½-5	Ch	94		7.50/20	7.50/20	6	6	156	5,050	1,850
3	Ch	112		7.00/20	7.00/20	6	6	150	5,150	1,710
3½-4	Ch	128		7.50/20	7.50/20	6	6	156	5,550	1,950
3½-4	Ch	146		8.25/20	8.25/20	6	6	126	6,060	2,690
	Ch	147		8.25/20	8.25/20	6	6	132	6,000	2,855
4	Ch	152		8.25/20	8.25/20	6	6	126	6,350	2,870
	Ch	153		8.25/20	8.25/20	6	6	132	6,400	3,025
	Ch	154		8.25/20	8.25/20	6	6	132	6,300	3,050
	Ch	156		9.00/20	9.00/20	6	6	132	6,950	3,700
4-5	Ch	162		9.00/20	9.00/20	6	6	121	7,250	3,450
5-7	Ch	166		10.00/20	10.00/20	6	6	121	7,800	4,070
5-7½	Ch	175x		9.00/20	9.00/20	6	6	153	8,550	4,290
7½-10	Ch	220x		11.00/20	11.00/20	6	6	153	9,050	4,930
6-7½	Ch	240x		10.00/20	10.00/20	6	6	153	8,590	5,130
10	Ch	260x		11.00/22	11.00/22	6	6	195	9,720	6,030
10	Ch	260S		11.00/22	11.00/22	6	6	195	10,000	6,380

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(f) CHEVROLET

[Manufacturers: General Motors Corporation. Principal Plant: Flint, Michigan]

(1) 1935

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
	Sed. dly	EC	EC-1001 and up	5.25/17 4 ply	5.25/17 4 ply	5	6	107	2,675	$535
½	Ch	EB	EB-1001 and up	5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,135	355
½	Ch (special)	EB		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,235	375
½	Ch/Cb	EB		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,480	445
½	Ch/Cb (special)	EB		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,585	465
½	Pickup	EB		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,700	465
½	Pickup (special)	EB		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,810	485
½	Panel	EB		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,920	560
½	Panel (special)	EB		5.50/17 4 ply	5.50/17 4 ply	5	6	112	3,035	580
1½	Ch	QA	QA-1001 and up	6.00/20 6 ply	32x6 8 ply	4	6	131	3,000	495
1½	Ch/Cb	QA		6.00/20 6 ply	32x6 8 ply	4	6	131	3,350	575
1½	Panel	QA		6.00/20 6 ply	32x6 8 ply	4	6	131	4,065	750
1½	Ch	QB	QB-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	131	3,135	505
1½	Ch/Cb	QB		6.00/20 6 ply	6.00/20 6 ply	6	6	131	3,435	595
1½	Stake (Std. Racks)	QB		6.00/20 6 ply	6.00/20 6 ply	6	6	131	4,320	680
1½	Ch	QC	QC-1001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,040	515
1½	Ch/Cb	QC		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,395	605
1½	Ch	QD	QD-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,185	535
1½	Ch/Cb	QD		6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,570	623
1½	Stake (Std. Racks)	QD		6.00/20 6 ply	6.00/20 6 ply	6	6	157	4,530	740

(2) 1936

CONVENTIONAL

	Sed. Dly	FC	FC-1001 and up	5.25/17 4 ply	5.25/17 4 ply	5	6	109	2,705	$535
½	Ch	FB		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,095	360
½	Ch/Cb	FB		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,475	450
½	Pickup	FB		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,700	475
½	Panel	FB		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,895	565
½	Suburban	FB		5.50/17 4 ply	5.50/17 4 ply	5	6	112	3,255	695
1½	Ch	RA	RA—1001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,055	500
1½	Ch/Cb	RA	RA-1001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,440	590
1½	Panel	RA		6.00/20 6 ply	32 x 6 8 ply	4	6	131	4,065	765
1½	Ch	RB	RB-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	131	3,110	520
1½	Ch/Cb	RB		6.00/20 6 ply	6.00/20 6 ply	6	6	131	3,520	610
1½	Stake (Std. Racks)	RB		6.00/20 6 ply	6.00/20 6 ply	6	6	131	4,305	695
1½	Ch/Cb	RC	RC-1001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,075	615
1½	Ch	RD	RD-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,175	645
1½	Ch/Cb	RD		6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,580	635
1½	Stake (Std. Racks)	RD		6.00/20 6 ply	6.00/20 6 ply	6	6	157	4,620	760

(3) 1937

CONVENTIONAL

	Sed. dly	GB	GB-1001 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	112¼	2,810	$565
½	Ch	GC	GC-1001 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	112¼	2,190	360
½	Ch/Cb	GC		6.00/16 4 ply	6.00/16 4 ply	5	6	112¼	2,575	460
½	Pickup	GC		6.00/16 4 ply	6.00/16 4 ply	5	6	112¼	2,805	475
½	Canopy exp	GC		6.00/16 4 ply	6.00/16 4 ply	5	6	112¼	3,050	590

(I) CHEVROLET—Continued

(3) 1937—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
½	Panel	GC	GC-1001 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	112¼	3,000	$575
½	Suburban	GC		6.00/16 4 ply	6.00/16 4 ply	5	6	112¼	3,320	635
¾	Ch	GD	GD-1001 and up	6.00/16 6 ply	6.00/16 6 ply	5	6	112¼	2,410	420
¾	Ch/Cb	GD		6.00/16 6 ply	6.00/16 6 ply	5	6	112¼	2,720	525
¾	Pickup	GD		6.00/16 6 ply	6.00/16 6 ply	5	6	112¼	3,020	575
¾	Stake (Std. Racks)	GD		6.00/16 6 ply	6.00/16 6 ply	5	6	112¼	3,200	600
1	Ch	GE	GE-1001 and up	6.00/16 6 ply	6.00/16 6 ply	5	6	122¼	2,535	475
1	Ch/Cb	GE		6.00/16 6 ply	6.00/16 6 ply	5	6	122¼	2,935	560
1	Pickup	GE		6.00/16 6 ply	6.00/16 6 ply	5	6	122¼	3,195	600
1	Stake (Std. Racks)	GE		6.00/16 6 ply	6.00/16 6 ply	5	6	122¼	3,435	675
1½	Ch	SA	SA-1001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	131½	3,020	500
1½	Ch/Cb	SA		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	3,330	520
1½	Canopy exp	SA		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	4,075	785
1½	Panel	SA		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	4,055	705
1½	Ch	SB	SB-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	131½	3,120	520
1½	Ch/Cb	SB		6.00/20 6 ply	6.00/20 6 ply	6	6	131½	3,430	610
1½	Stake (Std. Racks)	SB	SB—1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	131½	4,295	665
1½	Ch	SC	SC—1001 and up	6.00/20 6 ply	32x6 8 ply	4	6	157	3,075	525
1½	Ch/Cb	SC		6.00/20 6 ply	32x6 8 ply	4	6	157	3,435	615
1½	Ch	SD	SD—1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,200	545
1½	Ch/Cb	SD		6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,560	625
1½	Stake (Std. Racks)	SD		6.00/20 6 ply	6.00/20 6 ply	6	6	157	4,595	750

(4) 1938

CONVENTIONAL

	Coupe pick-up	HB	HB-1001 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	112½	2,945	$620
	Sed. dly	HB		6.00/16 4 ply	6.00/16 4 ply	5	6	112½	2,835	660
½	Ch/cowl	HC	HC-1001 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,200	435
½	Ch/cb	HC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,580	520
½	Pick-up	HC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,805	560
½	Canopy exp	HC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	3,020	645
½	Panel	HC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	3,015	650
½	Suburban	HC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	3,295	800
¾	Ch/cowl	HD	HD-1001 and up	6.00/16 6 ply	6.00/16 6 ply	5	6	122¼	2,420	510
¾	Ch/cb	HD		6.00/16 6 ply	6.00/16 6 ply	5	6	122¼	2,785	605
¾	Pick-up	HD		6.00/16 6 ply	6.00/16 6 ply	5	6	122¼	3,035	645
¾	Panel	HD		6.00/16 6 ply	6.00/16 6 ply	5	6	122¼	3,280	735
¾	Stake (Std. Racks)	HD		6.00/16 6 ply	6.00/16 6 ply	5	6	122¼	3,200	650
1	Ch/Cowl	HE	HE-1001 and up	6.00/16 6 ply	6.00/16 6 ply	5	6	122¼	2,575	550
1	Ch/Cb	HE		6.00/16 6 ply	6.00/16 6 ply	5	6	122¼	2,950	645
1	Pick-up	HE		6.00/16 6 ply	6.00/16 6 ply	5	6	122¼	3,200	635
1	Panel	HE		6.00/16 6 ply	6.00/16 6 ply	5	6	122¼	3,445	795
1	Stake (Std. Racks)	HE		6.00/16 6 ply	6.00/16 6 ply	5	6	122¼	3,440	720
1½	Ch/Cowl	TA	TA-1001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	131½	3,035	550
1½	Ch/Cb	TA		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	3,410	645
1½	Canopy Exp	TA		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	4,040	815
1½	Panel	TA		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	4,035	825
1½	Ch/Cowl	TB	TB-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	131½	3,120	570
1½	Ch/cb	TB		6.00/20 6 ply	6.00/20 6 ply	6	6	131½	3,435	665
1½	Stake	TB		6.00/20 6 ply	6.00/20 6 ply	6	6	131½	4,200	750
1½	Ch/Cowl	TC	TC-1001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,055	575
1½	Ch/cb	TC		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,415	670
1½	Ch/Cowl	TD	TD-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,195	595
1½	Ch/cb	TD		6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,560	690
1½	Stake (Std. Racks)	TD		6.00/20 6 ply	6.00/20 6 ply	6	6	157	4,535	805

(5) 1939

CONVENTIONAL

	Coupe pick-up	JB	JB-1001 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	112¼	2,925	$625
	Sed. dly	JB		6.00/16 4 ply	6.00/16 4 ply	5	6	112¼	2,825	645
½	Ch/Cowl	JC	JC-1001 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	113½	2,185	425
½	Ch/Cb	JC		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	2,580	515
½	Pick-up	JC		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	2,785	545
½	Canopy exp	JC		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	3,025	635
½	Panel	JC		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	3,000	620
½	Suburban	JC		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	3,210	775
¾	Ch/Cowl	JD	JD-1001 and up	6.00/16 6 ply	6.00/16 6 ply	5	6	123¾	2,355	500
¾	Ch/Cb	JD		6.00/16 6 ply	6.00/16 6 ply	5	6	123¾	2,745	590
¾	Pick-up	JD		6.00/16 6 ply	6.00/16 6 ply	5	6	123¾	3,035	620
¾	Panel	JD		6.00/16 6 ply	6.00/16 6 ply	5	6	123¾	3,275	735
¾	Stake (Std. Racks)	JD		6.00/16 6 ply	6.00/16 6 ply	5	6	123¾	3,205	660
1	Ch/Cowl	VA	VA-1001 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	133	2,905	525
1	Ch/Cb	VA		6.00/20 6 ply	6.00/20 6 ply	4	6	133	3,285	615
1½	Ch/Cowl	VA		6.00/20 6 ply	32 x 6 8 ply	4	6	133	2,975	540
1½	Ch/Cb	VA		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,350	630
1½	Canopy Exp	VA		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,010	850
1½	Panel	VA		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,000	865
1½	Ch/Cowl	VB	VB-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	133	3,105	560
1½	Ch/Cb	VB		6.00/20 6 ply	6.00/20 6 ply	6	6	133	3,435	650
1½	Stake (Std. Racks)	VB	VB-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	133	4,200	770
1½	Ch/Cowl	VC	VC-1001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	153½	3,040	565
1½	Ch/Cb	VC		6.00/20 6 ply	32 x 6 8 ply	4	6	153½	3,415	655
1½	Ch/Cowl	VD	VD-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	153½	3,175	585
1½	Ch/Cb	VD		6.00/20 6 ply	6.00/20 6 ply	6	6	153½	3,570	675
1½	Stake (Std. Racks)	VD		6.00/20 6 ply	6.00/20 6 ply	6	6	153½	4,580	785
1½	Ch (School Bus)	VJ	VJ-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	193⅜	3,425	655

(X) CHEVROLET—Continued

(5) 1939—Continued

CAB OVER ENGINE

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment: Front	Standard tire equipment: Rear	Standard tire equipment: Number	Number cylinders	Wheel base	Base weight	F. o. b. list price
								Inches	*Pounds*	
1½	Ch/Cowl/w/s	VE	VE-1001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	107⅝	3,220	$655
1½	Ch/Cb	VE		6.00/20 6 ply	32 x 6 8 ply	4	6	107⅝	3,485	765
1½	Ch/Cowl/w/s	VF	VF-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	107⅝	3,355	675
1½	Ch/Cb	VF		6.00/20 6 ply	6.00/20 6 ply	6	6	107⅝	3,620	785
1½	Stake (Std. Racks)	VF		6.00/20 6 ply	6.00/20 6 ply	6	6	107⅝	4,420	895
1½	Ch/Cowl/w/s	VG	VG-1001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	131⅛	3,315	630
1½	Ch/Cb	VG		6.00/20 6 ply	32 x 6 8 ply	4	6	131⅛	3,580	790
1½	Ch/Cowl/w/s	VH	VH-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	131⅛	3,450	700
1½	Ch/Cb	VH		6.00/20 6 ply	6.00/20 6 ply	6	6	131⅛	3,715	810
1½	Stake (Std. Racks)	VH		6.00/20 6 ply	6.00/20 6 ply	6	6	131⅛	4,775	920
1½	Ch/Cowl/w/s	VM	VM-1001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	158⅝	3,420	705
1½	Ch/Cb	VM		6.00/20 6 ply	32 x 6 8 ply	4	6	158⅝	3,685	815
1½	Ch/Cowl/w/s	VN	VN-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	158⅝	3,540	725
1½	Ch/Cb	VN		6.00/20 6 ply	6.00/20 6 ply	6	6	158⅝	3,810	835

(6) 1940

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment: Front	Standard tire equipment: Rear	Standard tire equipment: Number	Number cylinders	Wheel base	Base weight	F. o. b. list price
	Coupe pick-up	KB	KB-1001 to 20946	6.00/16 4 ply	6.00/16 6 ply	5	6	113	3,025	$665
	Sed. dly	KB		6.00/16 4 ply	6.00/16 6 ply	5	6	113	2,915	665
	Coupe pick-up	KH	KH-1001 to 37644	6.00/16 4 ply	6.00/16 6 ply	5	6	113	3,030	690
	Sed. dly	KH		6.00/16 4 ply	6.00/16 6 ply	5	6	113	2,970	690
½	Ch	KC	KC-1001 to 17653	6.00/16 4 ply	6.00/16 6 ply	5	6	113½	2,195	425
½	Ch/Cb	KC	K-2697268 to 3665902	6.00/16 4 ply	6.00/16 6 ply	5	6	113½	2,595	515
½	Pick-up	KC	KB-105462 to 221935	6.00/16 4 ply	6.00/16 6 ply	5	6	113½	2,840	545
½	Canopy exp	KC	KC-1001 to 17653	6.00/16 4 ply	6.00/16 6 ply	5	6	113½	3,050	665
½	Panel	KC	K-2697268 to 3665902	6.00/16 4 ply	6.00/16 6 ply	5	6	113½	3,050	630
½	Suburban	KC	KB-105462 to 221935	6.00/16 4 ply	6.00/16 6 ply	5	6	113½	3,300	775
½	Panel (Dubl-Dute)	KP	KP-1001 to 17653	6.00/16 6 ply	6.00/16 6 ply	5	6	113½	3,650	995
¾	Ch	KD	KD-1001 to 17653	6.00/15 6 ply	6.00/15 6 ply	5	6	123¾	2,355	590
¾	Ch/Cb	KD	AT-2697268 to 3665902	6.00/15 6 ply	6.00/15 6 ply	5	6	123¾	2,755	590
¾	Pick-up	KD	ATB-105462 to 221935	6.00/15 6 ply	6.00/15 6 ply	5	6	123¾	3,110	630
¾	Panel	KD		6.00/15 6 ply	6.00/15 6 ply	5	6	123¾	3,325	735
¾	Platform	KD		6.00/15 6 ply	6.00/15 6 ply	5	6	123¾	3,150	640
¾	Stake (Std. Racks)	KD		6.00/15 6 ply	6.00/15 6 ply	5	6	123¾	3,330	660
¾	Panel (Special)	KF	KF-1001 to 17653	7.00/17 6 ply	7.00/17 6 ply	5	6	133	3,700	780
1	Ch	WA	WA-1001 to 18041	6.00/20 6 ply	6.00/20 6 ply	4	6	133	2,940	530
1	Ch/Cb	WA	T-2697268 to 3665902	6.00/20 6 ply	6.00/20 6 ply	4	6	133	3,335	620
1	Open Exp	WA	TB-105462 to 221935	6.00/20 6 ply	6.00/20 6 ply	4	6	133	3,835	705
1	Canopy	WA		6.00/20, 6 ply	6.00/20, 6 ply	4	6	133	3,970	835
1	Panel	WA		6.00/20, 6 ply	6.00/20, 6 ply	4	6	133	3,985	795
1	Platform	WA		6.00/20, 6 ply	6.00/20, 6 ply	4	6	133	3,850	675
1	Stake (Std. Racks)	WA		6.00/20, 6 ply	6.00/20, 6 ply	4	6	133	4,115	700
1½	Ch	WA		6.00/20, 6 ply	32 x 6, 8 ply	4	6	133	3,000	540
1½	Ch/Cb	WA		6.00/20, 6 ply	32 x 6, 8 ply	4	6	133	3,395	630
1½	Open Exp	WA		6.00/20, 6 ply	32 x 6, 8 ply	4	6	133	3,895	715
1½	Canopy	WA		6.00/20, 6 ply	32 x 6, 8 ply	4	6	133	4,030	845
1½	Panel	WA		6.00/20, 6 ply	32 x 6, 8 ply	4	6	133	4,045	805
1½	Platform	WA		6.00/20, 6 ply	32 x 6, 8 ply	4	6	133	3,910	635
1½	Stake (Std. Racks)	WA		6.00/20, 6 ply	32 x 6, 8 ply	4	6	133	4,175	710
1½	Ch	WB	WB-1001 to 18041	6.00/20, 6 ply	32 x 6, 8 ply	4	6	158½	3,055	595
1½	Ch/Cb	WB	T-2697268 to 3665902	6.00/20, 6 ply	32 x 6, 8 ply	4	6	158½	3,470	655
1½	Platform	WB	TB-105462 to 221935	6.00/20, 6 ply	32 x 6, 8 ply	4	6	158½	4,145	725
1½	Stake (Std. Racks)	WB		6.00/20, 6 ply	32 x 6, 8 ply	4	6	158½	4,445	765
1½	Stake Exp	WB		6.00/20, 6 ply	32 x 6, 8 ply	4	6	158½	4,515	780
1½	Stake (High Racks)	WB		6.00/20, 6 ply	32 x 6, 8 ply	4	6	158½	4,760	795
1½	Ch. (School bus)	WC	NA	32 x 6, 8 ply	32 x 6, 8 ply	6	6	193⅜	3,555	690

CAB OVER ENGINE

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment: Front	Standard tire equipment: Rear	Standard tire equipment: Number	Number cylinders	Wheel base	Base weight	F. o. b. list price
1½	Ch	WD	WD-1001 to 18040	6.00/20, 6 ply	32 x 6, 8 ply	4	6	107¾	3,310	$655
1½	Ch/Cb	WD	WD-1001 to 18040	6.00/20, 6 ply	32 x 6, 8 ply	4	6	107¾	3,520	765
1½	Platform	WD		6.00/20, 6 ply	32 x 6, 8 ply	4	6	107¾	4,030	820
1½	Stake (Std. Racks)	WD		6.00/20, 6 ply	32 x 6, 8 ply	4	6	107¾	4,235	845
1½	Ch	WE	WE-1001 to 18040	6.00/20, 6 ply	32 x 6, 8 ply	4	6	131½	3,405	630
1½	Ch/Cb	WE		6.00/20, 6 ply	32 x 6, 8 ply	4	6	131½	3,605	700
1½	Platform	WE		6.00/20, 6 ply	32 x 6, 8 ply	4	6	131½	4,335	860
1½	Stake (Std. Racks)	WE		6.00/20, 6 ply	32 x 6, 8 ply	4	6	131½	4,630	900
1½	Stake Exp	WE		6.00/20, 6 ply	32 x 6, 8 ply	4	6	131½	4,905	930
1½	Ch	WF	WF-1001 to 18040	6.00/20, 6 ply	32 x 6, 8 ply	4	6	156⅝	3,510	705
1½	Ch/Cb	WF		6.00/20, 6 ply	32 x 6, 8 ply	4	6	156⅝	3,725	815

(7) 1941

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment: Front	Standard tire equipment: Rear	Standard tire equipment: Number	Number cylinders	Wheel base	Base weight	F. o. b. list price
	Coupe pick-up	AG	AG-1001 and up	6.00/16, 4 ply	6.00/16, 4 ply	5	6	116	3,195	$715
	Sed. Dly	AG		6.00/16, 4 ply	6.00/16, 4 ply	5	6	116	3,045	715
½	Panel (Dubl-Duti)	AJ	AJ-1001 and up AM-1001 and up	6.00/16, 6 ply	6.00/16, 6 ply	5	6	115	3,665	1,020
½	Ch	AK	AD-1001 and up AK-1001 and up	6.00/16, 4 ply	6.00/16, 4 ply	5	6	115	2,235	450
½	Ch/Cb	AK		6.00/16, 4 ply	6.00/16, 4 ply	5	6	115	2,630	540
½	Pick-up	AK		6.00/16, 4 ply	6.00/16, 4 ply	5	6	115	2,870	570
½	Canopy	AK		6.00/16, 4 ply	6.00/16, 4 ply	5	6	115	3,085	690
½	Panel	AK		6.00/16, 4 ply	6.00/16, 4 ply	5	6	115	3,090	655
½	Suburban	AK		6.00/16, 4 ply	6.00/16, 4 ply	5	6	115	3,330	800
¾	Ch	AL	AL-1001 and up AAF-1001 and up	6.00/15, 6 ply	6.00/15, 6 ply	5	6	125¼	2,400	625

(I) CHEVROLET—Continued

(7) 1941—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
¾	Ch/Cb	AL	AL-1001 and up	6.00/15, 6 ply	6.00/15, 6 ply	5	6	125¾	2,795	$615
¾	Pick-up	AL	AAF-1001 and up	6.00/15, 6 ply	6.00/15, 6 ply	5	6	125¾	3,120	665
¾	Panel	AL		6.00/15, 6 ply	6.00/15, 6 ply	5	6	125¾	3,355	700
¾	Platform	AL		6.00/15, 6 ply	6.00/15, 6 ply	5	6	125¾	3,205	665
¾	Stake (Std. Racks)	AL		6.00/15, 6 ply	6.00/15, 6 ply	5	6	125¾	3,355	695
¾	Panel (special)	AN	AN-1001 and up AAF-1001 and up	7.00/17, 6 ply	7.00/17, 6 ply	5	6	134½	3,770	810
1½	Ch	YR	YR-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	134½	2,970	570
1½	Ch/Cb	YR	Tonowanda 1001 and up AF-1001 and up.	6.00/20, 6 ply	6.50/20, 8 ply	4	6	134½	3,410	660
1½	Canopy	YR		6.00/20, 6 ply	6.50/20, 8 ply	4	6	134½	4,065	875
1½	Panel	YR	YR-1001 and up Tonowanda 1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	134½	4,055	825
1½	Platform	YR	AF-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	134½	3,960	715
1½	Stake (Std. Racks)	YR		6.00/20, 6 ply	6.50/20, 8 ply	4	6	134½	4,220	740
1½	Ch	YS	YS-1001 and up Tonowanda AK-1001 and up.	6.00/20, 6 ply	6.50/20, 8 ply	4	6	160	3,225	595
1½	Ch/Cb	YS	AF-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	160	3,650	635
1½	Platform	YS		6.00/20, 6 ply	6.50/20, 8 ply	4	6	160	4,340	755
1½	Stake (Std. Racks)	YS		6.00/20, 6 ply	6.50/20, 8 ply	4	6	160	4,655	795
1½	Stake Exp	YS		6.00/20, 6 ply	6.50/20, 8 ply	4	6	160	4,710	810
1½	Stake (High Racks)	YS		6.00/20, 6 ply	6.50/20, 8 ply	4	6	160	4,960	825
1½	Ch. (School Bus)	YT	N. A	6.50/20, 8 ply	6.50/20, 8 ply	6	6	195½	3,720	720

CAB OVER ENGINE

1½	Ch	YU	YU-1001 and up AJ-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	109½	3,340	$635
1½	Ch/Cb	YU		6.00/20, 6 ply	6.50/20, 8 ply	4	6	109½	3,650	755
1½	Platform	YU		6.00/20, 6 ply	6.50/20, 8 ply	4	6	109½	4,100	850
1½	Stake (Std. Racks)	YU		6.00/20, 6 ply	6.50/20, 8 ply	4	6	109½	4,370	875
1½	Ch	YV	YV-1001 and up AJ-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	132⅜	3,415	710
1½	Ch/Cb	YV		6.00/20, 6 ply	6.50/20, 8 ply	4	6	132⅜	3,615	820
1½	Platform	YV		6.00/20, 6 ply	6.50/20, 8 ply	4	6	132⅜	4,320	890
1½	Stake (Std. Racks)	YV		6.00/20, 6 ply	6.50/20, 8 ply	4	6	132⅜	4,630	920
1½	Ch	YW	YW-1001 and up AJ-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	153½	3,645	735
1½	Ch/Cb	YW		6.00/20, 6 ply	6.50/20, 8 ply	4	6	153½	3,800	845

(8) 1942

CONVENTIONAL

	Coupe Pick-up	BG	2 AA-1001 and up BA-1001 and up	6.00/16, 4 ply	6.00/16, 4 ply	4	6	116	3,220	$830
	Sed. Dly	BG		6.00/16, 4 ply	6.00/16, 4 ply	4	6	116	3,080	800
½	Panel (Dubl-Duti)	BJ	2 AM-1001 and up BM-1001 and up	6.00/16, 6 ply	6.00/16, 6 ply	4	6	115	3,665	1,065
½	Ch	BK	2 AD-1001 and up BD-1001 and up	6.00/16, 4 ply	6.00/16, 4 ply	4	6	115	2,235	495
½	Ch/Cb	BK		6.00/16, 4 ply	6.00/16, 4 ply	4	6	115	2,620	555
½	Pick-up	BK		6.00/16, 4 ply	6.00/16, 4 ply	4	6	115	2,870	615
½	Canopy	BK		6.00/16, 4 ply	6.00/16, 4 ply	4	6	115	3,035	735
½	Panel	BK		6.00/16, 4 ply	6.00/16, 4 ply	4	6	115	3,090	700
½	Suburban	BK	2 AD-1001 and up BD-1001 and up	6.00/16, 4 ply	6.00/16, 4 ply	4	6	115	3,320	845
¾	Ch	BL	2 AAF-1001 and up ABF-1001 and up	6.00/15, 6 ply	6.00/15, 6 ply	4	6	125¾	2,460	570
¾	Ch/Cb	BL		6.00/15, 6 ply	6.00/15, 6 ply	4	6	125¾	2,795	600
¾	Pickup	BL		6.00/15, 6 ply	6.00/15, 6 ply	4	6	125¾	3,120	700
¾	Panel	BL		6.00/15, 6 ply	6.00/15, 6 ply	4	6	125¾	3,355	695
¾	Platform	BL		6.00/15, 6 ply	6.00/15, 6 ply	4	6	125¾	3,205	710
¾	Stake (Std. Racks)	BL		6.00/15, 6 ply	6.00/15, 6 ply	4	6	125¾	3,355	730
¾	Panel (special)	BM	2 AAF-1001 and up ABF-1001 and up	7.00/16, 6 ply	7.00/16, 6 ply	4	6	134½	3,770	805
1½	Ch	MR	2 AF-1001 and up BF-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	134½	2,970	620
1½	Ch/CB	MR		6.00/20, 6 ply	6.50/20, 8 ply	4	6	134½	3,410	710
1½	Open exp	MR		6.00/20, 6 ply	6.50/20, 8 ply	4	6	134½	3,925	795
1½	Canopy	MR		6.00/20, 6 ply	6.50/20, 8 ply	4	6	134½	4,065	845
1½	Panel	MR		6.00/20, 6 ply	6.50/20, 8 ply	4	6	134½	4,055	825
1½	Platform	MR		6.00/20, 6 ply	6.50/20, 8 ply	4	6	134½	3,960	715
1½	Stake (Std. Racks)	MR		6.00/20 6 ply	6.50/20 8 ply	4	6	134½	4,220	740
1½	Ch	MS	2 AF-1001 and up BF-1001 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	160	3,225	645
1½	Ch/Cb	MS		6.00/20 6 ply	6.50/20 8 ply	4	6	160	3,650	735
1½	Platform	MS		6.00/20 6 ply	6.50/20 8 ply	4	6	160	4,355	805
1½	Stake (Std. Racks)	MS		6.00/20 6 ply	6.50/20 8 ply	4	6	160	4,665	845
1½	Stake exp	MS		6.00/20 6 ply	6.50/20 8 ply	4	6	160	4,710	810
1½	Stake (High Racks)	MS		6.00/20 6 ply	6.50/20 8 ply	4	6	160	4,960	875
1½	Ch. (School Bus)	MT		6.50/20 8 ply	6.50/20 8 ply	6	6	190	4,270	900
1½	Ch. (School Bus)	MY		6.50/20 8 ply	6.50/20 8 ply	6	6	160	3,525	730

(f) CHEVROLET—Continued

(3) 1942—Continued

CAB OVER ENGINE

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	Pounds	
1½	Ch	MU	2 AJ-1001 and up BJ-1001 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	109	3,340	$735
1½	Ch/Cb	MU		6.00/20 6 ply	6.50/20 8 ply	4	6	109	3,550	845
1½	Platform	MU		6.00/20 6 ply	6.50/20 8 ply	4	6	109	4,100	900
1½	Stake (Std. Racks)	MU		6.00/20 6 ply	6.50/20 8 ply	4	6	109	4,370	925
1½	Ch	MV		6.00/20 6 ply	6.50/20 8 ply	4	6	132	3,415	760
1½	Ch/Cb	MV		6.00/20 6 ply	6.50/20 8 ply	4	6	132	3,615	870
1½	Platform	MV		6.00/20 6 ply	6.50/20 8 ply	4	6	132	4,320	940
1½	Stake (Std. Racks)	MV	2 AJ-1001 and up BJ-1001 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	132	4,630	980
1½	Ch	MW	2 AJ-1001 and up BJ-1001 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	153	3,645	785
1½	Ch/Cb	MW		6.00/20 6 ply	6.50/20 8 ply	4	6	153	3,860	895

(g) CROSLEY

(1) 1940

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinder	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	Pounds	
	Pkwy. Dly	CB42Y	30000 up	4.50/12	4.50/12	4	N. A.	80	1,035	$494
	Pickup	CB42V		4.50/12	4.50/12	4	N. A.	80	1,100	494
	Panel	CB42P		4.50/12	4.50/12	4	N. A.	80	1,035	549

(2) 1941

	Pkwy. Dly	CB42Y	30700 to 31999	4.50/12	4.50/12	4	N. A.	80	1,035	$494
	Pickup	CB42V		4.50/12	4.50/12	4	N. A.	80	1,100	494
	Panel	CB42P		4.50/12	4.50/12	4	N. A.	80	1,035	549

(3) 1942

	Pkwy. Dly	CB42Y	CB-42-32001 up	4.50/12	4.50/12	4	N. A.	80	1,035	$494
	Pickup	CB42V		4.50/12	4.50/12	4	N. A.	80	1,100	494
	Panel	CB42P		4.50/12	4.50/12	4	N. A.	80	1,035	549

(h) DIAMOND T

[Manufacturer: Diamond T Motor Car Company. Principal Plant: Chicago, Ill.]

(1) 1933

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base[1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	Pounds	
1½	Ch	210SF	54353 to 56757	5.50/20	6.50/20	4	6	135⅛	3,250	$545
1½	Ch	210FF		5.50/20	6.50/20	4	6	135⅛	3,250	565
1½	Ch	211SF	57001 to 58244	5.50/20	6.50/20	4	6	135⅛	3,250	625
1½	Ch	211FF		5.50/20	6.50/20	4	6	135⅛	3,250	645
1½	Ch	225	63351 to 63513	6.00/20	6.00/20	6	6	135⅛	3,500	745
1½	Ch	226	63701 to 64186	6.00/20	6.00/20	6	6	135⅛	3,500	725
1¾	Ch	240A	74851 to 75267	6.00/20	32 x 6 8 ply	4	6	137	3,500	795
1¾	Ch	241	75401 to 75614	6.00/20	32 x 6 8 ply	4	6	137	3,500	825
2	Ch	260	88201 to 88925	6.50/20	6.50/20	6	6	155	4,000	945
2	Ch	261	89001 to 89061	6.50/20	6.50/20	6	6	155	4,000	975
2	Ch	310	98001 to 98591	6.50/20	6.50/20	6	6	155	4,200	995
2	Ch	311	98701 to 99247	6.50/20	6.50/20	6	6	155	4,200	1,025
2½	Ch	325B	99001 and up	7.00/20	7.00/20	6	6	155	4,600	1,195
2½	Ch	325DR		7.00/20	7.00/20	6	6	155	4,600	1,345
2½	Ch	326B	99021 to 99043	7.00/20	7.00/20	6	6	155	4,600	1,225
2½	Ch	326DR	99021 to 99084	7.00/20	7.00/20	6	6	155	4,700	1,395
2½	Ch	350	97401 to 97553	7.00/20	7.00/20	6	6	155	4,700	1,295
2½	Ch	351	97601 to 97783	7.00/20	7.00/20	6	6	155	4,700	1,325
3	Ch	375	92601 to 92608	7.50/20	7.50/20	6	6	155	5,000	1,645
3	Ch	376	92611 to 92617	7.50/20	7.50/20	6	6	155	5,250	1,695
3	Ch	410A	45898 to 45979	7.50/20	7.50/20	6	6	160¾	5,400	1,795
4	Ch	425	16001 to 16018	8.25/20	8.25/20	6	6	160¾	6,200	2,295
4	Ch	510	62043 to 62110	8.25/20	8.25/20	6	6	158	6,000	1,995
5	Ch	525	73051 to 73078	9.00/20	9.00/20	6	6	158	7,200	2,595
5	Ch	603A	24351 to 24511	9.00/20	9.00/20	6	6	157	7,500	3,150
3-4	Ch	603	24480 to 24508	9.00/20	9.00/20	6	6	157	7,540	3,395
5-6	Ch	740	94401 to 94411	9.75/20	9.75/20	6	6	167	8,500	3,900
5-7	Ch	750H	94257 and up	9.75/20	9.75/20	6	6	167	10,000	4,200
5-7	Ch	750	94251 and up	9.75/20	9.75/20	6	6	167	10,000	4,600
7½	Ch	1515	N. A	10.50/24	10.50/24	6	6	171¾	12,000	6,800

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(b) DIAMOND T—Continued

(2) 1934

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base[1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1	Ch	211SFL	58245 to 60000	5.50/20	6.50/20	4	6	133¼	3,250	$595
1	Ch	211FFL		5.50/20	6.50/20	4	6	133¼	3,250	615
1½	Ch	210SF	56753 to 59931	5.50/20	6.50/20	4	6	133¼	3,250	575
1½	Ch	210FF		5.50/20	6.50/20	4	6	133¼	3,250	595
1½	Ch	211SFS	58245 to 60000	5.50/20	6.50/20	4	6	133¼	3,250	595
1½	Ch	211SFD		5.50/20	6.50/20	4	6	133¼	3,250	625
1½	Ch	211FFS		5.50/20	6.50/20	4	6	133¼	3,250	615
1½	Ch	211FFD		5.50/20	6.50/20	4	6	133¼	3,250	645
1½	Ch	211AS		6.00/20	6.00/20	6	6	133¼	3,400	555
1½	Ch	211AD		6.00/20	6.00/20	6	6	133¼	3,400	595
1½	Ch	220S	71201 to 72000	6.00/20	6.00/20	6	6	133¼	3,600	666
1½	Ch	220D		6.00/20	6.00/20	6	6	133¼	3,600	706
1½	Ch	226	64187 to 65471	6.00/20	6.00/20	6	6	133¼	3,500	725
1½	Ch	227S	16051 to 16584	6.00/20	6.00/20	6	6	133¼	3,600	745
1½	Ch	227D		6.00/20	6.00/20	6	6	133¼	3,600	790
1¾	Ch	241	75615 to 76816	6.00/20	32 x 6 8 ply	4	6	137	3,500	825
1¾	Ch	242	75091 to 76197	6.00/20	6.00/20	6	6	137	3,850	845
1¾	Ch	243		6.00/20	6.00/20	6	6	137	3,850	895
2	Ch	261	89062 to 89110	6.50/20	6.50/20	6	6	137	4,000	975
2	Ch	262	89201 to 89321	6.50/20	6.50/20	6	6	137	4,200	995
2	Ch	311	93248 to 93515	6.50/20	6.50/20	6	6	137	4,200	1,025
2	Ch	311B	70101 to 70453	6.50/20	6.50/20	6	6	137	4,500	1,060
2½	Ch	311DR	99101 to 99107	6.50/20	6.50/20	6	6	137	4,600	1,345
2½	Ch	311D	70501 to 70598	6.50/20	6.50/20	6	6	137	4,600	1,095
2–2½	Ch	312	72021 to 72384	6.50/20	6.50/20	6	6	137	4,600	1,195
2½	Ch	326B	93944 to 93984	7.00/20	7.00/20	6	6	137	4,600	1,225
2½	Ch	326DR	99021 and up	7.00/20	7.00/20	6	6	137	4,600	1,395
2½	Ch	351	97784 to 97959	7.00/20	7.00/20	6	6	137	4,700	1,395
2½	Ch	351B	96231 to 96453	7.00/20	7.00/20	6	6	137	5,125	1,375
3	Ch	351DR	92651 to 92664	7.00/20	7.00/20	6	6	137	5,200	1,650
2½	Ch	351C	96501 to 96550	7.00/20	7.00/20	6	6	137	5,125	1,395
2½–3	Ch	352	93021 to 93400	7.00/20	7.00/20	6	6	137	5,125	1,495
3	Ch	376	92018 to 92030	7.50/20	7.50/20	6	6	137	5,000	1,695
3	Ch	410A	45980 to 45991	7.50/20	7.50/20	6	6	160¾	5,400	1,795
3	Ch	411B	46001 to 46069	7.50/20	7.50/20	6	6	147¾	5,600	1,895
4	Ch	411DR	46502 to 46521	7.50/20	7.50/20	6	6	147¾	6,200	2,195
3	Ch	412B	46071 to 46148	7.50/20	7.50/20	6	6	147¾	6,600	2,040
4	Ch	412DR	46531 to 46595	7.50/20	7.50/20	6	6	147¾	7,200	2,340
4	Ch	510	62111 to 62120	8.25/20	8.25/20	6	6	158	6,400	2,095
5	Ch	525	73079 to 73085	9.00/20	9.00/20	6	6	158	7,200	2,695
4	Ch	511B	62201 to 62214	8.25/20	8.25/20	6	6	147¾	6,600	2,195
5	Ch	511DR	62701 to 62723	8.25/20	8.25/20	6	6	147¾	7,200	2,550
4	Ch	512B	62221 to 62297	8.25/20	8.25/20	6	6	147¾	7,200	2,340
5	Ch	512DR	62751 to 62857	8.25/20	8.25/20	6	6	147¾	7,700	2,600
5	Ch	603	24509 to 24511	9.00/20	9.00/20	6	6	157¾	8,100	3,200
5–6	Ch	740A	94401 to 94411	9.00/20	9.00/20	6	6	167¾	8,500	3,695
5–6	Ch	740	94403 to 94410	9.75/20	9.75/20	6	6	167¾	8,500	3,900
5–7½	Ch	750	94285 to 94290	9.75/20	9.75/20	6	6	167¾	10,000	4,600
7½–10	Ch	1515	N. A.	10.50/24	10.50/24	6	6	171¾	12,000	6,800

(3) 1935

CONVENTIONAL

1	Ch	212ASL	204001 to 204375	6.00/20	6.00/20	4	6	129¾	3,450	$595
1	Ch	212ADL		6.00/20	6.00/20	4	6	129¾	3,450	635
1½	Ch	211AS	77001 to 80000	6.00/20	6.00/20	4	6	135¼	3,400	575
1½	Ch	211AD		6.00/20	6.00/20	4	6	135¼	3,400	620
1½–2	Ch	212AS	204001 to 204375	6.00/20	6.00/20	4	6	129¾	3,450	595
1½–2	Ch	212AD		6.00/20	6.00/20	4	6	129¾	3,450	635
1½–2	Ch	220S	71201 to 203242	6.00/20	6.00/20	4	6	135¼	3,600	675
1½–2	Ch	220D		6.00/20	6.00/20	4	6	135¼	3,600	720
1½–2½	Ch	212BS	68201 to 68270	6.00/20	6.00/20	4	6	129¾	3,550	635
1½–2½	Ch	212BD		6.00/20	6.00/20	4	6	129¾	3,550	675
1½–3	Ch	227S	16021 and up	6.00/20	6.00/20	6	6	135¼	3,600	775
1½–3	Ch	227D		6.00/20	6.00/20	6	6	135¼	3,600	825
1½–3	Ch	221S	34551 to 34753	6.00/20	6.00/20	4	6	129¾	3,750	695
1½–3	Ch	221D		6.00/20	6.00/20	4	6	129¾	3,750	735
1½–3	Ch	228S	16601 to 16623	6.00/20	6.00/20	6	6	139¾	3,900	795
1½–3	Ch	228D		6.00/20	6.00/20	6	6	139¾	3,900	840
2	Ch	311C	70501 to 70993	6.50/20	6.50/20	6	6	137	4,600	1,125
2–2½	Ch	312	72021 to 72384	6.50/20	6.50/20	6	6	137	4,600	1,225
2–3	Ch	243	76251 to 76500	6.00/20	6.00/20	6	6	137	4,000	895
2–3	Ch	244S	18501 to 18532	6.00/20	6.00/20	6	6	139¾	4,200	925
2–3	Ch	244D		6.00/20	6.00/20	6	6	139¾	4,200	970
2–4	Ch	313	21701 to 21731	6.50/20	6.50/20	6	6	139¾	4,700	1,125
2–4	Ch	320	22301 to 22326	6.50/20	6.50/20	6	6	139¾	4,800	1,225
2½	Ch	351C	96501 to 96550	7.00/20	7.00/20	6	6	137	5,125	1,425
2½–3	Ch	352	93021 to 93400	7.00/20	7.00/20	6	6	137	5,125	1,525
2½–4	Ch	353	96651 to 96660	7.00/20	7.00/20	6	6	139¾	5,200	1,425
2½–4	Ch	360	93401 to 93443	7.00/20	7.00/20	6	6	139¾	5,200	1,525
3	Ch	412B	46071 to 46148	7.50/20	7.50/20	6	6	147¾	6,600	2,140
4	Ch	412DR	46531 to 46595	7.50/20	7.50/20	6	6	147¾	7,200	2,440
4	Ch	512B	62221 to 62297	8.25/20	8.25/20	6	6	147¾	7,200	2,440
5	Ch	512DR	62751 to 62857	8.25/20	8.25/20	6	6	147¾	7,700	2,700

(4) 1936

CONVENTIONAL

¾	Ch	80S	300001 to 302261	6.00/16	6.00/16	4	6	119	2,750	$525
¾	Ch	80D		6.00/16	6.00/16	4	6	119	2,750	565
1	Ch	212ASL	204376 to 209275	6.00/20	6.00/20	4	6	139¾	3,450	595
1	Ch	212ADL		6.00/20	6.00/20	4	6	139¾	3,450	635

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(b) DIAMOND T—Continued

(4) 1936—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base[1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½-2	Ch	212AS	204376 to 209475	6.00/20	6.00/20	4	6	139¾	3,450	$595
1½-2	Ch	212AD		6.00/20	6.00/20	4	6	139¾	3,450	634
1½-2	Ch	212BS	68271 to 80200	6.00/20	6.00/20	4	6	139¾	3,550	633
1½-2	Ch	212BD		6.00/20	6.00/20	4	6	139¾	3,550	675
1½-3	Ch	221S	34759 to 37361	6.00/20	6.00/20	4	6	139¾	3,750	695
1½-3	Ch	221D		6.00/20	6.00/20	4	6	139¾	3,750	735
1½-3	Ch	223S	16624 to 16810	6.00/20	6.00/20	6	6	139¾	3,900	705
1½-3	Ch	223D		6.00/20	6.00/20	6	6	139¾	3,900	840
2-3	Ch	244S	18383 to 19268	6.00/20	6.00/20	6	6	139¾	4,300	925
2-3	Ch	244D		6.00/20	6.00/20	6	6	139¾	4,300	970
2-4	Ch	313	21732 to 21977	6.50/20	6.50/20	6	6	139¾	4,700	1,125
2-4	Ch	320	22327 to 22618	6.50/20	6.50/20	6	6	139¾	4,800	1,225
2½-4	Ch	353	96661 to 96814	7.00/20	7.00/20	6	6	139¾	5,200	1,425
2½-4	Ch	360	93444 to 93992	7.00/20	7.00/20	6	6	139¾	5,300	1,525
3-4	Ch	412B	46149 to 46170	7.50/20	7.50/20	6	6	147¾	6,600	2,140
4-5	Ch	412DR	46606 to 46669	7.50/20	7.50/20	6	6	147¾	7,300	2,440
4-5	Ch	512B	62293 to 62346	8.25/20	8.25/20	6	6	147¾	7,300	2,440
5-6½	Ch	512DR	62858 to 62940	8.25/20	8.25/20	6	6	147¾	7,700	2,760

(5) 1937

CONVENTIONAL

¾	Ch	80S	302004 to 304323	6.00/16	6.00/16	4	6	119	2,750	$540
¾	Ch	80D		6.00/16	6.00/16	4	6	119	2,750	603
1	Ch	212ASL	209276 to 213076	6.00/20	6.00/20	4	6	139¾	3,500	670
1	Ch	212ADL		6.00/20	6.00/20	4	6	139¾	3,500	725
1-1½	Ch	301S	3010001 to 3010426	6.00/16	6.00/16	4	6	135	3,100	615
1-1½	Ch	301D		6.00/16	6.00/16	4	6	135	3,100	678
1-1½	Ch	304S	3040001 to 3040190	6.00/16	6.00/16	4	6	150	3,200	650
1-1½	Ch	304D		6.00/16	6.00/16	4	6	150	3,200	713
1½-2½	Ch	212AS	209276 to 213076	6.00/20	6.00/20	4	6	139¾	3,500	670
1½-2½	Ch	212AD		6.00/20	6.00/20	4	6	139¾	3,500	725
1½-2½	Ch	404D	4040001 and up 89428 and up	6.00/20	6.00/20	4	6	139¾	3,500	825
1½-3	Ch	212BS		6.00/20	6.00/20	4	6	139¾	3,600	710
1½-3	Ch	212BD		6.00/20	6.00/20	4	6	139¾	3,600	765
1½-3	Ch	221S	37362 to 39423	6.00/20	6.00/20	4	6	139¾	3,750	800
1½-3	Ch	221D		6.00/20	6.00/20	4	6	139¾	3,750	855
1½-3	Ch	405D	4050001 and up	6.00/20	6.00/20	4	6	139¾	3,500	865
1½-3	Ch	406D	4060001 and up	6.00/20	6.00/20	6	6	139¾	3,600	955
2-3½	Ch	244S	19269 to 19500	6.00/20	6.00/20	6	6	139¾	4,300	975
2-3½	Ch	244D		6.00/20	6.00/20	6	6	139¾	4,300	1,035
2-3½	Ch	509D	5090001 and up	6.00/20	6.00/20	6	6	139¾	4,300	1,155
2-4	Ch	313	21978 to 22098	6.50/20	6.50/20	6	6	139¾	4,700	1,200
2-4	Ch	320	22619 to 22826	6.50/20	6.50/20	6	6	139¾	4,700	1,300
2-4	Ch	611D	6110001 and up	6.50/20	6.50/20	6	6	139¾	4,700	1,325
2-4	Ch	612D	6120001 and up	6.50/20	6.50/20	6	6	139¾	4,800	1,425
2½-4½	Ch	353	96815 to 96930	7.00/20	7.00/20	6	6	139¾	5,200	1,500
2½-4½	Ch	613D	6130001 and up	7.00/20	7.00/20	6	6	139¾	5,200	1,650
2½-5	Ch	360	93993 to 94863	7.00/20	7.00/20	6	6	139¾	5,300	1,600
2½-5	Ch	614D	6140001 and up	7.00/20	7.00/20	6	6	139¾	5,300	1,750
4-5½	Ch	412DR	46670 to 46739	8.25/20	8.25/20	6	6	147¾	7,300	3,200
4-5½	Ch	512B	62347 to 62385	8.25/20	8.25/20	6	6	147¾	7,300	3,100
5-6½	Ch	512DR	62941 to 62995	8.25/20	8.25/20	6	6	147¾	7,700	3,450

CONVENTIONAL (DIESEL)

2-3½	Ch	D-20	40551 to 40700	6.00/20	6.00/20	6	6	139¾	5,400	$2,200
2½-4½	Ch	D-30	41519 to 41605	7.00/20	7.00/20	6	6	139¾	6,300	2,750
2-3½	Ch	513	5130001 and up	6.00/20	6.00/20	6	6	139¾	5,600	2,355
2½-4½	Ch	615	6150001 and up	7.00/20	7.00/20	6	6	139¾	6,500	2,875

CAB OVER ENGINE

1½-2	Ch	401	4010001 and up	6.00/20	6.00/20	4	6	96	4,400	$1,025
1½-2	Ch	402	4020001 and up	6.00/20	6.00/20	4	6	96	4,600	1,065
2-3	Ch	507	5070001 and up	6.00/20	6.00/20	6	6	96	5,100	1,350
2-4	Ch	607	6070001 and up	6.50/20	6.50/20	6	6	96	5,700	1,600
2½-4½	Ch	609	6090001 and up	7.00/20	7.00/20	6	6	96	6,200	1,900

(6) 1938

CONVENTIONAL

¾	Ch	80S	304334 to 304951	6.00/16	6.00/16	4	6	119	2,750	$560
¾	Ch	80D		6.00/16	6.00/16	4	6	119	2,750	620
1	Ch	201S	2010001 to 2010367	6.00/16	6.00/16	4	6	119	2,750	573
1	Ch	201D		6.00/16	6.00/16	4	6	119	2,750	635
1	Ch	212ASL	213077 to 213686	6.00/20	6.00/20	4	6	139¾	3,500	695
1	Ch	212ADL		6.00/20	6.00/20	4	6	139¾	3,500	755
1	Ch	404SL	4040001 to 4041932	6.00/20	6.00/20	4	6	139¾	3,500	740
1	Ch	404DL		6.00/20	6.00/20	4	6	139¾	3,500	830
1-1½	Ch	301S	3010427 to 3010750	6.00/16	6.00/16	4	6	135	3,100	615
1-1½	Ch	301D		6.00/16	6.00/16	4	6	135	3,100	678
1-1½	Ch	304S	3040191 to 3040434	6.00/16	6.00/16	4	6	150	3,150	650
1-1½	Ch	304D		6.00/16	6.00/16	4	6	150	3,150	713
1-1½	Ch	305S	3050001 to 3050283	6.00/16	6.00/16	4	6	135	3,100	630
1-1½	Ch	305D		6.00/16	6.00/16	4	6	135	3,100	690

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(b) DIAMOND T—Continued

(6) 1939—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch	307S	3070001 to 3070116	6.00/20	6.00/20	4	6	150	3,500	$695
1½	Ch	307D		6.00/20	6.00/20	4	6	150	3,500	755
1½	Ch	306S	3060001 to 3060182	6.00/17	6.00/17	4	6	150	3,500	710
1½	Ch	306D		6.00/17	6.00/17	4	6	150	3,500	770
1½-2½	Ch	212AS	213077 to 213633	6.00/20	6.00/20	4	6	139¾	3,500	695
1½-2½	Ch	212AD		6.00/20	6.00/20	4	6	139¾	3,500	750
1½-2½	Ch	404S	4040001 to 4041932	6.00/20	6.00/20	4	6	139¾	3,500	740
1½-2½	Ch	404D		6.00/20	6.00/20	4	6	139¾	3,500	830
1½-3	Ch	212BS	89423 to 89631	6.00/20	6.00/20	4	6	139¾	3,600	735
1½-3	Ch	212BD		6.00/20	6.00/20	4	6	139¾	3,600	790
1½-3	Ch	221S	34924 to 39705	6.00/20	6.00/20	4	6	139¾	3,750	825
1½-3	Ch	221D		6.00/20	6.00/20	4	6	139¾	3,750	880
1½-3	Ch	405S	4050001 to 4050442	6.00/20	6.00/20	4	6	139¾	3,600	800
1½-3	Ch	405D		6.00/20	6.00/20	4	6	139¾	3,600	850
1½-3	Ch	406S	4060001 to 4060040	6.00/20	6.00/20	6	6	139¾	3,750	950
1½-3	Ch	406D		6.00/20	6.00/20	6	6	139¾	3,750	1,040
2-3½	Ch	244S	26417 to 26539	6.00/20	6.00/20	6	6	139¾	4,200	1,020
2-3½	Ch	244D		6.00/20	6.00/20	6	6	139¾	4,200	1,080
2-3½	Ch	509S	5090001 to 5090424	6.00/20	6.00/20	6	6	139¾	4,200	1,050
2-3½	Ch	509D		6.00/20	6.00/20	6	6	139¾	4,200	1,140
2-4	Ch	313D	22099 to 22113	6.50/20	6.50/20	6	6	139¾	4,700	1,250
2-4	Ch	320D	22897 to 22905	6.50/20	6.50/20	6	6	139¾	4,800	1,330
2-4	Ch	611D	6110001 to 6110020	6.50/20	6.50/20	6	6	139¾	4,700	1,290
2-4	Ch	612D	6120001 to 6120111	6.50/20	6.50/20	6	6	139¾	4,800	1,390
2½-4½	Ch	353D	95931 to 96338	7.00/20	7.00/20	6	6	139¾	5,200	1,575
2½-4½	Ch	613D	6130001 to 6130064	7.00/20	7.00/20	6	6	139¾	5,200	1,590
2½-5	Ch	360D	94864 to 94926	7.00/20	7.00/20	6	6	139¾	5,200	1,675
2½-5	Ch	614D	6140001 to 6140004	7.00/20	7.00/20	6	6	139¾	5,200	1,690
4-5½	Ch	412DR	46740 to 46777	8.25/20	8.25/20	6	6	147¾	7,200	3,200
4-5½	Ch	512B	62395 to 62405	8.25/20	8.25/20	6	6	147¾	7,200	3,100
5-6½	Ch	512DR	62996 to 63000	8.25/20	8.25/20	6	6	147¾	7,700	3,450
5-6½	Ch	512DR	65501 to 65507	8.25/20	8.25/20	6	6	147¾	7,700	3,450

CONVENTIONAL (DIESEL)

2-3½	Ch	D20	40701 to 40723	6.00/20	6.00/20	6	6	139¾	5,400	$2,250
2-3½	Ch	513	5130001 and up	6.00/20	6.00/20	6	6	139¾	5,600	2,320
2½-4½	Ch	D30	41606 to 41613	7.00/20	7.00/20	6	6	139¾	6,200	2,800
2½-4½	Ch	615	6150001 and up	7.00/20	7.00/20	6	6	139¾	6,500	2,850

CAB OVER ENGINE

1½-2	Ch	401	4010008 to 4010050	6.00/20	6.00/20	4	6	96	5,000	$1,095
1½-2½	Ch	402	4020008 to 4020121	6.00/20	6.00/20	4	6	96	5,100	1,135
2-3	Ch	507	5070030 to 5070122	6.00/20	6.00/20	6	6	96	5,500	1,370
2-4	Ch	607	6070011 to 6070042	6.50/20	6.50/20	6	6	96	5,800	1,690
2½-4½	Ch	609	6090017 to 6090068	7.00/20	7.00/20	6	6	96	6,200	1,900
4-5	Ch	802	8020001 and up	8.25/20	8.25/20	6	6	96	7,500	3,000
4-5	Ch	803	8030001 and up	8.25/20	8.25/20	6	6	96	7,500	2,900
5-6	Ch	804	8040001 and up	9.00/20	9.00/20	6	6	96	8,000	3,200

DOR-TO-DOR FORWARD DRIVE

1	Ch	231	2310001 to 2310024	6.00/20	6.00/20	4	6	119	2,000	$800
1-1½	Ch	332	3320001 to 3320003	6.00/20	6.00/20	4	6	135	3,000	650
1-1½	Ch	333	3330001 to 3330002	6.00/20	6.00/20	4	6	150	3,200	750

(7) 1939

CONVENTIONAL

1	Ch	201S	2010008 to 2011011	6.00/16	6.00/16	4	6	119	2,700	$675
1	Ch	201D		6.00/16	6.00/16	4	6	119	2,700	625
1-1½	Ch	305S	3050284 to 3050450	6.00/16	6.00/16	4	6	135	3,200	650
1-1½	Ch	305D		6.00/16	6.00/16	4	6	135	3,200	690
1½	Ch	306S	3060183 to 3060268	6.00/17	6.00/17	4	6	127	3,500	690
1½	Ch	306D		6.00/17	6.00/17	4	6	127	3,500	710
1½-2½	Ch	404S	4041933 to 4042002	6.00/20	6.00/20	4	6	139¾	3,500	695
1½-2½	Ch	404D		6.00/20	6.00/20	4	6	139¾	3,500	750
1½-3	Ch	405S	4050443 to 4050512	6.00/20	6.00/20	4	6	139¾	3,600	800
1½-3	Ch	405D		6.00/20	6.00/20	4	6	139¾	3,600	850
1½-3	Ch	406S	4060041 to 4061852	6.00/20	6.00/20	6	6	139¾	4,500	900
1½-3	Ch	406D		6.00/20	6.00/20	6	6	139¾	4,500	1,035
2-3½	Ch	509S	5090425 to 5091039	6.00/20	6.00/20	6	6	139¾	4,900	1,030
2-3½	Ch	509D		6.00/20	6.00/20	6	6	139¾	4,900	1,135
2-4	Ch	611D	6110027 to 6110031	6.50/20	6.50/20	6	6	139¾	4,900	1,240
2-4	Ch	612D	6120112 to 6120274	6.50/20	6.50/20	6	6	139¾	5,200	1,330
2½-4½	Ch	613	6130065 to 6130073	7.00/20	7.00/20	6	6	139¾	5,200	1,500
2½-4½	Ch	614D	6140305 to 6140754	7.00/20	7.00/20	6	6	139¾	5,700	1,600
4-5½	Ch	412DR	46778 to 46783	8.25/20	8.25/20	6	6	147¾	7,200	3,200
4-5½	Ch	512B	62406 to 62420	8.25/20	8.25/20	6	6	147¾	7,300	3,100
5-6½	Ch	512DR	65511 to 65529	8.25/20	8.25/20	6	6	147¾	7,700	3,450
4-5½	Ch	805	8050001 to 8050004	9.00/20	9.00/20	6	6	139¾	7,600	3,410
4-5½	Ch	805W		9.00/20	9.00/20	6	6	139¾	7,600	3,600
5-7	Ch	806	8060001 to 8060005	9.00/20	9.00/20	6	6	139¾	8,200	3,600
5-7	Ch	806W		9.00/20	9.00/20	6	6	139¾	8,200	3,850
7½-10	Ch	900W	9000001 to 9000015	9.00/20	9.00/20	6	6	139¾	9,500	5,400

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(h) DIAMOND T—Continued

(7) 1939—Continued

CONVENTIONAL (DIESEL)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
2-3½	Ch	513D	5130001 to 5130020	6.00/20	6.00/20	6	6	139¾	5,600	$2,320
2½-4½	Ch	615D	6150001 to 6150015	7.00/20	7.00/20	6	6	139¾	6,500	2,850
5-7	Ch	807W	8070001 and up	9.00/20	9.00/20	6	6	139¾	9,000	5,600
5-7	Ch	808W	8080001 and up	9.00/20	9.00/20	6	6	139¾	9,000	5,600

CAB FORWARD

1½-2	Ch	306SC	306SC0001 to 306SC0077	6.00/17	6.00/17	4	6	106	3,800	$775
1½-2	Ch	404SC	404SC0001 to 404SC0147	6.00/20	6.00/20	6	6	106	4,500	850

CAB OVER ENGINE

1½-2	Ch	401	4010061 to 4010063	6.00/20	6.00/20	4	6	96	5,000	$1,095
1½-2½	Ch	402	4020122 to 4020132	6.00/20	6.00/20	4	6	96	5,100	1,135
1½-2	Ch	404C	404C0001 and up	6.00/20	6.00/20	4	6	96	5,000	1,095
2-3	Ch	507	5070123 to 5070129	6.00/20	6.00/20	6	6	96	5,600	1,350
2-3	Ch	509C	509C0001 and up	6.00/20	6.00/20	6	6	96	5,600	1,350
2-4	Ch	607	6070042 and up	6.50/20	6.50/20	6	6	96	5,800	1,600
2-4	Ch	612C	612C0001 and up	6.50/20	6.50/20	6	6	96	5,800	1,600
2½-4½	Ch	609	6090069 to 6090072	7.00/20	7.00/20	6	6	96	6,300	1,900
2½-4½	Ch	614C	614C0001 and up	7.00/20	7.00/20	6	6	96	6,300	1,900
2½-4½	Ch	615C	615C0001 and up	7.00/20	7.00/20	6	6	96	7,100	3,100
2-3½	Ch	513C	513C0001 and up	6.00/20	6.00/20	6	6	96	6,400	2,740
4-5	Ch	803C	803C0001 and up	8.25/20	8.25/20	6	6	96	7,600	2,900
5-6	Ch	804C	804C0001 and up	9.00/20	9.00/20	6	6	96	8,000	3,200

DOR-TO-DOR MODELS

1	Ch	201C	201C0001 to 2010037	6.00/17	6.00/17	4	6	119	2,600	$660
1	Ch	231	2310025 to 2310028	6.00/20	6.00/20	4	6	119	2,600	660
1	Ch	91 PAC	91-2003 to 91-2639	6.00/16	6.50/16	4	6	99	1,980	1,095
1	Ch	117 PAC	117-2003 to 117-2639	6.00/16	6.50/16	4	6	116	2,050	1,195
1-1½	Ch	305C	305C0001 and up	6.00/20	6.00/20	4	6	135	3,000	690
1-1½	Ch	306C	306C0001 and up	6.00/20	6.00/20	4	6	160	3,200	760

(8) 1940

CONVENTIONAL

1	Ch	201S	2011012 and up	6.00/16	6.00/16	4	6	119	2,750	$590
1	Ch	201D		6.00/16	6.00/16	4	6	119	2,750	635
1¼	Ch	306S	3061259 and up	6.00/17	6.00/17	4	6	127	3,300	660
1¼	Ch	306D		6.00/17	6.00/17	4	6	127	3,300	700
1½-2½	Ch	404S	4045003 and up	6.00/20	6.00/20	6	6	139¾	4,000	830
1½-2½	Ch	404D		6.00/20	6.00/20	6	6	139¾	4,000	890
1½-3	Ch	406S	4061853 and up	6.50/20	6.50/20	6	6	139¾	4,200	1,040
1½-3	Ch	406D		6.50/20	6.50/20	6	6	139¾	4,200	1,100
2-3½	Ch	509S	5091060 and up	7.00/20	7.00/20	6	6	139¾	4,650	1,230
2-3½	Ch	509D		7.00/20	7.00/20	6	6	139¾	4,650	1,310
2-4	Ch	612S	6120275 and up	7.50/20	7.50/20	6	6	139¾	5,000	1,540
2-4	Ch	612D		7.50/20	7/50/20	6	6	139¾	5,000	1,600
2½-5	Ch	614S	6140755 and up	7.50/20	7.50/20	6	6	139¾	5,450	1,920
2½-5	Ch	614D		7.50/20	7.50/20	6	6	139¾	5,450	1,970
3-5	Ch	805D	8050005 and up	9.00/20	9.00/20	6	6	139¾	7,600	3,600
5-6	Ch	806D	8060006 and up	9.00/20	9.00/20	6	6	139¾	8,200	3,700
7½-10	Ch	900D	9000016 and up	9.00/20	9.00/20	6	6	139¾	9,500	5,400

CONVENTIONAL (DIESEL)

2-3½	Ch	513D	5130063 and up	6.00/20	6.00/20	6	6	139¾	5,700	$2,320
2½-4½	Ch	615D	6150016 and up	7.00/20	7.00/20	6	6	139¾	6,400	2,850
5-6	Ch	807	8070001 and up	9.00/20	9.00/20	6	6	139¾	9,000	5,600
5-6	Ch	808	8080001 and up	9.00/20	9.00/20	6	6	139¾	9,000	5,600
7½-10	Ch	910	9100001 and up	9.00/20	9.00/20	6	6	172¾	12,600	7,600

CONVENTIONAL (3D AXLE)

	Ch	404-T22X	4045003 and up	6.50/20	6.50/20	10	6	163¾	6,500	$1,700
	Ch	406-T22X	4061853 and up	6.50/20	6.50/20	10	6	163¾	6,800	1,880
	Ch	509-T26X	5091060 and up	8.25/20	8.25/20	10	6	175¾	7,300	2,475
	Ch	612-T27	6120275 and up	8.25/20	8.25/20	10	6	175¾	7,600	2,850
	Ch	612-T28		8.25/20	8.25/20	10	6	175¾	8,000	2,970
	Ch	614-T33	6140755 and up	9.00/20	9.00/20	10	6	175¾	9,000	3,600
	Ch	805-DR-T33	8050005 and up	9.00/20	9.00/20	10	6	190¾	12,200	5,205
	Ch	805-T39		9.75/20	9.75/20	10	6	190¾	13,000	5,450
	Ch	806-T42	8060006 and up	9.75/22	9.75/22	10	6	190¾	13,200	5,650
	Ch	900-T47	9000016 and up	10.50/20	10.50/20	10	6	190¾	14,500	7,905
	Ch	900-T50		10.50/22	10.50/22	10	6	190¾	14,700	7,985
	Ch. (Diesel)	910-T50	9100001 and up	10.50/22	10.50/22	10	6	203¾	17,600	10,170

[1] Only one wheel-base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(h) DIAMOND T—Continued

(8) 1940—Continued

CAB FORWARD

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base[1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch	306SC	306SC0078 and up	6.00/17	6.00/17	4	6	106	3,500	$775
1½-2½	Ch	404SC	404SC0148 and up	6.00/20	6.00/20	6	6	106	4,500	980
2-3½	Ch	509SC	509SC0001 and up	7.00/20	7.00/20	6	6	106	4,650	1,260
2-4	Ch	612SC	612SC0001 and up	7.50/20	7.50/20	6	6	106	5,400	1,620
CAB FORWARD (3D AXLE)										
	Ch	404SC-T22X	404SC0148 and up	6.50/20	6.50/20	10	6	124	6,500	$1,820
	Ch	509SC-T26X	509SC0001 and up	8.25/20	8.25/20	10	6	139¾	7,200	2,515
CAB OVER ENGINE										
1	Ch	201C	201C0038 and up	6.00/17	6.00/17	4	6	119	2,800	$860
1½-2½	Ch	404C	404C0102 and up	6.00/20	6.00/20	6	6	96	4,650	1,200
2-3½	Ch	509C	509C0090 and up	7.00/20	7.00/20	6	6	96	5,050	1,580
2-4	Ch	612C	612C0034 and up	7.50/20	7.50/20	6	6	96	5,400	1,850
2½-5	Ch	614C	614C0090 and up	7.50/20	7.50/20	6	6	96	6,000	2,200
3-5	Ch	805C	805C0005 and up	9.00/20	9.00/20	6	6	96	7,500	3,450
5-6	Ch	806C	806C0006 and up	9.00/20	9.00/20	6	6	96	7,800	3,700
2-3½	Ch	513C	513C0001 and up	6.00/20	6.00/20	6	6	96	6,400	2,540
2½-4½	Ch	615C	615C0001 and up	7.00/20	7.00/20	6	6	96	7,100	3,100
CAB OVER ENGINE (3D AXLE)										
		404C-T22X	404C0102 and up	7.50/20	7.50/20	10	6	120	7,600	$2,365
	Ch	509C-T26X	509C0090 and up	8.25/20	8.25/20	10	6	120	8,400	2,745
	Ch	612C-T27	612C0034 and up	8.25/20	8.25/20	10	6	132	8,600	3,145
	Ch	612C-T28		8.25/20	8.25/20	10	6	132	8,800	3,265
	Ch	614C-T33	614C0090 and up	9.00/20	9.00/20	10	6	132	9,400	3,805
	Ch	805C-T39	805C0005 and up	9.75/20	9.75/20	10	6	132	12,200	5,275
	Ch	806C-T42	806X0005 and up	9.75/22	9.75/22	10	6	132	12,400	5,625
PAK-AGE-CAR										
1	Ch	91	91-3001 and up	6.00/16	6.00/16	4	6	90	3,150	$1,195
1	Ch	117	117-3001 and up	6.00/16	6.00/16	4	6	116	3,400	1,295
(9) 1941 and 1942										
CONVENTIONAL										
1	Ch	201S	2011639 and up	6.00/16	6.00/16	4	6	119	3,200	$600
1	Ch	201D		6.00/16	6.00/16	4	6	119	3,200	645
1½	Ch	306S	3062472 and up	6.00/17	6.00/17	4	6	127	4,000	720
1½	Ch	306D		6.00/17	6.00/17	4	6	127	4,000	760
1½	Ch	306HS		6.00/17	6.00/17	4	6	127	4,100	703
1½	Ch	306HD		6.00/17	6.00/17	4	6	127	4,100	803
1½-2½	Ch	401S	4016817 and up	6.00/20	6.00/20	6	6	139¾	4,250	880
1½-2½	Ch	404D		6.00/20	6.00/20	6	6	139¾	4,250	940
1½-2½	Ch	404HS		6.00/20	6.00/20	6	6	139¾	4,350	940
1½-2½	Ch	404HD		6.00/20	6.00/20	6	6	139¾	4,350	1,000
1½-3	Ch	406S	4062510 and up	6.50/20	6.50/20	6	6	139¾	4,500	1,080
1½-3	Ch	406D		6.50/20	6.50/20	6	6	139¾	4,500	1,140
2-3½	Ch	509S	5091669 and up	7.00/20	7.00/20	6	6	139¾	4,900	1,320
2-3½	Ch	509D		7.00/20	7.00/20	6	6	139¾	4,900	1,380
2-3½	Ch	509HS		7.00/20	7.00/20	6	6	139¾	5,000	1,300
2-3½	Ch	509HD		7.00/20	7.00/20	6	6	139¾	5,000	1,420
2-4	Ch	612S	6120465 and up	7.50/20	7.50/20	6	6	139¾	5,250	1,600
2-4	Ch	612D		7.50/20	7.50/20	6	6	139¾	5,250	1,660
2-4	Ch	612HS		7.50/20	7.50/20	6	6	139¾	5,350	1,740
2-4	Ch	612HD		7.50/20	7.50/20	6	6	139¾	5,350	1,840
2½-5	Ch	614S	6141167 and up	7.50/20	7.50/20	6	6	139¾	5,700	1,960
2½-5	Ch	614D		7.50/20	7.50/20	6	6	139¾	5,700	2,010
2½-5	Ch	614HS		7.50/20	7.50/20	6	6	139¾	5,800	2,010
2½-5	Ch	614HD		7.50/20	7.50/20	6	6	139¾	5,800	2,060
2½-6	Ch	702	7020003 and up	8.25/20	8.25/20	6	6	120¾	7,200	3,000
3-6	Ch	805	8050053 and up	9.00/20	9.00/20	6	6	120¾	8,200	3,600
5-7	Ch	806	8060038 and up	9.00/20	9.00/20	6	6	120¾	8,500	3,750
5-7	Ch	806H		9.00/20	9.00/20	6	6	120¾	8,600	4,050
7½-10	Ch	900	9000024 and up	9.00/20	9.00/20	6	6	120¾	9,500	5,400
7½-10	Ch	900H		9.00/20	9.00/20	6	6	120¾	9,600	5,610
CONVENTIONAL (DIESEL)										
2-3½	Ch	513D	5130091 and up	6.00/20	6.00/20	6	6	139¾	4,900	$2,320
2½-4½	Ch	615D	6150019 and up	7.00/20	7.00/20	6	6	139¾	5,700	2,850
5-7	Ch	807	8070001 and up	9.00/20	9.00/20	6	6	120¾	9,200	5,600
5-7	Ch	807H		9.00/20	9.00/20	6	6	120¾	9,400	6,000
5-7	Ch	808	8080002 and up	9.00/20	9.00/20	6	6	120¾	9,200	5,600
5-7	Ch	808H		9.00/20	9.00/20	6	6	120¾	9,400	6,000

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(h) DIAMOND T—Continued

(9) 1941 and 1942—Continued

CONVENTIONAL (3D AXLE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
	Ch. (6 x 2)	404-T22X	4045003 and up	6.50/20	6.50/20	10	6	163¾	6,500	$1,700
	Ch. (6 x 2)	406-T22X	4061853 and up	6.50/20	6.50/20	10	6	163¾	6,800	1,830
	Ch. (6 x 2)	509-T26X	5091060 and up	8.25/20	8.25/20	10	6	175¾	7,300	2,475
	Ch. (6 x 2)	612-T27	6120275 and up	8.25/20	8.25/20	10	6	175¾	7,600	2,850
	Ch. (6 x 2)	612-T28		8.25/20	8.25/20	10	6	175¾	8,000	2,970
	Ch. (6 x 2)	614-T33	6140755 and up	9.00/20	9.00/20	10	6	175¾	9,000	3,600
	Ch. (6 x 2)	805DR-T33	8050005 and up	9.00/20	9.00/20	10	6	190¾	12,200	5,205
	Ch. (6 x 2)	805-T39		9.75/20	9.75/20	10	6	190¾	13,000	5,450
	Ch. (6 x 2)	806-T42	8060006 and up	9.75/22	9.75/22	10	6	190¾	13,200	5,650
	Ch. (6 x 2)	900-T47	9000016 and up	10.50/20	10.50/20	10	6	190¾	14,500	7,905
	Ch. (6 x 2)	900-T50		10.50/22	10.50/22	10	6	190¾	14,700	7,985
	Ch. (6 x 2) (Diesel)	910-T50	9100001 and up	10.50/22	10.50/22	10	6	208¾	17,500	10,170
	Ch. (6 x 4)	612SBD1000H	6120465 and up	7.50/20	7.50/20	10	6	174¾	8,000	2,950
	Ch. (6 x 4)	614SBD1500H	6141167 and up	8.25/20	8.25/20	10	6	175¾	9,000	3,880
	Ch. (6 x 4)	614SBD1500A		8.25/20	8.25/20	10	6	175¾	9,000	4,290
	Ch. (6 x 4)	702SBD1500H	7020009 and up	8.25/20	8.25/20	10	6	163¾	10,500	4,925
	Ch. (6 x 4)	702SBD1500A		8.25/20	8.25/20	10	6	163¾	10,500	5,380
	Ch. (6 x 4)	702SW3000H		8.25/20	8.25/20	10	6	163¾	12,000	5,330
	Ch. (6 x 4)	702SD-3000H		8.25/20	8.25/20	10	6	163¾	12,000	5,330
	Ch. (6 x 4)	702SW-3000A		8.25/20	8.25/20	10	6	163¾	12,000	5,815
	Ch. (6 x 4)	702SD-3000A		8.25/20	8.25/20	10	6	163¾	12,000	5,815
	Ch. (6 x 4)	806SBD-1500H	8060068 and up	9.00/20	9.00/20	10	6	163¾	11,500	5,355
	Ch. (6 x 4)	806SBD-1500A		9.00/20	9.00/20	10	6	163¾	11,500	5,810
	Ch. (6 x 4)	806SW-3000H		9.00/20	9.00/20	10	6	163¾	12,500	5,835
	Ch. (6 x 4)	806SD-3000H		9.00/20	9.00/20	10	6	163¾	12,500	5,835
	Ch. (6 x 4)	806SW-3000A		9.00/20	9.00/20	10	6	163¾	12,500	6,300
	Ch. (6 x 4)	806SD-3000A		9.00/20	9.00/20	10	6	163¾	12,500	6,300
	Ch. (6 x 4)	900SW-3000A	9000024 and up	9.00/20	9.00/20	10	6	163¾	13,500	7,215
	Ch. (6 x 4)	900SD-3000A		9.00/20	9.00/20	10	6	163¾	13,500	7,215
	Ch. (6 x 4)	900SW 454A		10.00/20	10.00/20	10	6	170¾	15,000	7,830
	Ch. (6 x 4)	900SD 454A		10.00/20	10.00/20	10	6	170¾	15,000	7,830
	Ch. (6 x 4) Diesel	910SW 454A	9100006 and up	9.75/20	9.75/20	10	6	170¾	16,500	9,760

CAB FORWARD

1½	Ch.	306SC	306SC0268 and up	6.00/17	6.00/17	4	6	106	4,000	$820
1½	Ch.	306SCH		6.00/17	6.00/17	4	6	106	4,100	868
1½-2½	Ch.	404SC	404SC0782 and up	6.00/20	6.00/20	6	6	106	4,400	1,000
1½-2½	Ch.	404SCH		6.00/20	6.00/20	6	6	106	4,500	1,050
2-3½	Ch.	509SC	509SC0075 and up	7.00/20	7.00/20	6	6	106	4,900	1,400
2-3½	Ch.	509SCH		7.00/20	7.00/20	6	6	106	5,000	1,470
2-3½	Ch.	612SC	612SC0042 and up	7.50/20	7.50/20	6	6	106	5,400	1,660
2-3½	Ch.	612SCH		7.50/20	7.50/26	6	6	106	5,500	1,800
2½-5	Ch.	614SC	614SC0001 and up	7.50/20	7.50/20	6	6	106	5,850	2,000
2½-5	Ch.	614SCH		7.50/20	7.50/20	6	6	106	5,950	2,050

CAB FORWARD (3D AXLE)

	Ch. (6 x 2)	404SC T22X	404SC0148 and up	6.50/20	6.50/20	10	6	124	6,500	$1,830
	Ch. (6 x 2)	509SC T26X	509SC0001 and up	8.25/20	8.25/20	10	6	139¾	7,300	2,615

CAB OVER ENGINE

1	Ch.	201C	201C0079 and up	6.00/17	6.00/17	4	6	110	2,500	$650
1½-2½	Ch.	404C	404C0157 and up	6.00/20	6.00/20	6	6	96	5,400	1,240
1½-2½	Ch.	404CH		6.00/20	6.00/20	6	6	96	5,500	1,300
2-3½	Ch.	509C	509C0169 and up	7.00/20	7.00/20	6	6	96	5,500	1,620
2-3½	Ch.	509CH		7.00/20	7.00/20	6	6	96	5,600	1,690
2-4	Ch.	612C	612C0045 and up	7.50/20	7.50/20	6	6	96	5,700	1,860
2-4	Ch.	612CH		7.50/20	7.50/20	6	6	96	5,800	2,000
2½-5	Ch.	614C	614C0205 and up	7.50/20	7.50/20	6	6	96	6,300	2,240
2½-5	Ch.	614CH		7.50/20	7.50/20	6	6	96	6,400	2,290
2½-6	Ch.	702C	702C0001 and up	8.25/20	8.25/20	6	6	96	7,300	3,200
3-6	Ch.	805C	805C0009 and up	9.00/20	9.00/20	6	6	96	7,500	3,600
5-7	Ch.	806C	806C0007 and up	9.00/20	9.00/20	6	6	96	7,800	3,700

CAB OVER ENGINE (3D AXLE)

	Ch. (6 x 2)	404C-T22X	404C0102 and up	7.50/20	7.50/20	10	6	120	7,600	$2,365
	Ch. (6 x 2)	509C-T26X	509C0090 and up	8.25/20	8.25/20	10	6	120	8,400	2,745
	Ch. (6 x 2)	612C-T27	612C0034 and up	8.25/20	8.25/20	10	6	132	8,600	3,145
	Ch. (6 x 2)	612C-T28		8.25/20	8.25/20	10	6	132	8,800	3,265
	Ch. (6 x 2)	614C-T33	614C0090 and up	9.00/20	9.00/20	10	6	132	9,400	3,895
	Ch. (6 x 2)	805C-T39	805C0005 and up	9.75/20	9.75/20	10	6	132	12,200	5,275
	Ch. (6 x 2)	806C-T42	806C0006 and up	9.75/22	9.75/22	10	6	132	12,400	5,625

PAK-AGE-CAR

½		91	91-3762 and up	6.00/16	6.50/16	4	6	90	3,150	$1,230
½		117	117-3762 and up	6.00/16	6.50/16	4	6	116	3,400	1,350

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(I) DIVCO

[Manufacturer: Divco-Twin Truck Company. Principal Plant: Detroit, Michigan]

(1) 1935

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½ comp		R-35	17199 & up	6.00/20 6 ply	32 x 6 8 ply	4	4	N. A.	3,140	$1,425
1½ comp		Q-35	16063 & up	6.00/20 6 ply	32 x 6 8 ply	4	4	N. A.	3,320	1,475

(2) 1936

1 113.5"	Ch	S (3 wide)	18000 & up	6.00/20 6 ply	6.50/20 6 ply	4	4	N. A.	2,740	$1,140
	Ch	S (4 wide)		6.00/20 6 ply	32 x 6 8 ply	4	4	N. A.	2,775	1,215

(3) 1937

	Ch	S (3 wide)	19555 and up	6.00/20 6 ply	6.50/20 6 ply	4	4	N. A.	2,740	$1,170
	Ch	S (4 wide)	20501 and up	6.00/20 6 ply	32 x 6 8 ply	4	4	N. A.	2,775	1,250

(4) 1938

½	Panel	UB	28000 and up	7.00/16 4 ply	7.00/16 6 ply	4	4	100¾	2,410	$1,250
¾	Panel	UL	29000 and up	7.00/16 6 ply	7.00/16 6 ply	4	4	127½	2,600	1,350
1	Panel	UM	21000 and up	7.00/16 6 ply	7.00/16 6 ply	4	4	100¾	2,925	1,250

(5) 1939

½	Panel	UB	28000 and up	7.00/16 4 ply	7.00/16 6 ply	4	4	100¾	2,410	$1,250
¾	Panel	UL	29000 and up	7.00/16 6 ply	7.00/16 6 ply	4	4	127½	2,600	1,350
1	Panel	UM	21000 and up	7.00/16 6 ply	7.00/16 6 ply	4	4	100¾	2,925	1,250

(6) 1940

½	Panel	UB	26054 and up	7.00/16 4 ply	7.00/16 6 ply	4	4	100¾	2,410	$1,125
¾	Panel	UL	29029 and up	7.00/16 4 ply	7.00/16 6 ply	4	4	127½	2,600	1,350
1	Panel	UM	23887 and up	7.00/16 6 ply	7.00/16 6 ply	4	4	100¾	2,925	1,250
1½	Panel	ULM	29107 and up	6.00/20 6 ply	32 x 6 8 ply	6	6	127½	3,366	1,450

(7) 1941

½	Panel	UBM	26131 and up	7.00/16 6 ply	7.00/16 6 ply	4	4	100¾	2,410	$1,225
1	Panel	UM	25570 and up	7.00/16 6 ply	7.00/16 6 ply	4	4	100¾	2,925	1,250
1½	Panel	ULM	29202 and up	6.00/20 6 ply	32 x 6 8 ply	6	6	127½	3,366	1,500
1½	Panel	UM	28080 and up	7.00/16 6 ply	7.00/16 6 ply	4	4	100¾	2,900	1,300
1½	Panel	ULM	29295 and up	6.00/20 6 ply	32 x 6 8 ply	6	6	127½	3,366	1,575

(J) DODGE

[Manufacturer: Chrysler Corporation. Principal Plant: Detroit, Michigan]

(1) 1935

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
½	Sed. Dly	KC	8042422 to 8072564	5.25/17	5.25/17	5	6	111¼	2,600	$595
½	Ch. Cowl	KC		5.25/17	5.25/17	5	6	111¼	1,775	395
½	Ch. Cb	KC	Calif. 9203202 to 9200614	5.25/17	5.25/17	5	6	111¼	2,235	435
½	Pickup	KC		5.25/17	5.25/17	5	6	111¼	2,405	490
½	Canopy	KC		5.25/17	5.25/17	5	6	111¼	2,525	590
½	Canopy (Screen Sides)	KC		5.25/17	5.25/17	5	6	111¼	2,575	610
½	Ch. Cowl	KCL		5.25/17	5.25/17	5	6	119	1,805	395
½	Ch. Cb	KCL		5.25/17	5.25/17	5	6	119	2,265	495
½	Pickup Exp	KCL		5.25/17	5.25/17	5	6	119	2,435	515
½	Panel	KCL		5.25/17	5.25/17	5	6	119	2,500	595
¾	Ch. Cowl	KH-15	8222759 to 8234001	6.00/20 6 ply	32 x 6 8 ply	4	6	131	2,882	440
¾	Ch. Cb	KH-15		6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,100	535
¾	Pickup Exp	KH-15	Calif. 9242917 to 9243500	6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,535	605
¾	Canopy	KH-15		6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,612	720
¾	Canopy (Screen Sides)	KH-15		6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,670	740
¾	Panel	KH-15		6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,841	740
¾	Ch. Cowl	KH-16		6.00/20 6 ply	32 x 6 8 ply	4	6	136	2,575	495
¾	Ch. Cb	KH-16		6.00/20 6 ply	32 x 6 8 ply	4	6	136	2,935	595
¾	Stk. (Std. Racks)	KH-16		6.00/20 6 ply	32 x 6 8 ply	4	6	136	3,892	630
¾	Ch. Cowl	KH-17		6.00/20 6 ply	32 x 6 8 ply	4	6	143	2,625	525
¾	Ch. Cb	KH-17		6.00/20 6 ply	32 x 6 8 ply	4	6	143	3,035	625
¾	Ch. Cowl	KH-18		6.00/20 6 ply	32 x 6 8 ply	4	6	161	2,700	525
¾	Ch. Cb	KH-18		6.00/20 6 ply	32 x 6 8 ply	4	6	161	3,035	625
¾	Platform	KH-18		6.00/20 6 ply	32 x 6 8 ply	4	6	161	4,135	700
¾	Stk. (Std. Racks)	KH-18		6.00/20 6 ply	32 x 6 8 ply	4	6	161	4,515	740

(i) DODGE—Continued

(i) 1935

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
¾	Ch. Cowl	KH-16V	8234301 to 8242776	6.00/20 6 ply	32 x 6 8 ply	4	6	137	2,850	$495
¾	Ch. Cb	KH-16V		6.00/20 6 ply	32 x 6 8 ply	4	6	137	3,225	595
¾	Pickup Exp	KH-16V	Calif. 9260151 to 9260514	6.00/20 6 ply	32 x 6 8 ply	4	6	137	3,780	675
¾	Canopy	KH-16V		6.00/20 6 ply	32 x 6 8 ply	4	6	137	3,688	740
¾	Canopy (Screen Sides)	KH-16V		6.00/20 6 ply	32 x 6 8 ply	4	6	137	3,748	760
¾	Panel	KH-16V		6.00/20 6 ply	32 x 6 8 ply	4	6	137	4,150	760
¾	Ch. Cowl	KH-17V	KHV series	6.00/20 6 ply	32 x 6 8 ply	4	6	149	2,925	625
¾	Ch. Cb	KH-17V		6.00/20 6 ply	32 x 6 8 ply	4	6	149	3,300	625
¾	Ch. Cowl	KH-18V		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,000	625
¾	Ch. Cb	KH-18V		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,375	625
1	Ch. Cowl	KH-20	8222759 to 8234001	6.00/20 6 ply	32 x 6 8 ply	4	6	131	2,832	490
1	Ch. Cb	KH-20		6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,100	585
1	Pickup Exp	KH-20	Calif 9242917 to 9243500	6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,535	665
1	Canopy	KH-20		6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,612	720
1	Canopy (Screen Sides)	KH-20		6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,670	740
1	Panel	KH-20		6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,841	740
1	Ch. Cowl	KH-21		6.00/20 6 ply	32 x 6 8 ply	4	6	136	2,675	495
1	Ch. Cb	KH-21		6.00/20 6 ply	32 x 6 8 ply	4	6	136	2,935	595
1	Stk. (Std. Racks)	KH-21		6.00/20 6 ply	32 x 6 8 ply	4	6	136	3,892	680
1	Ch. Cowl	KH-22		6.00/20 6 ply	32 x 6 8 ply	4	6	148	2,625	625
1	Ch. Cb	KH-22		6.00/20 6 ply	32 x 6 8 ply	4	6	148	3,035	625
1	Ch. Cowl	KH-23		6.00/20 6 ply	32 x 6 8 ply	4	6	161	2,700	625
1	Ch. Cb	KH-23		6.00/20 6 ply	32 x 6 8 ply	4	6	161	3,035	625
1	Platform	KH-23		6.00/20 6 ply	32 x 6 8 ply	4	6	161	4,135	700
1	Stk. (Std. Racks)	KH-23		6.00/20 6 ply	32 x 6 8 ply	4	6	161	4,515	740
1	Ch. Cowl	KH-21V	8234301 to 8242776	6.00/20 6 ply	32 x 6 8 ply	4	6	137	2,850	495
1	Ch. Cb	KH-21V		6.00/20 6 ply	32 x 6 8 ply	4	6	137	3,225	595
1	Pickup Exp	KH-21V	Calif. 9260151 to 9260514	6.00/20 6 ply	32 x 6 8 ply	4	6	137	3,780	675
1	Canopy	KH-21V		6.00/20 6 ply	32 x 6 8 ply	4	6	137	3,688	740
1	Canopy (Screen Sides)	KH-21V		6.00/20 6 ply	32 x 6 8 ply	4	6	137	3,748	760
1	Panel	KH-21V		6.00/20 6 ply	32 x 6 8 ply	4	6	137	4,150	760
1	Ch. Cowl	KH-22V		6.00/20 6 ply	32 x 6 8 ply	4	6	149	2,925	625
1	Ch. Cb	KH-22V		6.00/20 6 ply	32 x 6 8 ply	4	6	149	3,300	625
1	Ch. Cowl	KH-23V		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,000	625
1	Ch. Cb	KH-23V		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,375	625
1½	Ch. Cowl	KH-30	8222759 to 8234001	6.00/20 6 ply	32 x 6 8 ply	4	6	131	2,832	490
1½	Ch. Cb	KH-30		6.00/20 6 ply	32 x 6 8 ply		6	131	3,100	585
1½	Pickup Exp	KH-30	Calif. 9242917 to 9243500	6.00/20 6 ply	32 x 6 8 ply		6	131	3,535	665
1½	Canopy	KH-30		6.00/20 6 ply	32 x 6 8 ply		6	131	3,612	720
1½	Canopy (Screen Sides)	KH-30		6.00/20 6 ply	32 x 6 8 ply		6	131	3,670	740
1½	Panel	KH-30		6.00/20 6 ply	32 x 6 8 ply		6	131	3,841	740
1½	Ch. Cowl	KH-31		6.00/20 6 ply	32 x 6 8 ply		6	136	2,675	495
1½	Ch. Cb	KH-31		6.00/20 6 ply	32 x 6 8 ply		6	136	2,935	595
1½	Stk. (Std. Racks)	KH-31		6.00/20 6 ply	32 x 6 8 ply		6	136	3,892	680
1½	Ch. Cowl	KH-32		6.00/20 6 ply	32 x 6 8 ply		6	148	2,625	625
1½	Ch. Cb	KH-32		6.00/20 6 ply	32 x 6 8 ply		6	148	3,035	625
1½	Ch. Cowl	KH-33		6.00/20 6 ply	32 x 6 8 ply		6	161	2,700	625
1½	Ch. Cb	KH-33		6.00/20 6 ply	32 x 6 8 ply		6	161	3,035	625
1½	Platform	KH-33		6.00/20 6 ply	32 x 6 8 ply		6	161	4,135	700
1½	Stk. (Std. Racks)	KH-33		6.00/20 6 ply	32 x 6 8 ply		6	161	4,135	740
1½	Ch. Cowl	K-32	8368251 to 8378036	6.00/20 6 ply	32 x 6 8 ply		6	136	2,895	545
1½	Ch. Cb	K-32		6.00/20 6 ply	32 x 6 8 ply		6	136	3,260	645
1½	Platform	K-32	Calif. 9244372 to 9245103	6.00/20 6 ply	32 x 6 8 ply		6	136	3,780	700
1½	Stk. (Std. Racks)	K-32		6.00/20 6 ply	32 x 6 8 ply		6	136	4,160	730
1½	Ch. Cowl	K-33		6.00/20 6 ply	32 x 6 8 ply		6	148	2,975	575
1½	Ch. Cb	K-33		6.00/20 6 ply	32 x 6 8 ply		6	148	3,350	675
1½	Ch. Cowl	K-34		6.00/20 6 ply	32 x 6 8 ply		6	161	3,185	575
1½	Ch. Cb	K-34		6.00/20 6 ply	32 x 6 8 ply		6	161	3,587	675
1½	Platform	K-34		6.00/20 6 ply	32 x 6 8 ply		6	161	4,240	750
1½	Stk. (Std. Racks)	K-34		6.00/20 6 ply	32 x 6 8 ply		6	161	4,620	790
1½	Ch. Cowl	K-35	8612651 to 8616231	6.50/20 6 ply	6.50/20 6 ply	6	6	140	3,850	895
1½	Ch. Cb	K-35		6.50/20 6 ply	6.50/20 6 ply	6	6	140	3,955	1,010
1½	Platform	K-35	Calif. 9273538 to 9273790	6.50/20 6 ply	6.50/20 6 ply	6	6	140	4,535	1,085
1½	Stk. (Std. Racks)	K-35		6.50/20 6 ply	6.50/20 6 ply	6	6	140	4,915	1,125
1½	Ch. Cowl	K-36		6.50/20 6 ply	6.50/20 6 ply	6	6	157	3,670	925
1½	Ch. Cb	K-36		6.50/20 6 ply	6.50/20 6 ply	6	6	157	4,045	1,040
1½	Platform	K-36		6.50/20 6 ply	6.50/20 6 ply	6	6	157	4,890	1,130
1½	Stk. (Std. Racks)	K-36		6.50/20 6 ply	6.50/20 6 ply	6	6	157	5,270	1,180
1½	Ch. Cowl	K-37		6.50/20 6 ply	6.50/20 6 ply	6	6	169	3,715	955
1½	Ch. Cb	K-37		6.50/20 6 ply	6.50/20 6 ply	6	6	169	4,090	1,070
1½	Platform	K-37		6.50/20 6 ply	6.50/20 6 ply	6	6	169	4,935	1,190
1½	Stk. (Std. Racks)	K-37		6.50/20 6 ply	6.50/20 6 ply	6	6	169	5,315	1,250
1½	Ch. Cowl	K-38		6.50/20 6 ply	6.50/20 6 ply	6	6	190	3,790	940
1½	Ch. Cb	K-38		6.50/20 6 ply	6.50/20 6 ply	6	6	190	4,165	1,050
1½	Ch. Cowl	KH-31V	8234301 to 8242776	6.00/20 6 ply	32 x 8 8 ply	4	6	137	2,850	495
1½	Ch. Cb	KH-31V		6.00/20 6 ply	32 x 8 8 ply	4	6	137	3,225	595
1½	Pickup Exp	KH-31V	Calif. 9260151 to 9260514	6.00/20 6 ply	32 x 8 8 ply	4	6	137	3,780	675
1½	Canopy	KH-31V		6.00/20 6 ply	32 x 8 8 ply	4	6	137	3,688	740
1½	Canopy (Screen Sides)	KH-31V		6.00/20 6 ply	32 x 8 8 ply	4	6	137	3,748	760
1½	Panel	KH-31V		6.00/20 6 ply	32 x 8 8 ply	4	6	137	4,150	760
1½	Platform	KH-31V		6.00/20 6 ply	32 x 8 8 ply	4	6	137	N. A.	650
1½	Stk. (Std. Racks)	KH-31V		6.00/20 6 ply	32 x 8 8 ply	4	6	137	N. A.	680
1½	Ch. Cowl	KH-32V		6.00/20 6 ply	32 x 8 8 ply	4	6	149	2,925	625
1½	Ch. Cb	KH-32V		6.00/20 6 ply	32 x 8 8 ply	4	6	149	3,300	625
1½	Ch. Cowl	KH-33V		6.00/20 6 ply	32 x 8 8 ply	4	6	162	3,000	625
1½	Ch. Cb	KH-33V		6.00/20 6 ply	32 x 8 8 ply	4	6	162	3,375	625
1½	Stk. (Std. Racks)	KH-33V		6.00/20 6 ply	32 x 8 8 ply	4	6	162	4,200	740
1½	Ch. Cowl	K-32V	8380501 to 8388129	6.00/20 6 ply	32 x 8 8 ply	4	6	137	3,125	545
1½	Ch. Cb	K-32V		6.00/20 6 ply	32 x 8 8 ply	4	6	137	3,500	645
1½	Platform	K-32V	Calif. 9245151 to 9245667	6.00/20 6 ply	32 x 8 8 ply	4	6	137	4,050	700
1½	Stk. (Std. Racks)	K-32V		6.00/20 6 ply	32 x 8 8 ply	4	6	137	4,350	730
1½	Ch. Cowl	K-33V		6.00/20 6 ply	32 x 8 8 ply	4	6	149	3,225	575
1½	Ch. Cb	K-33V		6.00/20 6 ply	32 x 8 8 ply	4	6	149	3,600	675
1½	Ch. Cowl	K-34V		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,350	575
1½	Ch. Cb	K-34V		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,725	675
1½	Platform	K-34V		6.00/20 6 ply	32 x 6 8 ply	4	6	162	4,440	750
1½	Stk. (Std. Racks)	K-34V		6.00/20 6 ply	32 x 6 8 ply	4	6	162	4,785	790

(I) DODGE—Continued

(1) 1935—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch. Cowl	K-35V	8016401 to 8018680	6.00/20 6 ply	6.00/20 6 ply	6	6	141	3,675	$895
1½	Ch. Cb	K-35V	Calif. 9273801 to 9273975	6.00/20 6 ply	6.00/20 6 ply	6	6	141	4,050	1,010
1½	Platform	K-35V		6.00/20 6 ply	6.00/20 6 ply	6	6	141	4,600	1,085
1½	Stk. (Std. Racks)	K-35V		6.00/20 6 ply	6.00/20 6 ply	6	6	141	4,900	1,125
1½	Ch. Cowl	K-36V		6.00/20 6 ply	6.00/20 6 ply	6	6	158	3,775	925
1½	Ch. Cb	K-36V		6.00/20 6 ply	6.00/20 6 ply	6	6	158	4,150	1,040
1½	Platform	K-36V		6.00/20 6 ply	6.00/20 6 ply	6	6	158	4,825	1,120
1½	Stk. (Std. Racks)	K-36V		6.00/20 6 ply	6.00/20 6 ply	6	6	158	5,210	1,180
1½	Ch. Cowl	K-37V		6.00/20 6 ply	6.00/20 6 ply	6	6	170	3,825	955
1½	Ch. Cb	K-37V		6.00/20 6 ply	6.00/20 6 ply	6	6	170	4,200	1,070
1½	Platform	K-37V		6.00/20 6 ply	6.00/20 6 ply	6	6	170	4,820	1,190
1½	Stk. (Std. Racks)	K-37V		6.00/20 6 ply	6.00/20 6 ply	6	6	170	5,310	1,250
1½	Ch. Cowl	K-38V		6.00/20 6 ply	6.00/20 6 ply	6	6	191	3,900	990
1½	Ch. Cb	K-38V		6.00/20 6 ply	6.00/20 6 ply	6	6	191	4,275	1,105
2	Ch. Cowl	K-45	9273538 to 9273790	7.00/20 8 ply	7.00/20 8 ply	6	6	141	3,675	895
2	Ch. Cowl	K-46		7.00/20 8 ply	7.00/20 8 ply	6	6	158	3,765	925
2	Ch. Cowl	K-47		7.00/20 8 ply	7.00/20 8 ply	6	6	170	3,810	955
2	Ch. Cowl	K-48		7.00/20 8 ply	7.00/20 8 ply	6	6	191	3,855	990
2	Ch. Cowl	K-50-V	8761601 to 8761929	7.00/20 8 ply	7.00/20 8 ply	6	6	152	5,235	1,695
2	Ch. Cowl	K-51-V		7.00/20 8 ply	7.00/20 8 ply	6	6	170	5,335	1,715
2	Ch. Cowl	K-52-V		7.00/20 8 ply	7.00/20 8 ply	6	6	183	5,335	1,735
3	Ch. Cowl	K-60-V		8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,425	1,695
3	Ch. Cowl	K-61-V		8.25/20 10 ply	8.25/20 10 ply	6	6	170	5,525	1,715
3	Ch. Cowl	K-62-V		8.25/20 10 ply	8.25/20 10 ply	6	6	183	5,575	1,735

(2) 1936

CONVENTIONAL

½	Sed. Dly	D2[illegible]	4015051 to 4276987	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,775	$865
½	Ch. Cowl	LC	8105601 to 8156402	6.00/16 4 ply	6.00/16 4 ply	5	6	116	1,975	370
½	Ch. Cb	LC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,250	470
½	Pickup Exp	LC	Calif.	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,725	560
½	Canopy	LC	9287701 to 9293583	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,775	600
½	Canopy (Screen Sides)	LC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,815	620
½	Panel	LC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,025	585
¾	Ch. Cowl	LE-15	8378051 to 8380000	6.00/20 6 ply	32 x 6 8 ply	4	6	129	2,775	565
¾	Ch. Cb	LE-15	8242801 to 8263157	6.00/20 6 ply	32 x 6 8 ply	4	6	129	3,150	605
¾	Pickup Exp	LE-15		6.00/20 6 ply	6.00/20 6 ply	4	6	129	3,453	635
¾	Canopy	LE-15	Calif.	6.00/20 6 ply	6.00/20 6 ply	4	6	129	3,575	720
¾	Canopy (Screen Sides)	LE-15	9260551 to 9261974	6.00/20 6 ply	6.00/20 6 ply	4	6	129	3,635	770
¾	Panel	LE-15		6.00/20 6 ply	6.00/20 6 ply	4	6	129	3,975	775
¾	Ch. Cowl	LE-16		6.00/20 6 ply	32 x 6 8 ply	4	6	136	2,800	565
¾	Ch. Cb	LE-16		6.00/20 6 ply	32 x 6 8 ply	4	6	136	3,175	605
¾	Pickup Exp	LE-16		6.00/20 6 ply	6.00/20 6 ply	4	6	136	3,453	635
¾	Canopy	LE-16		6.00/20 6 ply	6.00/20 6 ply	4	6	136	3,600	720
¾	Canopy (Screen Sides)	LE-16		6.00/20 6 ply	6.00/20 6 ply	4	6	136	3,600	770
¾	Panel	LE-16		6.00/20 6 ply	6.00/20 6 ply	4	6	136	4,000	775
¾	Platform	LE-16		6.00/20 6 ply	6.00/20 6 ply	4	6	136	3,725	660
¾	Stk. (Std. Racks)	LE-16		6.00/20 6 ply	6.00/20 6 ply	4	6	136	4,025	690
¾	Ch. Cowl	LE-17		6.00/20 6 ply	32 x 6 8 ply	4	6	162	2,925	535
¾	Ch. Cb	LE-17		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,300	635
¾	Platform	LE-17		6.00/20 6 ply	32 x 6 8 ply	4	6	162	4,115	710
¾	Stk. (Std. Racks)	LE-17		6.00/20 6 ply	32 x 6 8 ply	4	6	162	4,300	750
1	Ch. Cowl	LE-20		6.00/20 6 ply	32 x 6 8 ply	4	6	129	2,775	505
1	Ch. Cb	LE-20		6.00/20 6 ply	32 x 6 8 ply	4	6	129	3,150	605
1	Pickup Exp	LE-20		6.00/20 6 ply	6.00/20 6 ply	4	6	129	3,453	635
1	Canopy	LE-20		6.00/20 6 ply	6.00/20 6 ply	4	6	129	3,575	720
1	Canopy (Screen Sides)	LE-20		6.00/20 6 ply	6.00/20 6 ply	4	6	129	3,635	770
1	Panel	LE-20		6.00/20 6 ply	6.00/20 6 ply	4	6	129	3,975	775
1	Ch. Cowl	LE-21	LE series	6.00/20 6 ply	32x6 8 ply	4	6	136	2,800	505
1	Ch. Cb	LE-21		6.00/20 6 ply	32x6 8 ply	4	6	136	3,175	605
1	Pickup Exp	LE-21		6.00/20 6 ply	6.00/20 6 ply	4	6	136	3,453	635
1	Canopy	LE-21		6.00/20 6 ply	6.00/20 6 ply	4	6	136	3,600	720
1	Canopy (Screen Sides)	LE-21		6.00/20 6 ply	6.00/20 6 ply	4	6	136	3,600	770
1	Panel	LE-21		6.00/20 6 ply	6.00/20 6 ply	4	6	136	4,000	775
1	Platform	LE-21		6.00/20 6 ply	32x6 8 ply	4	6	136	3,725	660
1	Stk. (Std. Racks)	LE-21		6.00/20 6 ply	32x6 8 ply	4	6	136	4,025	690
1	Ch. Cowl	LF-28	8388201 to 8407502	6.00/20 6 ply	6.00/20 6 ply	4	6	129	2,800	555
1	Ch. Cb	LF-28	Calif. 92457016 to 9247172	6.00/20 6 ply	6.00/20 6 ply	4	6	129	3,175	655
1	Ch. Cowl	LH-29	8510101 to 8516340	7.00/20 8 ply	7.00/20 8 ply	4	6	136	3,640	905
1	Ch. Cb	LH-29	Calif. 9274001 to 9274236	7.00/20 8 ply	7.00/20 8 ply	4	6	136	4,015	1,020
1	Ch. Cowl	LH-30		7.00/20 8 ply	7.00/20 8 ply	4	6	151	3,750	925
1	Ch. Cb	LH-30		7.00/20 8 ply	7.00/20 8 ply	4	6	151	4,165	1,050
1½	Ch. Cowl	LE-30	8378051 to 8380000	6.00/20 6 ply	32x6 8 ply	4	6	129½	2,775	565
1½	Ch. Cb	LE-30	8242801 to 8263157	6.00/20 6 ply	32x6 8 ply	4	6	129½	3,150	605
1½	Pickup Exp	LE-30	Calif. 9260551 to 9261974	6.00/20 6 ply	6.00/20 6 ply	4	6	129½	3,453	635
1½	Canopy	LE-30		6.00/20 6 ply	6.00/20 6 ply	4	6	129½	3,575	720
1½	Canopy (Screen Sides)	LE-30		6.00/20 6 ply	6.00/20 6 ply	4	6	129½	3,635	770
1½	Panel	LE-30		6.00/20 6 ply	6.00/20 6 ply	4	6	129½	3,975	775
1½	Ch. Cowl	LE-31		6.00/20 6 ply	32 x 6 8 ply	4	6	136	2,800	505
1½	Ch. Cb	LE-31		6.00/20 6 ply	32 x 6 8 ply	4	6	136	3,175	605
1½	Pickup	LE-31		6.00/20 6 ply	6.00/20 6 ply	4	6	136	3,453	635
1½	Canopy	LE-31		6.00/20 6 ply	6.00/20 6 ply	4	6	136	3,600	720
1½	Canopy (Screen Sides)	LE-31		6.00/20 6 ply	6.00/20 6 ply	4	6	136	3,600	770
1½	Panel	LE-31		6.00/20 6 ply	6.00/20 6 ply	4	6	136	4,000	775
1½	Platform	LE-31		6.00/20 6 ply	32 x 6 8 ply	4	6	136	3,725	660
1½	Stk. (Std. Racks)	LE-31		6.00/20 6 ply	32 x 6 8 ply	4	6	136	4,025	690
1½	Ch. Cowl	LE-32		6.00/20 6 ply	32 x 6 8 ply	4	6	162	2,925	535
1½	Ch. Cb	LE-32		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,300	635
1½	Platform	LE-32	LE series	6.00/20 6 ply	32x6 8 ply	4	6	162	4,115	710
1½	Stk. (Std. Racks)	LE-32		6.00/20 6 ply	32 x 6 8 ply	4	6	162	4,360	750
1½	Ch. Cowl	LF-35	8388201 to 8407502	6.00/20 6 ply	32 x 6 8 ply	4	6	129½	3,100	555

(I) DODGE—Continued

(2) 1936—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch. Cb	LF-35	Calif. 9245701 to 9247172	6.00/20 6 ply	32 x 6 8 ply	4	6	120½	3,475	$655
1½	Ch. Cowl	LF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	136	3,125	655
1½	Ch. Cb	LF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	136	3,500	655
1½	Platform	LF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	136	4,050	710
1½	Stk. (Std. Racks)	LF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	136	4,350	740
1½	Ch. Cowl	LF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,250	685
1½	Ch. Cb	LF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,625	685
1½	Platform	LF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	162	4,340	760
1½	Stk. (Std. Racks)	LF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	162	4,685	800
1½	Ch. Cowl	LG-40	8510101 to 8516340	6.50/20 6 ply	6.50/20 6 ply	6	6	136	3,775	995
1½	Ch. Cb	LG-40		6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,140	1,020
1½	Platform	LG-40	Calif. 9274001 to 9274296	6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,700	1,095
1½	Stk. (Std. Racks)	LG-40		6.50/20 6 ply	6.50/20 6 ply	6	6	136	5,000	1,135
1½	Ch. Cowl	LG-41		6.50/20 6 ply	6.50/20 6 ply	6	6	151	3,925	935
1½	Ch. Cb	LG-41		6.50/20 6 ply	6.50/20 6 ply	6	6	151	4,300	1,020
1½	Ch. Cowl	LG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	162	3,975	995
1½	Ch. Cb	LG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,350	1,080
1½	Platform	LG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	162	5,080	1,200
1½	Stk. (Std. Racks)	LG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	162	5,400	1,260
1½	Ch. Cowl	LG-43		6.50/20 6 ply	6.50/20 6 ply	6	6	180	4,050	1,000
1½	Ch. Cb	LG-43		6.50/20 6 ply	6.50/20 6 ply	6	6	180	4,425	1,115
1½	Platform	LG-43		6.50/20 6 ply	6.50/20 6 ply	6	6	180	4,945	1,235
1½	Stk. (Std. Racks)	LG-43		6.50/20 6 ply	6.50/20 6 ply	6	6	180	5,275	1,295
2	Ch. Cowl	LH-45	8510101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	136	3,775	905
2	Ch. Cowl	LH-46		7.00/20 8 ply	7.00/20 8 ply	6	6	151	3,925	935
2	Ch. Cowl	LH-47		7.00/20 8 ply	7.00/20 8 ply	6	6	162	3,975	965
2	Ch. Cowl	LH-48		7.00/20 8 ply	7.00/20 8 ply	6	6	180	4,050	1,000
2	Ch. Cowl	K-50-V	8761930 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	152	5,235	1,695
2	Ch. Cowl	K-51-V		7.00/20 8 ply	7.00/20 8 ply	6	6	170	5,335	1,715
2	Ch. Cowl	K-52-V		7.00/20 8 ply	7.00/20 8 ply	6	6	188	5,385	1,735
2	Ch. Cowl	K-53-V		7.00/20 8 ply	7.00/20 8 ply	6	6	205	5,435	1,770
3	Ch. Cowl	K-60-V		8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,425	1,695
3	Ch. Cowl	K-61-V		8.25/20 10 ply	8.25/20 10 ply	6	6	170	5,525	1,715
3	Ch. Cowl	K-62-V		8.25/20 10 ply	8.25/20 10 ply	6	6	188	5,575	1,735
3	Ch. Cowl	K-63-V		8.25/20 10 ply	8.25/20 10 ply	6	6	205	5,625	1,770

(3) 1937

CONVENTIONAL

½	Sed. Dly	MC	8156701 to 8186617	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,845	$645
½	Ch. Cowl	MC	Calif. 9247201 to 9250807	6.00/16 4 ply	6.00/16 4 ply	5	6	116	1,975	389
½	Ch. Cb	MC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,350	487
½	Pickup	MC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,700	516
½	Canopy	MC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,695	615
½	Panel	MC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,935	600
¾	Ch. Cowl	MD-15	8072601 to 8082022	7.00/16 6 ply	7.50/16 6 ply	5	6	120	2,425	481
¾	Ch. Cb	MD-15	Calif. 9282601 to 9283704	7.00/16 6 ply	7.50/16 6 ply	5	6	120	2,900	579
¾	Pickup Exp	MD-15		7.00/16 6 ply	7.50/16 6 ply	5	6	120	3,250	658
¾	Ch. Cowl	MD-16		7.00/16 6 ply	7.50/16 6 ply	5	6	136	2,450	495
¾	Ch. Cb	MD-16		7.00/16 6 ply	7.50/16 6 ply	5	6	136	2,825	594
¾	Run-Up Exp	MD-16		7.00/16 6 ply	7.50/16 6 ply	5	6	136	3,275	673
¾	Canopy	MD-16		7.00/16 6 ply	7.50/16 6 ply	5	6	136	3,310	737
¾	Panel	MD-16		7.00/16 6 ply	7.50/16 6 ply	5	6	136	3,565	771
¾	Chl. Cowl	ME-15	8263301 to 8273603	6.00/20 6 ply	32 x 6 8 ply	4	6	120½	2,925	530
¾	Ch. Cb	ME-15	Calif.-9262001 to 9262616	6.00/20 6 ply	32 x 6 8 ply	4	6	126½	3,300	628
¾	Ch. Cowl	ME-16		6.00/20 6 ply	32 x 6 8 ply	4	6	133	2,950	530
¾	Ch. Cb	ME-16		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,425	628
¾	Pickup Exp	ME-16		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,750	707
¾	Platform	ME-16		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,975	682
¾	Stk. (Std. Racks)	ME-16		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,275	712
¾	Ch. Cowl	ME-17		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,075	559
¾	Ch. Cb	ME-17		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,550	659
¾	Platform	ME-17		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,265	731
¾	Stk. (Std. Racks)	ME-17		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,610	771
¾	Ch. Cowl	MF-28	8407601 to 8421824	6.00/20 6 ply	32 x 6 8 ply	4	6	126½	3,425	550
¾	Ch. Cb	MF-28	Calif.-9293701 to 9294756	6.00/20 6 ply	32 x 6 8 ply	4	6	126½	3,800	678
1	Ch. Cowl	MD-20	8072601 to 8082022	7.00/16 6 ply	7.50/16 6 ply	5	6	120	2,425	481
1	Ch. Cb	MD-20	Calif.-9282601 to 9283704	7.00/16 6 ply	7.50/16 6 ply	5	6	120	2,900	579
1	Pickup Exp	MD-20		7.00/16 6 ply	7.50/16 6 ply	5	6	120	3,200	658
1	Ch. Cowl	MD-21		7.00/16 6 ply	7.50/16 6 ply	5	6	136	2,450	495
1	Ch. Cb	MD-21		7.00/16 6 ply	7.50/16 6 ply	5	6	136	2,945	594
1	Pickup Exp	MD-21		7.00/16 6 ply	7.50/16 6 ply	5	6	136	3,275	673
1	Canopy	MD-21		7.00/16 6 ply	7.50/16 6 ply	5	6	136	3,310	737
1	Panel	MD-21		7.00/16 6 ply	7.50/16 6 ply	5	6	136	3,565	771
1	Ch. Cowl	ME-20	8263301 to 8273603	6.00/20 6 ply	32 x 6 8 ply	4	6	126½	2,925	530
1	Ch. Cb	ME-20	Calif.-9262001 to 9262616	6.00/20 6 ply	32 x 6 8 ply	4	6	126½	3,300	628
1	Ch. Cowl	ME-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	2,950	530
1	Ch. Cb	ME-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,425	628
1	Pickup Exp	ME-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,750	707
1	Platform	ME-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,975	682
1	Stk. (Std. Racks)	ME-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,275	712
1	Ch. Cowl	ME-22		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,075	559
1	Ch. Cb	ME-22		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,550	659
1	Platform	ME-22		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,265	731
1	Stk. (Std. Racks)	ME-22		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,610	771
1½	Ch. Cowl	ME-30	8263301 to 8273603	6.00/20 6 ply	32 x 6 8 ply	4	6	126½	3,025	530
1½	Ch. Cb	ME-30	Calif.-9262001 to 9262616	6.00/20 6 ply	32 x 6 8 ply	4	6	126½	3,400	628
1½	Ch. Cowl	ME-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	2,950	530
1½	Ch. Cb	ME-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,425	628
1½	Pickup Exp	ME-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,750	707
1½	Platform	ME-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,975	682
1½	Stk. (Std. Racks)	ME-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,275	712
1½	Ch. Cowl	ME-32		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,075	559
1½	Ch. Cb	ME-32		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,550	659
1½	Platform	ME-32		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,265	731
1½	Stk. (Std. Racks)	ME-32		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,610	771

(I) DODGE—Continued

(3) 1937—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch. Cowl	MF-35	8407601 to 8421824	6.00/20 6 ply	32 x 6 8 ply	4	6	126¼	3,210	$630
1½	Ch. Cb	MF-35	Calif.-9293701 to 9294755	6.00/20 6 ply	32 x 6 8 ply	4	6	126¼	3,725	673
1½	Ch. Cowl	MF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,275	580
1½	Ch. Cb	MF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,790	673
1½	Platform	MF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,000	732
1½	Stk. (Std. Racks)	MF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,010	761
1½	Ch. Cowl	MF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,450	609
1½	Ch. Cb	MF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	139	3,875	707
1½	Platform	MF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	139	4,090	781
1½	Stk. (Std. Racks)	MF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	139	4,095	821
1½	Ch. Cowl	MF-38X		6.00/20 6 ply	32 x 6 8 ply	4	6	120	3,480	707
1½	Ch. Cb	MF-38X		6.00/20 6 ply	32 x 6 8 ply	4	6	120	3,775	806
1½	Ch. Cowl	MG-40	8516401 to 8530265	6.50/20 6 ply	6.50/20 6 ply	6	6	133	4,025	835
1½	Ch. Cb	MG-40	Calif.-9274351 to 9274607	6.50/20 6 ply	6.50/20 6 ply	6	6	133	4,030	980
1½	Platform	MG-40		6.50/20 6 ply	6.50/20 6 ply	6	6	133	4,625	1,034
1½	Stk. (Std. Racks)	MG-40		6.50/20 6 ply	6.50/20 6 ply	6	6	133	5,325	1,094
1½	Ch. Cowl	MG-41		6.50/20 6 ply	6.50/20 6 ply	6	6	148	3,960	895
1½	Ch. Cb	MG-41		6.50/20 6 ply	6.50/20 6 ply	6	6	148	4,335	1,010
1½	Ch. Cowl	MG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	139	4,150	924
1½	Ch. Cb	MG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	139	4,625	1,039
1½	Platform	MG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	139	5,075	1,158
1½	Stk. (Std. Racks)	MG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	139	5,475	1,217
1½	Ch. Cowl	MG-43		6.50/20 6 ply	6.50/20 6 ply	6	6	177	4,250	950
1½	Ch. Cb	MG-43		6.50/20 6 ply	6.50/20 6 ply	6	6	177	4,725	1,074
1½	Ch. Cowl	MG-44X		7.00/20 8 ply	7.00/20 8 ply	6	6	220	4,210	1,030
1½	Ch. Cb	MG-44X		7.00/20 8 ply	7.00/20 8 ply	6	6	220	4,555	1,163
2	Ch	MH-45	8516401 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	133	4,025	835
2	Ch. Cowl	MH-46	Calif.-9274351 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	143	4,160	895
2	Ch. Cb	MH-46		7.00/20 8 ply	7.00/20 8 ply	6	6	143	4,475	1,010
2	Ch. Cowl	MH-47		7.00/20 8 ply	7.00/20 8 ply	6	6	139	4,150	924
2	Ch. Cowl	MH-48		7.00/20 8 ply	7.00/20 8 ply	6	6	177	4,250	950
2	Ch. Cowl	ML-50		7.00/20 8 ply	7.00/20 8 ply	6	6	152	5,075	1,807
2	Ch. Cowl	K-50-V	8763301 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	152	5,235	1,707
2	Ch. Cowl	K-51-V		7.00/20 8 ply	7.00/20 8 ply	6	6	170	5,335	1,727
2	Ch. Cowl	K-52-V		7.00/20 8 ply	7.00/20 8 ply	6	6	188	5,335	1,746
2	Ch. Cowl	K-53-V		7.00/20 8 ply	7.00/20 8 ply	6	6	205	5,435	1,751
3	Ch. Cowl	K-60-V		8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,425	1,707
3	Ch. Cowl	K-61-V	8762884 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	170	5,525	1,727
3	Ch. Cowl	K-62-V		8.25/20 10 ply	8.25/20 10 ply	6	6	188	5,575	1,746
3	Ch. Cowl	K-63-V		8.25/20 10 ply	8.25/20 10 ply	6	6	205	5,625	1,751
3	Ch. Cowl	MK-60	8763301 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,675	1,807

(4) 1938

CONVENTIONAL

½	Sed. Dly	RC	8186701 to 8204334	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,845	$634
½	Ch. Cowl	RC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	1,975	452
½	Ch. Cb	RC	Calif. 9251601 to 9252340	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,420	531
½	Pickup	RC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,620	575
½	Canopy	RC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,620	634
½	Panel	RC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,875	669
¾	Ch. Cowl	RD-10	8082101 to 8087803	7.00/16 6 ply	7.00/16 6 ply	5	6	120	2,470	520
¾	Ch. Cb	RD-10		7.00/16 6 ply	7.00/16 6 ply	5	6	120	2,875	625
¾	Pickup Exp	RD-10	Calif. 9233301 to 9234247	7.00/16 6 ply	7.00/16 6 ply	5	6	120	3,125	667
¾	Platform	RD-10		7.00/16 6 ply	7.00/16 6 ply	5	6	120	3,250	667
¾	Stk. (Std. Racks)	RD-10		7.00/16 6 ply	7.00/16 6 ply	5	6	120	3,475	699
¾	Ch. Cowl	RD-11		7.00/16 6 ply	7.00/16 6 ply	5	6	126	2,475	579
¾	Ch. Cb	RD-11		7.00/16 6 ply	7.00/16 6 ply	5	6	126	2,900	675
¾	Pickup Exp	RD-11		7.00/16 6 ply	7.00/16 6 ply	5	6	126	3,250	718
¾	Canopy	RD-11		7.00/16 6 ply	7.00/16 6 ply	5	6	126	3,260	709
¾	Panel	RD-11		7.00/16 6 ply	7.00/16 6 ply	5	6	126	3,500	825
¾	Platform	RD-11		7.00/16 6 ply	7.00/16 6 ply	5	6	126	3,375	718
¾	Stk. (Std. Racks)	RD-11		7.00/16 6 ply	7.00/16 6 ply	5	6	126	3,600	752
¾	Ch. Cowl	RD-15		7.00/16 6 ply	7.00/16 6 ply	5	6	120	2,420	557
¾	Ch. Cb	RD-15		7.00/16 6 ply	7.00/16 6 ply	5	6	120	2,875	654
¾	Pickup Exp	RD-15		7.00/16 6 ply	7.00/16 6 ply	5	6	120	3,175	696
¾	Platform	RD-15		7.00/16 6 ply	7.00/16 6 ply	5	6	120	3,220	696
¾	Stk. (Std. Racks)	RD-15		7.00/16 6 ply	7.00/16 6 ply	5	6	120	3,475	729
¾	Ch. Cowl	RD-16		7.00/16 4 ply	7.00/16 6 ply	5	6	126	2,475	603
¾	Ch. Cb	RD-16		7.00/16 4 ply	7.00/16 6 ply	5	6	126	2,900	704
¾	Pickup Exp	RD-16		7.00/16 4 ply	7.00/16 6 ply	5	6	126	3,230	746
¾	Canopy	RD-16		7.00/16 4 ply	7.00/16 6 ply	5	6	126	3,260	827
¾	Panel	RD-16		7.00/16 4 ply	7.00/16 6 ply	5	6	126	3,500	854
¾	Platform	RD-16		7.00/16 6 ply	7.00/16 6 ply	5	6	126	3,375	746
¾	Stk. (Std. Racks)	RD-16		7.00/16 6 ply	7.00/16 6 ply	5	6	------	3,600	779
¾	Ch. Cowl	RE-15	8276301 to 8284420	6.00/20 6 ply	32 x 6 8 ply	4	6	126	2,925	579
¾	Ch. Cb	RE-15	Calif. 9263401 to 9263709	6.00/20 6 ply	32 x 6 8 ply	4	6	126	3,400	675
¾	Ch. Cowl	RE-16		6.00/20 6 ply	32 x 6 8 ply	4	6	133	2,950	579
¾	Ch. Cb	RE-16		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,425	675
¾	Pickup	RE-16		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,775	749
¾	Platform	RE-16		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,975	794
¾	Stk. (Std. Racks)	RE-16		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,275	799
¾	Ch. Cowl	RE-17		6.00/20 6 ply	32 x 6 8 ply	4	6	139	3,075	604
¾	Ch. Cb	RE-17		6.00/20 6 ply	32 x 6 8 ply	4	6	139	3,550	700
¾	Platform	RE-17		6.00/20 6 ply	32 x 6 8 ply	4	6	139	4,205	775
¾	Stk. (Std. Racks)	RE-17		6.00/20 6 ply	32 x 6 8 ply	4	6	139	4,610	813
¾	Ch. Cowl	RF-28	8423601 to 8430033	7.00/20 8 ply	7.00/20 8 ply	4	6	126	3,425	628
			Calif. 9295301 to 9295603							
1	Ch. Cowl	RD-20	8082101 to 8087803	7.00/16 4 ply	7.00/16 6 ply	5	6	120	2,450	550
1	Ch. Cb	RD-20		7.00/16 4 ply	7.00/16 6 ply	5	6	120	2,875	654

(j) DODGE—Continued

(4) 1938—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1	Pickup Exp	RD-20	Calif. 9283301 to 9284247	7.00/16 4 ply	7.50/16 6 ply	5	6	120	3,175	$690
1	Platform	RD-20		7.00/16 4 ply	7.50/16 6 ply	5	6	120	3,250	696
1	Stk. (Std. Racks)	RD-20		7.00/16 4 ply	7.50/16 6 ply	5	6	120	3,475	720
1	Ch. Cowl	RD-21		7.00/16 4 ply	7.50/16 6 ply	5	6	136	2,475	600
1	Ch. Cb	RD-21		7.00/16 4 ply	7.50/16 6 ply	5	6	136	2,900	704
1	Pickup Exp	RD-21		7.00/16 4 ply	7.50/16 6 ply	5	6	136	3,250	740
1	Canopy	RD-21		7.00/16 4 ply	7.50/16 6 ply	5	6	136	3,260	827
1	Panel	RD-21		7.00/16 4 ply	7.50/16 6 ply	5	6	136	3,500	854
1	Platform	RD-21		7.00/16 4 ply	7.50/16 6 ply	5	6	136	3,375	740
1	Stk. (Std. Racks)	RD-21		7.00/16 4 ply	7.50/16 6 ply	5	6	136	3,650	779
1	Ch. Cowl	RE-20	8276801 to 8284456	6.00/20 6 ply	32 x 6 8 ply	4	6	126	2,925	579
1	Ch. Cb	RE-20	Calif. 9263401 to 9263709	6.00/20 6 ply	32 x 6 8 ply	4	6	126	3,400	675
1	Ch. Cowl	RE-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	2,950	579
1	Ch. Cb	RE-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,425	675
1	Pickup	RE-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,775	749
1	Platform	RE-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,975	734
1	Stk. (Std. Racks)	RE-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,275	769
1	Ch. Cowl	RE-22		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,075	604
1	Ch. Cb	RE-22		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,550	700
1	Platform	RE-22		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,265	775
1	Stk. (Std. Racks)	RE-22		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,610	813
1	Ch. Cowl	RH-29	8753501 to 8756421	7.00/20 8 ply	7.00/20 8 ply	4	6	133	3,900	951
1	Ch. Cowl	RH-30	Calif. 9274701 to 9274841	7.00/20 8 ply	7.00/20 8 ply	4	6	148	3,975	980
1½	Ch. Cowl	RE-30	8276801 to 8284456	6.00/20 6 ply	32 x 6 8 ply	4	6	126	2,825	579
1½	Ch. Cb	RE-30		6.00/20 6 ply	32 x 6 8 ply	4	6	126	3,400	675
1½	Ch. Cowl	RE-31	Calif. 9263401 to 9263709	6.00/20 6 ply	32 x 6 8 ply	4	6	133	2,950	579
1½	Ch. Cb	RE-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,425	675
1½	Pickup	RE-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,775	749
1½	Platform	RE-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,975	734
1½	Stk. (Std. Racks)	RE-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,275	769
1½	Ch. Cowl	RE-32		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,075	604
1½	Ch. Cb	RE-32		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,550	700
1½	Platform	RE-32		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,265	775
1½	Stk. (Std. Racks)	RE-32		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,610	813
1½	Ch. Cowl	RF-35	8423601 to 8436063	6.00/20 6 ply	32 x 6 8 ply	4	6	126	3,250	628
1½	Ch. Cb	RF-35		6.00/20 6 ply	32 x 6 8 ply	4	6	126	3,725	727
1½	Ch. Cowl	RF-36	Calif. 9295201 to 9295663	6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,275	628
1½	Ch. Cb	RF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,750	727
1½	Platform	RF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,300	786
1½	Stk. (Std. Racks)	RF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,600	815
1½	Ch. Cowl	RF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,400	658
1½	Ch. Cb	RF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,875	756
1½	Platform	RF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,590	840
1½	Stk. (Std. Racks)	RF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,935	870
1½	Ch	RF-38		6.00/20 6 ply	32 x 6 8 ply	4	6	190	3,500	756
1½	Ch. Cb	RF-38		6.00/20 6 ply	32 x 6 8 ply	4	6	190	3,975	855
1½	Ch. Cowl	RG-40	8753501 to 8756422	6.50/20 6 ply	6.50/20 6 ply	6	6	133	4,025	949
1½	Ch. Cb	RG-40		6.50/20 6 ply	6.50/20 6 ply	6	6	133	4,500	1,069
1½	Platform	RG-40	Calif. 9274701 to 9274841	6.50/20 6 ply	6.50/20 6 ply	6	6	133	5,050	1,148
1½	Stk. (Std. Racks)	RG-40		6.50/20 6 ply	6.50/20 6 ply	6	6	133	5,350	1,182
1½	Ch. Cowl	RG-41		6.50/20 6 ply	6.50/20 6 ply	6	6	148	4,100	979
1½	Ch. Cb	RG-41		6.50/20 6 ply	6.50/20 6 ply	6	6	148	4,575	1,099
1½	Ch. Cowl	RG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	159	4,150	1,008
1½	Ch. Cb	RG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	159	4,625	1,123
1½	Platform	RG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	159	5,355	1,246
1½	Stk. (Std. Racks)	RG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	159	5,735	1,300
1½	Ch. Cowl	RG-43		6.50/20 6 ply	6.50/20 6 ply	6	6	177	4,250	1,043
1½	Ch. Cb	RG-43		6.50/20 6 ply	6.50/20 6 ply	6	6	177	4,725	1,163
1½	Ch. Cowl	RG-44		6.50/20 6 ply	6.50/20 6 ply	6	6	220	4,350	1,146
1½	Ch. Cb	RG-44		6.50/20 6 ply	6.50/20 6 ply	6	6	220	4,825	1,266
2	Ch. Cowl	RH-45	8753501 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	133	4,025	949
2	Ch. Cowl	RH-46		7.00/20 8 ply	7.00/20 8 ply	6	6	148	4,100	979
2	Ch. Cowl	RH-47		7.00/20 8 ply	7.00/20 8 ply	6	6	159	4,150	1,008
2	Ch. Cowl	RH-48		7.00/20 8 ply	7.00/20 8 ply	6	6	177	4,250	1,043
2	Ch. Cowl	RH-49		7.00/20 8 ply	7.00/20 8 ply	6	6	220	4,350	1,146
2	Ch. Cowl	RL-50	8763601 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,625	1,866
2	Ch. Cowl	RL-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	5,850	1,896
2	Ch. Cowl	RL-52		8.25/20 10 ply	8.25/20 10 ply	6	6	188	5,950	1,916
2	Ch. Cowl	RL-53		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,000	1,965
3	Ch. Cowl	RK-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,675	1,866
3	Ch. Cowl	RK-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	5,900	1,896
3	Ch. Cowl	RK-62		8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,000	1,916
3	Ch. Cowl	RK-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,150	1,965

CAB OVER ENGINE

2	Ch. Cowl	RO-55	8234011 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	96	6,725	$2,276
2	Ch. Cowl	RO-56		8.25/20 10 ply	8.25/20 10 ply	6	6	108	6,775	2,296
2	Ch. Cowl	RO-57		8.25/20 10 ply	8.25/20 10 ply	6	6	122	6,875	2,316
2	Ch. Cowl	RO-58		8.25/20 10 ply	8.25/20 10 ply	6	6	140	6,975	2,351
3	Ch. Cowl	RP-65		8.25/20 10 ply	8.25/20 10 ply	6	6	96	6,775	2,276
3	Ch. Cowl	RP-66		8.25/20 10 ply	8.25/20 10 ply	6	6	108	6,825	2,296
3	Ch. Cowl	RP-67		8.25/20 10 ply	8.25/20 10 ply	6	6	122	6,925	2,316
3	Ch. Cowl	RP-68		8.25/20 10 ply	8.25/20 10 ply	6	6	140	7,025	2,351

(5) 1939

CONVENTIONAL

½	Ch. Cowl	TC	8520301 to 8542929	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,175	$442
½	Ch. Cb	TC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,600	536
½	Pickup	TC	L. A. 9252601 to 9254160	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,925	565
½	Canopy	TC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,125	661
½	Panel	TC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,025	654

(I) DODGE—Continued

(5) 1939—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
¾	Ch. Cowl	TD-15	8204401 to 8207021	TA-15 6 ply	TA-15 6 ply	5	6	120	2,330	$510
¾	Ch. Cb	TD-15		TA-15 6 ply	TA-15 6 ply	5	6	120	2,775	604
¾	Pickup Exp	TD-15	L. A. 9200321 to 9200465	TA-15 6 ply	TA-15 6 ply	5	6	120	3,150	643
¾	Panel	TD-15		TA-15 6 ply	TA-15 6 ply	5	6	120	N. A.	726
¾	Platform	TD-15		TA-15 6 ply	TA-15 6 ply	5	6	120	3,150	633
¾	Stk. (Std. Racks)	TD-15		TA-15 6 ply	TA-15 6 ply	5	6	120	3,375	677
1	Ch. Cowl	TD-20	8087901 to 8093433	7.00/16 6 ply	7.00/16 6 ply	5	6	120	3,625	554
1	Ch. Cb	TD-20		7.00/16 6 ply	7.00/16 6 ply	5	6	120	3,050	647
1	Pickup Exp	TD-20	L. A. 9234301 to 9234609	7.00/16 6 ply	7.00/16 6 ply	5	6	120	3,400	657
1	Platform	TD-20		7.00/16 6 ply	7.00/16 6 ply	5	6	120	3,425	697
1	Stk. (Std. Racks)	TD-20		7.00/16 6 ply	7.00/16 6 ply	5	6	120	3,600	721
1	Ch. Cowl	TD-21		7.00/16 6 ply	7.00/16 6 ply	5	6	133	2,650	593
1	Ch. Cb	TD-21		7.00/16 6 ply	7.00/16 6 ply	5	6	133	3,075	637
1	Pickup Exp	TD-21		7.00/16 6 ply	7.00/16 6 ply	5	6	133	3,475	736
1	Canopy	TD-21		7.00/16 6 ply	7.00/16 6 ply	5	6	133	3,675	810
1	Panel	TD-21		7.00/16 6 ply	7.00/16 6 ply	5	6	133	3,600	825
1	Platform	TD-21		7.00/16 6 ply	7.00/16 6 ply	5	6	133	3,550	731
1	Stk. (Std. Racks)	TD-21		7.00/16 6 ply	7.00/16 6 ply	5	6	133	3,825	791
1	Ch. Cowl	TE-20	8234501 to 8292512	6.00/20 6 ply	32 x 6 8 ply	4	6	126½	3,050	564
1	Ch. Cb	TE-20	L. A. 9203751 to 9204077	6.00/20 6 ply	32 x 6 8 ply	4	6	126½	3,475	633
1	Ch. Cowl	TE-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,075	504
1	Ch. Cb	TE-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,500	633
1	Pickup Exp	TE-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,800	727
1	Platform	TE-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,050	717
1	Stk. (Std. Racks)	TE-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,400	751
1	Ch. Cowl	TE-22		6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,200	589
1	Ch. Cb	TE-22		6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,625	632
1	Platform	TE-22		6.00/20 6 ply	32 x 6 8 ply	4	6	160	4,325	756
1	Stk. (Std. Racks)	TE-22		6.00/20 6 ply	32 x 6 8 ply	4	6	160	4,725	786
1½	Ch. Cowl	TE-30		6.00/20 6 ply	32 x 6 8 ply	4	6	126½	3,050	564
1½	Ch. Cb	TE-30		6.00/20 6 ply	32 x 6 8 ply	4	6	126½	3,475	633
1½	Ch. Cowl	TE-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,075	504
1½	Ch. Cb	TE-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,500	633
1½	Pickup Exp	TE-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,800	727
1½	Platform	TE-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,050	717
1½	Stk. (Std. Racks)	TE-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,400	751
1½	Ch. Cowl	TE-32		6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,200	589
1½	Ch. Cb	TE-32		6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,625	632
1½	Platform	TE-32		6.00/20 6 ply	32 x 6 8 ply	4	6	160	4,325	756
1½	Stk. (Std. Racks)	TE-32		6.00/20 6 ply	32 x 6 8 ply	4	6	160	4,725	786
1½	Ch. Cowl	TF-35	8436301 to 8455997	6.00/20 6 ply	32 x 6 8 ply	4	6	126½	3,275	604
1½	Ch. Cb	TF-35		6.00/20 6 ply	32 x 6 8 ply	4	6	126½	3,700	697
1½	Ch. Cowl	TFA-35	Calif. 9295710 to 9299140	6.00/20 6 ply	32 x 6 8 ply	4	6	126½	3,400	714
1½	Ch. Cowl	TF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,200	604
1½	Ch. Cb	TF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,725	697
1½	Platform	TF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,275	756
1½	Stk. (Std. Racks)	TF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,625	791
1½	Ch. Cowl	TFA-36		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,425	714
1½	Ch. Cowl	TF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,425	634
1½	Ch. Cb	TF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,850	727
1½	Platform	TF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	160	4,550	801
1½	Stk. (Std. Racks)	TF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	160	4,950	840
1½	Ch. Cowl	TFA-37		6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,650	744
1½	Ch. Cowl	TF-38		6.00/20 6 ply	32 x 6 8 ply	4	6	190	3,525	732
1½	Ch. Cb	TF-38		6.00/20 6 ply	32 x 6 8 ply	4	6	190	3,950	825
1½	Ch. Cowl	TFA-38		6.00/20 6 ply	32 x 6 8 ply	4	6	190	3,650	844
1½	Ch. Cowl	TG-40	8701651 to 8707034	6.50/20 8 ply	6.50/20 8 ply	6	6	126	4,125	949
1½	Ch. Cb	TG-40	Calif. 9274351 to 9274994	6.50/20 8 ply	6.50/20 8 ply	6	6	126	4,550	1,029
1½	Platform	TG-40		6.50/20 8 ply	6.50/20 8 ply	6	6	126	5,100	1,143
1½	Stk. (Std. Racks)	TG-40		6.50/20 8 ply	6.50/20 8 ply	6	6	126	5,450	1,183
1½	Ch. Cowl	TGA-40		6.50/20 8 ply	6.50/20 8 ply	6	6	126	4,095	1,079
1½	Ch. Cowl	TG-41		6.50/20 8 ply	6.50/20 8 ply	6	6	143	4,200	979
1½	Ch. Cb	TG-41		6.50/20 8 ply	6.50/20 8 ply	6	6	143	4,625	1,059
1½	Ch. Cowl	TGA-41		6.50/20 8 ply	6.50/20 8 ply	6	6	143	4,170	1,109
1½	Ch. Cowl	TG-42		6.50/20 8 ply	6.50/20 8 ply	6	6	160	4,250	1,003
1½	Ch. Cb	TG-42		6.50/20 8 ply	6.50/20 8 ply	6	6	160	4,675	1,129
1½	Platform	TG-42		6.50/20 8 ply	6.50/20 8 ply	6	6	160	5,325	1,247
1½	Stk. (Std. Racks)	TG-42		6.50/20 8 ply	6.50/20 8 ply	6	6	160	5,675	1,306
1½	Ch. Cowl	TGA-42		6.50/20 8 ply	6.50/20 8 ply	6	6	160	4,220	1,133
1½	Ch. Cowl	TG-43		6.50/20 8 ply	6.50/20 8 ply	6	6	173	4,350	1,043
1½	Ch. Cb	TG-43		6.50/20 8 ply	6.50/20 8 ply	6	6	173	4,725	1,103
1½	Ch. Cowl	TGA-43		6.50/20 8 ply	6.50/20 8 ply	6	6	173	4,320	1,173
1½	Ch. Cowl	TG-44		6.50/20 8 ply	6.50/20 8 ply	6	6	220	4,450	1,145
1½	Ch. Cb	TG-44		6.50/20 8 ply	6.50/20 8 ply	6	6	220	4,875	1,267
1½	Ch. Cowl	TGA-44		6.50/20 8 ply	6.50/20 8 ply	6	6	220	4,420	1,239
2	Ch. Cowl	TH-45	8701651 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	126	4,125	949
2	Ch. Cowl	THA-45		7.00/20 8 ply	7.00/20 8 ply	6	6	126	4,235	1,079
2	Ch. Cowl	TH-46		7.00/20 8 ply	7.00/20 8 ply	6	6	143	4,200	979
2	Ch. Cowl	THA-46		7.00/20 8 ply	7.00/20 8 ply	6	6	143	4,310	1,109
2	Ch. Cowl	TH-47		7.00/20 8 ply	7.00/20 8 ply	6	6	160	4,250	1,003
2	Ch. Cowl	THA-47		7.00/20 8 ply	7.00/20 8 ply	6	6	160	4,250	1,123
2	Ch. Cowl	TH-48		7.00/20 8 ply	7.00/20 8 ply	6	6	173	4,350	1,043
2	Ch. Cowl	THA-48		7.00/20 8 ply	7.00/20 8 ply	6	6	173	4,450	1,173
2	Ch. Cowl	TH-49		7.00/20 8 ply	7.00/20 8 ply	6	6	220	4,450	1,145
2	Ch. Cowl	THA-49		7.00/20 8 ply	7.00/20 8 ply	6	6	220	4,560	1,289
2	Ch. Cowl	TL-50	8704001 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,025	1,807
2	Ch. Cowl	TLA-50		8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,850	2,067
2	Ch. Cowl	TL-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	5,850	1,856
2	Ch. Cowl	TLA-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,075	2,006
2	Ch. Cowl	TL-52		8.25/20 10 ply	8.25/20 10 ply	6	6	183	5,950	1,916
2	Ch. Cowl	TLA-52		8.25/20 10 ply	8.25/20 10 ply	6	6	183	6,175	2,116
2	Ch. Cowl	TL-53		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,100	1,995
2	Ch. Cowl	TLA-53		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,325	2,165
3	Ch. Cowl	TK-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,075	1,877
3	Ch. Cowl	TKA-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,900	2,077
3	Ch. Cowl	TK-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	5,900	1,856
3	Ch. Cowl	TKA-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,125	2,056

(j) DODGE—Continued

(5) 1939—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
3	Ch. Cowl	TK-62	8764001 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,000	$1,910
3	Ch. Cowl	TKA-62		8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,225	2,116
3	Ch. Cowl	TK-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,150	1,965
3	Ch. Cowl	TKA-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,375	2,165

CONVENTIONAL—(DIESEL)

2	Ch. Cowl	TLD-50	8827001 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,075	$3,143
2	Ch. Cowl	TLDA-50		8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,300	3,343
2	Ch. Cowl	TLD-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,300	3,173
2	Ch. Cowl	TLDA-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,525	3,373
2	Ch. Cowl	TLD-52		8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,400	3,193
2	Ch. Cowl	TLDA-52		8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,625	3,393
2	Ch. Cowl	TLD-53		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,500	3,242
2	Ch. Cowl	TLDA-53		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,775	3,442
3	Ch. Cowl	TKD-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,125	3,143
3	Ch. Cowl	TKDA-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,350	3,343
3	Ch. Cowl	TKD-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,350	3,173
3	Ch. Cowl	TKDA-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,575	3,373
3	Ch. Cowl	TKD-62		8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,450	3,193
3	Ch. Cowl	TKDA-62		8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,675	3,393
3	Ch. Cowl	TKD-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,600	3,242
3	Ch. Cowl	TKDA-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,825	3,442

CAB OVER ENGINE

2	Ch. Cb	RO-55	8234059 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	96	6,725	$2,276
2	Ch. Cb	RO-56		8.25/20 10 ply	8.25/20 10 ply	6	6	108	6,775	2,296
2	Ch. Cb	RO-57		8.25/20 10 ply	8.25/20 10 ply	6	6	122	6,875	2,316
2	Ch. Cb	RO-58		8.25/20 10 ply	8.25/20 10 ply	6	6	140	6,975	2,351
2	Ch. Cb	RP-65		8.25/20 10 ply	8.25/20 10 ply	6	6	96	6,775	2,276
2	Ch. Cb	RP-66		8.25/20 10 ply	8.25/20 10 ply	6	6	108	6,825	2,296
2	Ch. Cb	RP-67		8.25/20 10 ply	8.25/20 10 ply	6	6	122	6,725	2,316
2	Ch. Cb	RP-68		8.25/20 10 ply	8.25/20 10 ply	6	6	140	7,025	2,351

(6) 1940

CONVENTIONAL

½	Ch. Cowl	VC	8543001 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,200	$445
½	Ch. Cb	VC	L. A. 9254201 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,600	539
½	Pickup	VC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,800	569
½	Canopy	VC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,875	667
½	Panel	VC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,000	657
¾	Ch. Cowl	VD-15	8207101 and up	TA-15 6 ply	TA-15 6 ply	5	6	120	2,325	514
¾	Ch. Cb	VD-15	L. A. 9200471 and up	TA-15 6 ply	TA-15 6 ply	5	6	120	2,725	608
¾	Pickup Exp	VD-15		TA-15 6 ply	TA-15 6 ply	5	6	120	3,025	647
¾	Platform	VD-15		TA-15 6 ply	TA-15 6 ply	5	6	120	3,125	657
¾	Stk. (Std. Racks)	VD-15		TA-15 6 ply	TA-15 6 ply	5	6	120	3,350	682
1	Ch. Cowl	VD-20	8093476 and up	7.00/16 6 ply	7.50/16 6 ply	5	6	120	2,550	557
1	Ch. Cb	VD-20	L. A. 9284701 and up	7.00/16 6 ply	7.50/16 6 ply	5	6	120	2,950	651
1	Pickup Exp	VD-20		7.00/16 6 ply	7.50/16 6 ply	5	6	120	3,250	690
1	Platform	VD-20		7.00/16 6 ply	7.50/16 6 ply	5	6	120	3,350	700
1	Stk. (Std. Racks)	VD-20		7.00/16 6 ply	7.50/16 6 ply	5	6	120	3,575	725
1	Ch Cowl	VD-21		7.00/16 6 ply	7.50/16 6 ply	5	6	133	2,650	597
1	Ch. Cb	VD-21		7.00/16 6 ply	7.50/16 6 ply	5	6	133	3,050	691
1	Pickup Exp	VD-21		7.00/16 6 ply	7.50/16 6 ply	5	6	133	3,375	740
1	Canopy	VD-21		7.00/16 6 ply	7.50/16 6 ply	5	6	133	3,440	814
1	Panel	VD-21		7.00/16 6 ply	7.50/16 6 ply	5	6	133	3,575	829
1	Platform	VD-21		7.00/16 6 ply	7.50/16 6 ply	5	6	133	3,500	735
1	Stk. (Std. Racks)	VD-21		7.00/16 6 ply	7.50/16 6 ply	5	6	133	3,775	765
1	Ch. Cowl	VF-20	8766001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	126½	3,300	588
1	Ch. Cb	VF-20	L. A. 9275001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	126½	3,700	682
1	Ch. Cowl	VF-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,325	588
1	Ch. Cb	VF-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,725	682
1	Pickup Exp	VF-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,025	751
1	Platform	VF-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,275	741
1	Stk. (Std. Racks)	VF-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,625	775
1	Ch. Cowl	VF-22		6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,450	613
1	Ch. Cb	VF-22		6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,850	706
1	Platform	VF-22		6.00/20 6 ply	32 x 6 8 ply	4	6	160	4,550	780
1	Stk. (Std. Racks)	VF-22		6.00/20 6 ply	32 x 6 8 ply	4	6	160	4,950	820
1½	Ch. Cowl	VF-30		6.00/20 6 ply	32 x 6 8 ply	4	6	126½	3,300	588
1½	Ch. Cb	VF-30		6.00/20 6 ply	32 x 6 8 ply	4	6	126½	3,700	682
1½	Ch. Cowl	VFA-30		6.00/20 6 ply	32 x 6 8 ply	4	6	126½	3,425	689
1½	Ch. Cowl	VF-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,325	588
1½	Ch. Cb	VF-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,725	682
1½	Pickup Exp	VF-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,025	751
1½	Platform	VF-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,275	741
1½	Stk. (Std. Racks)	VF-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,625	775
1½	Ch. Cowl	VFA-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,450	689
1½	Ch. Cowl	VF-32		6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,450	613
1½	Ch. Cb	VF-32		6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,850	706
1½	Platform	VF-32		6.00/20 6 ply	32 x 6 8 ply	4	6	160	4,550	780
1½	Stk. (Std. Racks)	VF-32		6.00/20 6 ply	32 x 6 8 ply	4	6	160	4,950	820
1½	Ch. Cowl	VFA-32		6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,575	714
1½	Ch. Cowl	VF-33		6.00/20 6 ply	32 x 6 8 ply	4	6	190	3,575	712
1½	Ch. Cb	VF-33		6.00/20 6 ply	32 x 6 8 ply	4	6	190	3,975	805
1½	Ch. Cowl	VFA-33		6.00/20 6 ply	32 x 6 8 ply	4	6	190	3,700	813
1½	Ch. Cowl	VG-40	5950101 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	136	3,900	894

(I) DODGE—Continued

(6) 1940—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch. Cb	VG-40	L. A. 9269701 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	123	4,300	$992
1½	Platform	VG-40		6.00/20 6 ply	6.00/20 6 ply	6	6	123	4,850	1,056
1½	Stk. (Std. Racks)	VG-40		6.00/20 6 ply	6.00/20 6 ply	6	6	123	5,200	1,091
1½	Ch. Cowl	VGA-40		6.00/20 6 ply	6.00/20 6 ply	6	6	135	3,935	1,006
1½	Ch. Cowl	VG-41		6.00/20 6 ply	6.00/20 6 ply	6	6	143	4,050	924
1½	Ch. Cb	VG-41		6.00/20 6 ply	6.00/20 6 ply	6	6	143	4,450	1,023
1½	Ch. Cowl	VGA-41		6.00/20 6 ply	6.00/20 6 ply	6	6	143	4,165	1,006
1½	Ch. Cowl	VG-42		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,075	953
1½	Ch. Cb	VG-42		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,475	1,052
1½	Platform	VG-42		6.00/20 6 ply	6.00/20 6 ply	6	6	160	5,175	1,136
1½	Stk. (Std. Racks)	VG-42		6.00/20 6 ply	6.00/20 6 ply	6	6	160	5,575	1,175
1½	Ch. Cowl	VGA-42		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,130	1,065
1½	Ch. Cowl	VG-43		6.00/20 6 ply	6.00/20 6 ply	6	6	178	4,100	953
1½	Ch. Cb	VG-43		6.00/20 6 ply	6.00/20 6 ply	6	6	178	4,500	1,057
1½	Ch. Cowl	VGA-43		6.00/20 6 ply	6.00/20 6 ply	6	6	178	4,155	1,160
1½	Ch. Cowl	VG-44		6.00/20 6 ply	6.00/20 6 ply	6	6	220	4,375	1,091
1½	Ch. Cb	VG-44		6.00/20 6 ply	6.00/20 6 ply	6	6	220	4,775	1,190
1½	Ch. Cowl	VGA-44		6.00/20 6 ply	6.00/20 6 ply	6	6	220	4,430	1,204
2	Ch. Cowl	VH-45	8950101 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	135	3,900	886
2	Ch. Cowl	VHA-45		6.50/20 6 ply	6.50/20 6 ply	6	6	135	4,000	1,006
2	Ch. Cowl	VH-46		6.50/20 6 ply	6.50/20 6 ply	6	6	143	4,050	916
2	Ch. Cowl	VHA-46		6.50/20 6 ply	6.50/20 6 ply	6	6	143	4,150	1,036
2	Ch. Cowl	VH-47		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,075	945
2	Ch. Cowl	VHA-47		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,175	1,065
2	Ch. Cowl	VH-48		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,100	980
2	Ch. Cowl	VHA-48		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,200	1,100
2	Ch. Cowl	VH-49		6.50/20 6 ply	6.50/20 6 ply	6	6	220	4,375	1,084
2	Ch. Cowl	VHA-49		6.50/20 6 ply	6.50/20 6 ply	6	6	220	4,475	1,204
2	Ch. Cowl	VL-50	8274701 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,625	1,867
2	Ch. Cowl	VLA-50		8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,850	2,047
2	Ch. Cowl	VL-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	5,850	1,897
2	Ch. Cowl	VLA-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,075	2,077
2	Ch. Cowl	VL-52		8.25/20 10 ply	8.25/20 10 ply	6	6	183	5,950	1,916
2	Ch. Cowl	VLA-52		8.25/20 10 ply	8.25/20 10 ply	6	6	183	6,175	2,096
2	Ch. Cowl	VL-53		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,100	1,985
2	Ch. Cowl	VLA-53		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,325	2,145
3	Ch. Cowl	VK-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,675	1,867
3	Ch. Cowl	VKA-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,900	2,047
3	Ch. Cowl	VK-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	5,900	1,897
3	Ch. Cowl	VKA-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,125	2,077
3	Ch. Cowl	VK-62		8.25/20 10 ply	8.25/20 10 ply	6	6	183	6,000	1,916
3	Ch. Cowl	VKA-62		8.25/20 10 ply	8.25/20 10 ply	6	6	183	6,225	2,096
3	Ch. Cowl	VK-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,150	1,985
3	Ch. Cowl	VKA-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,375	2,145
			CONVENTIONAL—(DIESEL)							
2	Ch. Cowl	VLD-50	8504436 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,075	$3,143
2	Ch. Cowl	VLDA-50		8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,300	3,323
2	Ch. Cowl	VLD-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,300	3,173
2	Ch. Cowl	VLDA-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,525	3,353
2	Ch. Cowl	VLD-52		8.25/20 10 ply	8.25/20 10 ply	6	6	183	6,400	3,193
2	Ch. Cowl	VLDA-52		8.25/20 10 ply	8.25/20 10 ply	6	6	183	6,625	3,373
2	Ch. Cowl	VLD-53		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,550	3,242
2	Ch. Cowl	VLDA-53		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,775	3,422
3	Ch. Cowl	VKD-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,125	3,143
3	Ch. Cowl	VKDA-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,350	3,323
3	Ch. Cowl	VKD-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,350	3,173
3	Ch. Cowl	VKDA-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,575	3,353
3	Ch. Cowl	VKD-62		8.25/20 10 ply	8.25/20 10 ply	6	6	183	6,450	3,193
3	Ch. Cowl	VKDA-62		8.25/20 10 ply	8.25/20 10 ply	6	6	183	6,675	3,373
3	Ch. Cowl	VKD-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,600	3,242
3	Ch. Cowl	VKDA-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,875	3,422
			CAB OVER ENGINE							
1½	Ch. Cowl	VM-35	8232601 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	105	3,450	$732
1½	Ch. Cb	VM-35	L. A. 9264101 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	105	3,800	861
1½	Platform	VM-35		6.00/20 6 ply	32 x 6 8 ply	4	6	105	4,300	900
1½	Stk. (Std. Racks)	VM-35		6.00/20 6 ply	32 x 6 8 ply	4	6	105	4,700	895
1½	Ch. Cowl	VMA-35		6.00/20 6 ply	32 x 6 8 ply	4	6	105	3,575	832
1½	Ch. Cowl	VM-37		6.00/20 6 ply	32 x 6 8 ply	4	6	129	3,575	757
1½	Ch. Cb	VM-37		6.00/20 6 ply	32 x 6 8 ply	4	6	129	3,925	825
1½	Platform	VM-37		6.00/20 6 ply	32 x 6 8 ply	4	6	129	4,625	869
1½	Stk. (Std. Racks)	VM-37		6.00/20 6 ply	32 x 6 8 ply	4	6	129	5,025	909
1½	Ch. Cowl	VMA-37		6.00/20 6 ply	32 x 6 8 ply	4	6	129	3,700	857
1½	Ch. Cowl	VM-38		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,725	782
1½	Ch. Cb	VM-38		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,075	850
1½	Ch. Cowl	VMA-38		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,850	832
1½	Ch. Cowl	VR-40	8704301 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	105	4,205	1,152
1½	Ch. Cb	VR-40	L. A 9272201 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	105	4,555	1,225
1½	Platform	VR-40		6.00/20 6 ply	6.00/20 6 ply	6	6	105	5,105	1,283
1½	Stk. (Std. Racks)	VR-40		6.00/20 6 ply	6.00/20 6 ply	6	6	105	5,455	1,322
1½	Ch. Cowl	VRA-40		6.00/20 6 ply	6.00/20 6 ply	6	6	105	4,205	1,274
1½	Ch. Cowl	VR-42		6.00/20 6 ply	6.00/20 6 ply	6	6	129	4,320	1,211
1½	Ch. Cb	VR-42		6.00/20 6 ply	6.00/20 6 ply	6	6	129	4,680	1,334
1½	Platform	VR-42		6.00/20 6 ply	6.00/20 6 ply	6	6	129	5,380	1,357
1½	Stk. (Std. Racks)	VR-42		6.00/20 6 ply	6.00/20 6 ply	6	6	129	5,780	1,407
1½	Ch. Cowl	VRA-42		6.00/20 6 ply	6.00/20 6 ply	6	6	129	4,420	1,333
1½	Ch. Cowl	VR-43		6.00/20 6 ply	6.00/20 6 ply	6	6	159	4,450	1,245
1½	Ch. Cb	VR-43		6.00/20 6 ply	6.00/20 6 ply	6	6	159	4,820	1,318
1½	Ch. Cowl	VRA-43		6.00/20 6 ply	6.00/20 6 ply	6	6	159	4,550	1,323
2	Ch. Cowl	VS-45		6.50/20 6 ply	6.50/20 6 ply	6	6	105	4,250	1,152
2	Ch. Cowl	VSA-45						105	4,350	1,274

(j) DODGE—Continued

(6) 1940—Continued

CAB OVER ENGINE—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
2	Ch. Cowl	VS-47	L. A 9264101 and up					129	4,375	$1,211
2	Ch. Cowl	VSA-47						129	4,475	1,333
2	Ch. Cowl	VS-48						159	4,625	1,245
2	Ch. Cowl	VSA-48						159	4,625	1,368

(7) 1941

CONVENTIONAL

½	Ch. Cowl	WC	8562201 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,200	$475
½	Ch. Cb	WC	T112-42001 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,600	568
½	Pickup Exp	WC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,800	603
½	Canopy	WC	Calif. 9212801 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,825	711
½	Panel	WC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,000	701
¾	Ch. Cowl	WD-15	8210351 and up	TA-15 6 ply	TA-15 6 ply	5	6	120	2,325	543
¾	Ch. Cb	WD-15	Calif. 9199101 and up	TA-15 6 ply	TA-15 6 ply	5	6	120	2,725	636
¾	Pickup Exp	WD-15		TA-15 6 ply	TA-15 6 ply	5	6	120	3,025	675
¾	Platform	WD-15		TA-15 6 ply	TA-15 6 ply	5	6	120	3,125	685
¾	Stk. (Std. Racks)	WD-15		TA-15 6 ply	TA-15 6 ply	5	6	120	3,350	710
1	Ch. Cowl	WD-20	81200101 and up	6.50/16 6 ply	7.00/16 6 ply	5	6	120	2,500	607
1	Ch. Cb	WD-20	T116-42001 and up	6.50/16 6 ply	7.00/16 6 ply	5	6	120	2,900	700
1	Pickup Exp	WD-20	Calif. 9285201 and up	6.50/16 6 ply	7.00/16 6 ply	5	6	120	3,200	739
1	Platform	WD-20		6.50/16 6 ply	7.00/16 6 ply	5	6	120	3,300	749
1	Stk. (Std. Racks)	WD-20		6.50/16 6 ply	7.00/16 6 ply	5	6	120	3,525	773
1	Ch. Cowl	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	2,600	626
1	Ch. Cb	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	2,975	719
1	Pickup Exp	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	3,300	768
1	Canopy	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	3,375	862
1	Panel	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	3,600	857
1	Platform	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	3,425	773
1	Stk. (Std. Racks)	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	3,725	793
1	Ch. Cowl	WF-20	8788151 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	126½	3,300	617
1	Ch. Cb	WF-20	T118-42001 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	126½	3,700	709
1	Ch. Cowl	WF-21		6.00/20 6 ply	6.50/20 8 ply	4	6	135 9/16	3,325	616
1	Ch. Cb	WF-21	Calif. 9276201 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	135 9/16	3,725	709
1	Pickup Exp	WF-21		6.00/20 6 ply	6.50/20 8 ply	4	6	135 9/16	4,025	778
1	Platform	WF-21		6.00/20 6 ply	6.50/20 8 ply	4	6	135 9/16	4,275	763
1	Stk. (Std. Racks)	WF-21		6.00/20 6 ply	6.50/20 8 ply	4	6	135 9/16	4,625	803
1	Ch. Cowl	WF-22		6.00/20 6 ply	6.50/20 8 ply	4	6	160	3,450	641
1	Ch. Cb	WF-22		6.00/20 6 ply	6.50/20 8 ply	4	6	160	3,850	734
1	Platform	WF-22		6.00/20 6 ply	6.50/20 8 ply	4	6	160	4,550	803
1	Stk. (Std. Racks)	WF-22		6.00/20 6 ply	6.50/20 8 ply	4	6	160	4,950	847
1½	Ch. Cowl	WF-30		6.00/20 6 ply	6.50/20 8 ply	4	6	126½	3,300	616
1½	Ch. Cb	WF-30		6.00/20 6 ply	6.50/20 8 ply	4	6	126½	3,700	709
1½	Ch. Cowl	WFA-30		6.00/20 6 ply	6.50/20 8 ply	4	6	126½	3,425	721
1	Ch. Cowl	WF-31		6.00/20 6 ply	6.50/20 8 ply	4	6	135 9/16	3,325	616
1	Ch. Cb	WF-31		6.00/20 6 ply	6.50/20 8 ply	4	6	135 9/16	3,725	709
1	Pickup Exp	WF-31		6.00/20 6 ply	6.50/20 8 ply	4	6	135 9/16	4,025	778
1	Platform	WF-31		6.00/20 6 ply	6.50/20 8 ply	4	6	135 9/16	4,275	763
1	Stk. (Std. Racks)	WF-31		6.00/20 6 ply	6.50/20 8 ply	4	6	135 9/16	4,625	803
1	Ch. Cowl	WFA-31		6.00/20 6 ply	6.50/20 8 ply	4	6	135 9/16	3,450	721
1	Ch. Cowl	WF-32		6.00/20 6 ply	6.50/20 8 ply	4	6	160	3,450	641
1	Ch. Cb	WF-32		6.00/20 6 ply	6.50/20 8 ply	4	6	160	3,850	734
1	Platform	WF-32		6.00/20 6 ply	6.50/20 8 ply	4	6	160	4,550	803
1	Stk. (Std. Racks)	WF-32		6.00/20 6 ply	6.50/20 8 ply	4	6	160	4,950	847
1	Ch. Cowl	WFA-32		6.00/20 6 ply	6.50/20 8 ply	4	6	160	3,575	746
1	Ch. Cowl	WF-33		6.00/20 6 ply	6.50/20 8 ply	4	6	190	3,575	665
1	Ch. Cb	WF-33		6.00/20 6 ply	6.50/20 8 ply	4	6	190	3,975	759
1	Ch. Cowl	WFA-33		6.00/20 6 ply	6.50/20 8 ply	4	6	190	3,700	770
1	Ch. Cowl	WG-40	8956351 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	136	3,900	917
1	Ch. Cb	WG-40	T120-42001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	136	4,300	1,017
1	Platform	WG-40	Calif.-9262911 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	136	4,850	1,081
1	Stk. (Std. Racks)	WG-40		6.00/20 6 ply	6.00/20 6 ply	6	6	136	5,200	1,116
1	Ch. Cowl	WGA-40		6.00/20 6 ply	6.00/20 6 ply	6	6	136	3,955	1,037
1	Ch. Cowl	WG-41		6.00/20 6 ply	6.00/20 6 ply	6	6	148	4,050	947
1	Ch. Cb	WG-41		6.00/20 6 ply	6.00/20 6 ply	6	6	148	4,450	1,047
1	Ch. Cowl	WGA-41		6.00/20 6 ply	6.00/20 6 ply	6	6	148	4,105	1,067
1	Ch. Cowl	WG-42		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,075	976
1	Ch. Cb	WG-42		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,475	1,076
1	Platform	WG-42		6.00/20 6 ply	6.00/20 6 ply	6	6	160	5,175	1,160
1	Stk. (Std. Racks)	WG-42		6.00/20 6 ply	6.00/20 6 ply	6	6	160	5,575	1,199
1	Ch. Cowl	WGA-42		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,130	1,096
1	Ch. Cowl	WG-43		6.00/20 6 ply	6.00/20 6 ply	6	6	178	4,100	1,011
1	Ch. Cb	WG-43		6.00/20 6 ply	6.00/20 6 ply	6	6	178	4,500	1,111
1	Ch. Cowl	WGA-43		6.00/20 6 ply	6.00/20 6 ply	6	6	178	4,155	1,131
1	Ch. Cowl	WG-44		6.00/20 6 ply	6.00/20 6 ply	6	6	220	4,375	1,114
1	Ch. Cb	WG-44		6.00/20 6 ply	6.00/20 6 ply	6	6	220	4,775	1,214
1	Ch. Cowl	WGA-44		6.00/20 6 ply	6.00/20 6 ply	6	6	220	4,430	1,234
2	Ch. Cowl	WH-45	8956351 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	136	3,900	917
2	Ch. Cowl	WHA-45		6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,000	1,037
2	Ch. Cowl	WH-46		6.50/20 6 ply	6.50/20 6 ply	6	6	148	4,050	947
2	Ch. Cowl	WHA-46		6.50/20 6 ply	6.50/20 6 ply	6	6	148	4,150	1,067
2	Ch. Cowl	WH-47		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,075	976
2	Ch. Cowl	WHA-47		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,175	1,096
2	Ch. Cowl	WH-48		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,100	1,011
2	Ch. Cowl	WHA-48		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,200	1,131
2	Ch. Cowl	WH-49		6.50/20 6 ply	6.50/20 6 ply	6	6	220	4,375	1,114
2	Ch. Cowl	WHA-49		6.50/20 6 ply	6.50/20 6 ply	6	6	220	4,475	1,231
2	Ch. Cowl	WL-50	8275051 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,625	1,891
2	Ch. Cowl	WLA-50		8.25/20 10 ply	8.25/20 10 ply			152	5,850	2,064
2	Ch. Cowl	WL-51		8.25/20 10 ply	8.25/20 10 ply			170	5,850	1,924
2	Ch. Cowl	WLA-51		8.25/20 10 ply	8.25/20 10 ply			170	6,075	2,094
2	Ch. Cowl	WL-52		8.25/20 10 ply	8.25/20 10 ply			188	5,950	1,943
2	Ch. Cowl	WLA-52		8.25/20 10 ply	8.25/20 10 ply			188	6,175	2,113
2	Ch. Cowl	WL-53		8.25/20 10 ply	8.25/20 10 ply			205	6,100	1,993

(i) DODGE—Continued

(7) 1941—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
2	Ch. Cowl	WLA-53	8275051 and up	8.25/20 10 ply	8.25/20 10 ply			205	6,325	$2,163
3	Ch. Cowl	WK-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,675	1,894
3	Ch. Cowl	WKA-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,900	2,094
3	Ch. Cowl	WK-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	5,900	1,924
3	Ch. Cowl	WKA-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,125	2,094
3	Ch. Cowl	WK-62		8.25/20 10 ply	8.25/20 10 ply	6	6	183	6,000	1,943
3	Ch. Cowl	WKA-62		8.25/20 10 ply	8.25/20 10 ply	6	6	183	6,225	2,113
3	Ch. Cowl	WK-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,150	1,993
3	Ch. Cowl	WKA-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,375	2,163

CONVENTIONAL—(DIESEL)

2	Ch. Cowl	WLD-50	8422211 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,075	$3,073
2	Ch. Cowl	WLDA-50		8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,300	3,243
2	Ch. Cowl	WLD-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,300	3,162
2	Ch. Cowl	WLDA-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,525	3,272
2	Ch. Cowl	WLD-52		8.25/20 10 ply	8.25/20 10 ply	6	6	183	6,400	3,122
2	Ch. Cowl	WLDA-52		8.25/20 10 ply	8.25/20 10 ply	6	6	183	6,625	3,292
2	Ch. Cowl	WLD-53		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,550	3,171
2	Ch. Cowl	WLDA-53		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,775	3,341
3	Ch. Cowl	WKD-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,125	3,073
3	Ch. Cowl	WKDA-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,350	3,243
3	Ch. Cowl	WKD-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,350	3,162
3	Ch. Cowl	WKDA-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,575	3,272
3	Ch. Cowl	WKD-62		8.25/20 10 ply	8.25/20 10 ply	6	6	183	6,450	3,122
3	Ch. Cowl	WKDA-62		8.25/20 10 ply	8.25/20 10 ply	6	6	183	6,675	3,292
3	Ch. Cowl	WKD-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,600	3,171
3	Ch. Cowl	WKDA-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,825	3,341

CAB OVER ENGINE

1½	Ch	WFM-35	8294401 and up T123-42001 and up.	6.00/20 6 ply	6.50/20 8 ply	4	6	105	3,275	$719
1½	Ch. Cowl w/s	WFM-35	Calif. 9294351 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	105	3,450	744
1½	Ch. Cb	WFM-35		6.00/20 6 ply	6.50/20 8 ply	4	6	105	3,800	822
1½	Platform	WFM-35		6.00/20 6 ply	6.50/20 8 ply	4	6	105	4,350	870
1½	Stk. (Std. Racks)	WFM-35		6.00/20 6 ply	6.50/20 8 ply	4	6	105	4,700	916
1½	Ch. Cowl	WFMA-35		6.00/20 6 ply	6.50/20 8 ply	4	6	105	3,500	824
1½	Ch	WFM-37		6.00/20 6 ply	6.50/20 8 ply	4	6	129	3,400	744
1½	Ch. Cowl w/s	WFM-37		6.00/20 6 ply	6.50/20 8 ply	4	6	129	3,575	763
1½	Ch. Cb	WFM-37		6.00/20 6 ply	6.50/20 8 ply	4	6	129	3,925	847
1½	Platform	WFM-37		6.00/20 6 ply	6.50/20 8 ply	4	6	129	4,625	916
1½	Stk. (Std. Racks)	WFM-37		6.00/20 6 ply	6.50/20 8 ply	4	6	129	5,025	960
1½	Ch. Cowl	WFMA-37		6.00/20 6 ply	6.50/20 8 ply	4	6	129	3,625	843
1½	Ch	WFM-38		6.00/20 6 ply	6.50/20 8 ply	4	6	159	3,550	763
1½	Ch. Cowl w/s	WFM-38		6.00/20 6 ply	6.50/20 8 ply	4	6	159	3,725	793
1½	Ch. Cb	WFM-38		6.00/20 6 ply	6.50/20 8 ply	4	6	159	4,075	871
1½	Ch. Cowl	WFMA-38		6.00/20 6 ply	6.50/20 8 ply	4	6	159	3,775	873
1½	Ch	WGM-40	8764501 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	105	4,075	1,070
1½	Ch. Cowl w/s	WGM-40	T130-42001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	105	4,250	1,097
1½	Ch. Cb	WGM-40	Calif. 9272311 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	105	4,600	1,175
1½	Platform	WGM-40		6.00/20 6 ply	6.00/20 6 ply	6	6	105	5,150	1,233
1½	Stk. (Std. Racks)	WGM-40		6.00/20 6 ply	6.00/20 6 ply	6	6	105	5,500	1,273
1½	Ch. Cowl	WGMA-40		6.00/20 6 ply	6.00/20 6 ply	6	6	105	4,220	1,100
1½	Ch	WGM-42		6.00/20 6 ply	6.00/20 6 ply	6	6	129	4,200	1,129
1½	Ch. Cowl w/s	WGM-42		6.00/20 6 ply	6.00/20 6 ply	6	6	129	4,375	1,156
1½	Ch. Cb	WGM-42		6.00/20 6 ply	6.00/20 6 ply	6	6	129	4,725	1,234
1½	Platform	WGM-42		6.00/20 6 ply	6.00/20 6 ply	6	6	129	5,425	1,317
1½	Stk. (Std. Racks)	WGM-42		6.00/20 6 ply	6.00/20 6 ply	6	6	129	5,825	1,356
1½	Ch. Cowl	WGMA-42		6.00/20 6 ply	6.50/20 6 ply	6	6	129	4,325	1,249
1½	Ch	WGM-43		6.00/20 6 ply	6.50/20 6 ply	6	6	159	4,350	1,163
1½	Ch. Cowl w/s	WGM-43		6.00/20 6 ply	6.00/20 6 ply	6	6	159	4,525	1,190
1½	Ch. Cb	WGM-43		6.00/20 6 ply	6.00/20 6 ply	6	6	159	4,875	1,263
1½	Ch. Cowl	WGMA-43		6.00/20 6 ply	6.00/20 6 ply	6	6	159	4,505	1,283
2	Ch. Cowl	WHM-45		6.50/20 6 ply	6.50/20 6 ply	6	6	105	4,175	1,070
2	Ch. Cowl	WHMA-45		6.50/20 6 ply	6.50/20 6 ply	6	6	105	4,275	1,190
2	Ch. Cowl	WHM-47		6.50/20 6 ply	6.50/20 6 ply	6	6	129	4,300	1,129
2	Ch. Cowl	WHMA-47		6.50/20 6 ply	6.50/20 6 ply	6	6	129	4,400	1,249
2	Ch. Cowl	WHM-48		6.50/20 6 ply	6.50/20 6 ply	6	6	159	4,450	1,163
2	Ch. Cowl	WHMA-48		6.50/20 6 ply	6.50/20 6 ply	6	6	159	4,550	1,283

(8) 1942

CONVENTIONAL

½	Ch. Cowl	WC	81102219 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,200	$522
½	Ch. Cowl w/s	WC	Calif. 9215209 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	116		549
½	Ch. Cb	WC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,600	617
½	Pickup Exp	WC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,800	651
½	Canopy	WC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,825	702
½	Panel	WC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,000	731
¾	Ch. Cowl	WD-15	8215177 and up	TA-15	TA-15	5	6	120	2,325	571
¾	Ch. Cowl w/s	WD-15	Calif. 9193544 and up	TA-15	TA-15	5	6	120		593
¾	Ch. Cb	WD-15		TA-15	TA-15	5	6	120	2,725	663
¾	Pickup Exp	WD-15		TA-15	TA-15	5	6	120	3,025	705
¾	Platform	WD-15		TA-15	TA-15	5	6	120	3,125	716
¾	Stk. (Std. Racks)	WD-15		TA-15	TA-15	5	6	120	3,350	742
1	Ch. Cowl	WD-20	81207502 and up	6.50/16 6 ply	7.00/16 6 ply	5	6	120	2,500	651
1	Ch. Cb	WD-20	Calif. 9225825 and up	6.50/16 6 ply	7.00/16 6 ply	5	6	120	2,900	745
1	Pickup Exp	WD-20		6.50/16 6 ply	7.00/16 6 ply	5	6	120	3,200	787

(j) DODGE—Continued

(8) 1942—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1	Platform	WD-20	Calif. 9285825 and up	6.50/16 6 ply	7.00/16 6 ply	5	6	120	3,300	$700
1	Stk. (Std. Racks)	WD-20		6.50/16 6 ply	7.00/16 6 ply	5	6	120	3,625	821
1	Ch. Cowl	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	2,600	672
1	Ch. Cb	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	2,975	707
1	Express	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	3,300	817
1	Canopy	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	3,375	912
1	Panel	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	3,500	907
1	Platform	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	3,425	821
1	Stk. (Std. Racks)	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	3,725	842
1	Ch. Cowl	WF-20	81302818 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	120½	3,300	660
1	Ch. Cb	WF-20	Calif. 9277517 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	120½	3,700	701
1	Ch. Cowl	WF-21		6.00/20 6 ply	6.00/20 6 ply	4	6	135 5/16	3,325	660
1	Ch. Cb	WF-21		6.00/20 6 ply	6.00/20 6 ply	4	6	135 5/16	3,725	701
1	Pickup Exp	WF-21		6.00/20 6 ply	6.00/20 6 ply	4	6	135 5/16	4,025	830
1	Pl. Sp	WF-21		6.00/20 6 ply	6.00/20 6 ply	4	6	135 5/16		937
1	Platform	WF-21		6.00/20 6 ply	6.00/20 6 ply	4	6	135 5/16	4,275	816
1	Stk. (Std. Racks)	WF-21		6.00/20 6 ply	6.00/20 6 ply	4	6	135 5/16	4,625	855
1	Ch. Cowl	WF-22		6.00/20 6 ply	6.00/20 6 ply	4	6	160	3,450	691
1	Ch. Cb	WF-22		6.00/20 6 ply	6.00/20 6 ply	4	6	160	3,850	780
1	Platform	WF-22		6.00/20 6 ply	6.00/20 6 ply	4	6	160	4,550	855
1	Stk. (Std. Racks)	WF-22		6.00/20 6 ply	6.00/20 6 ply	4	6	160	4,950	900
1½	Ch. Cowl	WF-30		6.00/20 6 ply	6.00/20 6 ply	4	6	126½	3,300	660
1½	Ch. Cb	WF-30		6.00/20 6 ply	6.00/20 6 ply	4	6	126½	3,700	701
1½	Ch. Cowl	WFA-30		6.00/20 6 ply	6.00/20 6 ply	4	6	126½	3,350	774
1½	Ch. Cowl	WF-31		6.00/20 6 ply	6.00/20 6 ply	4	6	135 5/16	3,325	660
1½	Ch. Cb	WF-31		6.00/20 6 ply	6.00/20 6 ply	4	6	135 5/16	3,725	701
1½	Pickup Exp	WF-31		6.00/20 6 ply	6.00/20 6 ply	4	6	135 5/16	4,025	830
1½	Pl. Sp	WF-31		6.00/20 6 ply	6.00/20 6 ply	4	6	135 5/16		937
1½	Platform	WF-31		6.00/20 6 ply	6.00/20 6 ply	4	6	135 5/16	4,275	816
1½	Stk. (Std. Racks)	WF-31		6.00/20 6 ply	6.00/20 6 ply	4	6	135 5/16	4,625	855
1½	Ch. Cowl	WFA-31		6.00/20 6 ply	6.00/20 6 ply	4	6	135 5/16	3,375	774
1½	Ch. Cowl	WF-32		6.00/20 6 ply	6.00/20 6 ply	4	6	160	3,450	691
1½	Ch. Cb	WF-32		6.00/20 6 ply	6.00/20 6 ply	4	6	160	3,850	780
1½	Platform	WF-32		6.00/20 6 ply	6.00/20 6 ply	4	6	160	4,550	855
1½	Stk. (Std. Racks)	WF-32		6.00/20 6 ply	6.00/20 6 ply	4	6	160	4,950	900
1½	Ch. Cowl	WFA-32		6.00/20 6 ply	6.00/20 6 ply	4	6	160	3,500	799
1½	Ch. Cowl	WF-33		6.00/20 6 ply	6.00/20 6 ply	4	6	190	3,575	716
1½	Ch. Cowl w/s	WF-33		6.00/20 6 ply	6.00/20 6 ply	4	6	190		743
1½	Ch. Cb	WF-33		6.00/20 6 ply	6.00/20 6 ply	4	6	190	3,975	811
1½	Ch. Cowl	WFA-33		6.00/20 6 ply	6.00/20 6 ply	4	6	190	3,625	824
1½	Ch. Cowl	WG-40	S962375 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	136	3,900	991
1½	Ch. Cb	WG-40	Calif. 9296167 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,300	1,091
1½	Platform	WG-40		6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,850	1,157
1½	Stk. (Std. Racks)	WG-40		6.50/20 6 ply	6.50/20 6 ply	6	6	136	5,200	1,192
1½	Ch. Cowl	WGA-40		6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,000	1,119
1½	Ch. Cowl	WG-41		6.50/20 6 ply	6.50/20 6 ply	6	6	148	4,050	1,022
1½	Ch. Cb	WG-41		6.50/20 6 ply	6.50/20 6 ply	6	6	148	4,450	1,122
1½	Ch. Cowl	WGA-41		6.50/20 6 ply	6.50/20 6 ply	6	6	148	4,150	1,150
1½	Ch. Cowl	WG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,075	1,052
1½	Ch. Cb	WG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,475	1,152
1½	Platform	WG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	160	5,175	1,238
1½	Stk. (Std. Racks)	WG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	160	5,675	1,277
1½	Ch. Cowl	WGA-42		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,175	1,180
1½	Ch. Cowl	WG-43		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,100	1,087
1½	Ch. Cb	WG-43		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,500	1,187
1½	Ch. Cowl	WGA-43		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,200	1,215
1½	Ch. Cowl	WG-44		6.50/20 6 ply	6.50/20 6 ply	6	6	220	4,375	1,122
1½	Ch. Cb	WG-44		6.50/20 6 ply	6.50/20 6 ply	6	6	220	4,775	1,222
1½	Ch. Cowl	WGA-44		6.50/20 6 ply	6.50/20 6 ply	6	6	220	4,475	1,250
2	Ch. Cowl	WH-45		6.50/20 6 ply	6.50/20 6 ply	6	6	136	3,800	991
2	Ch. Cowl	WHA-45		6.50/20 6 ply	6.50/20 6 ply	6	6	136	3,900	1,119
2	Ch. Cowl	WH-46		6.50/20 6 ply	6.50/20 6 ply	6	6	148	4,025	1,022
2	Ch. Cowl	WHA-46		6.50/20 6 ply	6.50/20 6 ply	6	6	148	4,125	1,150
2	Ch. Cowl	WH-47		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,050	1,052
2	Ch. Cowl	WHA-47		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,150	1,180
2	Ch. Cowl	WH-48		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,100	1,087
2	Ch. Cowl	WHA-48		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,200	1,215
2	Ch. Cowl	WH-49		6.50/20 6 ply	6.50/20 6 ply	6	6	220	4,325	1,122
2	Ch. Cowl	WHA-49		6.50/20 6 ply	6.50/20 6 ply	6	6	220	4,425	1,250
2	Ch. Cowl	WL-50	8275630 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,625	2,074
2	Ch. Cowl	WLA-50		8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,850	2,239
2	Ch. Cowl	WL-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	5,850	2,105
2	Ch. Cowl	WLA-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,075	2,290
2	Ch. Cowl	WL-52		8.25/20 10 ply	8.25/20 10 ply	6	6	188	5,950	2,124
2	Ch. Cowl	WLA-52		8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,175	2,309
2	Ch. Cowl	WL-53		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,100	2,170
2	Ch. Cowl	WLA-53		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,325	2,361
3	Ch. Cowl	WK-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,675	2,074
3	Ch. Cowl	WKA-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,900	2,239
3	Ch. Cowl	WK-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	5,900	2,105
3	Ch. Cowl	WKA-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,125	2,290
3	Ch. Cowl	WK-62		8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,000	2,124
3	Ch. Cowl	WKA-62		8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,225	2,309
3	Ch. Cowl	WK-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,150	2,170
3	Ch. Cowl	WKA-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,375	2,361

CONVENTIONAL—(DIESEL)

2	Ch. Cowl	WLD-50	8422443 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,075	$3,298
2	Ch. Cowl	WLDA-50		8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,300	3,483
2	Ch. Cowl	WLD-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,300	3,323
2	Ch. Cowl	WLDA-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,525	3,513
2	Ch. Cowl	WLD-52		8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,400	3,348
2	Ch. Cowl	WLDA-52		8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,625	3,533
2	Ch. Cowl	WLD-53		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,550	3,399

(j) DODGE—Continued

(6) 1942—Continued

CONVENTIONAL—(DIESEL)—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
2	Ch. Cowl	WLDA-53	842443 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,775	$3,584
3	Ch. Cowl	WKD-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,125	3,298
3	Ch. Cowl	WKDA-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,350	3,483
3	Ch. Cowl	WKD-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,350	3,328
3	Ch. Cowl	WKDA-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,575	3,513
3	Ch. Cowl	WKD-62		8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,450	3,343
3	Ch. Cowl	WKDA-62		8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,675	3,533
3	Ch. Cowl	WKD-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,600	3,399
3	Ch. Cowl	WKDA-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,825	3,584

CAB OVER ENGINE

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
1½	Ch. Cowl	WFM-35	8264587 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	105	3,375	$760
1½	Ch. Cowl w/s	WFM-35	Calif.-9264563 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	105		796
1½	Ch. Cb	WFM-35		6.00/20 6 ply	6.00/20 6 ply	4	6	105	3,800	875
1½	Platform 9'	WFM-35		6.00/20 6 ply	6.00/20 6 ply	4	6	105	4,350	920
1½	Stk. (Std. Racks)	WFM-35		6.00/20 6 ply	6.00/20 6 ply	4	6	105	4,700	971
1½	Ch. Cowl	WFMA-35		6.00/20 6 ply	6.00/20 6 ply	4	6	105	3,425	877
1½	Ch. Cowl	WFM-37		6.00/20 6 ply	6.00/20 6 ply	4	6	129	3,400	794
1½	Ch. Cowl w/s	WFM-37		6.00/20 6 ply	6.00/20 6 ply	4	6	129		821
1½	Ch. Cb	WFM-37		6.00/20 6 ply	6.00/20 6 ply	4	6	129	3,925	900
1½	Platform 12'	WFM-37		6.00/20 6 ply	6.00/20 6 ply	4	6	129	4,625	971
1½	Stk. (Std. Racks)	WFM-37		6.00/20 6 ply	6.00/20 6 ply	4	6	129	5,025	1,016
1½	Ch. Cowl	WFMA-37		6.00/20 6 ply	6.00/20 6 ply	4	6	129	3,500	902
1½	Ch. Cowl	WFM-38		6.00/20 6 ply	6.00/20 6 ply	4	6	159	3,850	819
1½	Ch. Cowl w/s	WFM-38		6.00/20 6 ply	6.00/20 6 ply	4	6	159		845
1½	Ch. Cb	WFM-38		6.00/20 6 ply	6.00/20 6 ply	4	6	159	4,075	925
1½	Ch. Cowl	WFMA-38		6.00/20 6 ply	6.00/20 6 ply	4	6	159	3,650	927
1½	Ch. Cowl	WGM-40	8707103 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	105	4,075	1,146
1½	Ch. Cowl w/s	WGM-40	Calif.—9272346 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	105		1,174
1½	Ch. Cb	WGM-40		6.50/20 6 ply	6.50/20 6 ply	6	6	105	4,600	1,252
1½	Platform 9'	WGM-40		6.50/20 6 ply	6.50/20 6 ply	6	6	105	5,150	1,317
1½	Stk. (Std. Racks)	WGM-40		6.50/20 6 ply	6.50/20 6 ply	6	6	105	5,500	1,352
1½	Ch. Cowl	WGMA-40		6.50/20 6 ply	6.50/20 6 ply	6	6	105	4,155	1,274
1½	Ch. Cowl	WGM-42		6.50/20 6 ply	6.50/20 6 ply	6	6	129	4,200	1,205
1½	Ch. Cowl w/s	WGM-42		6.50/20 6 ply	6.50/20 6 ply	6	6	129		1,233
1½	Ch. Cb	WGM-42		6.50/20 6 ply	6.50/20 6 ply	6	6	129	4,725	1,311
1½	Platform 12'	WGM-42		6.50/20 6 ply	6.50/20 6 ply	6	6	129	5,425	1,397
1½	Stk. (Std. Racks)	WGM-42		6.50/20 6 ply	6.50/20 6 ply	6	6	129	5,825	1,437
1½	Ch. Cowl	WGMA-42		6.50/20 6 ply	6.50/20 6 ply	6	6	129	4,280	1,333
1½	Ch. Cowl	WGM-43		6.50/20 6 ply	6.50/20 6 ply	6	6	159	4,350	1,240
1½	Ch. Cowl w/s	WGM-43		6.50/20 6 ply	6.50/20 6 ply	6	6	159		1,263
1½	Ch. Cb	WGM-43		6.50/20 6 ply	6.50/20 6 ply	6	6	159	4,875	1,342
1½	Ch. Cowl	WGMA-43		6.50/20 6 ply	6.50/20 6 ply	6	6	159	4,420	1,363
2	Ch. Cowl	WHM-45		6.50/20 6 ply	6.50/20 6 ply	6	6	105	4,100	1,146
2	Ch. Cowl	WHMA-45		6.50/20 6 ply	6.50/20 6 ply	6	6	105	4,200	1,274
2	Ch. Cowl	WHM-47		6.50/20 6 ply	6.50/20 6 ply	6	6	129	4,225	1,205
2	Ch. Cowl	WHMA-47		6.50/20 6 ply	6.50/20 6 ply	6	6	129	4,325	1,323
2	Ch. Cowl	WHM-48		6.50/20 6 ply	6.50/20 6 ply	6	6	159	4,375	1,240
2	Ch. Cowl	WHMA-48		6.50/20 6 ply	6.50/20 6 ply	6	6	159	4,475	1,363

(k) FEDERAL

[Manufacturer: Federal Motor Truck Company Principal Plant: Detroit, Mich]

(1) 1933

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base[1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch. Cowl	15	74746 to 77194	6.00/20 6 ply	32 x 6 8 ply	4	6	N. A.	3,200	$695
2	Ch. Cowl	20		6.50/20 6 ply	6.50/20 6 ply	6	6	N. A.	3,700	1,095
2½	Ch. Cowl	25		7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,200	1,395
2½	Ch. Cowl	30		8.25/20	8.25/20	6	6	N. A.	5,720	1,945
2½	Ch. Cowl	A7		8.25/20	8.25/20	6	6	N. A.	5,720	1,945
2½	Ch. Cowl	A600		7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,350	1,745
2½	Ch. Cowl	A600T		8.25/20	8.25/20	6	6	N. A.	6,150	2,045
2½	Ch. Cowl	A600TW		8.25/20	8.25/20	6	6	N. A.	6,150	2,180
2½	Ch. Cowl	T3W		32 x 6 8 ply	36 x 8 12 ply	4	4	N. A.	6,110	1,595
3½	Ch. Cowl	A8		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	6,220	2,340
3½	Ch. Cowl	A8DE		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	6,220	2,435
3½	Ch. Cowl	T-10-B		34 x 7 10 ply	34 x 7 10 ply	6	6	N. A.	6,550	2,550
3½	Ch. Cowl	T-10-W		34 x 7 10 ply	34 x 7 10 ply	6	6	N. A.	6,550	2,635
3½	Ch. Cowl	T10DR		34 x 7 10 ply	34 x 7 10 ply	6	6	N. A.	6,550	2,635
3½	Ch. Cowl	40		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	6,220	2,340
3½	Ch. Cowl	40DR		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	6,220	2,435
4½	Ch. Cowl	U6		36 x 8 12 ply	36 x 8 12 ply	6	6	N. A.	7,420	3,850
4½	Ch. Cowl	U6DR		36 x 8 12 ply	36 x 8 12 ply	6	6	N. A.	7,420	3,850
6	Ch. Cowl	C7		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,550	4,485
6	Ch. Cowl	C7W		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,550	4,845
6	Ch. Cowl	C8		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,650	4,895
6	Ch. Cowl	C8W		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,650	4,895
7½	Ch. Cowl	X8		36 x 6 Solid	40 x 14 Solid	4	4	N. A.	9,750	4,735
7½	Ch. Cowl	X8RDR		36 x 6 Solid	40 x 14 Solid	4	4	N. A.	9,750	4,735

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(k) FEDERAL—Continued

(1) 1933—Continued

CONVENTIONAL (3D AXLE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
3	Ch. Cowl (6 x 2)	E2SWL	74746 to 77194	6.00/20 6 ply	32 x 6 8 ply	6	4	N. A.	3,925	$1,150
3	Ch. Cowl (6 x 2)	L25W		6.00/20 6 ply	32 x 6 8 ply	6	6	N. A.	3,975	1,150
3	Ch. Cowl (6 x 4)	D2D		6.00/20 6 ply	32 x 6 8 ply	6	4	N. A.	4,235	1,350
3	Ch. Cowl (6 x 4)	E2DL		6.00/20 6 ply	32 x 6 8 ply	6	6	N. A.	4,310	1,450
3	Ch. Cowl (6 x 2)	T10SW		34 x 7 10 ply	34 x 7 10 ply	10	6	N. A.	9,600	3,895

(2) 1934

CONVENTIONAL

¾	Ch. Cowl	DM	77195 to 81113	6.00/20 6 ply	32 x 6 8 ply	4	4	N. A.	2,950	$875
1½	Ch. Cowl	15		6.00/20 6 ply	32 x 6 8 ply	4	6	N. A.	3,300	695
2	Ch. Cowl	20		6.50/20 6 ply	6.50/20 6 ply	6	6	N. A.	3,700	1,095
2½	Ch. Cowl	25		7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,300	1,395
2½	Ch. Cowl	30		8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	5,730	1,945
3½	Ch. Cowl	40		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	6,230	2,340
3½	Ch. Cowl	40DR		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	6,236	2,405
4½	Ch. Cowl	U6		36 x 8 12 ply	36 x 8 12 ply	6	6	N. A.	7,420	3,860
4½	Ch. Cowl	U6DR		36 x 8 12 ply	36 x 8 12 ply	6	6	N. A.	7,420	3,860
6	Ch. Cowl	C7		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,550	4,485
6	Ch. Cowl	C7W		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,550	4,485
6	Ch. Cowl	C8		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,650	4,895
6	Ch. Cowl	C8W		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,650	4,895

CONVENTIONAL (3D AXLE)

3	Ch. Cowl (6 x 2)	E2SWL	77195 to 81113	6.00/20 6 ply	32 x 6 8 ply	6	6	N. A.	3,850	$1,150
3	Ch. Cowl (6 x 4)	E2DL		6.00/20 6 ply	32 x 6 8 ply	6	6	N. A.	4,185	1,315
3	Ch. Cowl (6 x 2)	16		6.00/20 6 ply	32 x 6 8 ply	6	6	N. A.	4,100	1,320
3	Ch. Cowl (6 x 4)	17		6.00/20 6 ply	32 x 6 8 ply	6	6	N. A.	4,600	1,570
3	Ch. Cowl (6 x 2)	36		7.50/20 8 ply	7.50/20 8 ply	10	6	N. A.	7,480	2,795
3	Ch. Cowl (6 x 4)	37		7.50/20 8 ply	7.50/20 8 ply	10	6	N. A.	7,880	3,175
7	Ch. Cowl (6 x 2)	T10SW		34 x 7 10 ply	34 x 7 10 ply	10	6	N. A.	9,300	3,895

(3) 1935

CONVENTIONAL

¾	Ch. Cowl	DM	81114 to 85199	6.00/20 6 ply	32 x 6 8 ply	4	4	108	2,900	$950
1½	Ch. Cowl	15		6.00/20 6 ply	32 x 6 8 ply	4	6	137	3,300	745
1½	Ch. Cowl	15X		6.00/20 6 ply	32 x 6 8 ply	4	6	137	3,300	645
1½	Ch. Cowl	18X		6.50/20 6 ply	6.50/20 6 ply	6	6	137	3,600	875
1½	Ch. Cowl	20		6.50/20 6 ply	6.50/20 6 ply	6	6	137	3,700	1,005
2½	Ch. Cowl	25		7.00/20 8 ply	7.00/20 8 ply	6	6	137	4,300	1,325
2½	Ch. Cowl	30		8.25/20 10 ply	8.25/20 10 ply	6	6	153	5,730	2,095
3½	Ch. Cowl	40		9.00/20 10 ply	9.00/20 10 ply	6	6	153	6,230	2,490
3½	Ch. Cowl	40DR		9.00/20 10 ply	9.00/20 10 ply	6	6	153	6,230	2,615
4½	Ch. Cowl	50		9.00/20 10 ply	9.00/20 10 ply	6	6	153	6,830	3,075
6	Ch. Cowl	C7		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,185	4,710
6	Ch. Cowl	C7W		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,185	4,710
6	Ch. Cowl	C8		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,015	5,120
6	Ch. Cowl	C8W		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,015	5,120

CONVENTIONAL (BUS)

1½	Ch. Cowl (Bus)	B15	81114 to 85199	6.00/20 6 ply	6.00/20 6 ply	4	6	162	3,700	$1,070
2	Ch. Cowl (Bus)	B20		6.50/20 6 ply	6.50/20 6 ply	6	6	162	3,850	1,390
2½	Ch. Cowl (Bus)	B25		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,450	1,675

CONVENTIONAL (3D AXLE)

3	Ch. Cowl (6 x 2)	21	81114 to 85199	6.00/20 6 ply	6.00/20 6 ply	10	6	172	4,600	$1,420

(4) 1936

CONVENTIONAL

¾	Ch. Cowl	DM	85200 to 91249	6.00/20 6 ply	32 x 6 8 ply	4	4	108	3,000	$950
¾	Ch. Cowl	10		6.00/20 6 ply	6.00/20 6 ply	4	4	128	2,950	545
1½	Ch. Cowl	15		6.00/20 6 ply	32 x 6 8 ply	4	6	136	3,500	645
2	Ch. Cowl	18		6.50/20 6 ply	6.50/20 6 ply	6	6	136	3,800	875
2	Ch. Cowl	20		6.50/20 6 ply	6.50/20 6 ply	6	6	136	3,900	1,025
2½	Ch. Cowl	25		7.00/20 8 ply	7.00/20 8 ply	6	6	136	4,600	1,275
2½	Ch. Cowl	28		7.00/20 8 ply	7.00/20 8 ply	6	6	136	4,800	1,445
3	Ch. Cowl	29		7.50/20 8 ply	7.50/20 8 ply	6	6	136	4,900	1,695
3	Ch. Cowl	30		8.25/20 10 ply	8.25/20 10 ply	6	6	153	5,950	2,175
4	Ch. Cowl	40		9.00/20 10 ply	9.00/20 10 ply	6	6	153	6,450	2,590
4	Ch. Cowl	40DR		9.00/20 10 ply	9.00/20 10 ply	6	6	153	6,450	2,715
5	Ch. Cowl	50		9.00/20 10 ply	9.00/20 10 ply	6	6	153	7,050	3,195
6	Ch. Cowl	C7		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,185	4,710
6	Ch. Cowl	C7W		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,185	4,710
6	Ch. Cowl	C8		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,015	5,120
6	Ch. Cowl	C8W		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,015	5,120

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(k) FEDERAL—Continued

(4) 1936—Continued

CONVENTIONAL (BUS)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base[1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch. Cowl (Bus)	B-15	85200 to 91249	6.00/20 6 ply	6.00/20 6 ply	6	6	156	3,900	$960
2	Ch. Cowl (Bus)	B-20		6.50/20 6 ply	6.50/20 6 ply	6	6	156	4,050	1,250
2½	Ch. Cowl (Bus)	B-25		7.00/20 8 ply	7.00/20 8 ply	6	6	156	4,750	1,675

(5) 1937

CONVENTIONAL

¾	Ch. Cowl	9	91250 to 95999	6.00/20 6 ply	6.00/20 6 ply	4	4	105	2,850	$895
¾	Ch. Cowl	10		6.00/20 6 ply	6.00/20 6 ply	4	4	123	2,950	945
¾	Ch. Cowl	11		6.00/20 6 ply	6.00/20 6 ply	4	6	128	2,950	955
1-1½	Ch. Cowl	11H		6.00/20 6 ply	6.00/20 6 ply	4	6	128	3,500	995
1½	Ch. Cowl	15		6.00/20 6 ply	32 x 6 8 ply	4	6	135	4,220	755
1½-3	Ch. Cowl	15H		6.50/20 6 ply	6.50/20 6 ply	6	6	135	4,650	995
2	Ch. Cowl	18		6.50/20 6 ply	6.50/20 6 ply	6	6	135	4,340	995
2-3½	Ch. Cowl	18H		7.00/20 8 ply	7.00/20 8 ply	6	6	135	4,750	1,150
2	Ch. Cowl	20		6.50/20 6 ply	6.50/20 6 ply	6	6	135	4,450	1,150
2-4	Ch. Cowl	20H		7.00/20 8 ply	7.00/20 8 ply	6	6	135	4,850	1,320
2½	Ch. Cowl	25		7.00/20 8 ply	7.00/20 8 ply	6	6	135	5,220	1,395
2½-4½	Ch. Cowl	25H		7.50/20 8 ply	7.50/20 8 ply	6	6	135	5,550	1,665
3	Ch. Cowl	29		7.50/20 8 ply	7.50/20 8 ply	6	6	135	5,650	1,850
3-5	Ch. Cowl	29H		8.25/20 10 ply	8.25/20 10 ply	6	6	135	6,000	2,020
4	Ch. Cowl	40		9.00/20 10 ply	9.00/20 10 ply	6	6	135	7,200	2,775
4	Ch. Cowl	40DR		9.00/20 10 ply	9.00/20 10 ply	6	6	135	7,200	2,950
5	Ch. Cowl	50		9.00/20 10 ply	9.00/20 10 ply	6	6	135	7,900	3,375
5	Ch. Cowl	50H		9.75/20 12 ply	9.75/20 12 ply	6	6	157	8,200	3,855
6	Ch. Cowl	C7		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,185	4,710
6	Ch. Cowl	C7W		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,185	4,710
6	Ch. Cowl	C8		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,015	5,120
6	Ch. Cowl	C8W		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,015	5,021
7½	Ch. Cowl	C8H		10.50/24 12 ply	10.50/24 12 ply	6	6	185	11,200	5,950

CAB OVER ENGINE

1½	Ch. Cowl	75	91250 to 95999	6.00/20 6 ply	32 x 6 8 ply	4	6	104	4,230	$960
1½-3	Ch. Cowl	75H		6.50/20 6 ply	6.50/20 6 ply	6	6	104	4,700	1,190
2	Ch. Cowl	80		6.50/20 6 ply	6.50/20 6 ply	6	6	104	4,500	1,295
2-4	Ch. Cowl	80H		7.00/20 8 ply	7.00/20 8 ply	6	6	104	4,900	1,495
2½	Ch. Cowl	85		7.00/20 8 ply	7.00/20 8 ply	6	6	104	5,280	1,555
2½-4½	Ch. Cowl	85H		7.50/20 8 ply	7.50/20 8 ply	6	6	104	5,600	1,725
3	Ch. Cowl	89		7.50/20 8 ply	7.50/20 8 ply	6	6	104	5,720	2,090
3-5	Ch. Cowl	89H		8.25/20 10 ply	8.25/20 10 ply	6	6	104	6,050	2,200

(6) 1938

CONVENTIONAL

¾	Ch. Cowl	9	96000 and up	6.00/20 6 ply	6.00/20 6 ply	4	4	105	2,850	$895
¾	Ch. Cowl	10		6.00/20 6 ply	6.00/20 6 ply	4	6	123	2,950	945
¾	Ch. Cowl	11		6.00/20 6 ply	6.00/20 6 ply	4	6	128	2,950	955
1	Ch. Cowl	11H		6.00/20 6 ply	6.00/20 6 ply	4	6	127	3,500	995
1½	Ch. Cowl	15		6.00/20 6 ply	32 x 6 8 ply	4	6	135	4,220	755
1½	Ch. Cowl	15H		6.50/20 6 lpy	6.50/20 6 ply	6	6	135	4,650	995
2	Ch. Cowl	18		6.00/20 6 ply	6.00/20 6 ply	6	6	135	4,340	995
2	Ch. Cowl	18H		7.00/20 8 ply	7.00/20 8 ply	6	6	135	4,750	1,190
2	Ch. Cowl	20		6.50/20 6 ply	6.50/20 6 ply	6	6	135	4,440	1,120
2	Ch. Cowl	20H		7.00/20 8 ply	7.00/20 8 ply	6	6	135	4,850	1,220
2½	Ch. Cowl	25		7.00/20 8 ply	7.00/20 8 ply	6	6	135	5,220	1,395
2½	Ch. Cowl	25H		7.50/20 8 ply	7.50/20 8 ply	6	6	135	5,550	1,665
3	Ch. Cowl	29		7.50/20 8 ply	7.50/20 8 ply	6	6	135	5,650	1,850
3	Ch. Cowl	29H		8.25/20 10 ply	8.25/20 10 ply	6	6	135	6,000	2,020
4	Ch. Cowl	40		9.00/20 10 ply	9.00/20 10 ply	6	6	135	7,200	2,775
4	Ch. Cowl	40DR		9.00/20 10 ply	9.00/20 10 ply	6	6	135	7,200	2,950
5	Ch. Cowl	50		9.00/20 10 ply	9.00/20 10 ply	6	6	135	7,900	3,375
5	Ch. Cowl	50H		9.75/20 12 ply	9.75/20 12 ply	6	6	157	8,200	3,855
6	Ch. Cowl	C7		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,185	4,710
6	Ch. Cowl	C7W		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,185	4,710
6	Ch. Cowl	C8		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,015	5,120
6	Ch. Cowl	C8W		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,015	5,021
7½	Ch. Cowl	C8H		10.50/24 12 ply	10.50/24 12 ply	6	6	185	11,200	5,950

CONVENTIONAL (3D AXLE)

2	Ch. Cowl (6 x 2)	202	96000 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	162	6,650	$1,950
2	Ch. Cowl (6 x 4)	204		7.00/20 8 ply	7.00/20 8 ply	10	6	162	7,200	2,[illegible]50
2½	Ch. Cowl (6 x 2)	252		7.50/20 8 ply	7.50/20 8 ply	10	6	162	7,650	2,845
2½	Ch. Cowl (6 x 4)	254		7.50/20 8 ply	7.50/20 8 ply	10	6	162	8,050	3,000
3	Ch. Cowl (6 x 2)	292		8.25/20 10 ply	8.25/20 10 ply	10	6	162	8,650	3,220
3	Ch. Cowl (6 x 4)	294		8.25/20 10 ply	8.25/20 10 ply	10	6	162	9,200	3,000
4	Ch. Cowl (6 x 2)	402		9.00/20 10 ply	9.00/20 10 ply	10	6	162	10,150	4,275
4	Ch. Cowl (6 x 2)	402DR		9.00/20 10 ply	9.00/20 10 ply	10	6	162	10,150	4,450
5	Ch. Cowl (6 x 2)	502		9.00/20 10 ply	9.00/20 10 ply	10	6	162	11,700	5,000
5	Ch. Cowl (6 x 4)	504		9.00/20 10 ply	9.00/20 10 ply	10	6	162	11,000	5,075
5	Ch. Cowl (6 x 4)	504A		9.00/20 10 ply	9.00/20 10 ply	10	6	162	12,500	6,675

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(k) FEDERAL—Continued

(6) 1938—Continued

CAB OVER ENGINE

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base[1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch. Cowl	75	96000 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	104	4,280	$960
1½	Ch. Cowl	75H		6.50/20 6 ply	6.50/20 6 ply	6	6	104	4,700	1,190
2	Ch. Cowl	80		6.50/20 6 ply	6.50/20 6 ply	6	6	104	4,500	1,265
2	Ch. Cowl	80H		7.00/20 8 ply	7.00/20 8 ply	6	6	104	4,900	1,435
2½	Ch. Cowl	85		7.00/20 8 ply	7.00/20 8 ply	6	6	104	5,280	1,555
2½	Ch. Cowl	85H		7.50/20 8 ply	7.50/20 8 ply	6	6	104	5,600	1,725
3	Ch. Cowl	89		7.50/20 8 ply	7.50/20 8 ply	6	6	104	5,720	2,000
3	Ch. Cowl	89H		8.25/20 10 ply	8.25/20 10 ply	6	6	104	6,050	2,200

CAB OVER ENGINE (3D AXLE)

2	Ch. Cowl (6 x 2)	802	96000 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	127	6,700	$2,075
2½	Ch. Cowl (6 x 2)	852		7.50/20 8 ply	7.50/20 8 ply	10	6	127	7,700	2,680
3	Ch. Cowl (6 x 2)	892		8.25/20 10 ply	8.25/20 10 ply	10	6	127	8,700	3,415

(7) 1939

CONVENTIONAL

¾	Ch. Cowl	7	99000 and up	6.00/16 4 ply	6.00/16 4 ply	4	4	102	2,425	$595
¾	Ch. Cowl	8		6.00/16 4 ply	6.00/16 4 ply	4	6	102	2,500	595
1½	Ch. Cowl	11		6.00/20 6 ply	6.00/20 6 ply	4	6	127	3,450	655
1½	Ch. Cowl	12		6.00/20 6 ply	6.00/20 6 ply	4	6	127	3,450	680
1½	Ch. Cowl	14		6.00/20 6 ply	6.00/20 6 ply	4	6	127	3,500	735
1½	Ch. Cowl	15		6.00/20 6 ply	32 x 6 8 ply	4	6	135	4,230	795
2	Ch. Cowl	18		6.00/20 6 ply	6.00/20 6 ply	6	6	135	4,350	945
2	Ch. Cowl	20		6.50/20 6 ply	6.50/20 6 ply	6	6	135	4,850	1,150
2½	Ch. Cowl	25		7.00/20 8 ply	7.00/20 8 ply	6	6	135	5,550	1,450
3	Ch. Cowl	29		7.50/20 8 ply	7.50/20 8 ply	6	6	135	5,660	1,850
3	Ch. Cowl	29H		8.25/20 10 ply	8.25/20 10 ply	6	6	135	6,000	2,080
4	Ch. Cowl	40		9.00/20 10 ply	9.00/20 10 ply	6	6	135	7,200	2,800
5	Ch. Cowl	50		9.00/20 10 ply	9.00/20 10 ply	6	6	135	7,900	3,375
5	Ch. Cowl	50H		9.75/20 12 ply	9.75/20 12 ply	6	6	135	8,300	3,855
6	Ch. Cowl	62		10.50/20 12 ply	10.50/20 12 ply	6	6	141	10,400	5,675
6	Ch. Cowl	63		10.50/20 12 ply	10.50/20 12 ply	6	6	141	10,250	5,675
6	Ch. Cowl	65		10.50/24 12 ply	10.50/24 12 ply	6	6	141	11,300	6,425
6	Ch. Cowl	66		10.50/24 12 ply	10.50/24 12 ply	6	6	141	11,150	6,425

CONVENTIONAL (3D AXLE)

2	Ch. Cowl (6 x 2)	202	99000 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	162	6,650	$1,950
2	Ch. Cowl (6 x 4)	204		7.00/20 8 ply	7.00/20 8 ply	10	6	162	7,200	2,550
2½	Ch. Cowl (6 x 2)	252		7.50/20 8 ply	7.50/20 8 ply	10	6	162	7,650	2,545
2½	Ch. Cowl (6 x 4)	254		7.50/20 8 ply	7.50/20 8 ply	10	6	162	8,050	3,000
3	Ch. Cowl (6 x 2)	292		8.25/20 10 ply	8.25/20 10 ply	10	6	162	8,650	3,290
3	Ch. Cowl (6 x 4)	294		8.25/20 10 ply	8.25/20 10 ply	10	6	162	9,200	3,900
4	Ch. Cowl (6 x 2)	402		9.00/20 10 ply	9.00/20 10 ply	10	6	162	10,150	4,275
5	Ch. Cowl (6 x 2)	502		9.00/20 10 ply	9.00/20 10 ply	10	6	162	11,700	5,990
5	Ch. Cowl (6 x 4)	504		9.00/20 10 ply	9.00/20 10 ply	10	6	162	11,000	5,075
5	Ch. Cowl (6 x 4)	504A		9.00/20 10 ply	9.00/20 10 ply	10	6	162	12,500	6,075

CAB OVER ENGINE

1½	Ch. Cowl	75	99000 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	104	4,280	$930
2	Ch. Cowl	80		6.50/20 6 ply	6.50/20 6 ply	6	6	104	4,900	1,260
2½	Ch. Cowl	85		7.00/20 8 ply	7.00/20 8 ply	6	6	104	5,500	1,505
3	Ch. Cowl	89		7.50/20 8 ply	7.50/20 8 ply	6	6	104	5,720	1,945
3	Ch. Cowl	89H		8.25/20 10 ply	8.25/20 10 ply	6	6	104	6,050	2,175

CAB OVER ENGINE (3D AXLE)

2	Ch. Cowl (6 x 2)	802	99000 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	127	6,700	$2,040
2½	Ch. Cowl (6 x 2)	852		7.50/20 8 ply	7.50/20 8 ply	10	6	127	7,700	2,645
3	Ch. Cowl (6 x 2)	892		8.25/20 10 ply	8.25/20 10 ply	10	6	127	8,700	3,355

(8) 1940

CONVENTIONAL

¾	Ch. Cowl	7	101800 and up	6.00/16 4 ply	6.00/16 4 ply	4	4	102	2,425	$595
¾	Ch. Cowl	8		6.00/16 4 ply	6.00/16 4 ply	4	6	102	2,500	595
1½	Ch. Cowl	11		6.00/20 6 ply	6.00/20 6 ply	4	6	127	3,450	655
1½	Ch. Cowl	12		6.00/20 6 ply	6.00/20 6 ply	4	6	127	3,450	680
1½	Ch. Cowl	14		6.00/20 6 ply	6.00/20 6 ply	4	6	127	3,500	735
1½	Ch. Cowl	15		6.00/20 6 ply	32 x 6 8 ply	4	6	135	4,230	795
1½	Ch. Cowl	16	104825 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	135	3,960	695
1½	Ch. Cowl	17		6.00/20 6 ply	32 x 6 8 ply	4	6	135	4,250	795
2	Ch. Cowl	18	101800 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	135	4,350	945
2	Ch. Cowl	20		6.50/20 6 ply	6.50/20 6 ply	6	6	135	4,850	1,150
2½	Ch. Cowl	25		7.00/20 8 ply	7.00/20 8 ply	6	6	135	5,550	1,450
3	Ch. Cowl	29		7.50/20 8 ply	7.50/20 8 ply	6	6	135	5,660	1,850
3	Ch. Cowl	29H		8.25/20 10 ply	8.25/20 10 ply	6	6	135	6,000	2,080
3½	Ch. Cowl	35		8.25/20 10 ply	8.25/20 10 ply	6	6	140	6,700	2,395

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(k) FEDERAL—Continued

(5) 1940—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
4	Ch. Cowl	40	101800 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	135	7,200	$2,800
4	Ch. Cowl	45		9.00/20 10 ply	9.00/20 10 ply	6	6	140	7,300	2,950
5	Ch. Cowl	50		9.00/20 10 ply	9.00/20 10 ply	6	6	135	7,900	3,375
5	Ch. Cowl	50H		9.75/20 12 ply	9.75/20 12 ply	6	6	135	8,200	3,855
5	Ch. Cowl	55		9.00/20 10 ply	9.00/20 10 ply	6	6	140	8,000	3,525
5	Ch. Cowl	55H		9.75/20 12 ply	9.75/20 12 ply	6	6	140	8,400	4,005
6	Ch. Cowl	62		10.50/20 12 ply	10.50/20 12 ply	6	6	141	10,400	5,675
6	Ch. Cowl	63		10.50/20 12 ply	10.50/20 12 ply	6	6	141	10,250	5,675
6	Ch. Cowl	65		10.50/24 12 ply	10.50/24 12 ply	6	6	141	11,200	6,425
6	Ch. Cowl	66		10.50/24 12 ply	10.50/24 12 ply	6	6	141	11,150	6,425

CONVENTIONAL (3D AXLE)

2	Ch. Cowl (6 x 2)	202	101800 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	162	6,650	$1,950
2	Ch. Cowl (6 x 4)	204		7.00/20 8 ply	7.00/20 8 ply	10	6	162	7,200	2,550
2½	Ch. Cowl (6 x 2)	252		7.50/20 8 ply	7.50/20 8 ply	10	6	162	7,650	2,545
2½	Ch. Cowl (6 x 4)	254		7.50/20 8 ply	7.50/20 8 ply	10	6	162	8,050	3,000
3	Ch. Cowl (6 x 2)	292		8.25/20 10 ply	8.25/20 10 ply	10	6	162	8,050	3,290
3	Ch. Cowl (6 x 4)	294		8.25/20 10 ply	8.25/20 10 ply	10	6	162	9,200	3,900
4	Ch. Cowl (6 x 2)	402		9.00/20 10 ply	9.00/20 10 ply	10	6	162	10,150	4,275
4	Ch. Cowl (6 x 2)	452		9.00/20 10 ply	9.00/20 10 ply	10	6	167	10,250	4,425
5	Ch. Cowl (6 x 2)	502		9.00/20 10 ply	9.00/20 10 ply	10	6	162	11,700	5,990
5	Ch. Cowl (6 x 4)	504		9.00/20 10 ply	9.00/20 10 ply	10	6	162	11,000	5,075
5	Ch. Cowl (6 x 4)	504A		9.00/20 10 ply	9.00/20 10 ply	10	6	162	12,500	6,675
5	Ch. Cowl (6 x 2)	552		9.00/20 10 ply	9.00/20 10 ply	10	6	167	11,800	6,140
5	Ch. Cowl (6 x 4)	554		9.00/20 10 ply	9.00/20 10 ply	10	6	167	11,100	5,225
5	Ch. Cowl (6 x 4)	554A		9.00/20 10 ply	9.00/20 10 ply	10	6	167	12,000	6,825

CAB OVER ENGINE

1½	Ch. Cowl	75	101800 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	104	4,280	$895
1½	Ch. Cowl	76	104825 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	104	4,000	795
1½	Ch. Cowl	77		6.00/20 6 ply	32 x 6 8 ply	4	6	104	4,280	895
2	Ch. Cowl	80	101800 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	104	4,900	1,260
2½	Ch. Cowl	85		7.00/20 8 ply	7.00/20 8 ply	6	6	104	5,600	1,565
3	Ch. Cowl	89		7.50/20 8 ply	7.50/20 8 ply	6	6	104	5,720	1,945
3	Ch. Cowl	89H		8.25/20 10 ply	8.25/20 10 ply	6	6	104	6,050	2,175
3½	Ch. Cowl	90	104825 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	116	6,800	2,560
4	Ch. Cowl	92		9.00/20 10 ply	9.00/20 10 ply	6	6	116	7,400	3,050
5	Ch. Cowl	94		9.00/20 10 ply	9.00/20 10 ply	6	6	116	8,100	3,645
5	Ch. Cowl	94H		9.75/20 12 ply	9.75/20 12 ply	6	6	116	8,500	4,125

CAB OVER ENGINE (3D AXLE)

2	Ch. Cowl (6 x 2)	802	101800 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	127	6,700	$2,040
2½	Ch. Cowl (6 x 2)	852		7.50/20 8 ply	7.50/20 8 ply	10	6	127	7,700	2,645
3	Ch. Cowl (6 x 2)	892		8.25/20 10 ply	8.25/20 10 ply	10	6	127	8,700	3,355

(9) 1941

CONVENTIONAL

¾	Ch. Cowl	8	104825 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	112	2,500	$595
1½	Ch. Cowl	16		6.00/20 6 ply	6.00/20 6 ply	4	6	135	3,900	695
1½	Ch. Cowl	17		6.00/20 6 ply	32 x 6 8 ply	4	6	135	4,220	795
2	Ch. Cowl	18		6.00/20 6 ply	6.00/20 6 ply	6	6	135	4,350	945
2	Ch. Cowl	20		6.50/20 6 ply	6.50/20 6 ply	6	6	135	4,850	1,150
2½	Ch. Cowl	25		7.00/20 8 ply	7.00/20 8 ply	6	6	135	5,550	1,450
3	Ch. Cowl	29		7.50/20 8 ply	7.50/20 8 ply	6	6	135	5,600	1,850
3½	Ch. Cowl	35		8.25/20 10 ply	8.25/20 10 ply	6	6	140	6,700	2,395
4	Ch. Cowl	45		9.00/20 10 ply	9.00/20 10 ply	6	6	140	7,200	2,950
5	Ch. Cowl	55		9.00/20 10 ply	9.00/20 10 ply	6	6	140	8,000	3,525
6	Ch. Cowl	62		11.00/20 12 ply	11.00/20 12 ply	6	6	141	10,400	5,675

CONVENTIONAL (3D AXLE)

3	Ch. Cowl (6 x 4)	296 x 4	104825 and up	8.25/20 10 ply	8.25/20 10 ply	10	6	162	9,200	$4,675
3½	Ch. Cowl (6 x 4)	356 x 4		9.00/20 10 ply	9.00/20 10 ply	10	6	167	10,700	5,200
5	Ch. Cowl (6 x 4)	556 x 4		9.00/20 10 ply	9.00/20 10 ply	10	6	167	11,200	6,550
6	Ch. Cowl (6 x 4)	626 x 4		10.00/20 12 ply	10.00/20 12 ply	10	6	168	14,000	8,750

CAB OVER ENGINE

1½	Ch. Cowl	76	104825 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	104	4,000	$795
1½	Ch. Cowl	77		6.00/20 6 ply	32 x 6 8 ply	4	6	104	4,200	895
2	Ch. Cowl	80		6.50/20 6 ply	6.50/20 6 ply	6	6	104	4,900	1,220
2½	Ch. Cowl	85		7.00/20 8 ply	7.00/20 8 ply	6	6	104	5,600	1,565
3	Ch. Cowl	89		7.50/20 8 ply	7.50/20 8 ply	6	6	104	5,720	1,945
3½	Ch. Cowl	90		8.25/20 10 ply	8.25/20 10 ply	6	6	116	6,600	2,560
4	Ch. Cowl	92		9.00/20 10 ply	9.00/20 10 ply	6	6	116	7,200	3,095
5	Ch. Cowl	94		9.00/20 10 ply	9.00/20 10 ply	6	6	116	7,900	3,645

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(k) FEDERAL—Continued

(9) 1941—Continued

CAB OVER ENGINE (3D AXLE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base[1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
3	Ch. Cowl (6 x 4)	896 x 4	104825 and up	8.25/20 10 ply	8.25/20 10 ply	10	6	127	9,100	$4,755
3½	Ch. Cowl (6 x 4)	906 x 4		9.00/20 10 ply	9.00/20 10 ply	10	6	140	10,600	5,415
5	Ch. Cowl (6 x 4)	946 x 4		9.00/20 10 ply	9.00/20 10 ply	10	6	140	11,100	6,690

(10) 1942

CONVENTIONAL

1½	Ch. Cowl	16	107901 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	135	3,960	$745
1½	Ch. Cowl	17		6.00/20 6 ply	32 x 6 8 ply	4	6	135	4,250	870
2	Ch. Cowl	18		6.00/20 6 ply	6.00/20 6 ply	6	6	135	4,350	1,045
2	Ch. Cowl	20		6.50/20 6 ply	6.50/20 6 ply	6	6	135	4,850	1,245
2½	Ch. Cowl	25		7.00/20 8 ply	7.00/20 8 ply	6	6	135	5,500	1,545
3	Ch. Cowl	29		7.50/20 8 ply	7.50/20 8 ply	6	6	135	5,660	1,960
3½	Ch. Cowl	35		8.25/20 10 ply	8.25/20 10 ply	6	6	140	6,700	2,495
4	Ch. Cowl	45		9.00/20 10 ply	9.00/20 10 ply	6	6	140	7,300	3,145
5	Ch. Cowl	55		9.00/20 10 ply	9.00/20 10 ply	6	6	140	8,000	3,695
6	Ch. Cowl	62		11.00/20 12 ply	11.00/20 12 ply	6	6	141	10,400	3,945

CONVENTIONAL (3D AXLE)

3	Ch. Cowl (6 x 4)	296 x 4	107901 and up	8.25/20 10 ply	8.25/20 10 ply	10	6	162	9,200	$4,895
3½	Ch. Cowl (6 x 4)	356 x 4		9.00/20 10 ply	9.00/20 10 ply	10	6	167	10,700	5,550
5	Ch. Cowl (6 x 4)	556 x 4		9.00/20 10 ply	9.00/20 10 ply	10	6	167	11,200	6,875
6	Ch. Cowl (6 x 4)	626 x 4		10.00/20 12 ply	10.00/20 12 ply	10	6	168	14,000	9,245

CAB OVER ENGINE

1½	Ch. Cowl	76	107901 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	104	4,000	$855
1½	Ch. Cowl	77		6.00/20 6 ply	32x6 8 ply	4	6	104	4,300	980
2	Ch. Cowl	80		6.50/20 6 ply	6.50/20 6 ply	6	6	104	4,900	1,355
2½	Ch. Cowl	85		7.00/20 8 ply	7.00/20 8 ply	6	6	104	5,600	1,695
3	Ch. Cowl	89		7.50/20 8 ply	7.50/20 8 ply	6	6	104	5,720	2,055
3½	Ch. Cowl	90		8.25/20 10 ply	8.25/20 10 ply	6	6	116	6,600	2,695
4	Ch. Cowl	92		9.00/20 10 ply	9.00/20 10 ply	6	6	116	7,200	3,320
5	Ch. Cowl	94		9.00/20 10 ply	9.00/20 10 ply	6	6	116	7,900	3,845

CAB OVER ENGINE (3D AXLE)

3	Ch. Cowl (6 x 4)	896 x 4	107901 and up	8.25/20 10 ply	8.25/20 10 ply	10	6	127	9,100	$4,975
3½	Ch. Cowl (6 x 4)	906 x 4		9.00/20 10 ply	9.00/20 10 ply	10	6	140	10,600	5,760
5	Ch. Cowl (6 x 4)	946 x 4		9.00/20 10 ply	9.00/20 10 ply	10	6	140	11,100	7,025

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(l) FORD

[Manufacturer: Ford Motor Co. Principal Plant: Dearborn, Mich.]

(1) 1935

COMMERCIAL—(V-8)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
½	Sed. Dly	48	18-1234357 up	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,826	$585
½	Ch	50		6.00/16 4 ply	6.00/16 4 ply	5	8	112	1,966	360
½	Ch. Cb	50		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,377	455
½	Pickup	50		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,714	480
½	Panel	50		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,032	565
½	Del. Panel	50		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,140	580

CONVENTIONAL—(V-8)

1½	Ch	51	BB-18-1234402 up	6.00/20 6 ply	32/6 8 ply	4	8	131½	3,220	$590
1½	Ch. Cb	51		6.00/20 6 ply	32/6 8 ply	4	8	131½	3,686	695
1½	Panel	51		6.00/20 6 ply	32/6 8 ply	4	8	131½	4,674	760
1½	Platform	51		6.00/20 6 ply	32/6 8 ply	4	8	131½	4,293	650
1½	Stk. (Std. Racks)	51		6.00/20 6 ply	32/6 8 ply	4	8	131½	4,624	675
1½	Dump	51		6.00/20 6 ply	6.00/20 6 ply	6	8	131½	5,008	890
1½	Ch	51		6.00/20 6 ply	32/6 8 ply	4	8	157	3,297	525
1½	Ch. Cb	51		6.00/20 6 ply	32/6 8 ply	4	8	157	3,629	620
1½	Platform	51		6.00/20 6 ply	32/6 8 ply	4	8	157	4,502	690
1½	Stk. (Std. Racks)	51		6.00/20 6 ply	32/6 8 ply	4	8	157	4,851	735

(I) FORD—Continued

(2) 1936

COMMERCIAL—(V-8)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
½	Sed. Dly	68	18-2207111 up	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,825	$590
½	Ch	67		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,027	360
½	Ch. Cb	67		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,453	450
½	Pickup	67		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,045	450
½	Panel	67		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,025	505
½	Del. Panel Dly	67		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,063	580
1½	Ch	51	BB-18-2207810 up	6.00/20 6 ply	32/6 8 ply	4	8	131½	3,220	500
1½	Ch. Cb	51		6.00/20 6 ply	32/6 8 ply	4	8	131½	3,559	590
1½	Panel	51		6.00/20 6 ply	32/6 8 ply	4	8	131½	4,074	765
1½	Platform	51		6.00/20 6 ply	32/6 8 ply	4	8	131½	4,293	645
1½	Stk. (Std. Racks)	51		6.00/20 6 ply	32/6 8 ply	4	8	131½	4,624	670
1½	Dump Ch	51		6.00/20 6 ply	6.00/20 6 ply	6	8	131½	3,375	520
1½	Dump Ch. Cb	51		6.00/20 6 ply	6.00/20 6 ply	6	8	131½	3,714	625
1½	Dump Ch. Cb. and Body	51		6.00/20 6 ply	6.00/20 6 ply	6	8	131½	5,003	790
1½	Ch	51		6.00/20 6 ply	32/6 8 ply	4	8	157	3,297	525
1½	Ch. Cb	51		6.00/20 6 ply	32/6 8 ply	4	8	157	3,629	615
1½	Platform	51		6.00/20 6 ply	32/6 8 ply	4	8	157	4,502	635
1½	Stk. (Std. Racks)	51		6.00/20 6 ply	32/6 8 ply	4	8	157	4,851	730

(3) 1937

COMMERCIAL (V8-60 H. P.)

½	Sed. Dly	74	54-6602 up	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,643	$639
½	Ch	73		6.00/16 4 ply	6.00/16 4 ply	5	8	112	1,895	496
½	Ch. Cb	73		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,233	496
½	Pickup	73		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,503	516
½	Panel	73		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,873	613
½	Del. Panel	73		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,873	623
½	Platform	73		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,533	531
½	Stk. (Std. Racks)	73		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,753	545

CONVENTIONAL—(V8-60 H. P.)

1½	Ch	75	BB-54-39101 up	6.00/20 6 ply	32 x 6 8 ply	4	8	131½	3,008	$513
1½	Ch. Cb	75		6.00/20 6 ply	32 x 6 8 ply	4	8	131½	3,350	603
1½	Panel	75		6.00/20 6 ply	32 x 6 8 ply	4	8	131½	4,362	778
1½	Platform	75		6.00/20 6 ply	32 x 6 8 ply	4	8	131½	4,059	658
1½	Stk. (Std. Racks)	75		6.00/20 6 ply	32 x 6 8 ply	4	8	131½	4,339	683

COMMERCIAL—(V8-85 H. P.)

½	Sed. Dly	78	18-3331857 up	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,853	$649
½	Ch	77		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,100	416
½	Ch. Cb	77		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,443	506
½	Pickup	77		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,705	526
½	Panel	77		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,083	623
½	Del. Panel	77		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,083	633
½	Platform	77		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,793	541
½	Stk	77		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,953	556

CONVENTIONAL—(V8-85 H. P.)

1½	Ch	79	BB-18-3352047 up	6.00/20 6 ply	32 x 6 8 ply	4	8	112	3,223	$523
1½	Ch. Cb	79		6.00/20 6 ply	32 x 6 8 ply	4	8	112	3,530	613
1½	Panel	79		6.00/20 6 ply	32 x 6 8 ply	4	8	112	4,074	768
1½	Platform	79		6.00/20 6 ply	32 x 6 8 ply	4	8	112	4,259	768
1½	Stk. (Std. Racks)	79		6.00/20 6 ply	32 x 6 8 ply	4	8	112	4,619	693
1½	Dump ch	79		6.00/20 6 ply	6.00/20 6 ply	6	8	131½	3,320	533
1½	Dump Ch. Cb	79		6.00/20 6 ply	6.00/20 6 ply	6	8	131½	3,672	628
1½	Dump Ch. Cb. and Body.	79		6.00/20 6 ply	6.00/20 6 ply	6	8	131½	5,162	823
1½	Ch	79		6.00/20 6 ply	32 x 6 8 ply	4	8	157	3,299	543
1½	Ch. Cb	79		6.00/20 6 ply	32 x 6 8 ply	4	8	157	3,639	623
1½	Platform	79		6.00/20 6 ply	32 x 6 8 ply	4	8	157	4,458	703
1½	Stk (Std. Racks)	79		6.00/20 6 ply	32 x 6 8 ply	4	8	157	4,874	743

(4) 1938

COMMERCIAL—(V8-60 H. P.)

½	Sed. Dly	82C	54-355335 up	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,677	$650
½	Ch. Cowl	82C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	1,826	455
½	Ch. Cowl W/S	82C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	1,923	475
½	Ch. Cb	82C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,302	550
½	Pickup	82C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,633	550
½	Panel w/Slats	82C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,895	675
½	Panel with masonite	82C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,903	635
½	Platform	82C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,614	600
½	Stk. (Std. Racks)	82C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,767	615

(I) FORD—Continued

(4) 1938—Continued

TRUCKS—(V8-60 H. P.)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1	Ch. Cowl	82Y	54-358335 up	7.00/17 6 ply	7.00/17 6 ply	4	8	122	2,527	$565
1	Ch. Cowl w/s	82Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	2,554	585
1	Ch. Cb	82Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	2,902	660
1	Exp	82Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	3,493	720
1	Panel	82Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	3,703	840
1	Platform	82Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	3,473	715
1	Stk. (Std. Racks)	82Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	3,733	735

COMMERCIAL—(V8-85 H. P.)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
½	Sed. Dly	81C	18-4186447 up	6.00/16 4 ply	6.00/16 4 ply	5	8	122	2,858	$700
½	Ch. Cowl	81C		6.00/16 4 ply	6.00/16 4 ply	5	8	122	2,092	465
½	Ch. Cowl w/s	81C		6.00/16 4 ply	6.00/16 4 ply	5	8	122	2,119	485
½	Ch. Cb	81C		6.00/16 4 ply	6.00/16 4 ply	5	8	122	2,625	560
½	Pickup	81C		6.00/16 4 ply	6.00/16 4 ply	5	8	122	2,791	590
½	Panel w/Slats	81C		6.00/16 4 ply	6.00/16 4 ply	5	8	122	3,102	685
½	Panel with masonite	81C		6.00/16 4 ply	6.00/16 4 ply	5	8	122	2,812	610
½	Platform	81C		6.00/16 4 ply	6.00/16 4 ply	5	8	122	2,954	625
½	Stk. (Std. Racks)	81C		6.00/16 4 ply	6.00/16 4 ply	5	8	122	3,110	695

TRUCKS—(V8-85 H. P.)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
1	Ch. Cowl	81Y	BB-18-4186447 up	7.00/17 6 ply	7.00/17 6 ply	4	8	122	2,768	$575
1	Ch. Cowl w/s	81Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	2,795	595
1	Ch. Cb	81Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	3,093	670
1	Exp	81Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	3,675	730
1	Panel	81Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	3,904	850
1	Platform	81Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	3,602	725
1	Stk. (Std. Racks)	81Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	3,867	745

CONVENTIONAL—(V8-85 H. P.)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
1½	Ch. Cowl	81T	BB-18-4186447 up	6.00/20 6 ply	32/6 8 ply	4	8	134	3,356	$590
1½	Ch. Cowl w/s	81T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,383	610
1½	Ch. Cb	81T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,720	685
1½	Panel	81T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,567	870
1½	Platform	81T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,376	745
1½	Stk. (Std. Racks)	81T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,669	770
1½	Dump Ch. Cowl	81V		6.00/20 6 ply	6.00/20 6 ply	6	8	134	N. A.	605
1½	Dump Ch. Cowl w/s	81V		6.00/20 6 ply	6.00/20 6 ply	6	8	134	N. A.	625
1½	Dump Ch. Cb	81V		6.00/20 6 ply	6.00/20 6 ply	6	8	134	3,818	700
1½	Dump	81V		6.00/20 6 ply	6.00/20 6 ply	6	8	134	5,069	930
1½	Ch. Cowl	817T		6.00/20 6 ply	32/6 8 ply	4	8	157	3,426	615
1½	Ch. Cowl w/s	817T		6.00/20 6 ply	32/6 8 ply	4	8	157	3,453	635
1½	Ch. Cb	817T		6.00/20 6 ply	32/6 8 ply	4	8	157	3,793	710
1½	Platform	817T		6.00/20 6 ply	32/6 8 ply	4	8	157	4,619	780
1½	Stk. (Std. Racks)	817T		6.00/20 6 ply	32/6 8 ply	4	8	157	5,003	825

CAB OVER ENGINE—(V8-85 H. P.)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
1½	Ch	811W	BB-18-4186447 up	6.00/20 6 ply	32/6 8 ply	4	8	101	3,262	$820
	Ch. Cb	811W		6.00/20 6 ply	32/6 8 ply	4	8	101	3,739	895
	Platform	811W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,416	955
	Stk. (Std. Racks)	811W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,746	980
	Dump	811W		6.00/20 6 ply	6.00/20 6 ply	6	8	101	5,123	1,140
	Ch	81W		6.00/20 6 ply	32/6 8 ply	4	8	134	3,361	845
	Ch. Cb	81W		6.00/20 6 ply	32/6 8 ply	4	8	134	3,838	920
	Platform	81W		6.00/20 6 ply	32/6 8 ply	4	8	134	4,588	990
	Stk. (Std. Racks)	81W		6.00/20 6 ply	32/6 8 ply	4	8	134	4,983	1,035
	Ch	817W		6.00/20 6 ply	32/6 8 ply	4	8	157	3,641	870
	Ch. Cb	817W		6.00/20 6 ply	32/6 8 ply	4	8	157	3,882	945

(5) 1939

COMMERCIAL—(V8-60 H. P.)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
½	Sed. Dly	922C	N. A.	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,670	$670
½	Ch. Cowl	922C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	1,902	445
½	Ch. Cowl w/s	922C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	1,930	465
½	Ch. Cb	922C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,259	540
½	Pickup	922C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,544	570
½	Panel w/Slats	922C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,874	655
½	Panel w/Fibre	922C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,898	670
½	Platform	922C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,715	590
½	Stk. (Std. Racks)	922C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,857	610

TRUCKS—(V8-60 H. P.)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
¾	Ch. Cowl	92D	N. A.	6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,330	$500
¾	Ch. Cowl w/s	92D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,356	520
¾	Ch. Cb	92D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,662	595
¾	Exp	92D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,213	660
¾	Panel	92D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,409	770
¾	Platform	92D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,144	650
¾	Stk. (Std. Racks)	92D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,389	675

(1) FORD—Continued

(5) 1939—Continued

TRUCKS—(V8-60 H. P.)—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1	Ch. Cowl	92Y	N. A.	6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,485	$535
1	Ch. Cowl w/s	92Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,513	555
1	Ch. Cb	92Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,816	620
1	Exp	92Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,333	695
1	Panel	92Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,496	805
1	Platform	92Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,373	635
1	Stk. (Std. Racks)	92Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,618	710
	COMMERCIAL—(V8-85 H. P.)									
½	Sed. Dly	91C	18-4001001 to 5210700	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,855	$635
½	Ch. Cowl	91C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,083	400
½	Ch. Cowl w/s	91C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,116	450
½	Ch. Cb	91C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,445	555
½	Pickup	91C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,730	555
½	Panel w/Slats	91C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,060	670
½	Panel w/Fibre	91C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,109	685
½	Platform	91C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,601	605
½	Stk. (Std. Racks)	91C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,043	625
	TRUCKS—(V8-85 H. P.)									
¾	Ch. Cowl	91D	BB-18-4001001 up	6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,516	$515
¾	Ch. Cowl w/s	91D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,542	525
¾	Ch. Cb	91D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,843	610
¾	Exp	91D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,339	675
¾	Panel	91D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,555	785
¾	Platform	91D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,330	655
¾	Stk. (Std. Racks)	91D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,575	690
1	Ch. Cowl	91Y		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,671	550
1	Ch. Cowl w/s	91Y		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,699	570
1	Ch. Cb	91Y		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,002	645
1	Exp	91Y		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,579	710
1	Panel	91Y		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,782	820
1	Platform	91Y		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,559	700
1	Stk.	91Y		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,804	725
	CONVENTIONAL—(V8-85 H. P.)									
1½	Ch. Cowl	91T	BB-18-4001001 up	6.00/20 6 ply	32/6 8 ply	4	8	134	3,307	$530
1½	Ch. Cowl w/s	91T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,335	600
1½	Ch. Cb	91T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,607	675
1½	Panel	91T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,422	820
1½	Platform	91T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,330	735
1½	Stk. (Std. Racks)	91T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,669	765
1½	Dump Ch. Cowl	91U		6.00/20 6 ply	6.00/20 6 ply	6	8	134	3,327	595
1½	Dump Ch. Cowl w/s	91U		6.00/20 6 ply	6.00/20 6 ply	6	8	134	3,355	615
1½	Dump Ch. Cb	91U		6.00/20 6 ply	6.00/20 6 ply	6	8	134	3,687	690
1½	Dump	91U		6.00/20 6 ply	6.00/20 6 ply	6	8	134	4,931	930
1½	Ch. Cowl	917T		6.00/20 6 ply	32/6 8 ply	4	8	157	3,363	605
1½	Ch. Cowl w/s	917T		6.00/20 6 ply	32/6 8 ply	4	8	157	3,395	625
1½	Ch. Cb	917T		6.00/20 6 ply	32/6 8 ply	4	8	157	3,720	700
1½	Platform	917T		6.00/20 6 ply	32/6 8 ply	4	8	157	4,517	770
1½	Stk. (Std. Racks)	917T		6.00/20 6 ply	32/6 8 ply	4	8	157	4,906	820
1½	Ch. Cowl	911T		6.00/20 6 ply	32/6 8 ply	4	8	191	3,830	710
	CAB OVER ENGINE—(V8-85 H. P.)									
1½	Ch. Cowl w/s	911W	BB-18-4001001 up	6.00/20 6 ply	32/6 8 ply	4	8	191	3,470	$770
1½	Ch. Cb	911W		6.00/20 6 ply	32/6 8 ply	4	8	191	3,703	845
1½	Platform	911W		6.00/20 6 ply	32/6 8 ply	4	8	191	4,330	905
1½	Stk. (Std. Racks)	911W		6.00/20 6 ply	32/6 8 ply	4	8	191	4,630	925
1½	Dump	911Z		6.00/20 6 ply	6.00/20 6 ply	6	8	191	5,087	1,100
1½	Ch. Cowl w/s	91W		6.00/20 6 ply	32/6 8 ply	4	8	134	3,544	795
1½	Ch. Cb	91W		6.00/20 6 ply	32/6 8 ply	4	8	134	3,778	870
1½	Platform	91W		6.00/20 6 ply	32/6 8 ply	4	8	134	4,523	940
1½	Stk. (Std. Racks)	91W		6.00/20 6 ply	32/6 8 ply	4	8	134	4,923	990
1½	Ch. Cowl w/s	917W		6.00/20 6 ply	32/6 8 ply	4	8	157	3,611	820
1½	Ch. Cb	917W		6.00/20 6 ply	32/6 8 ply	4	8	157	3,845	895
	CONVENTIONAL—(V8-85 H. P.)									
1½	Ch. Cowl	99T	99T-1 up	6.00/20 6 ply	32/6 8 ply	4	8	134	3,307	$605
1½	Ch. Cowl w/s	99T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,335	625
1½	Ch. Cb	99T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,607	700
1½	Panel	99T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,422	845
1½	Platform	99T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,330	790
1½	Stk. (Std. Racks)	99T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,669	790
1½	Dump Ch. Cowl	99U		6.00/20 6 ply	6.00/20 6 ply	6	8	134	3,327	620
1½	Dump Ch. Cowl w/s	99U		6.00/20 6 ply	6.00/20 6 ply	6	8	134	3,355	640
1½	Dump Ch. Cb	99U		6.00/20 6 ply	6.00/20 6 ply	6	8	134	3,687	715
1½	Dump	99U		6.00/20 6 ply	6.00/20 6 ply	6	8	134	4,931	955
1½	Ch. Cowl	997T		6.00/20 6 ply	32/6 8 ply	4	8	157	3,363	620
1½	Ch. Cowl w/s	997T		6.00/20 6 ply	32/6 8 ply	4	8	157	3,395	650
1½	Ch. Cb	997T		6.00/20 6 ply	32/6 8 ply	4	8	157	3,720	725
1½	Platform	997T		6.00/20 6 ply	32/6 8 ply	4	8	157	4,517	795
1½	Stk. (Std. Racks)	997T		6.00/20 6 ply	32/6 8 ply	4	8	157	4,906	845
1½	Ch. Cowl	991T		6.00/20 6 ply	32/6 8 ply	4	8	191	3,830	735

(I) FORD—Continued

(5) 1939—Continued

CAB OVER ENGINE—(V8-95 H. P.)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch. Cowl w/s	991W	99T-1	6.00/20 6 ply	32/6 8 ply	4	8	101	3,469	$795
1½	Ch. Cb	991W		6.00/20 6 ply	32/6 8 ply	4	8	101	3,703	870
1½	Platform	991W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,350	930
1½	Stk. (Std. Racks)	991W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,680	960
1½	Dump	991Z		6.00/20 6 ply	6.00/20 6 ply	6	8	101	5,087	1,125
1½	Ch. Cowl w/s	99W		6.00/20 6 ply	32/6 8 ply	4	8	134	3,544	820
1½	Ch. Cb	99W		6.00/20 6 ply	32/6 8 ply	4	8	134	3,778	895
1½	Platform	99W		6.00/20 6 ply	32/6 8 ply	4	8	134	4,538	965
1½	Stk. (Std. Racks)	99W		6.00/20 6 ply	32/6 8 ply	4	8	134	4,923	1,015
1½	Ch. Cowl w/s	997W		6.00/20 6 ply	32/6 8 ply	4	8	157	3,611	845
1½	Ch. Cb	997W		6.00/20 6 ply	32/6 8 ply	4	8	157	3,845	920

(6) 1940

COMMERCIAL—(V8-60 H. P.)

½	Sed. Dly	022A	BB-54-506501 up	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,750	$690
½	Ch. Cowl	02C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	1,878	465
½	Ch. Cowl w/s	02C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	1,905	485
½	Ch. Cb	02C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,211	555
½	Pickup	02C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,542	585
½	Panel w/Slats	02C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,829	675
½	Platform	02C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,520	610
½	Stk. (Std. Racks)	02C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,660	630

TRUCKS—(V8-60 H. P.)

¾	Ch. Cowl	02D	BB-54-506501 up	6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,187	$525
¾	Ch. Cowl w/s	02D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,214	545
¾	Ch. Cb	02D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,517	615
¾	Exp	02D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,086	680
¾	Panel	02D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,382	785
¾	Platform	02D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,029	670
¾	Stk. (Std. Racks)	02D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,282	695
1	Ch. Cowl	02Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,384	560
1	Ch. Cowl w/s	02Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,429	580
1	Ch. Cb	02Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,732	650
1	Exp	02Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,257	715
1	Panel	02Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,482	820
1	Platform	02Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,175	705
1	Stk. (Std. Racks)	02Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,428	730

COMMERCIAL—(V8-85 H. P.)

½	Sed. Dly	01A	18-5210701Y up	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,956	$705
½	Ch. Cowl	01C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,078	480
½	Ch. Cowl w/s	01C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,105	500
½	Ch. Cb	01C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,411	570
½	Pickup	01C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,737	595
½	Panel w/Slats	01C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,029	690
½	Platform	01C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,714	625
½	Stk. (Std. Racks)	01C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,856	645

TRUCKS—(V8-85 H. P.)

¾	Ch. Cowl	01D	18-5210701Y up	6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,373	$540
¾	Ch. Cowl w/s	01D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,400	560
¾	Ch. Cb	01D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,703	630
¾	Exp	01D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,272	695
¾	Panel	01D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,568	800
¾	Platform	01D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,215	685
¾	Stk. (Std. Racks)	01D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,468	710
1	Ch. Cowl	01Y	BB-18-5210701Y up	6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,570	575
1	Ch. Cowl w/s	01Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,615	595
1	Ch. Cb	01Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,918	665
1	Exp	01Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,443	730
1	Panel	01Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,668	835
1	Platform	01Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,361	720
1	Stk. (Std Racks)	01Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,614	745

CONVENTIONAL—(V8-85 H. P.)

1½	Ch. Cowl	01T	BB-18-5210701Y	6.00/20 6 ply	32/6 8 ply	4	8	134	3,077	$590
1½	Ch. Cowl w/s	01T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,104	610
1½	Ch. Cb	01T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,403	680
1½	Panel	01T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,284	870
1½	Platform	01T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,085	740
1½	Stk. (Std. Racks)	01T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,424	770
1½	Dump	01U		6.00/20 6 ply	6.00/20 6 ply	6	8	134	4,861	940
1½	Ch. Cowl	018T		6.00/20 6 ply	32/6 8 ply	4	8	158	3,163	615
1½	Ch. Cowl w/s	018T		6.00/20 6 ply	32/6 8 ply	4	8	158	3,173	635
1½	Ch. Cb	018T		6.00/20 6 ply	32/6 8 ply	4	8	158	3,476	705
1½	Platform	018T		6.00/20 6 ply	32/6 8 ply	4	8	158	4,305	775
1½	Stk. (Std. Racks)	018T		6.00/20 6 ply	32/6 8 ply	4	8	158	4,745	825
1½	Ch. Cowl	014T		6.00/20 6 ply	32/6 8 ply	4	8	194	3,544	715

(1) FORD—Continued

(6) 1940—Continued

CAB OVER ENGINE—(V8-85 H. P.)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch. Cb	O11W	BB-18-5210701Y up	6.00/20 6 ply	32/6 8 ply	4	8	101	3,578	$865
1½	Platform	O11W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,256	925
1½	Stk. (Std. Racks)	O11W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,595	955
1½	Ch. Cb	O1W		6.00/20 6 ply	32/6 8 ply	4	8	124	3,639	890
1½	Platform	O1W		6.00/20 6 ply	32/6 8 ply	4	8	124	4,456	960
1½	Stk. (Std. Racks)	O1W		6.00/20 6 ply	32/6 8 ply	4	8	124	4,920	1,010
1½	Ch. Cb	O18W		6.00/20 6 ply	32/6 8 ply	4	8	158	3,707	915

CONVENTIONAL—(V8-85 H. P.)

1½	Ch. Cowl	09T	99T-101701 up	6.00/20 6 ply	32/6 8 ply	4	8	134	3,077	$615
1½	Ch. Cowl w/s	09T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,104	625
1½	Ch. Cb	09T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,403	705
1½	Panel	09T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,284	895
1½	Platform	09T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,635	765
1½	Stk. (Std. Racks)	09T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,424	755
1½	Dump	09U		6.00/20 6 ply	6.00/20 6 ply	6	8	134	4,861	965
1½	Ch. Cowl	09ST		6.00/20 6 ply	32/6 8 ply	4	8	158	3,163	640
1½	Ch. Cowl w/s	09ST		6.00/20 6 ply	32/6 8 ply	4	8	158	3,173	660
1½	Ch. Cb	09ST		6.00/20 6 ply	32/6 8 ply	4	8	158	3,476	730
1½	Platform	09ST		6.00/20 6 ply	32/6 8 ply	4	8	158	4,205	830
1½	Stk. (Std. Racks)	09ST		6.00/20 6 ply	32/6 8 ply	4	8	158	4,745	850
1½	Ch. Cowl	094T		6.00/20 6 ply	32/6 8 ply	4	8	194	3,544	745

CAB OVER ENGINE—(V8-85 H. P.)

1½	Ch. Cb	091W	99T-101701 up	6.00/20 6 ply	32/6 8 ply	4	8	101	3,578	$890
1½	Platform	091W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,256	950
1½	Stk. (Std. Racks)	091W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,595	980
1½	Ch. Cb	09W		6.00/20 6 ply	32/6 8 ply	4	8	124	3,639	915
1½	Platform	09W		6.00/20 6 ply	32/6 8 ply	4	8	124	4,456	985
1½	Stk. (Std. Racks)	09W		6.00/20 6 ply	32/6 8 ply	4	8	124	4,920	1,035
1½	Ch. Cb	098W		6.00/20 6 ply	32/6 8 ply	4	8	158	3,707	940

(7) 1941

COMMERCIAL—(4 CYL.)

½	Sed. Dly	1NC	9C-33 up	6.00/16 4 ply	6.00/16 4 ply	5	4	112	2,705	$725
½	Ch. Cowl	1NC		6.00/16 4 ply	6.00/16 4 ply	5	4	112	1,905	435
½	Ch. Cowl w/s	1NC		6.00/16 4 ply	6.00/16 4 ply	5	4	112	1,932	505
½	Ch. Cb	1NC		6.00/16 4 ply	6.00/16 4 ply	5	4	112	2,223	575
½	Pickup	1NC		6.00/16 4 ply	6.00/16 4 ply	5	4	112	2,575	600
½	Panel w/Slats	1NC		6.00/16 4 ply	6.00/16 4 ply	5	4	112	2,861	695
½	Platform	1NC		6.00/16 4 ply	6.00/16 4 ply	5	4	112	2,552	625
½	Stk. (Std. Racks)	1NC		6.00/16 4 ply	6.00/16 4 ply	5	4	112	2,694	655

TRUCKS—(4 CYL.)

¾	Ch. Cowl	1ND	9T-33 up	6.50/16 6 ply	7.00/16 6 ply	4	4	122	2,205	$564
¾	Ch. Cowl w/s	1ND		6.50/16 6 ply	7.00/16 6 ply	4	4	122	2,232	584
¾	Ch. Cb	1ND		6.50/16 6 ply	7.00/16 6 ply	4	4	122	2,535	654
¾	Exp	1ND		6.50/16 6 ply	7.00/16 6 ply	4	4	122	3,105	719
¾	Panel	1ND		6.50/16 6 ply	7.00/16 6 ply	4	4	122	3,395	824
¾	Platform	1ND		6.50/16 6 ply	7.00/16 6 ply	4	4	122	3,047	709
¾	Stk. (Std. Racks)	1ND		6.50/16 6 ply	7.00/16 6 ply	4	4	122	3,200	724
1	Ch. Cowl	1NY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	2,429	599
1	Ch. Cowl w/s	1NY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	2,510	679
1	Ch. Cb	1NY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	2,813	639
1	Exp	1NY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	3,272	754
1	Panel	1NY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	3,511	859
1	Platform	1NY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	3,208	744
1	Stk. (Std. Racks)	1NY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	3,451	769

COMMERCIAL—(6 CYL.)

½	Sed. Dly	1GC	1GC-1 up	6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,830	$720
½	Ch. Cowl	1GC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,060	490
½	Ch. Cowl w/s	1GC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,089	510
½	Ch. Cb	1GC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,395	580
½	Pickup	1GC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,732	605
½	Panel	1GC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,993	700
½	Platform	1GC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,705	640
½	Stk. (Std. Racks)	1GC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,830	660

TRUCKS—(6 CYL.)

¾	Ch. Cowl	1GD	1GY-1 up	6.50/16 6 ply	7.00/16 6 ply	4	6	122	2,353	$555
¾	Ch. Cowl w/s	1GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	2,380	575
¾	Ch. Cb	1GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	2,683	645
¾	Exp	1GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	3,252	710
¾	Panel	1GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	3,472	815
¾	Platform	1GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	3,195	700
¾	Stk. (Std. Racks)	1GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	3,443	725
1	Ch. Cowl	1GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	2,613	590
1	Ch. Cowl w/s	1GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	2,653	610

(1) FORD—Continued

(7) 1941—Continued

TRUCKS—(6 CYL.)—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1	Ch. Cb	1GY	1GY-1 up	6.00/17 6 ply	7.00/17 6 ply	4	6	122	2,961	$680
1	Exp	1GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	3,420	745
1	Panel	1GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	3,659	850
1	Platform	1GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	3,356	735
1	Stk. (Std. Racks)	1GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	3,609	760
			CONVENTIONAL—(6 CYL.)							
1½	Ch. Cowl	1GT	1GT-1 up	6.00/20 6 ply	32/6 8 ply	4	6	134	3,116	$605
1½	Ch. Cowl w/s	1GT		6.00/20 6 ply	32/6 8 ply	4	6	134	3,143	625
1½	Ch. Cb	1GT		6.00/20 6 ply	32/6 8 ply	4	6	134	3,450	695
1½	Panel	1GT		6.00/20 6 ply	32/6 8 ply	4	6	134	4,252	885
1½	Platform	1GT		6.00/20 6 ply	32/6 8 ply	4	6	134	4,100	755
1½	Stk. (Std. Racks)	1GT		6.00/20 6 ply	32/6 8 ply	4	6	134	4,439	785
1½	Dump	1GU		6.00/20 6 ply	6.00/20 6 ply	6	6	134	4,811	960
1½	Ch. Cowl	1G8T		6.00/20 6 ply	32/6 8 ply	4	6	168	3,175	630
1½	Ch. Cowl w/s	1G8T		6.00/20 6 ply	32/6 8 ply	4	6	168	3,185	650
1½	Ch. Cb	1G8T		6.00/20 6 ply	32/6 8 ply	4	6	168	3,520	720
1½	Platform	1G8T		6.00/20 6 ply	32/6 8 ply	4	6	168	4,296	760
1½	Stk. (Std. Racks)	1G8T		6.00/20 6 ply	32/6 8 ply	4	6	168	4,765	835
1½	Ch. Cowl	1G4T		6.50/20 6 ply	6.50/20 6 ply	6	6	194	3,510	740
			COMMERCIAL—(V8-85 H. P.)							
½	Sed. Dly	11C	18-5896295 up	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,875	$745
½	Ch. Cowl	11C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,075	505
½	Ch. Cowl w/s	11C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,102	525
½	Ch. Cb	11C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,408	595
½	Pickup	11C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,745	620
½	Panel w/Slats	11C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,031	715
½	Platform	11C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,722	655
½	Stk. (Std. Racks)	11C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,864	675
			TRUCKS—(V8-85 H. P.)							
¾	Ch. Cowl	11D	18-5896295Y up	6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,375	$570
¾	Ch. Cowl w/s	11D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,402	590
¾	Ch. Cb	11D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,705	660
¾	Exp	11D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,274	725
¾	Panel	11D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,494	830
¾	Platform	11D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,217	715
¾	Stk (Std. Racks)	11D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,470	740
1	Ch. Cowl	11Y	BB-18-5896295Y up	6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,635	605
1	Ch. Cowl w/s	11Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,680	625
1	Ch. Cb	11Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,983	695
1	Exp	11Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,442	760
1	Panel	11Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,681	865
1	Platform	11Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,378	750
1	Stk. (Std. Racks)	11Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,631	775
			CONVENTIONAL—(V8-85 H. P.)							
1	Ch. Cowl	11T	BB-18-5896295Y up	6.00/20 6 ply	32/6 8 ply	4	8	134	3,138	$620
1	Ch. Cowl w/s	11T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,165	640
1	Ch. Cb	11T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,472	710
1	Panel	11T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,274	900
1	Platform	11T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,122	770
1	Stk. (std. racks)	11T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,461	800
1	Dump	11U		6.00/20 6 ply	6.00/20 6 ply	6	8	134	4,833	975
1	Ch. Cowl	118T		6.00/20 6 ply	32/6 8 ply	4	8	168	3,197	645
1	Ch. Cowl w/s	118T		6.00/20 6 ply	32/6 8 ply	4	8	168	3,207	665
1	Ch. Cb	118T		6.00/20 6 ply	32/6 8 ply	4	8	168	3,542	735
1	Platform	118T		6.00/20 6 ply	32/6 8 ply	4	8	168	4,318	805
1	Stk. (Std. Racks)	118T		6.00/20 6 ply	32/6 8 ply	4	8	168	4,787	850
1	Ch. Cowl	114T		6.50/20 6 ply	6.50/20 6 ply	6	8	194	3,532	755
			CAB OVER ENGINE—(V8-85 H. P.)							
1½	Ch. Cb	111W	18-5896295 up	6.00/20 6 ply	32/6 8 ply	4	8	101	3,547	$855
1½	Platform	111W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,181	915
1½	Stk. (Std. Racks)	111W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,520	945
1½	Ch. Cb	11W		6.00/20 6 ply	32/6 8 ply	4	8	134	3,621	875
1½	Platform	11W		6.00/20 6 ply	32/6 8 ply	4	8	134	4,530	945
1½	Stk. (Std. Racks)	11W		6.00/20 6 ply	32/6 8 ply	4	8	134	4,974	990
1½	Ch. Cb	118W		6.00/20 6 ply	32/6 8 ply	4	8	168	3,701	900
			COMMERCIAL—(V8-95 H. P.)							
½	Ch. Cowl	19C	99A-257101 up	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,075	$530
½	Ch. Cowl w/s	19C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,102	550
½	Ch. Cb	19C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,408	620
½	Pickup	19C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,745	645
½	Panel w/Slats	19C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,031	740
½	Platform	19C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,722	640
½	Stk. (Std. Racks)	19C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,864	700

(1) FORD—Continued

(7) 1941—Continued

TRUCKS—(V8-95 H. P.)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
¾	Ch. Cowl	19D	99Y-257101 up	6.00/16 6 ply	7.00/16 6 ply	4	8	122	2,375	$535
¾	Ch. Cowl w/s	19D		6.00/16 6 ply	7.00/16 6 ply	4	8	122	2,452	615
¾	Ch. Cb	19D		6.00/16 6 ply	7.00/16 6 ply	4	8	122	2,705	655
¾	Pickup Exp.	19D		6.00/16 6 ply	7.00/16 6 ply	4	8	122	3,274	720
¾	Panel	19D		6.00/16 6 ply	7.00/16 6 ply	4	8	122	3,434	855
¾	Platform	19D		6.00/16 6 ply	7.00/16 6 ply	4	8	122	3,217	740
¾	Stk. (Std. Racks)	19D		6.00/16 6 ply	7.00/16 6 ply	4	8	122	3,470	765
1	Ch. Cowl	19Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,635	600
1	Ch. Cowl w/s	19Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,650	650
1	Ch. Cb	19Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,953	720
1	Pickup Exp.	19Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,442	755
1	Panel	19Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,631	890
1	Platform	19Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,373	775
1	Stk. (Std. Racks)	19Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,631	800
			CONVENTIONAL—(V8-95 H. P.)							
1½	Ch. Cowl	19T	99T-257101 up	6.00/20 6 ply	32/6 8 ply	4	8	124	3,123	$645
1½	Ch. Cowl w/s	19T		6.00/20 6 ply	32/6 8 ply	4	8	124	3,165	695
1½	Ch. Cb	19T		6.00/20 6 ply	32/6 8 ply	4	8	124	3,472	735
1½	Panel	19T		6.00/20 6 ply	32/6 8 ply	4	8	124	4,274	925
1½	Platform	19T		6.00/20 6 ply	32/6 8 ply	4	8	124	4,122	795
1½	Stk. (Std. Racks)	19T		6.00/20 6 ply	32/6 8 ply	4	8	124	4,461	825
1½	Dump	19U		6.00/20 6 ply	6.00/20 6 ply	6	8	124	4,833	1,000
1½	Ch. Cowl	198T		6.00/20 6 ply	32/6 8 ply	4	8	158	3,157	670
1½	Ch. Cowl w/s	198T		6.00/20 6 ply	32/6 8 ply	4	8	158	3,207	690
1½	Ch. Cb	198T		6.00/20 6 ply	32/6 8 ply	4	8	158	3,542	760
1½	Platform	198T		6.00/20 6 ply	32/6 8 ply	4	8	158	4,318	820
1½	Stk. (Std. Racks)	198T		6.00/20 6 ply	32/6 8 ply	4	8	158	4,787	875
1½	Ch. Cowl	194T		6.00/20 6 ply	6.00/20 6 ply	6	8	194	3,552	750
			CAB OVER ENGINE—(V8-95 H. P.)							
1½	Ch. Cb	191W	99T-257101 up	6.00/20 6 ply	32/6 8 ply	4	8	101	3,547	$880
1½	Platform	191W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,151	940
1½	Stk. (Std. Racks)	191W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,550	970
1½	Ch. Cb	19W		6.00/20 6 ply	32/6 8 ply	4	8	134	3,624	910
1½	Platform	19W		6.00/20 6 ply	32/6 8 ply	4	8	134	4,530	970
1½	Stk. (Std. Racks)	19W		6.00/20 6 ply	32/6 8 ply	4	8	134	4,974	1,015
1½	Ch. Cb	198W		6.00/20 6 ply	32/6 8 ply	4	8	158	3,701	925
			(6) 1942							
			COMMERCIAL—(4 CYL.)							
½	Ch. Cowl	2NC	8C-13201 up	6.00/16 4 ply	6.00/16 4 ply	5	4	114	2,060	$535
½	Ch. Cowl w/s	2NC		6.00/16 4 ply	6.00/16 4 ply	5	4	114	2,023	555
½	Ch. Cb	2NC		6.00/16 4 ply	6.00/16 4 ply	5	4	114	2,377	625
½	Pickup	2NC		6.00/16 4 ply	6.00/16 4 ply	5	4	114	2,650	655
½	Panel	2NC		6.00/16 4 ply	6.00/16 4 ply	5	4	114	2,929	760
½	Platform	2NC		6.00/16 4 ply	6.00/16 4 ply	5	4	114	2,613	700
½	Stk. (Std. Racks)	2NC		6.00/16 4 ply	6.00/16 4 ply	5	4	114	2,748	720
			TRUCKS—(4 CYL.)							
¾	Ch. Cowl	2ND	9Y-13201 up	6.00/16 6 ply	7.00/16 6 ply	4	4	122	2,241	$614
¾	Ch. Cowl w/s	2ND		6.00/16 6 ply	7.00/16 6 ply	4	4	122	2,264	634
¾	Ch. Cb	2ND		6.00/16 6 ply	7.00/16 6 ply	4	4	122	2,618	709
¾	Exp.	2ND		6.00/16 6 ply	7.00/16 6 ply	4	4	122	3,171	764
¾	Panel	2ND		6.00/16 6 ply	7.00/16 6 ply	4	4	122	3,265	879
¾	Platform	2ND		6.00/16 6 ply	7.00/16 6 ply	4	4	122	3,076	759
¾	Stk. (Std. Racks)	2ND		6.00/16 6 ply	7.00/16 6 ply	4	4	122	3,329	784
1	Ch. Cowl	2NY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	2,486	659
1	Ch. Cowl w/s	2NY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	2,519	679
1	Ch. Cb	2NY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	2,873	754
1	Exp.	2NY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	3,343	899
1	Panel	2NY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	3,537	924
1	Platform	2NY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	3,222	849
1	Stk. (Std. Racks)	2NY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	3,475	834
			COMMERCIAL—(6 CYL.)							
½	Sed. Dly	2GA	1GC-34801 up	6.00/16 4 ply	6.00/16 4 ply	5	6	114	3,055	$810
½	Ch. Cowl	2GC		6.00/16 4 ply	6.00/16 4 ply	5	6	114	2,155	540
½	Ch. Cowl w/s	2GC		6.00/16 4 ply	6.00/16 4 ply	5	6	114	2,178	560
½	Ch. Cb	2GC		6.00/16 4 ply	6.00/16 4 ply	5	6	114	2,532	630
½	Pickup	2GC		6.00/16 4 ply	6.00/16 4 ply	5	6	114	2,805	670
½	Panel	2GC		6.00/16 4 ply	6.00/16 4 ply	5	6	114	3,084	755
½	Platform	2GC		6.00/16 4 ply	6.00/16 4 ply	5	6	114	2,768	705
½	Stk. (Std. Racks)	2GC		6.00/16 4 ply	6.00/16 4 ply	5	6	114	2,903	725

(I) FORD—Continued

(8) 1942—Continued

TRUCKS—(6 CYL.)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
¾	Ch. Cowl	2GD	1GY-34801 up	6.50/16 6 ply	7.00/16 6 ply	4	6	122	2,379	$605
¾	Ch. Cowl w/s	2GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	2,402	625
¾	Ch. Cb	2GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	2,756	700
¾	Exp	2GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	3,309	755
¾	Panel	2GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122		870
¾	Platform	2GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	3,214	750
¾	Stk. (Std. Racks)	2GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	3,467	775
1	Ch. Cowl	2GY	1GY-34801 up	6.00/17 6 ply	7.00/17 6 ply	4	6	122	2,640	650
1	Ch. Cowl w/s	2GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	2,672	670
1	Ch. Cb	2GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	3,020	745
1	Exp	2GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	3,496	800
1	Panel	2GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	3,690	915
1	Platform	2GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	3,375	800
1	Stk. (Std. Racks)	2GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	3,628	825

CONVENTIONAL—(6 CYL.)

1½	Ch. Cowl	2GT	1GT-34801 up	6.00/20 6 ply	32/6 8 ply	4	6	134	3,164	$760
1½	Ch. Cowl w/s	2GT		6.00/20 6 ply	32/6 8 ply	4	6	134	3,187	770
1½	Ch. Cb	2GT		6.00/20 6 ply	32/6 8 ply	4	6	134	3,541	845
1½	Panel	2GT		6.00/20 6 ply	32/6 8 ply	4	6	134	4,262	1,030
1½	Platform	2GT		6.00/20 6 ply	32/6 8 ply	4	6	134	4,121	900
1½	Stk. (Std. Racks)	2GT		6.00/20 6 ply	32/6 8 ply	4	6	134	4,452	935
1½	Dump	2GU		6.00/20 6 ply	6.00/20 6 ply	6	6	134	4,962	1,130
1½	Ch. Cowl	2G8T		6.00/20 6 ply	32/6 8 ply	4	6	158	3,195	775
1½	Ch. Cowl w/s	2G8T		6.00/20 6 ply	32/6 8 ply	4	6	158	3,218	793
1½	Ch. Cb	2G8T		6.00/20 6 ply	32/6 8 ply	4	6	158	3,572	870
1½	Platform	2G8T		6.00/20 6 ply	32/6 8 ply	4	6	158	4,461	940
1½	Stk. (Std. Racks)	2G8T		6.00/20 6 ply	32/6 8 ply	4	6	158	4,737	985
1½	Ch. Cowl	2G4T		6.50/20 6 ply	6.50/20 6 ply	6	6	194	3,535	880

COMMERCIAL—(V8-90 H. P.)

½	Sed. Dly	21A	18-6769036 up	6.00/16 4 ply	6.00/16 4 ply	5	8	114	3,075	$825
½	Ch. Cowl	21C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,170	555
½	Ch. Cowl w/s	21C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,193	575
½	Ch. Cb	21C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,547	645
½	Pickup	21C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,820	675
½	Panel	21C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	3,104	770
½	Platform	21C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,783	720
½	Stk. (Std. Racks)	21C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,923	740

TRUCKS—(V8-90 H. P.)

¾	Ch. Cowl	21D	18-6769036Y up	6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,401	$620
¾	Ch. Cowl w/s	21D	BB-18-6769036Y up	6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,424	640
¾	Ch. Cb	21D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,778	715
¾	Exp	21D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,331	770
¾	Panel	21D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,525	885
¾	Platform	21D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,236	765
¾	Stk. (Std. Racks)	21D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,489	790
1	Ch Cowl	21Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,661	665
1	Ch. Cowl w/s	21Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,694	685
1	Ch. Cb	21Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,048	760
1	Exp	21Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,518	815
1	Panel	21Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,712	930
1	Platform	21Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,397	815
1	Stk. (Std. Racks)	21Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,650	840

CONVENTIONAL—(V8-90 H. P.)

1½	Ch. Cowl	21T	BB-18-6769036 up	6.00/20 6 ply	32/6 8 ply	4	8	134	3,186	$765
1½	Ch. Cowl w/s	21T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,209	785
1½	Ch. Cb	21T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,563	860
1½	Panel	21T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,234	1,045
1½	Platform	21T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,143	915
1½	Stk. (Std. Racks)	21T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,516	950
1½	Dump	21U		6.00/20 6 ply	6.00/20 6 ply	6	8	134	4,934	1,145
1½	Ch. Cowl	218T		6.00/20 6 ply	32/6 8 ply	4	8	158	3,217	790
1½	Ch. Cowl w/s	218T		6.00/20 6 ply	32/6 8 ply	4	8	158	3,240	810
1½	Ch. Cb	218T		6.00/20 6 ply	32/6 8 ply	4	8	158	3,594	885
1½	Platform	218T		6.00/20 6 ply	32/6 8 ply	4	8	158	4,483	955
1½	Stk. (Std. Racks)	218T		6.00/20 6 ply	32/6 8 ply	4	8	158	4,783	1,000
1½	Ch. Cowl	214T		6.50/20 6 ply	6.50/20 6 ply	6	8	194	3,557	895

CAB OVER ENGINE—(V8-90 H. P.)

1½	Ch. Cb	211W	BB-18-6769036 up	6.00/20 6 ply	32/6 8 ply	4	8	101	3,584	$985
1½	Platform	211W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,184	1,040
1½	Stk. (Std. Racks)	211W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,557	1,075
1½	Ch. Cb	21W		6.00/20 6 ply	32/6 8 ply	4	8	134	3,704	1,005
1½	Platform	21W		6.00/20 6 ply	32/6 8 ply	4	8	134	4,590	1,075
1½	Stk. (Std. Racks)	21W		6.00/20 6 ply	32/6 8 ply	4	8	134	5,054	1,120
1½	Ch. Cb	218W		6.00/20 6 ply	32/6 8 ply	4	8	158	3,734	1,030

(l) FORD—Continued

(8) 1942—Continued

COMMERCIAL—(V8-100 H. P.)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
½	Sed. Dly	29A	99A-466701	6.00/16 4 ply	6.00/16 4 ply	5	8	114	3,075	$830
½	Ch. Cowl	29C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,170	580
½	Ch. Cowl w/s	29C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,193	600
½	Ch. Cb	29C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,547	670
½	Pickup	29C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,820	700
½	Panel	29C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	3,104	795
½	Platform	29C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,783	745
½	Stk. (Std. Racks)	29C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,923	765

TRUCKS—(V8-100 H. P.)

¾	Ch. Cowl	29D	99Y-466701 up	6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,401	$645
¾	Ch. Cowl w/s	29D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,424	665
¾	Ch. Cb	29D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,773	740
¾	Exp	29D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,331	795
¾	Panel	29D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,525	910
¾	Platform	29D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,236	760
¾	Stk. (Std. Racks)	29D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,489	815
1	Ch. Cowl	29Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,601	650
1	Ch. Cowl w/s	29Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,694	710
1	Ch. Cb	29Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,043	785
1	Exp	29Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,518	840
1	Panel	29Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,712	955
1	Platform	29Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,397	840
1	Stk. (Std. Racks)	29Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,630	865

CONVENTIONAL—(V8-100 H. P.)

1½	Ch. Cowl	29T	99T-466701 up	6.00/20 6 ply	32/6 8 ply	4	8	134	3,186	$790
1½	Ch. Cowl w/s	29T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,209	810
1½	Ch. Cb	29T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,563	835
1½	Panel	29T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,234	1,070
1½	Platform	29T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,143	940
1½	Stk. (Std. Racks)	29T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,516	975
1½	Dump	29U		6.00/20 6 ply	6.00/20 6 ply	6	8	134	4,634	1,170
1½	Ch. Cowl	29ST		6.00/20 6 ply	32/6 8 ply	4	8	153	3,217	815
1½	Ch. Cowl w/s	29ST		6.00/20 6 ply	32/6 8 ply	4	8	153	3,240	825
1½	Ch. Cb	29ST		6.00/20 6 ply	32/6 8 ply	4	8	153	3,594	910
1½	Platform	29ST		6.00/20 6 ply	32/6 8 ply	4	8	153	4,453	980
1½	Stk. (Std. Racks)	29ST		6.00/20 6 ply	32/6 8 ply	4	8	153	4,783	1,025
1½	Ch. Cowl	294T		6.00/20 6 ply	6.00/20 6 ply	6	8	194	3,557	920

CAB OVER ENGINE—(V8-100 H. P.)

1½	Ch. Cb	291W	99T-466701 up	6.00/20 6 ply	32/6 8 ply	4	8	101	3,584	$1,010
1½	Platform	291W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,184	1,065
1½	Stk. (Std. Racks)	291W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,557	1,100
1½	Ch. Cb	29W		6.00/20 6 ply	32/6 8 ply	4	8	134	3,704	1,020
1½	Platform	29W		6.00/20 6 ply	32/6 8 ply	4	8	134	4,550	1,100
1½	Stk. (High Racks)	29W		6.00/20 6 ply	32/6 8 ply	4	8	134	5,054	1,145
1½	Ch. Cb	298W		6.00/20 6 ply	32/6 8 ply	4	8	153	3,734	1,055

(m) F. W. D.

[Manufacturer—The Four Wheel Drive Auto Co. Principal plant: Appleton, Wis.]

(1) 1933

CONVENTIONAL—(4 WHEEL DRIVE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½-2	Ch	H-4	55420 to 55433	34 x 7	34 x 7	4	4	N. A.	5,200	$3,325
2-2½	Ch	H-6		9.00/20	9.00/20	4	6	N. A.	5,900	3,335
2½-3	Ch	HH-6	90058 to 90071	9.75/20	9.75/20	4	6	N. A.	6,900	4,135
2½-3	Ch	HM	90001 to 90071	9.75/20	9.75/20	4	6	N. A.	6,900	4,185
3	Ch	B	28209 and up	40 x 8	40 x 8	4	4	N. A.	6,430	4,200
3½-4	Ch	CU-6		10.50/20	10.50/20	4	6	N. A.	8,000	4,935
3½-4	Ch	CU-6A	28207 and up	10.50/20	10.50/20	4	6		7,800	4,635
4-5	Ch	SSU	28210 and up	11.25/20	11.25/20	4	6	N. A.	8,300	5,135
4-5	Ch	SSU-A		11.25/20	11.25/20	4	6	N. A.	8,100	4,835
5-6	Ch	LBU	N. A.	9.00/20	9.00/20	6	6	N. A.	N. A.	4,800
5	Ch	MF-6	75037 to 75112	10.50/20	10.50/20	6	6	N. A.	9,100	5,785

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(m) F. W. D.—Continued

(2) 1934

CONVENTIONAL—(4 WHEEL DRIVE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½-2	Ch	H-4	55434 to 55483	34 x 7	34 x 7	4	4	N. A.	5,300	$3,325
1½-2	Ch	HS	100001 to 100025	6.50/20	6.50/20	6	6	N. A.	4,500	2,400
2-2½	Ch	H-6	55434 and up	9.00/20	9.00/20	4	6	N. A.	5,900	3,385
2-2½	Ch	LM	N. A.	9.00/20	9.00/20	4	6	N. A.	5,900	3,650
2½-3	Ch	HH-6	90072 to 90135	9.75/20	9.75/20	4	6	N. A.	6,900	4,135
2½-3	Ch	HM	N. A.	9.75/20	9.75/20	4	6	N. A.	6,900	4,185
2½-3	Ch	OFS	N. A.	9.75/20	9.75/20	4	6	N. A.	7,000	4,711
3	Ch	B	28336 to 28457	40 x 8	40 x 8	4	4	N. A.	6,400	4,200
3½-4	Ch	CU-6	N. A.	10.50/20	10.50/20	4	6	N. A.	8,000	4,985
3½-4	Ch	CU-6A	N. A.	10.50/20	10.50/20	4	6	N. A.	7,800	4,685
4-5	Ch	SSU	N. A.	11.25/20	11.25/20	4	6	N. A.	8,300	5,135
4-5	Ch	SSUA	N. A.	11.25/20	11.25/20	4	6	N. A.	8,100	4,835
5-6	Ch	LBU	N. A.	9.00/20	9.00/20	6	6	N. A.	9,000	4,800
5-6	Ch	MF-6	75113 to 75150	10.50/20	10.50/20	6	6	N. A.	9,770	5,785
5-7½	Ch	MJ-5	75001 to 75146	9.75/20	9.75/20	6	6	N. A.	11,600	6,335
5-7½	Ch	M-5	75113 to 75137	12.75/20	12.75/20	4	6	N. A.	11,800	7,400
6-7	Ch	MJ-6	75001 and up	10.50/20	10.50/20	6	6	N. A.	11,600	6,750
7½-10	Ch	MJ-7		12.75/20	12.75/20	4	6	N. A.	13,100	8,800
7½-10	Ch	M-7	75113 to 75143	40 x 10	40 x 10	4	6	N. A.	13,000	8,500
10-12	Ch	M-10	75001 and up	12.75/20	12.75/20	4	6	N. A.	14,000	9,600
	Ch	X6	28336 and up	36 x 8	36 x 8	6	6	N. A.	12,650	7,385
	Ch	MX-6	75113 to 75150	13.50/20	13.50/20	6	6	N. A.	17,800	12,255

CONVENTIONAL—(TRACTORS—4 WHEEL DRIVE)

	Ch	T-60	28336 to 28457	10.50/20	10.50/20	6	6	N. A.	10,000	$6,346
	Ch	T-72	75113 to 75150	10.50/20	10.50/20	6	6	N. A.	10,450	7,000
	Ch	TD-72	N. A.	10.50/20	10.50/20	6	6	N. A.	12,500	9,100

(3) 1935

CONVENTIONAL—(4 WHEEL DRIVE)

1½	Ch	HS	100025 to 100077	6.50/20	6.50/20	6	6	N. A.	5,400	$2,400
1½-2	Ch	H-4	55483 and up	34 x 7	34 x 7	4	4	N. A.	5,300	3,325
2-2½	Ch	H-6		9.00/20	9.00/20	4	6	N. A.	5,900	3,385
2-2½	Ch	LM		9.00/20	9.00/20	4	6	N. A.	7,000	3,650
2½-3	Ch	HH-6	90135 and up	9.75/20	9.75/20	4	6	N. A.	7,400	4,135
2½-3	Ch	HM		9.75/20	9.75/20	4	6	N. A.	7,400	3,985
3	Ch	B	28457 and up	40 x 8	40 x 8	4	4	N. A.	6,500	4,200
3½-4	Ch	CU-6		10.50/20	10.50/20	4	6	N. A.	8,200	4,985
3½-4	Ch	CU-6A		10.50/20	10.50/20	4	6	N. A.	8,000	4,685
4-5	Ch	SSU		11.25/20	11.25/20	4	6	N. A.	8,400	5,135
4-5	Ch	SSUA		11.25/20	11.25/20	4	6	N. A.	8,100	4,835
5-7½	Ch	M-5	75137 and up	12.75/20	12.75/20	4	6	N. A.	11,200	7,400
5-6	Ch	MF-6	75150 and up	10.50/20	10.50/20	6	6	N. A.	9,100	5,785
5-6	Ch	LBU	28457 and up	9.00/20	9.00/20	6	6	N. A.	9,000	4,800
5-6	Ch	MJ-5	75146 and up	9.75/20	9.75/20	6	6	N. A.	11,300	6,335
6-7	Ch	MJ-6	75001 and up	10.50/20	10.50/20	6	6	N. A.	11,500	6,750
7½-10	Ch	MJ-7		10.50/20	10.50/20	6	6	N. A.	13,100	8,800
7½-10	Ch	M-7	75143 and up	40 x 10	40 x 10	4	6	N. A.	12,400	8,500
10-12	Ch	M-10	75001 and up	13.50/20	13.50/20	4	6	N. A.	14,000	9,600
10-12	Ch	X-6	28166 and up	36 x 8	36 x 8	6	6	N. A.	13,400	8,165
10-12	Ch	MX-6	75150 and up	13.50/20	13.50/20	6	6	N. A.	17,100	12,235

CONVENTIONAL—(TRACTORS—4 WHEEL DRIVE)

20-25	Ch	T-60	28457 and up	10.50/20	10.50/20	6	6	N. A.	10,000	$6,300
25-30	Ch	T-72	75150 and up	10.50/20	10.50/20	6	6	N. A.	10,450	7,000

(4) 1936

CONVENTIONAL—(4 WHEEL DRIVE)

1-1½	Ch	HS	100077 and up	6.50/20	6.50/20	6	6	132	5,200	$2,400
1½-2	Ch	H-4		34 x 7	34 x 7	4	4	120	5,300	3,325
2-2½	Ch	H-6	55546 and up	9.00/20	9.00/20	4	6	133	6,250	3,560
2½-3	Ch	HH-6	90160 and up	9.75/20	9.75/20	4	6	138	7,500	4,285
2½-3	Ch	HM	90135 and up	9.75/20	9.75/20	4	6	138	7,400	3,985
3½-4	Ch	B	28641 and up	40 x 8	40 x 8	4	4	124	6,500	4,200
3½-4	Ch	CU6		10.50/20	10.50/20	4	6	147	8,770	5,145
4-5	Ch	CU-6H		10.50/20	10.50/20	4	6	147	8,570	4,845
4-5	Ch	SSU		11.25/20	11.25/20	4	6	147	9,000	5,205
4-5	Ch	SSUA		11.25/20	11.25/20	4	6	147	8,700	4,995
5-6	Ch	LBU		9.00/20	9.00/20	6	6	171	9,000	4,800
5-6	Ch	MF-6	75240 and up	10.50/20	10.50/20	6	6	146	9,600	5,935
5-6	Ch	MJ-5		9.75/20	9.75/20	6	6	150	11,300	6,435
6-7	Ch	MJ-6		10.50/20	10.50/20	6	6	150	11,500	6,750
6-7½	Ch	M-6	75240 and up	10.50/20	10.50/20	6	6	165	11,600	7,600
7½-10	Ch	M-7		12.75/20	12.75/20	4	6	150	13,000	8,575
7½-10	Ch	MJ-7	75001 and up	40 x 10	40 x 10	4	6	150	13,100	8,800
10-12	Ch	M10	75240 and up	13.50/20	13.50/20	4	6	150	14,000	9,600

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(m) F. W. D.—Continued

(4) 1936—Continued

CONVENTIONAL—(TRACTORS—4 WHEEL DRIVE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
6-7	Ch	T-26	10077 and up	7.50/20	7.50/20	6	6	127	4,950	$2,500
20-25	Ch	T-60	28641 and up	10.50/20	10.50/20	6	6	121	10,500	6,345
25-30	Ch	T-72		10.50/20	10.50/20	6	6	120	11,150	7,000

CONVENTIONAL—(SIX WHEEL DRIVE)

10-12	Ch (6 x 6)	X-6	28641 and up	36 x 8	36 x 8	6	6	190	14,000	$3,165
10-15	Ch (6 x 6)	MX-6	75240 and up	13.50/20	13.50/20	6	6	200	17,800	12,225

(5) 1937

CONVENTIONAL—(4 WHEEL DRIVE)

1½	Ch	HS	101001 and up	6.50/20	6.50/20	6	6	132	5,200	$2,600
2½-3	Ch	HH-6	91001 and up	9.75/20	9.75/20	4	6	133	8,000	4,350
4-5	Ch	SUA	60001 and up	11.25/20	11.25/20	4	6	150	9,400	5,440
4-5	Ch	SU		11.25/20	11.25/20	4	6	150	9,700	5,640
5-6	Ch	YU		10.50/20	10.50/20	6	6	150	10,200	6,300
5-6	Ch	MJ-5	76001 and up	9.75/20	9.75/20	6	6	150	12,000	6,700
6-7½	Ch	MJ-6		10.50/20	10.50/20	6	6	150	12,200	7,040
7½-10	Ch	MJ-7		12.75/20	12.75/20	4	6	150	13,100	8,800
10-12	Ch	M-10		13.50/20	13.50/20	4	6	150	14,200	10,400

CONVENTIONAL—(TRACTORS—4 WHEEL DRIVE)

	Ch	T-26	101001 and up	8.25/20	8.25/20	6	6	132	5,300	$2,900
	Ch	T-32		9.00/20	9.00/20	6	6	150	9,400	4,890
	Ch	T-40	60001 and up	9.75/20	9.75/20	6	6	150	10,200	5,420
	Ch	T-60		10.50/20	10.50/20	6	6	150	10,300	6,930
	Ch	T-65		10.50/20	10.50/20	6	6	150	13,100	9,120
	Ch	T-72	76001 and up	10.50/20	10.50/20	6	6	150	14,200	10,400

CONVENTIONAL—(ROAD MAINTAINER)

	Ch 4 x 4	HM	91001 and up	9.75/20	9.75/20	4	6	133	7,700	$4,240
	Ch 6 x 6	HG	101001 and up	7.50/20	7.50/20	6	6	156	6,520	3,260

CONVENTIONAL—(6 WHEEL DRIVE)

10	Ch 6 x 6	MJ-6 x 6	76001 and up	10.50/20	10.50/20	10	6	184	18,000	$10,800
15	Ch 6 x 6	M-6 x 6		13.50/20	13.50/20	6	6	204	19,000	12,800

(6) 1938

CONVENTIONAL—(4 WHEEL DRIVE)

1½	Ch	HS	101001 and up	6.50/20	6.50/20	6	6	132	5,200	$2,000
3-4	Ch	HH-6	91001 and up	9.75/20	9.75/20	4	6	133	7,600	4,380
3-4	Ch	CUA	60277 and up	9.75/20	9.75/20	4	6	150	7,800	4,640
3-4	Ch	CU		9.75/20	9.75/20	4	6	150	8,100	4,920
4-5	Ch	FUA	60001 and up	11.25/20	11.25/20	4	6	150	9,400	5,440
4-5	Ch	SU		11.25/20	11.25/20	4	6	150	9,700	5,640
5-6	Ch	YU		10.50/20	10.50/20	6	6	150	10,200	6,300
5-6	Ch	MJ-5	76001 and up	9.75/20	9.75/20	6	6	150	12,000	6,700
6-7½	Ch	MJ-6		10.50/20	10.50/20	6	6	150	12,200	7,040
7½-10	Ch	M-7	N. A.	12.75/20	12.75/20	4	6	150	13,100	8,800
10-12	Ch	M-10	76001 and up	13.50/20	13.50/20	4	6	150	14,200	10,400

CONVENTIONAL—(TRACTORS—4 WHEEL DRIVE)

	Ch	T-26	101001 and up	7.50/20	7.50/20	6	6	132	5,300	$2,900
	Ch	T-32		8.25/20	8.25/20	6	6	150	9,400	4,890
	Ch	T-40	60001 and up	9.75/20	9.75/20	6	6	150	10,300	5,420
	Ch	T-60		10.50/24	10.50/24	6	6	150	10,300	6,930
	Ch	T-65		10.50/24	10.50/24	6	6	150	13,100	9,120
	Ch	T-72	76001 and up	10.50/24	10.50/24	6	6	150	14,200	10,400

CONVENTIONAL—(4 WHEEL DRIVE—ROAD MAINTAINER)

	Ch	HG	101001 and up	7.50/20	7.50/20	6	6	156	6,520	$3,600
	Ch	HM	91011 and up	9.75/20	9.75/20	4	6	133	7,700	4,240

CONVENTIONAL—(6 WHEEL DRIVE)

10	Ch (6 x 6)	MJ 6 x 6	76001 and up	10.50/20	10.50/20	10	6	184	18,000	$10,800
15	Ch (6 x 6)	M 6 x 6		13.50/20	13.50/20	5	6	204	19,000	13,535

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(m) F. W. D.—Continued

(7) 1939

CONVENTIONAL—(4 WHEEL DRIVE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch	HS	101200 and up	6.50/20	6.50/20	6	6	132	5,960	$2,600
2½-3	Ch	HH-6	91037 and up	9.75/20	9.75/20	4	6	133	7,900	4,380
3-4	Ch	CUA	60200 and up	9.75/20	9.75/20	4	6	150	8,600	4,640
3-4	Ch	CU		9.75/20	9.75/20	4	6	150	8,900	4,920
4-5	Ch	SUA		11.25/20	11.25/20	4	6	150	9,400	5,440
4-5	Ch	SU		11.25/20	11.25/20	4	6	150	9,700	5,640
5-6	Ch	YU		10.50/20	10.50/20	6	6	150	10,300	6,300
5-6	Ch	MJ-5	76125 and up	9.75/20	9.75/20	6	6	150	12,000	6,700
6-7½	Ch	MJ-6		10.50/20	10.50/20	6	6	150	12,200	7,040
7½-10	Ch	M-7		12.75/20	12.75/20	4	6	150	13,100	8,800
10-12	Ch	M-10		13.50/20	13.50/20	4	6	150	14,200	10,400

CONVENTIONAL—(TRACTORS—4 WHEEL DRIVE)

	Ch	T-26	101200 and up	8.25/20	8.25/20	6	6	144	5,800	$2,900
	Ch	T-32		8.25/20	8.25/20	6	6	138	7,550	3,995
	Ch	T-40	60200 and up	9.75/20	9.75/20	6	6	134	10,300	5,450
	Ch	T-60		10.50/20	10.50/20	6	6	134	11,800	6,930
	Ch	T-65	76125 and up	10.50/20	10.50/20	6	6	150	13,900	9,120
	Ch	T-72		10.50/20	10.50/20	6	6	150	14,650	10,400

CONVENTIONAL—(4 WHEEL DRIVE—ROAD MAINTAINER)

	Ch	HG	101200 and up	7.50/20	7.50/20	6	6	154	6,530	$3,600
	Ch	HM	91037 and up	9.75/20	9.75/20	4	6	133	7,700	4,240

CONVENTIONAL—(6 WHEEL DRIVE)

10	Ch (6 x 6)	MJ-6 x 6	76125 and up	10.50/20	10.50/20	10	6	184	18,000	$10,800
15	Ch (6 x 6)	M-6 x 6		13.50/20	13.50/20	6	6	204	19,000	13,585

(8) 1940

CONVENTIONAL—(4 WHEEL DRIVE)

1½	Ch	HS	101200 and up	7.00/20	7.00/20	6	6	132	6,080	$2,750
2½-3	Ch	HH-6	91037 and up	9.75/20	9.75/20	4	6	133	8,400	4,400
3-4	Ch	CUA	60200 and up	9.75/20	9.75/20	4	6	150	8,300	4,640
3-4	Ch	CU		9.75/20	9.75/20	4	6	150	8,600	4,920
4-5	Ch	SUA		11.25/20	11.25/20	4	6	150	9,100	5,440
4-5	Ch	SU		11.25/20	11.25/20	4	6	150	10,600	5,640
5-6	Ch	YU		10.50/20	10.50/20	6	6	150	11,070	6,300
5-6	Ch	MJ-5	76125 and up	9.75/20	9.75/20	6	6	150	11,700	6,700
6-7½	Ch	MJ-6		10.50/20	10.50/20	6	6	150	11,950	7,040
7½	Ch	M-7		12.75/20	12.75/20	4	6	150	12,850	8,800
10-12	Ch	M-10		13.50/20	13.50/20	4	6	150	13,950	10,400

CONVENTIONAL—(TRACTORS—4 WHEEL DRIVE)

	Ch	T-26	101200 and up	7.50/20	7.50/20	6	6	132	6,080	$2,965
	Ch	T-32		8.25/20	8.25/20	6	6	138	7,550	3,995
	Ch	T-40	60200 and up	9.75/20	9.75/20	6	6	134	11,000	5,450
	Ch	T-45	76125 and up	10.50/24	10.50/24	6	6	134	11,640	7,725

CONVENTIONAL—(4 WHEEL DRIVE—ROAD MAINTAINERS)

	Ch	HG	101200 and up	7.50/20	7.50/20	6	6	154	6,800	$3,600
	Ch	HM	91037 and up	9.75/20	9.75/20	4	6	138	7,700	4,240

CONVENTIONAL—(6 WHEEL DRIVE)

10	Ch 6 x 6	MJ-6 x 6	76125 and up	10.50/20	10.50/20	10	6	184	17,750	$11,575
15	Ch 6 x 6	M-6 x 6		13.50/20	13.50/20	6	6	204	18,750	14,555

CAB OVER ENGINE—(4 WHEEL DRIVE)

	Ch	T-26 COE	101200 and up	7.50/20	7.50/20	6	6	108	5,960	$3,230
	Ch	T-32 COE		8.25/20	8.25/20	6	6	111	8,230	4,360

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(m) F. W. D.—Continued

(9) 1941

CONVENTIONAL—(4 WHEEL DRIVE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch	HS	101599 and up	6.50/20	6.50/20	6	6	132	5,580	$2,750
2½-3	Ch	HH-6		9.75/20	9.75/20	4	6	133	7,900	4,450
3-4	Ch	CUA	64291 and up	9.75/20	9.75/20	4	6	150	7,800	4,640
3-4	Ch	CU		9.75/20	9.75/20	4	6	150	8,150	4,940
4-5	Ch	SUA		11.25/20	11.25/20	4	6	150	10,050	5,420
4-5	Ch	SU		11.25/20	11.25/20	4	6	150	10,100	5,640
5-6	Ch	YU		10.50/20	10.50/20	6	6	150	10,570	6,340
5-6	Ch	MJ-5	76439 and up	9.75/20	9.75/20	6	6	150	11,200	6,700
6-7½	Ch	MJ-6		10.50/20	10.50/20	6	6	150	11,450	7,000
7½-10	Ch	M-7		12.75/20	12.75/20	4	6	150	12,350	8,840
10-12	Ch	M-10		13.50/20	13.50/20	4	6	150	13,450	10,400

CONVENTIONAL—(TRACTORS—4 WHEEL DRIVE)

	Ch	T-26	101200 and up	6.50/20	6.50/20	6	6	132	5,580	$2,965
	Ch	T-32		7.50/20	7.50/20	6	6	133	7,050	3,995
	Ch	T-40	60200 and up	9.75/20	9.75/20	6	6	134	10,500	5,450
	Ch	T-45	76125 and up	10.50/24	10.50/24	6	6	134	11,140	7,725

CONVENTIONAL—(6 WHEEL DRIVE)

	Ch (6 x 6)	MJ-6 x 6		10.50/20	10.50/20	10	6	184	17,250	$11,575
	Ch (6 x 6)	M-6 x 6		13.50/20	13.50/20	6	6	184	18,250	14,555

(10) 1942

CONVENTIONAL—(4 WHEEL DRIVE)

	Ch	HS	101785 and up	7.00/20	7.00/20	6	6	132	6,600	$2,960
	Ch	HA		7.50/20	7.50/20	6	6	132	6,800	3,420
	Ch	HR		7.50/20	7.50/20	6	6	144	7,800	3,980
	Ch	CUA	64712 and up	10.00/20	10.00/20	4	6	150	9,350	4,640
	Ch	CU		10.00/20	10.00/20	4	6	150	9,500	4,920
	Ch	SUA		12.00/20	12.00/20	4	6	150	10,050	5,440
	Ch	SU		12.00/20	12.00/20	4	6	150	10,150	5,640
	Ch	YU		11.00/20	11.00/20	6	6	150	10,200	6,200
	Ch	MJ-6	76506 and up	11.00/20	11.00/20	6	6	150	13,350	7,040
	Ch	M-6		11.00/20	11.00/20	6	6	150	13,850	7,850
	Ch	M-7		13.00/20	13.00/20	4	6	150	14,000	8,800
	Ch	M-10		14.00/20	14.00/20	4	6	150	14,200	10,400

CONVENTIONAL—(TRACTOR—4 WHEEL DRIVE)

	Ch	T-26	101735 and up	7.00/20	7.00/20	6	6	132	6,600	$2,990
	Ch	T-30		7.50/20	7.50/20	6	6	132	6,800	3,450
	Ch	T-32		7.50/20	7.50/20	6	6	132	7,800	4,010

CONVENTIONAL—(6 WHEEL DRIVE)

	Ch 6 x 6	CU-6 x 6	64712 and up	10.00/20	10.00/20	10	6	184	14,700	$8,700
	Ch 6 x 6	MJ-6 x 6	76506 and up	11.00/20	11.00/20	10	6	184	18,000	11,575
	Ch 6 x 6	M-6 x 6		14.00/20	14.00/20	6	6	184	19,000	14,555

(n) G. M. C.

[Manufacturers: General Motors Truck and Coach Company. Principal plant: Pontiac, Michigan]

(1) 1935

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
¾	Ch	T-16L-A	T-16L-4001 to 9050	6.00/20 6 ply	6.00/20 6 ply	4	6	131	2,945	$695
¾	Ch/Cb	T-16L-A		6.00/20 6 ply	6.00/20 6 ply	4	6	131	3,205	697
¾	Panel	T-16L-A		6.00/20 6 ply	6.00/20 6 ply	4	6	131	4,050	877
¾	Platform	T-16L-A		6.00/20 6 ply	6.00/20 6 ply	4	6	131	3,815	744
¾	Stake (Std. Racks)	T-16L-A		6.00/20 6 ply	6.00/20 6 ply	4	6	131	4,105	774
¾	Stake Exp	T-16L-A		6.00/20 6 ply	6.00/20 6 ply	4	6	131	4,105	784
¾	Ch	F-16L-B		6.00/20 6 ply	6.00/20 6 ply	4	6	157	2,990	620
¾	Ch/Cb	F-16L-B		6.00/20 6 ply	6.00/20 6 ply	4	6	157	3,330	722
¾	Platform	F-16L-B		6.00/20 6 ply	6.00/20 6 ply	4	6	157	4,005	754
¾	Stake (Std. Racks)	F-16L-B		6.00/20 6 ply	6.00/20 6 ply	4	6	157	4,345	840
¾	Stake Exp	F-16L-B		6.00/20 6 ply	6.00/20 6 ply	4	6	157	4,415	850
1½	Ch	T-16-A	T-16-4001 to 9050	6.00/20 6 ply	6.00/20 6 ply	4	6	131	3,240	695
1½	Ch/Cb	T-16-A		6.00/20 6 ply	6.00/20 6 ply	4	6	131	3,600	697
1½	Panel	T-16-A		6.00/20 6 ply	6.00/20 6 ply	4	6	131	4,245	877

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(n) G. M. C.—Continued

(1) 1935—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Platform	T-16-A	T-16-4001 to 9050	6.00/20 6 ply	6.00/20 6 ply	4	6	131	4,110	$744
1½	Stake (Std. Racks)	T-16-A		6.00/20 6 ply	6.00/20 6 ply	4	6	131	4,400	774
1½	Stake Exp	T-16-A		6.00/20 6 ply	6.00/20 6 ply	4	6	131	4,460	784
1½	Ch	T-16-B		6.00/20 6 ply	6.00/20 6 ply	4	6	157	3,235	630
1½	Ch/Cb	T-16-B		6.00/20 6 ply	6.00/20 6 ply	4	6	157	3,645	722
1½	Platform	T-16-B		6.00/20 6 ply	6.00/20 6 ply	4	6	157	4,300	794
1½	Stake (Std. Racks)	T-16-B		6.00/20 6 ply	6.00/20 6 ply	4	6	157	4,640	840
1½	Stake Exp	T-16-B		6.00/20 6 ply	6.00/20 6 ply	4	6	157	4,710	850
1½	Ch	T-18-A	T-18-12801 to 17600	30 x 5 6 ply	32 x 6 8 ply	4	6	140¾	3,690	777
1½	Ch/Sp. Cowl	T-18-A		30 x 5 6 ply	32 x 6 8 ply	4	6	140¾	3,690	797
1½	Ch/Cb	T-18-A		30 x 5 6 ply	32 x 6 8 ply	4	6	140¾	4,160	902
1½	Platform	T-18-A		30 x 5 6 ply	32 x 6 8 ply	4	6	140¾	4,660	965
1½	Stake (Std. Racks)	T-18-A		30 x 5 6 ply	32 x 6 8 ply	4	6	140¾	4,950	996
1½	Stake Exp	T-18-A		30 x 5 6 ply	32 x 6 8 ply	4	6	140¾	5,010	1,008
1½	Ch	T-18-B		30 x 5 6 ply	32 x 6 8 ply	4	6	164¾	3,790	812
1½	Ch/Cb	T-18-B		30 x 5 6 ply	32 x 6 8 ply	4	6	164¾	4,250	937
1½	Platform	T-18-B		30 x 5 6 ply	32 x 6 8 ply	4	6	164¾	4,905	1,015
1½	Stake (Std. Racks)	T-18-B		30 x 5 6 ply	32 x 6 8 ply	4	6	164¾	5,245	1,062
1½	Stake exp	T-18-B	T-18-12801 to 17600	30 x 5 6 ply	32 x 6 8 ply	4	6	164¾	5,315	1,072
2	Ch	T-23-A	T-23-5970 to 7251	6.50/20 6 ply	6.50/20 6 ply	6	6	142	3,895	1,110
2	Ch/Ap. Cowl	T-23-A		6.50/20 6 ply	6.50/20 6 ply	6	6	142	3,895	1,135
2	Ch/Cb	T-23-A		6.50/20 6 ply	6.50/20 6 ply	6	6	142	4,353	1,240
2	Ch	T-23-B		6.50/20 6 ply	6.50/20 6 ply	6	6	166	4,045	1,150
2	Ch/Cb	T-23-B		6.50/20 6 ply	6.50/20 6 ply	6	6	166	4,505	1,275
2	Ch	T-23-C		6.50/20 6 ply	6.50/20 6 ply	6	6	184	4,085	1,160
2	Ch/Cb	T-23-C		6.50/20 6 ply	6.50/20 6 ply	6	6	184	4,545	1,285
2	Ch	T-33	2508 to 3105	32 x 6 8 ply	32 x 6 8 ply	6	6	[1] 142	4,230	1,055
2½	Ch	T-43	1501 to 1825	32 x 6 8 ply	32 x 6 8 ply	6	6	[1] 142	4,530	1,795
3½	Ch	T-46	206 to 905	32 x 6 10 ply	32 x 6 10 ply	6	6	[1] 145	5,435	2,235
3½	Ch	T-51	1132 and up	34 x 7 10 ply	34 x 7 10 ply	6	6	[1] 145	6,635	2,925
3½	Ch	T-51-H	1136 and up	34 x 7 10 ply	34 x 7 10 ply	6	6	[1] 145	7,420	3,295
3½	Ch	T-51-W	1126 and up	34 x 7 10 ply	34 x 7 10 ply	6	6	[1] 145	7,490	3,095
4	Ch	T-61	676 to 918	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 145	8,065	4,395
4½	Ch	T-83	331 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 145	8,415	5,185
5	Ch	T-84	077 to 1156	9.75/20 12 ply	9.75/20 12 ply	6	6	[1] 145	8,565	5,760
			CAB OVER ENGINE							
2	Ch/Cb	T-73	001 to 032	34 x 7 10 ply	34 x 7 10 ply	6	6	[1] 94	5,705	$2,995
2½	Ch/Cb	T-73-H		34 x 7 10 ply	34 x 7 10 ply	6	6	[1] 94	6,030	3,150
2½	Ch/Cb	T-74	001 to 040	34 x 7 10 ply	34 x 7 10 ply	6	6	[1] 94	6,630	3,695
3½	Ch/Cb	T-74-H		34 x 7 10 ply	34 x 7 10 ply	6	6	[1] 94	7,530	4,150
4	Ch/Cb	T-75-T	001 and up	9.75/20 12 ply	9.75/20 12 ply	6	6	[1] 94	7,825	5,340
4	Ch/Cb	T-75	001 and up	9.75/20 12 ply	9.75/20 12 ply	6	6	[1] 106	8,430	5,490
4½	Ch/Cb	T-75-H		9.75/20 12 ply	9.75/20 12 ply	6	6	[1] 106	8,430	5,790
5	Ch/Cb	T-78-T	001 to 049	10.50/22 12 ply	10.50/22 12 ply	6	6	[1] 94	8,775	5,950
5	Ch/Cb	T-78		10.50/22 12 ply	10.50/22 12 ply	6	6	[1] 106	9,370	6,160
			(2) 1936							
			CONVENTIONAL							
¾	Ch	T-14-A	T-14-001 to 11251	6.00/16 4 ply	6.00/16 4 ply	4	6	126	2,210	$425
¾	Ch/Cb	T-14-A		6.00/16 4 ply	6.00/16 4 ply	4	6	126	2,535	617
¾	Rickey	T-14-A		6.00/16 4 ply	6.00/16 4 ply	4	6	126	2,840	553
¾	Panel	T-14-A		6.00/16 4 ply	6.00/16 4 ply	4	6	126	3,150	670
¾	Ch	T-16L-A	T-16L-9051 to 18801	6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,360	525
¾	Ch/Cb	T-16L-A		6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,735	617
¾	Panel	T-16L-A		6.00/20 6 ply	32 x 6 8 ply	4	6	131	4,465	806
¾	Platform	T-16L-A		6.00/20 6 ply	32 x 6 8 ply	4	6	131	4,245	673
¾	Stake (Std. Racks)	T-16L-A		6.00/20 6 ply	32 x 6 8 ply	4	6	131	4,535	704
¾	Stake Exp	T-16L-A		6.00/20 6 ply	32 x 6 8 ply	4	6	131	4,595	714
¾	Ch	T-16L-B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,440	550
¾	Ch/Cowl	T-16L-B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,440	550
¾	Ch/Cb	T-16L-B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,815	642
¾	Platform	T-16L-B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	4,470	714
¾	Stake (Std. Racks)	T-16L-B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	4,810	760
¾	Stake Exp	T-16L-B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	4,880	770
¾	Panel Dly	T-16M	T-16M-9051 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	112	4,260	1,110
1-1½	Ch	T-16-A	T-16-9051 to 18801	6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,360	525
1-1½	Ch/Cb	T-16-A		6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,735	617
1-1½	Panel	T-16-A		6.00/20 6 ply	32 x 6 8 ply	4	6	131	4,465	806
1-1½	Platform	T-16-A		6.00/20 6 ply	32 x 6 8 ply	4	6	131	4,245	673
1-1½	Stake (Std. Racks)	T-16-A		6.00/20 6 ply	32 x 6 8 ply	4	6	131	4,535	704
1-1½	Stake Exp	T-16-A		6.00/20 6 ply	32 x 6 8 ply	4	6	131	4,595	714
1-1½	Ch	T-16-B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,440	550
1-1½	Ch/Cowl	T-16-B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,440	550
1-1½	Ch/Cb	T-16-B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,815	642
1-1½	Platform	T-16-B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	4,470	714
1-1½	Stake (Std. Racks)	T-16-B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	4,810	760
1-1½	Stake Exp	T-16-B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	4,880	770
1-1½	Ch	T-16H-A	T-16H-9051 to 18801	6.00/20 6 ply	32 x 6 8 ply	4	6	139½	3,805	645
1-1½	Ch. Cb	T-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	6	139½	4,180	737
1-1½	Platform	T-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	6	139½	4,690	800
1-1½	Stake (Std. Racks)	T-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	6	139½	4,980	831
1-1½	Stake Exp	T-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	6	139½	5,040	841
1-1½	Ch	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	163½	3,855	670
1-1½	Ch./Cowl	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	163½	3,855	670
1-1½	Ch. Cb	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	163½	4,230	762
1-1½	Platform	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	163½	4,885	840
1-1½	Stake (Std. Racks)	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	163½	5,225	887
1-1½	Stake Exp	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	163½	5,295	897
1-1½	Ch	T-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	181½	3,955	685
1-1½	Ch. Cowl	T-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	181½	3,955	685
1-1½	Ch. Cb	T-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	181½	4,330	777

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(n) G. M. C.—Continued

(2) 1936—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1-1½	Ch	T-18A	T-18-1760I to 22311	30 x 5 6 ply	32 x 6 8 ply	4	6	133	4,180	$817
1-1½	Ch. Cowl/w/s	T-18A		30 x 5 6 ply	32 x 6 8 ply	4	6	133	4,220	855
1-1½	Ch./Cb	T-18A		30 x 5 6 ply	32 x 6 8 ply	4	6	133	4,750	940
1-1½	Platform	T-18A		30 x 5 6 ply	32 x 6 8 ply	4	6	133	5,290	1,003
1-1½	Stake (Std. Racks)	T-18A		30 x 5 6 ply	32 x 6 8 ply	4	6	133	5,540	1,034
1-1½	Stake Exp	T-18A		30 x 5 6 ply	32 x 6 8 ply	4	6	133	5,640	1,044
1½	Ch	T-18B		30 x 5 6 ply	32 x 6 8 ply	4	6	160	4,200	845
1½	Ch./Cowl/w/s	T-18B		30 x 5 6 ply	32 x 6 8 ply	4	6	160	4,240	885
1½	Ch./Cb	T-18B		30 x 5 6 ply	32 x 6 8 ply	4	6	160	4,800	970
1½	Platform	T-18B		30 x 5 6 ply	32 x 6 8 ply	4	6	160	5,455	1,045
1½	Stake (Std. Racks)	T-18B		30 x 5 6 ply	32 x 6 8 ply	4	6	160	5,705	1,085
1½	Stake Exp	T-18B		30 x 5 6 ply	32 x 6 8 ply	4	6	160	5,865	1,105
1-1½	Ch	T-18-C		30 x 5 6 ply	32 x 6 8 ply	4	6	178	4,240	860
1-1½	Ch/cowl/w/s	T-18-C		30 x 5 6 ply	32 x 6 8 ply	4	6	178	4,280	900
1-1½	Ch./Cb	T-18-C		30 x 5 6 ply	32 x 6 8 ply	4	6	178	4,840	985
1-1½	Ch	T-18H-A	T-18H-17608 to 22311	6.00/20 6 ply	6.00/20 6 ply	6	6	133	4,595	895
1-1½	Ch./Cowl/w/s	T-18H-A		6.00/20 6 ply	6.00/20 6 ply	6	6	133	4,635	935
1-1½	Ch./Cb	T-18H-A		6.00/20 6 ply	6.00/20 6 ply	6	6	133	5,195	1,020
1-1½	Platform	T-18H-A		6.00/20 6 ply	6.00/20 6 ply	6	6	133	5,705	1,083
1-1½	Stake (Std. Racks)	T-18H-A		6.00/20 6 ply	6.00/20 6 ply	6	6	133	5,955	1,114
1-1½	Stake Exp	T-18H-A		6.00/20 6 ply	6.00/20 6 ply	6	6	133	6,055	1,124
1-1½	Ch	T-18H-B		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,615	925
1-1½	Ch./Cowl/w/s	T-18H-B		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,655	965
1-1½	Ch./Cb	T-18H-B		6.00/20 6 ply	6.00/20 6 ply	6	6	160	5,215	1,030
1½	Ch	T-18H-C		6.00/20 6 ply	6.00/20 6 ply	6	6	178	4,655	940
1½	Ch./Cowl/w/s	T-18H-C		6.00/20 6 ply	6.00/20 6 ply	6	6	178	4,695	980
1½	Ch./Cb	T-18H-C		6.00/20 6 ply	6.00/20 6 ply	6	6	178	5,255	1,005
2	Ch	T-23A	T-23-7232 to 8502	7.00/20 8 ply	7.00/20 8 ply	6	6	133	4,670	1,235
2	Ch./Cowl/w/s	T-23A		7.00/20 8 ply	7.00/20 8 ply	6	6	133	4,710	1,325
2	Ch./Cb	T-23A		7.00/20 8 ply	7.00/20 8 ply	6	6	133	5,270	1,410
2	Ch	T-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	160	4,670	1,315
2	Ch./Cowl/w/s	T-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	160	4,730	1,355
2	Ch./Cb	T-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	160	5,290	1,440
2	Ch	T-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	178	4,720	1,330
2	Ch./Cowl/w/s	T-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	178	4,760	1,370
2	Ch./Cb	T-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	178	5,320	1,455
2	Ch	T-23D		7.00/20 8 ply	7.00/20 8 ply	6	6	196	4,800	1,335
2	Ch./Cowl/w/s	T-23D		7.00/20 8 ply	7.00/20 8 ply	6	6	196	4,840	1,375
2	Ch./Cb	T-23D		7.00/20 8 ply	7.00/20 8 ply	6	6	196	5,400	1,490
2	Ch	T-23H	7252 to 8502	7.00/20 8 ply	7.00/20 8 ply	6	6	[1] 136	4,935	1,515
2½	Ch	T-33	3106 to 3811	7.00/20 8 ply	7.00/20 8 ply	6	6	[1] 136	5,510	1,745
2½	Ch	T-33H		8.25/20 8 ply	8.25/20 8 ply	6	6	[1] 136	6,630	2,135
3½	Ch	T-46	906 to 1687	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 136	7,330	2,455
3½	Ch	T-51	1132 and up	34 x 7 10 ply	34 x 7 10 ply	6	6	[1] 145	6,625	2,975
3½	Ch	T-51H	1136 and up	34 x 7 10 ply	34 x 7 10 ply	6	6	[1] 145	7,420	3,255
3½	Ch	T-51W	1126 and up	34 x 7 10 ply	34 x 7 10 ply	6	6	[1] 145	7,420	3,005
4	Ch	T-61	919 to 1059	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 136	8,705	4,825
5	Ch	T-61H		9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 136	9,640	5,175

CAB OVER ENGINE

2	Ch. Cb	T-73	033 and up	32 x 6 8 ply	32 x 6 8 ply	6	6	[1] 94	5,705	$2,755
2½	Ch. Cb	T-73H		32 x 6 8 ply	32 x 6 8 ply	6	6	[1] 94	6,020	2,940
2½	Ch. Cb	T-74	041 and up	34 x 7 10 ply	34 x 7 10 ply	6	6	[1] 94	6,020	3,695
3½	Ch. Cb	T-74H		34 x 7 10 ply	34 x 7 10 ply	6	6	[1] 94	7,530	4,130
3½	Ch. Cb	T-75	046 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 94	8,320	5,880
5	Ch. Cb	T-78		9.75/20 12 ply	9.75/20 12 ply	6	6	[1] 94	9,270	6,430

(3) 1937

CONVENTIONAL

½	Pickup/stk	T-14	T-14-11252 to 34527	6.00/16 4 ply	6.00/16 4 ply	4	6	112	2,850	$[illegible]
½	Suburban	T-14		6.00/16 4 ply	6.00/16 4 ply	4	6	112	3,135	770
½	Ch	T-14A		6.00/16 4 ply	6.00/16 4 ply	4	6	112	2,195	410
½	Ch./Cowl/w/s	T-14A		6.00/16 4 ply	6.00/16 4 ply	4	6	112	2,225	431
½	Ch./Cb	T-14A		6.00/16 4 ply	6.00/16 4 ply	4	6	112	2,565	517
½	Pickup	T-14A		6.00/16 4 ply	6.00/16 4 ply	4	6	112	2,790	553
½	Panel	T-14A		6.00/16 4 ply	6.00/16 4 ply	4	6	112	3,060	671
½	Ch	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	6	126	2,260	450
½	Ch./Cowl	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	6	126	2,290	481
½	Ch./Cb	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	6	126	2,630	547
½	Panel	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	6	126	3,195	711
½	Pickup	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	6	126	2,895	[illegible]
½	Pickup/stk	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	6	126	2,955	613
¾	Ch	T-16L	T 16L-18802 to 36415	6.00/20 6 ply	6.00/20 6 ply	4	6	131½	3,155	547
¾	Ch./Cowl/w/s	T-16L		6.00/20 6 ply	6.00/20 6 ply	4	6	131½	3,195	556
¾	Ch./Cb	T-16L		6.00/20 6 ply	6.00/20 6 ply	4	6	131½	3,525	642
¾	Pickup	T-16L		6.00/20 6 ply	6.00/20 6 ply	4	6	131½	3,750	686
¾	Panel	T-16L		6.00/20 6 ply	6.00/20 6 ply	4	6	131½	4,120	843
1½	Ch	T-16A	T-16-18802 to 36415	6.00/20 6 ply	32 x 6 8 ply	4	6	131½	3,445	525
1½	Ch./Cowl/w/s	T-16A		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	3,475	556
1½	Ch./Cb	T-16A		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	3,815	642
1½	Panel	T-16A		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	4,470	843
1½	Platform	T-16A		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	4,325	698
1½	Stake (Std. Racks)	T-16A		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	4,615	729
1½	Ch	T-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,525	570
1½	Ch./Cowl/w/s	T-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,535	591
1½	Ch./Cb	T-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,895	677
1½	Platform	T-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	4,550	747
1½	Stake (Std. Racks)	T-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	4,850	797
1½	Stake/Exp	T-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	4,960	865

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(n) G. M. C.—Continued

(3) 1937—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch.	T-16H-A	T-16H-18802 to 36415	6.00/20 6 ply	32 x 6 8 ply	4	6	130	3,745	$700
1½	Ch./Cowl/w/s	T-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	6	130	3,775	721
1½	Ch./Cb	T-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	6	130	4,115	1,807
1½	Panel	T-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	5	130	4,770	1,011
1½	Platform	T-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	6	130	4,625	864
1½	Stake (Std. Racks)	T-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	6	130	4,915	894
1½	Ch.	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	155½	3,825	725
1½	Ch./Cowl/w/s	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	155½	3,855	740
1½	Ch./Cb	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	155½	4,195	832
1½	Platform	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	155½	4,850	904
1½	Stake (Std. Racks)	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	155½	5,190	950
1½	Stake/Exp	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	155½	5,260	960
1½	Ch.	T-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	174¼	3,895	740
1½	Ch./Cowl/w/s	T-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	174¼	3,925	761
1½	Ch./Cb	T-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	174¼	4,265	847
1½	Ch.	T-18A	T-18-22312 to 27076	30 x 5 6 ply	32 x 6 8 ply	4	6	136	4,375	895
1½	Ch./Cowl/w/s	T-18A		30 x 5 6 ply	32 x 6 8 ply	4	6	136	4,415	955
1½	Ch./Cb	T-18A		30 x 5 6 ply	32 x 6 8 ply	4	6	136	5,040	1,020
1½	Ch.	T-18B		30 x 5 6 ply	32 x 6 8 ply	4	6	160	4,415	925
1½	Ch./Cowl/w/s	T-18B		30 x 5 6 ply	32 x 6 8 ply	4	6	160	4,455	985
1½	Ch./Cb	T-18B		30 x 5 6 ply	32 x 6 8 ply	4	6	160	5,080	1,050
1½	Ch.	T-18B		30 x 5 6 ply	32 x 6 8 ply	4	6	178	4,475	940
1½	Ch./Cowl/w/s	T-18C		30 x 5 6 ply	32 x 6 8 ply	4	6	178	4,515	1,000
1½	Ch./Cb	T-18C		30 x 5 6 ply	32 x 6 8 ply	4	6	178	5,140	1,065
1½	Ch.	T-18H-A	T-18H-22312 to 27076	6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,055	1,045
1½	Ch./Cowl/w/s	T-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,695	1,105
1½	Ch./Cb	T-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	6	136	5,320	1,170
1½	Ch.	T-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,695	1,075
1½	Ch./Cowl/w/s	T-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,735	1,135
1½	Ch./Cb	T-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	160	5,360	1,200
1½	Ch.	T-18H-C	T-18H-22312 to 27076	6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,755	1,090
1½	Ch./Cowl/w/s	T-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,795	1,150
1½	Ch./Cb	T-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	6	178	5,420	1,215
2	Ch.	T-23A	T-23-8503 to 9778	7.00/20 8 ply	7.00/20 8 ply	6	6	136	4,895	1,345
2	Ch./Cowl/w/s	T-23A		7.00/20 8 ply	7.00/20 8 ply	6	6	136	4,935	1,405
2	Ch./Cb	T-23A		7.00/20 8 ply	7.00/20 8 ply	6	6	136	5,560	1,470
2	Ch.	T-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	160	4,995	1,375
2	Ch./Cowl/w/s	T-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	160	5,035	1,435
2	Ch/Cb	T-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	160	5,660	1,500
2	Ch.	T-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	178	5,165	1,390
2	Ch/Cowl/w/s	T-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	178	5,205	1,450
2	Ch./Cb	T-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	178	5,830	1,515
2	Ch.	T-23D		7.00/20 8 ply	7.00/20 8 ply	6	6	196	5,365	1,415
2	Ch./Cowl/w/s	T-23D		7.00/20 8 ply	7.00/20 8 ply	6	6	196	5,405	1,475
2	Ch./Cb	T-23D		7.00/20 8 ply	7.00/20 8 ply	6	6	196	6,030	1,540
2	Ch.	T-23H	8503 to 9778	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 136	5,420	1,635
2½	Ch.	T-33	3812 to 4512	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 136	5,875	1,915
2½	Ch.	T-33H		8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 136	6,400	2,315
3½	Ch.	T-46	1688 to 2296	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 136	7,255	2,625
4	Ch.	T-61	1060 to 1192	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 136	9,555	4,125
5	Ch.	T-61H		9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 136	9,250	4,495

CAB OVER ENGINE

1½	Ch.	F-16A	F-16-001 to 1847	6.00/20 6 ply	32 x 6 8 ply	4	6	108	3,520	$645
1½	Ch./Cowl/w/s	F-16A		6.00/20 6 ply	32 x 6 8 ply	4	6	108	3,560	705
1½	Ch./Cb	F-16A		6.00/20 6 ply	32 x 6 8 ply	4	6	108	4,195	840
1½	Ch.	F-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	130	3,600	680
1½	Ch./Cowl/w/s	F-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	130	3,640	740
1½	Ch./Cb	F-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	130	4,275	875
1½	Ch.	F-16C		6.00/20 6 ply	32 x 6 8 ply	4	6	155½	3,670	695
1½	Ch./Cowl/w/s	F-16C		6.00/20 6 ply	32 x 6 8 ply	4	6	155½	3,710	755
1½	Ch./Cb	F-16C		6.00/20 6 ply	32 x 6 8 ply	4	6	155½	4,345	890
1½	Ch.	F-16H-A	F-16H-001 to 1847	6.00/20 6 ply	32 x 6 8 ply	4	6	108	3,815	780
1½	Ch./Cowl/w/s	F-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	6	108	3,855	840
1½	Ch./Cb	F-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	6	108	4,490	975
1½	Ch.	F-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	130	3,895	805
1½	Ch./Cowl/w/s	F-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	130	3,935	865
1½	Ch./Cb	F-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	130	4,570	1,000
1½	Ch.	F-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	155½	3,965	820
1½	Ch./Cowl/w/s	F-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	155½	4,005	885
1½	Ch./Cb	F-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	155½	4,640	1,015
1½	Ch.	F-16H-D		6.00/20 6 ply	32 x 6 8 ply	4	6	174¼	4,035	845
1½	Ch./Cowl/w/s	F-16H-D		6.00/20 6 ply	32 x 6 8 ply	4	6	174¼	4,075	905
1½	Ch./Cb	F-16H-D		6.00/20 6 ply	32 x 6 8 ply	4	6	174¼	4,710	1,040
1½	Ch.	F-18A	F-18-001 to 813	30 x 5 6 ply	32 x 6 8 ply	4	6	108	4,445	1,025
1½	Ch./Cowl/w/s	F-18A		30 x 5 6 ply	32 x 6 8 ply	4	6	108	4,485	1,085
1½	Ch./Cb	F-18A		30 x 5 6 ply	32 x 6 8 ply	4	6	108	5,120	1,220
1½	Ch.	F-18B		30 x 5 6 ply	32 x 6 8 ply	4	6	136	4,525	1,055
1½	Ch./Cowl/w/s	F-18B		30 x 5 6 ply	32 x 6 8 ply	4	6	136	4,565	1,115
1½	Ch./Cb	F-18B		30 x 5 6 ply	32 x 6 8 ply	4	6	136	5,200	1,250
1½	Ch.	F-18C		30 x 5 6 ply	32 x 6 8 ply	4	6	160	4,565	1,070
1½	Ch./Cowl/w/s	F-18C		30 x 5 6 ply	32 x 6 8 ply	4	6	160	4,605	1,130
1½	Ch./Cb	F-18C		30 x 5 6 ply	32 x 6 8 ply	4	6	160	5,240	1,265
1½	Ch.	F-18D		30 x 5 6 ply	32 x 6 8 ply	4	6	178	4,625	1,095
1½	Ch./Cowl/w/s	F-18D		30 x 5 6 ply	32 x 6 8 ply	4	6	178	4,665	1,155
1½	Ch./Cb	F-18D		30 x 5 6 ply	32 x 6 8 ply	4	6	178	5,300	1,290
1½	Ch.	F-18H-A	F-18H-001 to 813	6.50/20 6 ply	6.50/20 6 ply	6	6	108	4,725	1,175
1½	Ch./Cowl/w/s	F-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	6	108	4,765	1,235
1½	Ch./Cb	F-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	6	108	5,400	1,370
1½	Ch.	F-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,805	1,205
1½	Ch./Cowl/w/s	F-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,845	1,265
1½	Ch./Cb	F-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	136	5,480	1,400
1½	Ch.	F-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,845	1,220
1½	Ch./Cowl/w/s	F-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,885	1,280

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(n) G. M. C.—Continued

(3) 1937—Continued

CAB OVER ENGINE—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch./Cb	F-18H-C	F-18H-001 to 813	6.50/20 6 ply	6.50/20 6 ply	6	6	160	5,620	$1,415
1½	Ch	F-18H-D		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,065	1,215
1½	Ch./Cowl/w/s	F-18H-D		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,045	1,205
1½	Ch./Cb	F-18H-D		6.50/20 6 ply	6.50/20 6 ply	6	6	178	5,580	1,440
2	Ch	F-23A	F-23-001 to 290	7.00/20 8 ply	7.00/20 8 ply	6	6	163	4,915	1,505
2	Ch./Cowl/w/s	F-23A		7.00/20 8 ply	7.00/20 8 ply	6	6	163	4,805	1,565
2	Ch./Cb	F-23A		7.00/20 8 ply	7.00/20 8 ply	6	6	163	5,550	1,700
2	Ch	F-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	125	5,015	1,525
2	Ch./Cowl/w/s	F-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	125	5,055	1,595
2	Ch./Cb	F-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	125	5,050	1,730
2	Ch	F-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	160	5,035	1,550
2	Ch./Cowl/w/s	F-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	160	5,125	1,610
2	Ch./Cb	F-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	160	5,760	1,745
2	Ch	F-23D		7.00/20 8 ply	7.00/20 8 ply	6	6	178	5,280	1,575
2	Ch./Cowl/w/s	F-23D		7.00/20 8 ply	7.00/20 8 ply	6	6	178	5,320	1,635
2	Ch./Cb	F-23D		7.00/20 8 ply	7.00/20 8 ply	6	6	178	5,955	1,770
2	Ch	F-23E		7.00/20 8 ply	7.00/20 8 ply	6	6	166	5,430	1,600
2	Ch/Cowl/w/s	F-23E		7.00/20 8 ply	7.00/20 8 ply	6	6	166	5,440	1,660
2	Ch/Cb	F-23E		7.00/20 8 ply	7.00/20 8 ply	6	6	166	6,075	1,795
2	Ch	F-23H	8503 to 9778	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 163	5,610	1,795
2½	Ch	F-33	001 to 210	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 163	5,925	2,055
2½	Ch	F-33H		8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 163	6,430	2,425
3½	Ch	F-46	001 to 153	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 163	7,055	2,805
4	Ch	F-61	001 to 037	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 163	8,855	4,205
5	Ch	F-61H		9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 163	9,230	4,575

(4) 1938

CONVENTIONAL

½	Suburban	T-14	T-14—34523 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	112	3,240	$310
½	Ch	T-14A		6.00/16 4 ply	6.00/16 4 ply	4	6	112	2,280	445
½	Ch./Cowl/w/s	T-14A		6.00/16 4 ply	6.00/16 4 ply	4	6	112	2,320	471
½	Ch./Cb	T-14A		6.00/16 4 ply	6.00/16 4 ply	4	6	112	2,670	552
½	Pickup	T-14A		6.00/16 4 ply	6.00/16 4 ply	4	6	112	2,805	583
½	Pickup/Stk	T-14A		6.00/16 4 ply	6.00/16 4 ply	4	6	112	2,960	602
½	Panel	T-14A		6.00/16 4 ply	6.00/16 4 ply	4	6	112	3,155	636
½	Ch	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,355	475
½	Ch./Cowl/w/s	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,285	501
½	Ch./Cb	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,725	582
½	Pickup	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,950	633
½	Pickup/stk	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,065	643
½	Panel	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,240	745
½	Stake (Std. Racks)	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,345	654
¾	Ch	T-145A	T-145-001 and up	7.00/15 6 ply	7.00/15 6 ply	4	6	125	2,470	515
¾	Ch./Cowl/w/s	T-145A		7.00/15 6 ply	7.00/15 6 ply	4	6	125	2,500	541
¾	Ch./Cb	T-145A		7.00/15 6 ply	7.00/15 6 ply	4	6	125	2,840	622
¾	Pickup	T-145A		7.00/15 6 ply	7.00/15 6 ply	4	6	125	3,105	673
¾	Pickup/stk	T-145A		7.00/15 6 ply	7.00/15 6 ply	4	6	125	3,180	683
¾	Panel	T-145A		7.00/15 6 ply	7.00/15 6 ply	4	6	125	3,425	795
¾	Stake (Std. Racks)	T-145A		7.00/15 6 ply	7.00/15 6 ply	4	6	125	3,420	704
1	Ch	T-15A	T-15-5001 and up	7.00/17 6 ply	7.00/17 6 ply	4	6	131½	2,635	545
1	Ch./Cowl/w/s	T-15A		7.00/17 6 ply	7.00/17 6 ply	4	6	131½	2,635	571
1	Ch./Cb	T-15A		7.00/17 6 ply	7.00/17 6 ply	4	6	131½	3,025	652
1	Pickup	T-15A		7.00/17 6 ply	7.00/17 6 ply	4	6	131½	3,375	745
1	Pickup/Stk	T-15A		7.00/17 6 ply	7.00/17 6 ply	4	6	131½	3,425	763
1	Panel	T-15A		7.00/17 6 ply	7.00/17 6 ply	4	6	131½	3,720	854
1	Ch	T-155A	T-155-001 and up	7.50/16 6 ply	7.50/16 6 ply	4	6	131½	2,795	565
1	Ch./Cowl/w/s	T-155A		7.50/16 6 ply	7.50/16 6 ply	4	6	131½	2,825	591
1	Ch./Cb	T-155A		7.50/16 6 ply	7.50/16 6 ply	4	6	131½	3,165	672
1	Pickup	T-155A		7.50/16 6 ply	7.50/16 6 ply	4	6	131½	3,555	765
1	Pickup/Stk	T-155A		7.50/16 6 ply	7.50/16 6 ply	4	6	131½	3,645	783
1	Panel	T-155A		7.50/16 6 ply	7.50/16 6 ply	4	6	131½	3,835	873
1	Platform	T-155A		7.50/16 6 ply	7.50/16 6 ply	4	6	131½	3,675	723
1	Stake (Std. Racks)	T-155A		7.50/16 6 ply	7.50/16 6 ply	4	6	131½	3,665	759
1½	Ch	T-16A	T-16-36416 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	131½	3,445	585
1½	Ch./Cowl/w/s	T-16A		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	3,475	611
1½	Ch./Cb	T-16A		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	3,815	692
1½	Platform	T-16A		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	4,325	743
1½	Stake (Std. Racks)	T-16A		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	4,615	779
1½	Ch	T-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,525	615
1½	Ch./Cowl/w/s	T-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,555	641
1½	Ch./Cb	T-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,895	722
1½	Platform	T-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	4,530	734
1½	Stake (Std. Racks)	T-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	4,850	840
1½	Stake/Exp	T-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	4,960	850
1½	Ch	T-16H-A	T-16H-36416 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	130	3,745	805
1½	Ch./Cowl/w/s	T-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	6	130	3,775	831
1½	Ch./Cb	T-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	6	130	4,115	912
1½	Ch	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	153½	3,825	835
1½	Ch./Cowl/w/s	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	153½	3,855	861
1½	Ch./Cb	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	153½	4,195	942
1½	Ch	T-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	174¼	3,895	850
1½	Ch./Cowl/w/s	T-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	174¼	3,925	876
1½	Ch./Cb	T-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	174¼	4,265	957
1½	Ch	T-18A	T-18-27077 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	125	4,375	955
1½	Ch./Cowl/w/s	T-18A		6.00/20 6 ply	6.00/20 6 ply	6	6	125	4,415	1,037
1½	Ch./Cb	T-18A		6.00/20 6 ply	6.00/20 6 ply	6	6	125	5,040	1,193
1½	Ch	T-18B		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,415	995
1½	Ch./Cowl/w/s	T-18B		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,455	1,067
1½	Ch./Cb	T-18B		6.00/20 6 ply	6.00/20 6 ply	6	6	160	5,080	1,133
1½	Ch	T-18C		6.00/20 6 ply	6.00/20 6 ply	6	6	178	4,475	1,010
1½	Ch./Cowl/w/s	T-18C		6.00/20 6 ply	6.00/20 6 ply	6	6	178	4,515	1,082
1½	Ch./Cb	T-18C		6.00/20 6 ply	6.00/20 6 ply	6	6	178	5,140	1,143

[1] Only one bas wheel listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(n) G. M. C.—Continued

(4) 1938—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch	T-18H-A	T-18H-27077 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,655	$1,140
1½	Ch./Cowl/w/s	T-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,695	1,212
1½	Ch./Cb	T-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	6	136	5,320	1,278
1½	Ch	T-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,695	1,170
1½	Ch./Cowl/w/s	T-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,735	1,242
1½	Ch./Cb	T-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	160	5,360	1,303
1½	Ch	T-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,755	1,185
1½	Ch./Cowl/w/s	T-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,795	1,257
1½	Ch./Cb	T-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	6	178	5,420	1,323
2	Ch	T-23A	T-23-9779 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	136	4,895	1,440
2	Ch./Cowl/w/s	T-23A		7.00/20 8 ply	7.00/20 8 ply	6	6	136	4,935	1,512
2	Ch./Cb	T-23A		7.00/20 8 ply	7.00/20 8 ply	6	6	136	5,560	1,578
2	Ch	T-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	160	4,995	1,470
2	Ch./Cowl/w/s	T-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	160	5,035	1,542
2	Ch./Cb	T-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	160	5,660	1,608
2	Ch	T-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	178	5,165	1,485
2	Ch./Cowl/w/s	T-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	178	5,205	1,557
2	Ch./Cb	T-7-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	178	5,830	1,623
2	Ch	T-23D		7.00/20 8 ply	7.00/20 8 ply	6	6	196	5,365	1,510
2	Ch./Cowl/w/s	T-23D		7.00/20 8 ply	7.00/20 8 ply	6	6	196	5,405	1,582
2	Ch./Cb	T-23D		7.00/20 8 ply	7.00/20 8 ply	6	6	196	6,030	1,648
2	Ch	T-23H		7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 136	5,420	1,735
2½	Ch	T-33	4513 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 136	5,875	2,010
2½	Ch	T-33H		8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 136	6,400	2,475
3½	Ch	T-46	2297 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 136	7,255	3,236
4	Ch	T-61	1193 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 136	8,555	4,695
5	Ch	T-61H		9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 136	9,250	5,065

CAB OVER ENGINE

	Special dly	N. A	N. A	7.00/16 6 ply	7.00/16 6 ply	4	6	112	4,440	$1,415
1½	Ch	F-16A	F-16-1848 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	108	3,520	710
1½	Ch./Cowl/w/s	F-16A		6.00/20 6 ply	32 x 6 8 ply	4	6	108	3,560	797
1½	Ch./Cb	F-16A		6.00/20 6 ply	32 x 6 8 ply	4	6	108	4,195	905
1½	Ch	F-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	130	3,600	740
1½	Ch./Cowl/w/s	F-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	130	3,640	827
1½	Ch./Cb	F-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	130	4,275	935
1½	Ch	F-16C		6.00/20 6 ply	32 x 6 8 ply	4	6	155½	3,670	755
1½	Ch./Cowl/w/s	F-16C		6.00/20 6 ply	32 x 6 8 ply	4	6	155½	3,710	842
1½	Ch/Cb	F-16C		6.00/20 6 ply	32 x 6 8 ply	4	6	155½	4,345	950
1½	Ch	F-16H-A	F-16H-1848 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	108	3,815	900
1½	Ch./Cowl/w/s	F-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	6	108	3,855	987
1½	Ch./Cb	F-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	6	108	4,490	1,095
1½	Ch	F-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	130	3,895	930
1½	Ch./Cowl/w/s	F-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	130	3,935	1,017
1½	Ch./Cb	F-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	130	4,570	1,125
1½	Ch	F-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	155½	3,965	945
1½	Ch./Cowl/w/s	F-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	155½	4,005	1,032
1½	Ch./Cb	F-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	155½	4,640	1,140
1½	Ch	F-16H-D		6.00/20 6 ply	32 x 6 8 ply	4	6	174¼	4,035	970
1½	Ch./Cowl/w/s	F-16H-D		6.00/20 6 ply	32 x 6 8 ply	4	6	174¼	4,075	1,057
1½	Ch./Cb	F-16H-D		6.00/20 6 ply	32 x 6 8 ply	4	6	174¼	4,710	1,165
1½	Ch	F-18A	F-18-814 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	108	4,445	1,110
1½	Ch./Cowl/w/s	F-18A		6.00/20 6 ply	6.00/20 6 ply	6	6	108	4,485	1,197
1½	Ch./Ob	F-18A		6.00/20 6 ply	6.00/20 6 ply	6	6	108	5,120	1,305
1½	Ch	F-18B		6.00/20 6 ply	6.00/20 6 ply	6	6	136	4,525	1,140
1½	Ch./Cowl/w/s	F-18B		6.00/20 6 ply	6.00/20 6 ply	6	6	136	4,565	1,227
1½	Ch./Cb	F-18B		6.00/20 6 ply	6.00/20 6 ply	6	6	136	5,200	1,335
1½	Ch	F-18C		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,565	1,155
1½	Ch./Cowl/w/s	F-18C		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,605	1,242
1½	Ch./Cb	F-18C		6.00/20 6 ply	6.00/20 6 ply	6	6	160	5,240	1,350
1½	Ch	F-18D		6.00/20 6 ply	6.00/20 6 ply	6	6	178	4,625	1,180
1½	Ch./Cowl/w/s	F-18D		6.00/20 6 ply	6.00/20 6 ply	6	6	178	4,665	1,267
1½	Ch./Cb	F-18D		6.00/20 6 ply	6.00/20 6 ply	6	6	178	5,300	1,375
1½	Ch	F-18H-A	F-18H-814 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	108	4,725	1,235
1½	Ch./Cowl/w/s	F-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	6	108	4,765	1,372
1½	Ch./Cb	F-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	6	108	5,400	1,480
1½	Ch	F-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,805	1,315
1½	Ch./Cowl/w/s	F-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,845	1,402
1½	Ch./Ob	F-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	136	5,480	1,510
1½	Ch	F-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,845	1,330
1½	Ch./Cowl/w/s	F-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,885	1,417
1½	Ch./Cb	F-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	6	160	5,520	1,525
1½	Ch	F-18H-D		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,905	1,355
1½	Ch./Cowl/w/s	F-18H-D		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,945	1,442
1½	Ch./Cb	F-18H-D		6.50/20 6 ply	6.50/20 6 ply	6	6	178	5,580	1,550
2	Ch	F-23A	F-23-300 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	108	4,915	1,615
2	Ch./Cowl/w/s	F-23A		7.00/20 8 ply	7.00/20 8 ply	6	6	108	4,955	1,702
2	Ch./Cb	F-23A		7.00/20 8 ply	7.00/20 8 ply	6	6	108	5,590	1,810
2	Ch	F-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	136	5,015	1,645
2	Ch./Cowl/w/s	F-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	136	5,055	1,732
2	Ch./Cb	F-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	136	5,690	1,840
2	Ch	F-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	160	5,085	1,660
2	Ch./Cowl/w/s	F-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	160	5,125	1,747
2	Ch./Cb	F-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	160	5,760	1,855
2	Ch	F-23D		7.00/20 8 ply	7.00/20 8 ply	6	6	178	5,280	1,685
2	Ch./Cowl/w/s	F-23D		7.00/20 8 ply	7.00/20 8 ply	6	6	178	5,320	1,772
2	Ch./Cb	F-23D		7.00/20 8 ply	7.00/20 8 ply	6	6	178	5,955	1,880
2	Ch	F-23E		7.00/20 8 ply	7.00/20 8 ply	6	6	196	5,400	1,710
2	Ch./Cowl/w/s	F-23E		7.00/20 8 ply	7.00/20 8 ply	6	6	196	5,440	1,797
2	Ch./Cb	F-23E		7.00/20 8 ply	7.00/20 8 ply	6	6	196	6,075	1,905
2	Ch	F-23H	300 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 108	5,610	1,910

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(a) G. M. C.—Continued

(4) 1943—Continued

CAB OVER ENGINE—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
2½	Ch	F-33	602 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 103	5,625	$2,205
2½	Ch	F-33H		8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 103	6,450	2,670
3½	Ch	F-46	169 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 108	7,075	3,460
4	Ch	F-61	693 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 103	8,855	4,920
5	Ch	F-61H		9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 103	9,230	5,175

(c) 1939

CONVENTIONAL

½	Ch	AC-101	001 to 11213	6.00/16 4 ply	6.00/16 4 ply	5	6	113½	2,270	$420
½	Ch./Cowl/w/s	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	2,290	455
½	Ch./Cb	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	2,650	577
½	Pickup	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	2,895	593
½	Pickup/Stk	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	2,690	611
½	Panel	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	3,135	669
½	Suburban	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	3,225	810
½	Ch	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123¾	2,320	490
½	Ch./Cowl/w/s	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123¾	2,350	516
½	Ch./Cb	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123¾	2,710	537
½	Pickup	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123¾	2,935	623
½	Pickup/Stk	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123¾	3,050	633
½	Panel	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123¾	3,270	720
½	Stake (Std. Racks)	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123¾	3,330	650
¾	Ch	AC-152	001 to 2392	7.00/15 6 ply	7.00/15 6 ply	5	6	123¾	2,510	535
¾	Ch./Cowl/w/s	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123¾	2,540	561
¾	Ch./Cb	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123¾	2,900	632
¾	Pickup	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123¾	3,175	673
¾	Pickup/Stk	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123¾	3,240	693
¾	Panel	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123¾	3,450	775
¾	Stake (Std. Racks)	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123¾	3,520	704
1	Ch	AC-252	001 to 2830	7.00/16 6 ply	7.00/16 6 ply	4	6	133	2,710	555
1	Ch./Cowl/w/s	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	2,740	581
1	Ch./Cb	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,100	652
1	Pickup	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,300	729
1	Pickup/Stk	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,350	751
1	Panel	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,810	825
1	Platform	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,615	703
1	Stake (Std. Racks)	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,905	734
1½	Ch	AC-302	001 to 12345	6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,450	575
1½	Ch./Cowl/w/s	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,480	601
1½	Ch./Cb	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,840	672
1½	Pick-up	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,215	754
1½	Pick-up/Stk	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,305	776
1½	Panel	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,525	851
1½	Platform	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,335	723
1½	Stake (Std. Racks)	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,645	754
1½	Ch	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	153½	3,500	605
1½	Ch./Cowl/w/s	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	153½	3,530	631
1½	Ch./Cb	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	153½	3,890	702
1½	Platform	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	153½	4,585	774
1½	Stake (Std. Racks)	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	153½	4,925	815
1½	Stake/Exp	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	153½	4,945	820
1½	Ch	AC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	177¾	3,630	635
1½	Ch./Cowl/w/s	AC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	177¾	3,650	631
1½	Ch./Cab	AC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	177¾	4,040	752
1½	Ch	AC-352	001 to 1783	6.00/20 6 ply	32 x 6 8 ply	4	6	133¾	4,090	795
1½	Ch./Cowl/w/s	AC-352		6.00/20 6 ply	32 x 6 8 ply	4	6	133¾	4,120	821
1½	Ch./Cb	AC-352		6.00/20 6 ply	32 x 6 8 ply	4	6	133¾	4,450	892
1½	Ch	AC-353		6.00/20 6 ply	32 x 6 8 ply	4	6	157¾	4,140	825
1½	Ch./Cowl/w/s	AC-353		6.00/20 6 ply	32 x 6 8 ply	4	6	157¾	4,170	851
1½	Ch./Cb	AC-353		6.00/20 6 ply	32 x 6 8 ply	4	6	157¾	4,520	922
1½	Ch	AC-354		6.00/20 6 ply	32 x 6 8 ply	4	6	175¾	4,200	840
1½	Ch./Cowl/w/s	AC-354		6.00/20 6 ply	32 x 6 8 ply	4	6	175¾	4,230	866
1½	Ch./Cb	AC-354		6.00/20 6 ply	32 x 6 8 ply	4	6	175¾	4,590	937
1½	Ch	AC-355		6.00/20 6 ply	32 x 6 8 ply	4	6	193¾	4,270	890
1½	Ch./Cowl/w/s	AC-355		6.00/20 6 ply	32 x 6 8 ply	4	6	193¾	4,300	916
1½	Ch./Cb	AC-355		6.00/20 6 ply	32 x 6 8 ply	4	6	193¾	4,660	987
1½	Ch	AC-402	001 to 2401	6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,270	950
1½	Ch./Cowl/w/s	AC-402		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,300	976
1½	Ch./Cb	AC-402		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,690	1,047
1½	Ch	AC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	4,320	950
1½	Ch./Cowl/w/s	AC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	4,350	1,006
1½	Ch./Cb	AC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	4,720	1,077
1½	Ch	AC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	4,330	995
1½	Ch./Cowl/w/s	AC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	4,410	1,021
1½	Ch./Cb	AC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	4,770	1,092
1½	Ch	AC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	4,450	1,020
1½	Ch./Cowl/w/s	AC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	4,480	1,046
1½	Ch./Cb	AC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	4,840	1,117
1½	Ch	AC-452	001 to 1393	6.50/20 6 ply	6.50/20 6 ply	6	6	133¾	4,690	1,125
1½	Ch./Cowl/w/s	AC-452		6.50/20 6 ply	6.50/20 6 ply	6	6	133¾	4,690	1,151
1½	Ch./Cb	AC-452		6.50/20 6 ply	6.50/20 6 ply	6	6	133¾	5,050	1,222
1½	Ch	AC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157¾	4,720	1,155
1½	Ch./Cowl/w/s	AC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157¾	4,760	1,181
1½	Ch./Cb	AC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157¾	5,110	1,252
1½	Ch	AC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	175¾	4,760	1,170
1½	Ch./Cowl/w/s	AC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	175¾	4,790	1,196
1½	Ch./Cb	AC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	175¾	5,150	1,267
1½	Ch	AC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	193¾	4,830	1,195
1½	Ch./Cowl/w/s	AC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	193¾	4,860	1,221
1½	Ch./Cb	AC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	193¾	5,220	1,292
2	Ch	AC-500	001 to 701	7.00/20 8 ply	7.00/20 8 ply	6	6	[1] 136	5,690	1,465

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(n) G. M. C.—Continued

(5) 1939—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
2	Ch	AC-550	001 to 283	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 136	5,790	$1,795
2½	Ch	AC-600	001 to 509	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 136	6,480	2,010
2½	Ch	AC-650	001 to 098	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 136	6,980	2,455
3½	Ch	AC-700	001 to 272	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 136	7,650	3,235
4	Ch. (dump)	AC-773	001 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 160	8,620	4,125
4	Ch	AC-800	001 to 057	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 136	8,930	4,695
5	Ch	AC-850	001 to 083	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 136	9,480	5,215
5	Ch. (dump)	ACX-874	001 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 166	10,465	5,800
6	Ch. (dump)	ACX-894		10.50/24 12 ply	10.50/24 12 ply	6	6	[1] 166	12,775	6,915

CONVENTIONAL—(DIESEL)

2	Ch	ADC-500	001 to 040	7.00/20 8 ply	7.00/20 8 ply	6	3	[1] 136	6,510	$3,300
2	Ch	ADC-550		7.50/20 8 ply	7.50/20 8 ply	6	3	[1] 136	6,610	3,018
2½	Ch	ADC-600	001 to 049	7.50/20 8 ply	7.50/20 8 ply	6	3	[1] 136	7,370	3,895
2½	Ch	ADC-650		8.25/20 10 ply	8.25/20 10 ply	6	3	[1] 136	7,850	4,313
3½	Ch	ADC-700	001 to 051	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 136	8,600	5,395
4	Ch. (dump)	ADC-773	001 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 160	9,785	6,275
4	Ch	ADC-800	001 to 030	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 136	9,730	6,550
5	Ch	ADC-850	001 to 016	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 136	10,230	7,000
5	Ch. (dump)	ADCX-874	001 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 166	11,325	7,595
6	Ch. (dump)	ADCX-894		10.50/24 12 ply	10.50/24 12 ply	6	4	[1] 166	13,640	8,700

CAB OVER ENGINE

1	Panel Dly	AF-231	001 and up	7.00/16 6 ply	7.00/16 6 ply	4	6	112	4,440	$1,335
1½	Ch	AF-301		6.00/20 6 ply	32 x 6 8 ply	4	6	108	3,780	745
1½	Ch./Cowl/w/s	AF-301		6.00/20 6 ply	32 x 6 8 ply	4	6	108	3,820	842
1½	Ch./Cb	AF-301		6.00/20 6 ply	32 x 6 8 ply	4	6	108	4,455	975
1½	Ch	AF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	3,840	775
1½	Ch./Cowl/w/s	AF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	3,880	862
1½	Ch./Cb	AF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	4,515	1,005
1½	Platform	AF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	5,210	1,077
1½	Stake (Std. Racks)	AF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	5,550	1,118
1½	Stake/Exp	AF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	5,570	1,133
1½	Ch	AF-303		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,900	790
1½	Ch./Cowl/w/s	AF-303		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,940	877
1½	Ch./Cb	AF-303		6.00/20 6 ply	32 x 6 8 ply	4	6	157	4,575	1,020
1½	Ch	AF-311	001 to 828	6.00/20 6 ply	32 x 6 8 ply	4	6	107⅝	3,765	690
1½	Ch./Cb	AF-311		6.00/20 6 ply	32 x 6 8 ply	4	6	107⅝	4,055	803
1½	Platform	AF-311		6.00/20 6 ply	32 x 6 8 ply	4	6	107⅝	4,570	864
1½	Stake (Std. Racks)	AF-311		6.00/20 6 ply	32 x 6 8 ply	4	6	107⅝	4,860	889
1½	Ch	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131⅛	3,825	720
1½	Ch./Cb	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131⅛	4,125	833
1½	Platform	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131⅛	4,820	909
1½	Stake (Std. Racks)	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131⅛	5,160	950
1½	Stake/Exp	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131⅛	5,180	963
1½	Ch	AF-313		6.00/20 6 ply	32 x 6 8 ply	4	6	156⅝	3,885	735
1½	Ch./Cb	AF-313		6.00/20 6 ply	32 x 6 8 ply	4	6	156⅝	4,185	853
1½	Ch	AF-351	001 to 182	6.00/20 6 ply	32 x 6 8 ply	4	6	108	4,320	910
1½	Ch./Cowl/w/s	AF-351		6.00/20 6 ply	32 x 6 8 ply	4	6	108	4,360	997
1½	Ch./Cb	AF-351		6.00/20 6 ply	32 x 6 8 ply	4	6	108	4,995	1,140
1½	Ch	AF-352		6.00/20 6 ply	32 x 6 8 ply	4	6	133¾	4,380	940
1½	Ch./Cowl/w/s	AF-352		6.00/20 6 ply	32 x 6 8 ply	4	6	133¾	4,420	1,027
1½	Ch./Cb	AF-352		6.00/20 6 ply	32 x 6 8 ply	4	6	133¾	5,055	1,170
1½	Ch	AF-353		6.00/20 6 ply	32 x 6 8 ply	4	6	157¾	4,440	955
1½	Ch./Cowl/w/s	AF-353		6.00/20 6 ply	32 x 6 8 ply	4	6	157¾	4,480	1,042
1½	Ch./Cb	AF-353		6.00/20 6 ply	32 x 6 8 ply	4	6	157¾	5,115	1,185
1½	Ch	AF-354		6.00/20 6 ply	32 x 6 8 ply	4	6	175¾	4,520	980
1½	Ch./Cowl/w/s	AF-354		6.00/20 6 ply	32 x 6 8 ply	4	6	175¾	4,560	1,067
1½	Ch./Cb	AF-354		6.00/20 6 ply	32 x 6 8 ply	4	6	175¾	5,195	1,210
1½	Ch	AF-355		6.00/20 6 ply	32 x 6 8 ply	4	6	193¾	4,580	1,030
1½	Ch./Cowl/w/s	AF-355		6.00/20 6 ply	32 x 6 8 ply	4	6	193¾	4,620	1,117
1½	Ch./Cb	AF-355		6.00/20 6 ply	32 x 6 8 ply	4	6	193¾	5,255	1,260
1½	Ch	AF-401	001 to 201	6.00/20 6 ply	6.00/20 6 ply	6	6	108	4,500	1,095
1½	Ch./Cowl/w/s	AF-401		6.00/20 6 ply	6.00/20 6 ply	6	6	108	4,540	1,182
1½	Ch./Cb	AF-401		6.00/20 6 ply	6.00/20 6 ply	6	6	108	5,175	1,325
1½	Ch	AF-402		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,530	1,125
1½	Ch./Cowl/w/s	AF-402		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,570	1,212
1½	Ch./Cb	AF-402		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	5,205	1,355
1½	Ch	AF-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	4,600	1,140
1½	Ch./Cowl/w/s	AF-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	4,640	1,227
1½	Ch./Cb	AF-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	5,275	1,370
1½	Ch	AF-404		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	4,610	1,165
1½	Ch./Cowl/w/s	AF-404		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	4,680	1,252
1½	Ch./Cb	AF-404		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	5,315	1,395
1½	Ch	AF-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	4,700	1,190
1½	Ch./Cowl/w/s	AF-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	4,740	1,277
1½	Ch./Cb	AF-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	5,375	1,420
1½	Ch	AF-451	001 to 145	6.50/20 6 ply	6.50/20 6 ply	6	6	108	4,870	1,270
1½	Ch./Cowl/w/s	AF-451		6.50/20 6 ply	6.50/20 6 ply	6	6	108	4,910	1,367
1½	Ch./Cb	AF-451		6.50/20 6 ply	6.50/20 6 ply	6	6	108	5,545	1,500
1½	Ch	AF-452		6.50/20 6 ply	6.50/20 6 ply	6	6	133¾	4,930	1,300
1½	Ch./Cowl/w/s	AF-452		6.50/20 6 ply	6.50/20 6 ply	6	6	133¾	4,970	1,387
1½	Ch./Cb	AF-452		6.50/20 6 ply	6.50/20 6 ply	6	6	133¾	5,605	1,530
1½	Ch	AF-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157¾	4,970	1,315
1½	Ch./Cowl/w/s	AF-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157¾	5,010	1,402
1½	Ch./Cb	AF-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157¾	5,645	1,545
1½	Ch	AF-454		6.50/20 6 ply	6.50/20 6 ply	6	6	175¾	5,030	1,340
1½	Ch./Cowl/w/s	AF-454		6.50/20 6 ply	6.50/20 6 ply	6	6	175¾	5,120	1,427
1½	Ch./Cb	AF-454		6.50/20 6 ply	6.50/20 6 ply	6	6	175¾	5,755	1,570

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(a) G. M. C.—Continued

(5) 1939—Continued

CAB OVER ENGINE—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch.	AF-455	001 to 145	6.00/20 6 ply	6.50/20 6 ply	6	6	103¾	5,140	$1,365
1½	Ch./Cowl/w/s.	AF-455		6.00/20 6 ply	6.50/20 6 ply	6	6	133¾	5,190	1,492
1½	Ch./Cb.	AF-455		6.00/20 6 ply	6.50/20 6 ply	6	6	133¾	5,815	1,555
2	Ch.	AF-550	001 to 110	7.00/20 8 ply	7.00/20 8 ply	6	6	[1]103	5,930	1,640
2	Ch.	AF-550	001 to 033	7.50/20 8 ply	7.50/20 8 ply	6	6	[1]103	5,970	1,970
2½	Ch.	AF-600	001 to 051	7.50/20 8 ply	7.50/20 8 ply	6	6	[1]103	6,420	2,205
2½	Ch.	AF-650	001 to 014	8.25/20 10 ply	8.25/20 10 ply	6	6	[1]103	6,620	2,620
3½	Ch.	AF-700	001 to 183	8.25/20 10 ply	8.25/20 10 ply	6	6	[1]103	7,710	3,430
4	Ch.	AF-800	001 to 025	9.00/20 10 ply	9.00/20 10 ply	6	6	[1]103	9,020	4,920
5	Ch.	AF-850	001 to 034	9.00/20 10 ply	9.00/20 10 ply	6	6	[1]103	9,450	5,325
2	Ch.	ADF-500	001 to 040	7.00/20 8 ply	7.00/20 8 ply	6	3	[1]103	6,740	3,475
2	Ch.	ADF-550		7.50/20 8 ply	7.50/20 8 ply	6	3	[1]103	6,840	3,793
2½	Ch.	ADF-600	001 to 000	7.50/20 8 ply	7.50/20 8 ply	6	3	[1]103	7,320	4,090
2½	Ch.	ADF-650		8.25/20 10 ply	8.25/20 10 ply	6	3	[1]103	7,810	4,503
3½	Ch.	ADF-700	001 to 012	8.25/20 10 ply	8.25/20 10 ply	6	4	[1]103	8,070	5,610
4	Ch.	ADF-800	001 to 003	9.00/20 10 ply	9.00/20 10 ply	6	4	[1]103	9,840	5,775
5	Ch.	ADF-850	001 to 008	9.00/20 10 ply	9.00/20 10 ply	6	4	[1]103	10,250	7,110

(6) 1940

CONVENTIONAL

½	Ch.	AC-101	7375 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	113½	2,260	$420
½	Ch./Cowl/w/s.	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	2,220	476
½	Ch./Cb.	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	2,670	537
½	Pickup	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	2,605	550
½	Pickup/Stk.	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	2,970	603
½	Canopy	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	3,115	705
½	Canopy (screen sides)	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	3,150	723
½	Panel	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	3,115	670
½	Suburban	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	3,250	810
½	Ch.	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123¾	2,320	475
½	Ch./Cowl/w/s.	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123¾	2,350	491
½	Ch./Cb.	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123¾	2,710	572
½	Pickup	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123¾	2,680	618
½	Pickup/Stk.	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123¾	3,025	663
½	Panel	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123¾	3,205	715
½	Stake (Std. Racks)	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123¾	3,290	644
½	Delivery	ACV-101	001 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	113½	3,035	1,035
¾	Ch.	AC-152	2393 and up	7.00/15 6 ply	7.00/15 6 ply	5	6	123¾	2,510	535
¾	Ch./Cb.	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123¾	2,900	632
¾	Pickup	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123¾	3,170	673
¾	Pickup/Stk.	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123¾	3,245	693
¾	Panel	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123¾	3,375	775
¾	Stake (Std. Racks)	AC-152	2393 and up	7.00/15 6 ply	7.00/15 6 ply	5	6	123¾	3,400	704
1	Ch.	AC-252	1993 and up	7.00/16 6 ply	7.00/16 6 ply	4	6	133	2,710	505
1	Ch./Cowl/w/s.	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	2,740	571
1	Ch./Cb.	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,100	672
1	Pickup	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,415	729
1	Pickup/Stk.	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,605	751
1	Canopy	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,660	867
1	Canopy (Screen sides)	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,775	837
1	Panel	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,720	826
1	Platform	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,670	705
1	Stake (Std. Racks)	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,920	724
1½	Ch.	AC-302	10015 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,430	575
1½	Ch./Cb.	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,840	672
1½	Pickup	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,155	733
1½	Pickup/Stk.	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,245	775
1½	Canopy	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,420	891
1½	Canopy (Screen sides)	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,515	911
1½	Panel	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,470	850
1½	Platform	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,410	723
1½	Stake (Std. Racks)	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,600	754
1½	Ch.	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	153½	3,560	605
1½	Ch./Cowl/w/s.	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	153½	3,630	621
1½	Ch./Cb.	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	153½	3,860	702
1½	Platform	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	153½	4,650	774
1½	Stake (Std. Racks)	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	153½	4,925	815
1½	Stake/Exp.	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	153½	5,010	820
1½	Ch.	AC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	177¾	3,600	605
1½	Ch./Cowl/w/s	AC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	177¾	3,660	671
1½	Ch./Cb.	AC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	177¾	4,040	702
1½	Ch. (School Bus)	ACS-304		32 x 6 8 ply	32 x 6 8 ply	6	6	177¾	3,715	725
1½	Ch. (School Bus)	ACS-305		32 x 6 8 ply	32 x 6 8 ply	6	6	193¾	3,835	735
1½	Ch.	AC-352	1776 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,090	815
1½	Ch./Cowl/w/s.	AC-352		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,120	831
1½	Ch./Cb.	AC-352		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,480	912
1½	Ch.	AC-353		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	4,140	815
1½	Ch./Cowl/w/s.	AC-353		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	4,170	861
1½	Ch./Cb.	AC-353		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	4,530	942
1½	Ch.	AC-354		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	4,240	830
1½	Ch./Cowl/w/s.	AC-354		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	4,220	870
1½	Ch./Cb.	AC-354		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	4,590	957
1½	Ch.	AC-355		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	4,270	910
1½	Ch./Cowl/w/s.	AC-355		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	4,300	926
1½	Ch./Cb.	AC-355		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	4,660	1,007
1½	Ch. (School Bus)	ACS-359		6.00/20 6 ply	6.00/20 6 ply	6	6	207¾	4,330	945
1½	Ch. (School Bus)	ACS-357		6.00/20 6 ply	6.00/20 6 ply	6	6	207¾	4,420	970
1½	Ch. (4 x 4)	ACK-352	001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,000	1,980
1½	Ch./Cowl/w/s (4 x 4)	ACK-352		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,680	1,995
1½	Ch. Cb. (4 x 4)	ACK-352		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	5,040	2,077
1½	Ch. (4 x 4)	ACK-353		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	4,720	2,010

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(m). G. M. C.—Continued

(6) 1940—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch. Cowl/w/s (4 x 4)	ACK-353	001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	4,760	$2,020
1½	Ch./Cb. (4 x 4)	ACK-353		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	5,110	2,107
1½	Ch	AC-402	2462 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,270	950
1½	Ch./Cowl/w/s	AC-402		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,300	960
1½	Ch./Cb	AC-402		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,660	1,047
1½	Ch	AC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	4,330	980
1½	Ch./Cowl/w/s	AC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	4,360	990
1½	Ch./Cb	AC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	4,720	1,077
1½	Ch	AC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	4,380	995
1½	Ch./Cowl/w/s	AC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	4,410	1,011
1½	Ch./Cb	AC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	4,770	1,092
1½	Ch	AC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	4,460	1,030
1½	Ch./Cowl/w/s	AC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	4,480	1,036
1½	Ch./Cb	AC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	4,840	1,117
1½	Ch. (School Bus)	ACS-406		6.00/20 6 ply	6.00/20 6 ply	6	6	205¾	4,530	1,050
1½	Ch. (School Bus)	ACS-407		6.00/20 6 ply	6.00/20 6 ply	6	6	220¾	4,570	1,105
1½	Ch	AC-452	1332 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	133¾	4,660	1,125
1½	Ch./Cowl/w/s	AC-452		6.50/20 6 ply	6.50/20 6 ply	6	6	133¾	4,690	1,141
1½	Ch./Cb	AC-452		6.50/20 6 ply	6.50/20 6 ply	6	6	133¾	5,050	1,222
1½	Ch	AC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157¾	4,720	1,165
1½	Ch./Cowl/w/s	AC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157¾	4,750	1,171
1½	Ch./Cb	AC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157¾	5,110	1,252
1½	Ch	AC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	175¾	4,760	1,170
1½	Ch./Cowl/w/s	AC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	175¾	4,790	1,180
1½	Ch./Cb	AC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	175¾	5,150	1,267
1½	Ch	AC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	193¾	4,830	1,193
1½	Ch./Cowl/w/s	AC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	193¾	4,860	1,211
1½	Ch./Cb	AC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	193¾	5,220	1,293
1½	Ch. (School Bus)	ACS-457		6.50/20 6 ply	6.50/20 6 ply	6	6	220¾	5,015	1,325
1½	Ch. (School Bus)	ACS-458		6.50/20 6 ply	6.50/20 6 ply	6	6	250	5,030	1,350
2	Ch	AC-500	662 to 1593	7.00/20 8 ply	7.00/20 8 ply	6	6	136	5,690	1,465
2	Ch. (School Bus)	ACS-500		7.00/20 8 ply	7.00/20 8 ply	6	6	224	6,235	1,650
2	Ch	ACR-520	001 to 131	7.00/20 8 ply	7.00/20 8 ply	6	6	[1] 136	5,820	1,660
2	Ch	AC-550	232 to 535	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 136	5,790	1,795
2½	Ch	AC-600	495 to 1037	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 136	6,480	2,010
2½	Ch	AC-650	099 to 206	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 136	6,930	2,455
3½	Ch	AC-700	269 to 588	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 136	7,650	3,235
3½	Ch	ACR-720	010 to 077	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 136	8,030	3,815
4	Ch	ACR-750	001 to 004	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 136	8,900	4,640
4	Ch. (dump)	AC-773	020 to 041	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 160	8,620	4,125
4	Ch	AC-800	058 to 132	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 136	8,930	4,695
5	Ch	AC-850	084 to 144	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 136	9,480	5,215
5	Ch. (dump)	ACX-874	003 to 017	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 166	10,465	5,800
6	Ch. (dump)	ACX-894	004 to 016	10.50/24 12 ply	10.50/24 12 ply	6	6	[1] 166	12,775	6,915

CONVENTIONAL—(3RD AXLE)

	Ch. (4 x 4)	ACKW-353	001 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	162	6,820	$3,045

CONVENTIONAL—(DIESEL)

	Ch	ADC-500	041 to 077	7.00/20 8 ply	7.00/20 8 ply	6	3	[1] 136	6,510	$3,000
	Ch	ADCR-520	001 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	[1] 136	6,930	3,385
	Ch	ADC-550	001 to 003	7.50/20 8 ply	7.50/20 8 ply	6	3	[1] 136	6,825	3,318
	Ch	ADC-600	050 to 078	7.50/20 8 ply	7.50/20 8 ply	6	3	[1] 136	7,370	3,595
	Ch	ADC-650	002 to 005	8.25/20 10 ply	8.25/20 10 ply	6	3	[1] 136	7,730	4,013
	Ch	ADC-700	052 to 092	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 136	8,600	5,185
	Ch	ADCR-720	001 to 007	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 136	8,830	5,355
	Ch	ADCR-750	001 to 004	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 136	9,670	5,990
	Ch. (dump)	ADC-773	001 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 160	9,785	6,075
	Ch	ADC-800	031 to 045	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 136	9,730	6,350
	Ch	ADC-850	017 to 021	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 136	10,280	6,800
	Ch. (dump)	ADCX-874	001 to 011	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 166	11,325	7,385
	Ch. (dump)	ADCX-894	002 to 024	10.50/24 12 ply	10.50/24 12 ply	6	4	[1] 166	13,640	8,500

CAB OVER ENGINE

1	Dly	AF-241	001 to 127	7.00/16 6 ply	7.00/16 6 ply	4	6	112	4,630	$1,365
1	Sp. Dly	AFP-241	001 to 172	7.00/16 6 ply	7.00/16 6 ply	4	6	100	4,955	1,495
1½	Ch./Cowl	AF-311	637 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	107⅝	3,725	674
1½	Ch./Cowl/w/s	AF-311		6.00/20 6 ply	32 x 6 8 ply	4	6	107⅝	3,755	690
1½	Ch./Cb	AF-311		6.00/20 6 ply	32 x 6 8 ply	4	6	107⅝	4,075	818
1½	Platform	AF-311		6.00/20 6 ply	32 x 6 8 ply	4	6	107⅝	4,645	874
1½	Stake (Std. Racks)	AF-311		6.00/20 6 ply	32 x 6 8 ply	4	6	107⅝	4,895	900
1½	Ch./Cowl	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131⅛	3,795	699
1½	Ch./Cowl/w/s	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131⅛	3,825	715
1½	Ch./Cb	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131⅛	4,145	843
1½	Platform	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131⅛	4,885	914
1½	Stake (Std. Racks)	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131⅛	5,180	955
1½	Stake/Exp	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131⅛	5,265	970
1½	Ch./Cowl	AF-313		6.00/20 6 ply	32 x 6 8 ply	4	6	156⅜	3,855	724
1½	Ch./Cowl/w/s	AF-313		6.00/20 6 ply	32 x 6 8 ply	4	6	156⅜	3,885	740
1½	Ch./Cb	AF-313		6.00/20 6 ply	32 x 6 8 ply	4	6	156⅜	4,205	868
1½	Ch	AF-351	183 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	108	4,320	910
1½	Ch./Cb	AF-351		6.00/20 6 ply	32 x 6 8 ply	4	6	108	4,995	1,140
1½	Ch	AF-352		6.00/20 6 ply	32 x 6 8 ply	4	6	133¾	4,380	940
1½	Ch./Cb	AF-352		6.00/20 6 ply	32 x 6 8 ply	4	6	133¾	5,055	1,170
1½	Ch	AF-353		6.00/20 6 ply	32 x 6 8 ply	4	6	157¾	4,410	955
1½	Ch./Cb	AF-353		6.00/20 6 ply	32 x 6 8 ply	4	6	157¾	5,115	1,185
1½	Ch	AF-354		6.00/20 6 ply	32 x 6 8 ply	4	6	175¾	4,529	980

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(n) G. M. C.—Continued

(0) 1940—Continued

CAB OVER ENGINE—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch./Cb	AF-354	183 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	173¾	5,195	$1,210
1½	Ch	AF-355		6.00/20 6 ply	32 x 6 8 ply	4	6	193¾	4,580	1,080
1½	Ch./Cb	AF-355		6.00/20 6 ply	32 x 6 8 ply	4	6	193¾	5,255	1,200
1½	Ch	AF-361	001 to 120	6.00/20 6 ply	32 x 6 8 ply	4	6	107¾	4,420	954
1½	Ch./Cowl/w/s	AF-361		6.00/20 6 ply	32 x 6 8 ply	4	6	107¾	4,450	970
1½	Ch./Cb	AF-361		6.00/20 6 ply	32 x 6 8 ply	4	6	107¾	4,730	1,093
1½	Ch	AF-362		6.00/20 6 ply	32 x 6 8 ply	4	6	133¾	4,430	984
1½	Ch./Cowl/w/s	AF-362		6.00/20 6 ply	32 x 6 8 ply	4	6	133¾	4,520	1,000
1½	Ch./Cb	AF-362		6.00/20 6 ply	32 x 6 8 ply	4	6	133¾	4,840	1,128
1½	Ch	AF-363		6.00/20 6 ply	32 x 6 8 ply	4	6	157¾	4,530	999
1½	Ch./Cowl/w/s	AF-363		6.00/20 6 ply	32 x 6 8 ply	4	6	157¾	4,580	1,015
1½	Ch./Cb	AF-363		6.00/20 6 ply	32 x 6 8 ply	4	6	157¾	4,900	1,143
1½	Ch	AF-364		6.00/20 6 ply	32 x 6 8 ply	4	6	175¾	4,670	1,024
1½	Ch./Cowl/w/s	AF-364		6.00/20 6 ply	32 x 6 8 ply	4	6	175¾	4,760	1,040
1½	Ch./Cb	AF-364		6.00/20 6 ply	32 x 6 8 ply	4	6	175¾	5,020	1,163
1½	Ch	AF-365		6.00/20 6 ply	32 x 6 8 ply	4	6	193¾	4,860	1,074
1½	Ch./Cowl/w/s	AF-365		6.00/20 6 ply	32 x 6 8 ply	4	6	193¾	4,830	1,090
1½	Ch./Cb	AF-365		6.00/20 6 ply	32 x 6 8 ply	4	6	193¾	5,150	1,218
1½	Ch	AF-401	202 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	103	4,600	1,095
1½	Ch./Cowl/w/s	AF-401		6.00/20 6 ply	6.00/20 6 ply	6	6	103	4,540	1,132
1½	Ch./Cb	AF-401		6.00/20 6 ply	6.00/20 6 ply	6	6	103	5,175	1,325
1½	Ch	AF-402		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,530	1,125
1½	Ch./Cowl/w/s	AF-402		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,570	1,212
1½	Ch./Cb	AF-402		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	5,205	1,335
1½	Ch	AF-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	4,600	1,140
1½	Ch./Cowl/w/s	AF-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	4,640	1,227
1½	Ch./Cb	AF-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	5,275	1,370
1½	Ch	AF-404		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	4,640	1,165
1½	Ch./Cowl/w/s	AF-404		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	4,680	1,282
1½	Ch./Cb	AF-404		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	5,315	1,395
1½	Ch	AF-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	4,700	1,190
1½	Ch./Cowl/w/s	AF-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	4,740	1,277
1½	Ch./Cb	AF-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	5,375	1,420
1½	Ch	AF-411	001 to 121	6.00/20 6 ply	6.00/20 6 ply	6	6	107¾	4,630	1,120
1½	Ch./Cowl/w/s	AF-411		6.00/20 6 ply	6.00/20 6 ply	6	6	107¾	4,680	1,155
1½	Ch./Cb	AF-411		6.00/20 6 ply	6.00/20 6 ply	6	6	107¾	5,000	1,283
1½	Ch	AF-412		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,720	1,169
1½	Ch./Cowl/w/s	AF-412		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,750	1,185
1½	Ch./Cb	AF-412		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	5,070	1,313
1½	Ch	AF-413		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	4,820	1,134
1½	Ch./Cowl/w/s	AF-413		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	4,850	1,200
1½	Ch./Cb	AF-413		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	5,170	1,323
1½	Ch	AF-414		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	4,860	1,209
1½	Ch./Cowl/w/s	AF-414		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	4,890	1,225
1½	Ch./Cb	AF-414		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	5,210	1,353
1½	Ch	AF-415		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	4,930	1,224
1½	Ch./Cowl/w/s	AF-415		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	4,960	1,250
1½	Ch./Cb	AF-415		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	5,280	1,373
1½	Ch	AF-451	145 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	103	4,870	1,270
1½	Ch./Cowl/w/s	AF-451		6.00/20 6 ply	6.00/20 6 ply	6	6	103	4,910	1,287
1½	Ch./Cb	AF-451		6.00/20 6 ply	6.00/20 6 ply	6	6	103	5,545	1,500
1½	Ch	AF-452		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,920	1,300
1½	Ch./Cowl/w/s	AF-452		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,970	1,327
1½	Ch./Cb	AF-452		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	5,605	1,570
1½	Ch	AF-453		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	4,970	1,315
1½	Ch./Cowl/w/s	AF-453		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	5,010	1,402
1½	Ch./Cb	AF-453		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	5,645	1,545
1½	Ch	AF-454		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	5,030	1,340
1½	Ch./Cowl/w/s	AF-454		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	5,120	1,427
1½	Ch./Cb	AF-454		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	5,755	1,570
1½	Ch	AF-455		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	5,140	1,365
1½	Ch./Cowl/w/s	AF-455		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	5,180	1,452
1½	Ch./Cb	AF-455		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	5,815	1,595
1½	Ch./Cowl	AF-461	001 to 080	6.00/20 6 ply	6.00/20 6 ply	6	6	107¾	4,000	1,314
1½	Ch./Cowl/w/s	AF-461		6.00/20 6 ply	6.00/20 6 ply	6	6	107¾	4,030	1,330
1½	Ch./Cb	AF-461		6.00/20 6 ply	6.00/20 6 ply	6	6	107¾	5,220	1,453
1½	Ch./Cowl	AF-462		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,050	1,344
1½	Ch./Cowl/w/s	AF-462		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	5,020	1,360
1½	Ch./Cb	AF-462		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	5,340	1,483
1½	Ch./Cowl	AF-463		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	5,080	1,360
1½	Ch./Cowl/w/s	AF-463		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	5,110	1,378
1½	Ch./Cb	AF-463		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	5,430	1,503
1½	Ch./Cowl	AF-464		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	5,120	1,384
1½	Ch./Cowl/w/s	AF-464		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	5,160	1,420
1½	Ch./Cb	AF-464		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	5,450	1,523
1½	Ch./Cowl	AF-465		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	5,200	1,420
1½	Ch./Cowl/w/s	AF-465		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	5,220	1,425
1½	Ch./Cb	AF-465		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	5,520	1,533
2	Ch	AF-500	109 to 235	7.00/20 8 ply	7.00/20 8 ply	6	6	[1]103	5,920	1,040
2	Ch	AFR-520	001 to 022	7.00/20 8 ply	7.00/20 8 ply	6	6	[1]103	6,040	1,825
2	Ch	AF-550	034 to 073	7.00/20 8 ply	7.00/20 8 ply	6	6	[1]103	5,970	1,970
2½	Ch	AF-600	032 to 163	7.00/20 8 ply	7.00/20 8 ply	6	6	[1]103	6,420	2,235
2½	Ch	AF-650	015 to 041	8.25/20 10 ply	8.25/20 10 ply	6	6	[1]103	6,920	2,650
3½	Ch	AF-700	180 to 272	8.25/20 10 ply	8.25/20 10 ply	6	6	[1]103	7,710	3,450
3½	Ch	AFR-720	001 to 022	8.25/20 10 ply	8.25/20 10 ply	6	6	[1]103	8,150	4,040
4	Ch	AFR-750	001 to 004	8.25/20 10 ply	8.25/20 10 ply	6	6	[1]103	8,970	4,815
4	Ch	AF-800	020 to 062	9.00/20 10 ply	9.00/20 10 ply	6	6	[1]103	9,620	4,020
5	Ch	AF-850	033 to 174	9.00/20 10 ply	9.00/20 10 ply	6	6	[1]103	9,450	5,325

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(n) G. M. C.—Continued

(6) 1940—Continued

CAB OVER ENGINE—(DIESEL)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
	Ch	ADF-500	007 to 020	7.00/20 8 ply	7.00/20 8 ply	6	3	[1] 108	6,740	$3,175
	Ch	ADFR-520	001 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	[1] 108	7,090	3,560
	Ch	ADF-550	003 and up	7.50/20 8 ply	7.50/20 8 ply	6	3	[1] 108	7,035	3,493
	Ch	ADF-600	010 to 043	7.50/20 8 ply	7.50/20 8 ply	6	3	[1] 108	7,330	3,790
	Ch	ADF-650	001 to 003	8.25/20 10 ply	8.25/20 10 ply	6	3	[1] 108	7,665	4,208
	Ch	ADF-700	013 to 024	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 108	8,670	5,410
	Ch	ADFR-720	001 to 008	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 108	8,960	5,880
	Ch	ADFR-750	001 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 108	9,700	6,105
	Ch	ADF-800	007 to 009	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 108	9,840	6,575
	Ch	ADF-850	009 to 070	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 108	10,250	6,910

(7) 1941

CONVENTIONAL

½	Ch	CC-101	001 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	115	2,390	$515
½	Ch./Cowl/w/s	CC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	115	2,420	530
½	Ch./Cb	CC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	115	2,780	615
½	Pick-up	CC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	115	3,015	643
½	Pick-up/Stk	CC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	115	3,030	660
½	Canopy Exp	CC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	115	3,245	765
½	Canopy (Screen Sides)	CC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	115	3,310	790
½	Panel	CC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	115	3,245	730
½	Suburban	CC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	115	3,380	875
½	Ch	CC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	125¼	2,410	530
½	Ch./Cowl/w/s	CC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	125¼	2,470	545
½	Ch./Cb	CC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	125¼	2,830	630
½	Pick-up	CC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	125¼	3,100	675
½	Pick-up/Stk	CC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	125¼	3,175	695
½	Panel	CC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	125¼	3,355	775
½	Stake (Std. Racks)	CC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	125¼	3,380	700
½	Dly	ACV-101	215 and up	6.00/16 6 ply	6.00/16 6 ply	4	6	113½	3,695	1,035
½	Dly	CCV-101	001 to 224	6.00/16 6 ply	6.00/16 6 ply	4	6	115	3,810	1,100
¾	Ch	CC-152	001 to 5353	7.00/15 6 ply	7.00/15 6 ply	5	6	125¼	2,470	595
¾	Ch./Cowl./w/s	CC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	125¼	2,500	610
¾	Ch./Cb	CC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	125¼	2,890	695
¾	Pick-up	CC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	125¼	3,160	740
¾	Pick-up/Stk	CC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	125¼	3,235	760
¾	Panel	CC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	125¼	3,355	840
¾	Stake (Std. Racks)	CC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	125¼	3,440	765
1	Ch	CC-251	001 to 4357	7.00/16 6 ply	7.00/16 6 ply	4	6	115	2,600	620
1	Ch./Cowl/w/s	CC-251		7.00/16 6 ply	7.00/16 6 ply	4	6	115	2,630	635
1	Ch./Cb	CC-251		7.00/16 6 ply	7.00/16 6 ply	4	6	115	2,990	720
1	Ch	CCX-252		7.00/16 6 ply	7.00/16 6 ply	4	6	125¼	2,775	620
1	Ch./Cowl/w/s	CCX-252		7.00/16 6 ply	7.00/16 6 ply	4	6	125¼	2,805	635
1	Ch./Cb	CCX-252		7.00/16 6 ply	7.00/16 6 ply	4	6	125¼	3,165	720
½	Ch	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	2,800	620
½	Ch./Cowl/w/s	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	2,830	635
½	Ch./Cb	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,190	720
½	Pick-up	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,505	800
½	Pick-up/Stk	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,595	822
½	Canopy Exp	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,780	940
½	Canopy (Screen Sides)	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,865	967
½	Panel	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,820	900
½	Platform	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,760	775
½	Stakes (Std. Racks)	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	4,010	800
1	Ch	CC-262	001 to 1530	6.00/20 6 ply	6.00/20 6 ply	4	6	134½	3,270	635
1	Ch./Cowl/w/s	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134½	3,300	650
1	Ch./Cb	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134½	3,660	735
1	Pick-up	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134½	3,975	815
1	Pick-up/Stk	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134½	4,065	837
1	Canopy Exp	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134½	4,250	955
1	Canopy (Screen Sides)	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134½	4,335	982
1	Panel	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134½	4,290	915
1	Platform	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134½	4,230	790
1	Stake (Std. Racks)	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134½	4,480	815
1½	Ch	CC-302	001 to 16276	6.00/20 6 ply	32 x 6 8 ply	4	6	134½	3,500	645
1½	Ch./Cowl/w/s	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134½	3,530	660
1½	Ch./Cb	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134½	3,890	745
1½	Pick-up	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134½	4,205	825
1½	Pick-up/Stk	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134½	4,295	847
1½	Canopy Exp	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134½	4,480	965
1½	Canopy (Screen Sides)	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134½	4,565	992
1½	Panel	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134½	4,520	925
1½	Platform	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134½	4,460	800
1½	Stake (Std. Racks)	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134½	4,710	825
1½	Ch	CC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,750	675
1½	Ch./Cowl/w/s	CC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,780	690
1½	Ch./Cb	CC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	160	4,140	775
1½	Platform	CC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	160	4,880	845
1½	Stake (Std. Racks)	CC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	160	5,175	885
1½	Stake/Exp	CC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	160	5,260	900
1½	Ch	CC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	178¾	3,910	725
1½	Ch./Cowl/w/s	CC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	178¾	3,940	740
1½	Ch./Cb	CC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	178¾	4,300	825
1½	Ch. (School Bus)	CCS-304		32 x 6 8 ply	32 x 6 8 ply	6	6	178¾	4,045	795
1½	Ch. (School Bus)	CCS-305		32 x 6 8 ply	32 x 6 8 ply	6	6	195¼	4,225	805
1½	Ch	CC-352	001 to 1321	6.00/20 6 ply	32 x 6 8 ply	4	6	135¼	4,230	865
1½	Ch./Cowl/w/s	CC-352		6.00/20 6 ply	32 x 6 8 ply	4	6	135¼	4,260	880
1½	Ch./Cb	CC-352		6.00/20 6 ply	32 x 6 8 ply	4	6	135¼	4,620	965
1½	Ch	CC-353		6.00/20 6 ply	32 x 6 8 ply	4	6	159¼	4,290	895
1½	Ch./Cowl/w/s	CC-353		6.00/20 6 ply	32 x 6 8 ply	4	6	159¼	4,320	910
1½	Ch./Cb	CC-353		6.00/20 6 ply	32 x 6 8 ply	4	6	159¼	4,680	995

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(a) G. M. C.—Continued

(7) 1941—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch	CC-354	001 to 1321	6.00/20 6 ply	32 x 6 8 ply	4	6	174¼	4,410	$910
1½	Ch./Cowl/w/s	CC-354		6.00/20 6 ply	32 x 6 8 ply	4	6	174¼	4,440	925
1½	Ch./Cb	CC-354		6.00/20 6 ply	32 x 6 8 ply	4	6	174¼	4,860	1,010
1½	Ch	CC-355		6.00/20 6 ply	32 x 6 8 ply	4	6	193¾	4,540	960
1½	Ch./Cowl/w/s	CC-355		6.00/20 6 ply	32 x 6 8 ply	4	6	193¾	4,580	975
1½	Ch./Cb	CC-355		6.00/20 6 ply	32 x 6 8 ply	4	6	193¾	4,920	1,060
1½	Ch. (School Bus)	CCS-356		6.00/20 6 ply	6.00/20 6 ply	6	6	207¾	4,795	1,025
1½	Ch. (School Bus)	CCS-357		6.00/20 6 ply	6.00/20 6 ply	6	6	222¾	4,845	1,050
1½	Ch. (4 x 4)	ACK-352	001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,600	2,110
1½	Ch./Cowl w/s (4 x 4)	ACK-352		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,680	2,125
1½	Ch./Cb. (4 x 4)	ACK-352		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	5,040	2,210
1½	Ch. (4 x 4)	ACK-353		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	4,720	2,140
1½	Ch./Cowl/w/s (4 x 4)	ACK-353		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	4,750	2,155
1½	Ch./Cb. (4 x 4)	ACK-353		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	5,110	2,240
1½	Ch	CC-402	001 to 1912	6.00/20 6 ply	6.00/20 6 ply	6	6	135¾	4,440	935
1½	Ch./Cowl/w/s	CC-402		6.00/20 6 ply	6.00/20 6 ply	6	6	135¾	4,470	1,000
1½	Ch./Cb	CC-402		6.00/20 6 ply	6.00/20 6 ply	6	6	135¾	4,830	1,085
1½	Ch	CC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	159¾	4,570	1,015
1½	Ch./Cowl/w/s	CC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	159¾	4,600	1,030
1½	Ch./Cb	CC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	159¾	4,960	1,115
1½	Ch	CC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	177¾	4,610	1,030
1½	Ch./Cowl/w/s	CC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	177¾	4,640	1,045
1½	Ch./Cb	CC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	177¾	5,000	1,120
1½	Ch	CC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	4,820	1,055
1½	Ch./Cowl/w/s	CC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	4,850	1,070
1½	Ch./Cb	CC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	5,210	1,155
1½	Ch. (School Bus)	CCS-406		6.00/20 6 ply	6.00/20 6 ply	6	6	207¾	4,990	1,125
1½	Ch. (School Bus)	CCS-407		6.00/20 6 ply	6.00/20 6 ply	6	6	222¾	5,045	1,150
1½	Ch	CC-452	001 to 1270	6.50/20 6 ply	6.50/20 6 ply	6	6	135¾	4,720	1,225
1½	Ch./Cowl/w/s	CC-452		6.50/20 6 ply	6.50/20 6 ply	6	6	135¾	4,760	1,240
1½	Ch./Cb	CC-452		6.50/20 6 ply	6.50/20 6 ply	6	6	135¾	5,120	1,325
1½	Ch	CC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	159¾	4,820	1,255
1½	Ch./Cowl/w/s	CC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	159¾	4,890	1,270
1½	Ch./Cb	CC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	159¾	5,250	1,355
1½	Ch	CC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	177¾	4,900	1,270
1½	Ch./Cowl/w/s	CC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	177¾	4,920	1,285
1½	Ch./Cb	CC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	177¾	5,290	1,370
1½	Ch	CC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	193¾	5,110	1,295
1½	Ch./Cowl/w/s	CC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	193¾	5,140	1,310
1½	Ch./Cb	CC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	193¾	5,500	1,395
1½	Ch. (School Bus)	CCS-457	001 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	222¾	5,325	1,435
1½	Ch. (School Bus)	CCS-458		6.50/20 6 ply	6.50/20 6 ply	6	6	251½	5,345	1,460
2	Ch	AC-500	1500 up	7.50/20 8 ply	7.00/20 8 ply	6	6	[1] 135	5,630	[2] 1,805
2	Ch. (School Bus)	ACS-500		7.50/20 8 ply	7.00/20 8 ply	6	6	224	6,045	[2] 1,860
2	Ch. (Tr.)	ACR-520	126 up	7.00/20 8 ply	7.00/20 8 ply	6	6	[1] 136	5,820	[2] 1,810
2	Ch	AC-550	536 up	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 136	5,799	[2] 1,935
2½	Ch	AC-600	983 up	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 136	6,480	[2] 2,185
2½	Ch. (Tr.)	ACR-620	005 up	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 136	7,120	[2] 2,870
2½	Ch	AC-650	203 up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 136	6,930	[2] 2,650
3½	Ch	AC-700	589 up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 136	7,660	[2] 3,470
3½	Ch. (Tr.)	ACR-720	078 up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 136	8,620	[2] 4,030
3½	Ch. (Tr.)	ACR-750	005 up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 136	8,960	[2] 4,945
4	Ch. (Dump)	AC-773	042 up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 160	8,620	[2] 4,405
4	Ch	AC-800	133 up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 136	8,920	[2] 5,020
5	Ch	AC-850	145 up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 136	9,430	[2] 5,585
5	Ch. (dump)	ACX-874	018 up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 166	10,405	[2] 6,180
6	Ch. (dump)	ACX-894	017 up	11.00/24 12 ply	11.00/24 12 ply	6	6	[1] 166	12,775	[2] 7,350

CONVENTIONAL—(3D AXLE)

1½	Ch. (6 x 2)	CCT-352	001 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	157¾	5,820	$1,530
1½	Ch./Cowl/w/s (6 x 2)	CCT-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157¾	6,850	1,595
1½	Ch./Cb. (6 x 2)	CCT-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157¾	6,210	1,690
1½	Ch. (6 x 4)	CCW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157¾	6,260	1,990
1½	Ch./Cowl/w/s	CCW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157¾	6,290	2,005
1½	Ch./Cb. (6 x 4)	CCW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157¾	6,660	2,090
1½	Ch. (6 x 2)	CCT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	5,920	1,610
1½	Ch./Cowl/w/s (6 x 2)	CCT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	5,960	1,625
1½	Ch./Cb. (6 x 2)	CCT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,320	1,710
1½	Ch. (6 x 4)	CCW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,360	2,050
1½	Ch./Cowl/w/s (6 x 4)	CCW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,390	2,035
1½	Ch./Cb. (6 x 4)	CCW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,760	2,120
1½	Ch. (6 x 2)	CCT-354		6.00/20 6 ply	6.00/20 6 ply	10	6	159¾	6,020	1,625
1½	Ch./Cowl/w/s (6 x 2)	CCT-354		6.00/20 6 ply	6.00/20 6 ply	10	6	159¾	6,060	1,640
1½	Ch./Cb. (6 x 2)	CCT-354		6.00/20 6 ply	6.00/20 6 ply	10	6	159¾	6,420	1,725
1½	Ch. (6 x 4)	CCW-354		6.00/20 6 ply	6.00/20 6 ply	10	6	159¾	6,500	2,035
1½	Ch./Cowl/w/s (6 x 4)	CCW-354		6.00/20 6 ply	6.00/20 6 ply	10	6	159¾	6,530	2,050
1½	Ch./Cb. (6 x 4)	CCW-354		6.00/20 6 ply	6.00/20 6 ply	10	6	159¾	6,890	2,135
1½	Ch. (6 x 2)	CCT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157¾	5,920	1,665
1½	Ch./Cowl/w/s (6 x 2)	CCT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157¾	5,960	1,680
1½	Ch./Cb. (6 x 2)	CCT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157¾	6,310	1,765
1½	Ch. (6 x 4)	CCW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157¾	6,360	2,075
1½	Ch./Cowl/w/s (6 x 4)	CCW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157¾	6,390	2,090
1½	Ch./Cb (6 x 4)	CCW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157¾	6,720	2,175
1½	Ch. (6 x 2)	CCT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,010	1,695
1½	Ch./Cowl/w/s (6 x 2)	CCT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,049	1,710
1½	Ch/Cb (6 x 2)	CCT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,400	1,795
1½	Ch. (6 x 4)	CCW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,450	2,105
1½	Ch./Cowl/w/s (6 x 4)	CCW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,510	2,120
1½	Ch./Cb. (6 x 4)	CCW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,870	2,205
1½	Ch. (6 x 2)	CCT-404		6.00/20 6 ply	6.00/20 6 ply	10	6	159¾	6,110	[2] 1,710
1½	Ch./Cowl/w/s (6 x 2)	CCT-404		6.00/20 6 ply	6.00/20 6 ply	10	6	159¾	6,140	[2] 1,725
1½	Ch./Cb (6 x 2)	CCT-404		6.00/20 6 ply	6.00/20 6 ply	10	6	159¾	6,500	[2] 1,810

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.
[2] Closed cab factory list price $155.

(n) G. M. C.—Continued

(7) 1941—Continued

CONVENTIONAL—(3D AXLE)—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch. (6 x 4)	CCW-404	001 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	199¼	6,550	[2]$2,120
1½	Ch./Cowl/w/s (6 x 4)	CCW-404		6.00/20 6 ply	6.00/20 6 ply	10	6	199¼	6,680	[2]2,135
1½	Ch./Cb. (6 x 4)	CCW-404		6.00/20 6 ply	6.00/20 6 ply	10	6	199¼	6,910	[2]2,220
2	Ch. (6 x 2)	ACT-500	1590 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	[1]159	7,560	[2]2,435
2	Ch. (6 x 2)	ACT-600	983 and up	7.50/20 8 ply	7.50/20 8 ply	10	6	[1]183	9,040	[2]3,025
2½	Ch. (6 x 4)	ACW-600		7.50/20 8 ply	7.50/20 8 ply	10	6	[1]183	9,180	[2]3,735
3½	Ch. (6 x 2)	ACT-700	589 and up	8.25/20 10 ply	8.25/20 10 ply	10	6	[1]184	10,770	[2]5,265
3½	Ch. (6 x 4)	ACW-700		8.25/20 10 ply	8.25/20 10 ply	10	6	[1]184	10,860	[2]0,295
4	Ch. (6 x 4)	ACW-800	133 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	[1]184	12,820	[2]8,120
5	Ch. (6 x 2)	ACT-850	145 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	[1]186	12,560	[2]8,120
5	Ch. (6 x 4)	ACW-850		9.00/20 10 ply	9.00/20 10 ply	10	6	[1]186	14,290	[2]8,080

CONVENTIONAL—(DIESEL)

2	Ch	ADC-500	078 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	[1]136	6,510	[2]$3,160
2	Ch. (Tr.)	ADCR-520	002 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	[1]136	6,950	[2]3,480
2½	Ch	ADC-600	079 and up	7.50/20 8 ply	7.50/20 8 ply	6	3	[1]136	7,370	[2]3,775
2½	Ch. (Tr.)	ADCR-620	001 and up	7.50/20 8 ply	7.50/20 8 ply	6	4	[1]136	8,130	[2]4,535
3½	Ch	ADC-700	093 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	[1]136	8,600	[2]5,415
3½	Ch (Tr.)	ADCR-720	008 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	[1]136	8,830	[2]5,625
3½	Ch. (Tr.)	ADCR-750	005 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	[1]136	9,670	[2]6,290
4	Ch. (dump)	ADC-773	001 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	[1]160	9,785	[2]6,380
4	Ch	ADC-800	046 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	[1]136	9,730	[2]6,665
5	Ch	ADC-850	022 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	[1]136	10,280	[2]7,140
6	Ch. (dump)	ADCX-874	012 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	[1]166	11,325	[2]7,755
6	Ch. (dump)	ADCX-894	001 and up	11.00/24 12 ply	11.00/24 12 ply	6	4	[1]166	13,640	[2]8,925
5	Ch	ADC-900	025 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1]150	11,030	[2]8,035

CONVENTIONAL—(DIESEL—3D AXLE)

4	Ch. (6 x 4)	ADCW-800	046 and up	9.00/20 10 ply	9.00/20 10 ply	10	4	[1]184	13,550	[2]$9,770
5	Ch. (6 x 2)	ADCT-850	022 and up	9.00/20 10 ply	9.00/20 10 ply	10	4	[1]186	13,200	[2]9,600
5	Ch. (6 x 4)	ADCW-850		9.00/20 10 ply	9.00/20 10 ply	10	4	[1]222	15,020	[2]10,550
5	Ch. (6 x 2)	ADCT-950	013 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	[1]176	14,750	[2]10,780
5	Ch. (6 x 4)	ADCW-950		9.00/20 10 ply	9.00/20 10 ply	10	6	[1]174	14,300	[2]10,970
5	Ch. (6 x 4)	ADCW-970	002 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	[1]176	15,450	[2]11,505

CAB OVER ENGINE

1	Ch	AF-241	128 to 221	7.00/16 6 ply	7.00/16 6 ply	4	6	112	2,630	$920
1	Dly	AF-241		7.00/16 6 ply	7.00/16 6 ply	4	6	112	4,795	1,430
1	Ch	AFP-241	173 to 522	7.00/16 6 ply	7.00/16 6 ply	4	6	100	2,700	945
1	Dly	AFP-241		7.00/16 6 ply	7.00/16 6 ply	4	6	100	4,835	1,560
1½	Ch./Cowl	CF-301	001 to 2803	6.00/20 6 ply	32 x 6 8 ply	4	6	109⅛	3,850	740
1½	Ch./Cowl/w/s	CF-301		6.00/20 6 ply	32 x 6 8 ply	4	6	109⅛	3,880	765
1½	Ch./Cb	CF-301		6.00/20 6 ply	32 x 6 8 ply	4	6	109⅛	4,200	890
1½	Platform	CF-301		6.00/20 6 ply	32 x 6 8 ply	4	6	109⅛	4,770	950
1½	Stake (Std. Racks)	CF-301		6.00/20 6 ply	32 x 6 8 ply	4	6	109⅛	5,020	975
1½	Ch./Cowl	CF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	132⅝	3,910	774
1½	Ch./Cowl/w/s	CF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	132⅝	3,940	790
1½	Ch./Cb	CF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	132⅝	4,260	920
1½	Platform	CF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	132⅝	5,000	990
1½	Stake (Std. Racks)	CF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	132⅝	5,295	1,030
1½	Stake/Exp	CF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	132⅝	5,380	1,045
1½	Ch./Cowl	CF-303		6.00/20 6 ply	32 x 6 8 ply	4	6	158½	3,970	790
1½	Ch./Cowl/w/s	CF-303		6.00/20 6 ply	32 x 6 8 ply	4	6	158½	4,000	815
1½	Ch./Cb	CF-303		6.00/20 6 ply	32 x 6 8 ply	4	6	158½	4,320	945
1½	Ch./Cowl	CF-351	001 to 194	6.00/20 6 ply	32 x 6 8 ply	4	6	109⅛	4,450	1,034
1½	Ch./Cowl/w/s	CF-351		6.00/20 6 ply	32 x 6 8 ply	4	6	109⅛	4,180	1,050
1½	Ch./Cb	CF-351		6.00/20 6 ply	32 x 6 8 ply	4	6	109⅛	4,800	1,180
1½	Ch./Cowl	CF-352		6.00/20 6 ply	32 x 6 8 ply	4	6	134⅞	4,510	1,064
1½	Ch./Cowl/w/s	CF-352		6.00/20 6 ply	32 x 6 8 ply	4	6	134⅞	4,540	1,080
1½	Ch./Cb	CF-352		6.00/20 6 ply	32 x 6 8 ply	4	6	134⅞	4,860	1,210
1½	Ch./Cowl	CF-353		6.00/20 6 ply	32 x 6 8 ply	4	6	158⅞	4,570	1,070
1½	Ch./Cowl/w/s	CF-353		6.00/20 6 ply	32 x 6 8 ply	4	6	158⅞	4,600	1,095
1½	Ch./Cb	CF-353		6.00/20 6 ply	32 x 6 8 ply	4	6	158⅞	4,920	1,225
1½	Ch./Cowl	CF-354		6.00/20 6 ply	32 x 6 8 ply	4	6	176⅞	4,680	1,104
1½	Ch./Cowl/w/s	CF-354		6.00/20 6 ply	32 x 6 8 ply	4	6	176⅞	4,710	1,120
1½	Ch./Cb	CF-354		6.00/20 6 ply	32 x 6 8 ply	4	6	176⅞	5,030	1,250
1½	Ch./Cowl	CF-355		6.00/20 6 ply	32 x 6 8 ply	4	6	194⅞	4,820	1,154
1½	Ch./Cowl/w/s	CF-355		6.00/20 6 ply	32 x 6 8 ply	4	6	194⅞	4,850	1,170
1½	Ch./Cb	CF-355		6.00/20 6 ply	32 x 6 8 ply	4	6	194⅞	5,170	1,300
1½	Ch./Cowl	AF-361	131 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	107⅝	4,430	984
1½	Ch./Cowl/w/s	AF-361		6.00/20 6 ply	32 x 6 8 ply	4	6	107⅝	4,460	1,000
1½	Ch./Cb	AF-361		6.00/20 6 ply	32 x 6 8 ply	4	6	107⅝	4,780	1,129
1½	Ch./Cowl	AF-362		6.00/20 6 ply	32 x 6 8 ply	4	6	133⅜	4,490	1,014
1½	Ch./Cowl/w/s	AF-362		6.00/20 6 ply	32 x 6 8 ply	4	6	133⅜	4,520	1,030
1½	Ch./Cb	AF-362		6.00/20 6 ply	32 x 6 8 ply	4	6	133⅜	4,840	1,169
1½	Ch./Cowl	AF-363		6.00/20 6 ply	32 x 6 8 ply	4	6	157⅜	4,550	1,029
1½	Ch./Cowl/w/s	AF-363		6.00/20 6 ply	32 x 6 8 ply	4	6	157⅜	4,580	1,045
1½	Ch./Cb	AF-363		6.00/20 6 ply	32 x 6 8 ply	4	6	157⅜	4,900	1,174
1½	Ch./Cowl	AF-364		6.00/20 6 ply	32 x 6 8 ply	4	6	175⅜	4,670	1,054
1½	Ch./Cowl/w/s	AF-364		6.00/20 6 ply	32 x 6 8 ply	4	6	175⅜	4,700	1,070
1½	Ch./Cb	AF-364		6.00/20 6 ply	32 x 6 8 ply	4	6	175⅜	5,020	1,199
1½	Ch./Cowl	AF-365		6.00/20 6 ply	32 x 6 8 ply	4	6	193⅜	4,800	1,101
1½	Ch./Cowl/w/s	AF-365		6.00/20 6 ply	32 x 6 8 ply	4	6	193⅜	4,830	1,120
1½	Ch./Cb	AF-365		6.00/20 6 ply	32 x 6 8 ply	4	6	193⅜	5,150	1,249

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.
[2] Closed cab factory list price $155.

(n) G. M. C.—Continued

(7) 1941—Continued

CAB OVER ENGINE—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch./Cowl	AF-411	122 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	107⅞	4,000	$1,109
1½	Ch./Cowl/w/s	AF-411		6.00/20 6 ply	6.00/20 6 ply	6	6	107⅞	4,060	1,135
1½	Ch./Cb	AF-411		6.00/20 6 ply	6.00/20 6 ply	6	6	107⅞	5,000	1,314
1½	Ch./Cowl	AF-412		6.00/20 6 ply	6.00/20 6 ply	6	6	133⅞	4,720	1,139
1½	Ch./Cowl/w/s	AF-412		6.00/20 6 ply	6.00/20 6 ply	6	6	133⅞	4,780	1,215
1½	Ch./Cb	AF-412		6.00/20 6 ply	6.00/20 6 ply	6	6	133⅞	5,020	1,344
1½	Ch./Cowl	AF-413		6.00/20 6 ply	6.00/20 6 ply	6	6	157⅞	4,820	1,214
1½	Ch./Cowl/w/s	AF-413		6.00/20 6 ply	6.00/20 6 ply	6	6	157⅞	4,880	1,290
1½	Ch./Cb	AF-413		6.00/20 6 ply	6.00/20 6 ply	6	6	157⅞	5,170	1,339
1½	Ch./Cowl	AF-414		6.00/20 6 ply	6.00/20 6 ply	6	6	175⅞	4,830	1,220
1½	Ch./Cowl/w/s	AF-414		6.00/20 6 ply	6.00/20 6 ply	6	6	175⅞	4,870	1,225
1½	Ch./Cb	AF-414		6.00/20 6 ply	6.00/20 6 ply	6	6	175⅞	5,210	1,334
1½	Ch./Cowl	AF-415		6.00/20 6 ply	6.00/20 6 ply	6	6	193⅞	4,930	1,274
1½	Ch./Cowl/w/s	AF-415		6.00/20 6 ply	6.00/20 6 ply	6	6	193⅞	4,990	1,290
1½	Ch./Cb	AF-415		6.00/20 6 ply	6.00/20 6 ply	6	6	193⅞	5,290	1,439
1½	Ch./Cowl	CF-401	031 to 318	6.00/20 6 ply	6.00/20 6 ply	6	6	107⅞	4,070	1,220
1½	Ch./Cowl/w/s	CF-401		6.00/20 6 ply	6.00/20 6 ply	6	6	107⅞	4,700	1,245
1½	Ch./Cb	CF-401		6.00/20 6 ply	6.00/20 6 ply	6	6	107⅞	5,020	1,375
1½	Ch./Cowl	CF-402		6.00/20 6 ply	6.00/20 6 ply	6	6	124⅞	4,710	1,229
1½	Ch./Cowl/w/s	CF-402		6.00/20 6 ply	6.00/20 6 ply	6	6	124⅞	4,770	1,275
1½	Ch./Cb	CF-402		6.00/20 6 ply	6.00/20 6 ply	6	6	124⅞	5,000	1,435
1½	Ch./Cowl	CF-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157⅞	4,840	1,274
1½	Ch./Cowl/w/s	CF-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157⅞	4,870	1,290
1½	Ch./Cb	CF-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157⅞	5,190	1,420
1½	Ch./Cowl	CF-404		6.00/20 6 ply	6.00/20 6 ply	6	6	170⅞	4,000	1,239
1½	Ch./Cowl/w/s	CF-404		6.00/20 6 ply	6.00/20 6 ply	6	6	170⅞	4,910	1,315
1½	Ch./Cb	CF-404		6.00/20 6 ply	6.00/20 6 ply	6	6	170⅞	5,230	1,445
1½	Ch./Cowl	CF-405		6.00/20 6 ply	6.00/20 6 ply	6	6	194⅞	4,900	1,224
1½	Ch./Cowl/w/s	CF-405		6.00/20 6 ply	6.00/20 6 ply	6	6	194⅞	4,960	1,710
1½	Ch./Cb	CF-405		6.00/20 6 ply	6.00/20 6 ply	6	6	194⅞	5,280	1,470
1½	Ch./Cowl	CF-451	031 to 153	6.00/20 6 ply	6.00/20 6 ply	6	6	107⅞	4,020	1,424
1½	Ch./Cowl/w/s	CF-451		6.00/20 6 ply	6.00/20 6 ply	6	6	107⅞	4,080	1,440
1½	Ch./Cb	CF-451		6.00/20 6 ply	6.00/20 6 ply	6	6	107⅞	5,220	1,570
1½	Ch./Cowl	CF-452		6.00/20 6 ply	6.00/20 6 ply	6	6	124⅞	5,010	1,454
1½	Ch./Cowl/w/s	CF-452		6.00/20 6 ply	6.00/20 6 ply	6	6	124⅞	5,040	1,470
1½	Ch./cb	CF-452		6.00/20 6 ply	6.00/20 6 ply	6	6	124⅞	5,230	1,660
1½	Ch./Cowl	CF-453		6.00/20 6 ply	6.00/20 6 ply	6	6	157⅞	5,100	1,429
1½	Ch./Cowl/w/s	CF-453		6.00/20 6 ply	6.00/20 6 ply	6	6	157⅞	5,160	1,455
1½	Ch./Cb	CF-453		6.00/20 6 ply	6.00/20 6 ply	6	6	157⅞	5,470	1,615
1½	Ch./Cowl	CF-454		6.00/20 6 ply	6.00/20 6 ply	6	6	177⅞	5,150	1,424
1½	Ch./Cowl/w/s	CF-454		6.00/20 6 ply	6.00/20 6 ply	6	6	176⅞	5,180	1,510
1½	Ch./Cb	CF-454		6.00/20 6 ply	6.00/20 6 ply	6	6	176⅞	5,500	1,640
1½	Ch./Cowl	CF-455		6.00/20 6 ply	6.00/20 6 ply	6	6	194⅞	5,220	1,519
1½	Ch./Cowl/w/s	CF-455		6.00/20 6 ply	6.00/20 6 ply	6	6	194⅞	5,250	1,535
1½	Ch./Cb	CF-455		6.00/20 6 ply	6.00/20 6 ply	6	6	194⅞	5,570	1,665
1½	Ch./Cowl	AF-461	030 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	107⅞	4,000	1,324
1½	Ch./Cowl/w/s	AF-461		6.00/20 6 ply	6.00/20 6 ply	6	6	107⅞	4,030	1,370
1½	Ch./Cb	AF-461		6.00/20 6 ply	6.00/20 6 ply	6	6	107⅞	5,250	1,459
1½	Ch./Cowl	AF-462		6.00/20 6 ply	6.00/20 6 ply	6	6	132⅞	4,990	1,334
1½	Ch./Cowl/w/s	AF-462		6.00/20 6 ply	6.00/20 6 ply	6	6	132⅞	5,020	1,450
1½	Ch./Cb	AF-462		6.00/20 6 ply	6.00/20 6 ply	6	6	132⅞	5,240	1,529
1½	Ch./Cowl	AF-463		6.00/20 6 ply	6.00/20 6 ply	6	6	157⅞	5,060	1,399
1½	Ch./Cowl/w/s	AF-463		6.00/20 6 ply	6.00/20 6 ply	6	6	157⅞	5,110	1,415
1½	Ch./Cb	AF-463		6.00/20 6 ply	6.00/20 6 ply	6	6	157⅞	5,430	1,544
1½	Ch./Cowl	AF-464		6.00/20 6 ply	6.00/20 6 ply	6	6	175⅞	5,130	1,424
1½	Ch./Cowl/w/s	AF-464		6.00/20 6 ply	6.00/20 6 ply	6	6	175⅞	5,190	1,440
1½	Ch./Cb	AF-464		6.00/20 6 ply	6.00/20 6 ply	6	6	175⅞	5,450	1,560
1½	Ch./Cowl	AF-465		6.00/20 6 ply	6.00/20 6 ply	6	6	193⅞	5,260	1,449
1½	Ch./Cowl/w/s	AF-465		6.00/20 6 ply	6.00/20 6 ply	6	6	193⅞	5,230	1,475
1½	Ch./Cb	AF-465		6.00/20 6 ply	6.00/20 6 ply	6	6	193⅞	5,550	1,594
2	Ch.	AF-500	266 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	[1] 108	5,920	[2] 1,750
2	Ch. (Tr.)	AFR-520	032 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	[1] 108	6,040	[2] 1,995
2	Ch.	AF-550	074 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	[1] 158	5,970	[2] 2,125
2½	Ch.	AF-600	164 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	[1] 108	6,420	[2] 2,330
2½	Ch. (Tr.)	AFR-620	015 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	[1] 108	7,130	[2] 3,075
2½	Ch.	AF-650	042 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 108	6,920	[2] 2,855
3½	Ch.	AF-700	273 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 108	7,710	[2] 3,705
3½	Ch./Cb.	AY-700	096 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 120	10,500	4,990
3½	Ch. (Tr.)	AFR-720	023 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 108	8,150	[2] 4,315
3½	Ch. (Tr.)	AFR-750	002 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 108	8,970	[2] 5,170
3½	Ch.	AF-800	063 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 108	9,020	[2] 5,255
4	Ch./Cb	AY-800	016 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 120	11,680	6,425
5	Ch.	AF-850	175 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 222	9,430	5,030
5	Ch./Cb	AY-850	010 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 120	12,320	7,120

CAB OVER ENGINE—(3D AXLE)

1½	Ch./Cowl (6 x 2)	AFT-362	131 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	155⅞	5,930	$1,634
1½	Ch./Cowl/w/s (6 x 2)	AFT-362		6.00/20 6 ply	6.00/20 6 ply	10	6	155⅞	6,020	1,710
1½	Ch./Cb	AFT-362		6.00/20 6 ply	6.00/20 6 ply	10	6	155⅞	6,240	1,839
1½	Ch./Cowl (6 x 4)	AFW-362		6.00/20 6 ply	6.00/20 6 ply	10	6	155⅞	N. A.	2,084
1½	Ch./Cowl/w/s (6 x 4)	AFW-362		6.00/20 6 ply	6.00/20 6 ply	10	6	155⅞	N. A.	2,100
1½	Ch./Cb. (6 x 4)	AFW-362		6.00/20 6 ply	6.00/20 6 ply	10	6	155⅞	N. A.	2,229
1½	Ch./Cowl (6 x 2)	AFT-363		6.00/20 6 ply	6.00/20 6 ply	10	6	170⅞	6,220	1,709
1½	Ch./Cowl/w/s (6 x 2)	AFT-363		6.00/20 6 ply	6.00/20 6 ply	10	6	170⅞	6,250	1,725
1½	Ch./Cb. (6 x 2)	AFT-363		6.00/20 6 ply	6.00/20 6 ply	10	6	170⅞	6,570	1,854
1½	Ch./Cowl (6 x 4)	AFW-363		6.00/20 6 ply	6.00/20 6 ply	10	6	170⅞	N. A.	2,069
1½	Ch./Cowl/w/s (6 x 4)	AFW-363		6.00/20 6 ply	6.00/20 6 ply	10	6	170⅞	N. A.	2,115
1½	Ch./Cb. (6 x 4)	AFW-363		6.00/20 6 ply	6.00/20 6 ply	10	6	170⅞	N. A.	2,244
1½	Ch./Cowl (6 x 2)	CFT-352	001 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	150⅞	6,130	1,779
1½	Ch./Cowl/w/s (6 x 2)	CFT-352		6.00/20 6 ply	6.00/20 6 ply	10	6	150⅞	6,160	1,795
1½	Ch./Cb. (6 x 2)	CFT-352		6.00/20 6 ply	6.00/20 6 ply	10	6	150⅞	6,480	1,925
1½	Ch./Cowl (6 x 4)	CFW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	150⅞	6,570	2,159

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.
[2] Closed cab factory list price $235.

(n) G. M. C.—Continued

(7) 1941—Continued

CAB OVER ENGINE—(3D AXLE)—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch./Cowl/w/s (6 x 4)	CFW-352	131 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	156⅞	6,600	$2,205
1½	Ch./Cb. (6 x 4)	CFW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	156⅞	6,920	2,335
1½	Ch./Cowl (6 x 2)	CFT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	180⅞	6,250	1,794
1½	Ch./Cowl/w/s (6 x 2)	CFT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	180⅞	6,280	1,810
1½	Ch./Cb. (6 x 2)	CFT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	180⅞	6,600	1,940
1½	Ch./Cowl (6 x 4)	CFW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	180⅞	6,720	2,204
1½	Ch./Cowl/w/s (6 x 4)	CFW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	180⅞	6,750	2,220
1½	Ch./Cb. (6 x 4)	CFW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	180⅞	7,070	2,350
1½	Ch./Cowl (6 x 2)	AFT-412	122 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	153⅜	6,160	1,844
1½	Ch./Cowl/w/s (6 x 2)	AFT-412		6.00/20 6 ply	6.00/20 6 ply	10	6	153⅜	6,190	1,860
1½	Ch./Cb. (6 x 2)	AFT-412		6.00/20 6 ply	6.00/20 6 ply	10	6	153⅜	6,510	1,989
1½	Ch./Cowl (6 x 4)	AFW-412		6.00/20 6 ply	6.00/20 6 ply	10	6	153⅜	6,620	2,234
1½	Ch./Cowl/w/s (6 x 4)	AFW-412		6.00/20 6 ply	6.00/20 6 ply	10	6	153⅜	6,650	2,250
1½	Ch./Cb. (6 x 4)	AFW-412		6.00/20 6 ply	6.00/20 6 ply	10	6	153⅜	6,970	2,379
1½	Ch./Cowl (6 x 2)	AFT-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179⅜	6,300	1,859
1½	Ch./Cowl/w/s (6 x 2)	AFT-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179⅜	6,330	1,875
1½	Ch./Cb. (6 x 2)	AFT-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179⅜	6,650	2,004
1½	Ch./Cowl (6 x 4)	AFW-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179⅜	6,760	2,219
1½	Ch./Cowl/w/s (6 x 4)	AFW-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179⅜	6,790	2,235
1½	Ch./Cb. (6 x 4)	AFW-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179⅜	7,110	2,394
1½	Ch./Cowl (6 x 2)	CFT-402	001 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	156⅞	6,200	1,939
1½	Ch./Cowl/w/s (6 x 2)	CFT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	156⅞	6,230	1,955
1½	Ch./Cb. (6 x 2)	CFT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	156⅞	6,550	2,085
1½	Ch./Cowl (6 x 4)	CFW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	156⅞	6,650	2,349
1½	Ch./Cowl/w/s (6 x 4)	CFW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	156⅞	6,680	2,365
1½	Ch./Cb. (6 x 4)	CFW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	156⅞	7,000	2,495
1½	Ch./Cowl (6 x 2)	CFT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	180⅞	6,340	1,954
1½	Ch./Cowl/w/s (6 x 2)	CFT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	180⅞	6,370	1,970
1½	Ch./Cb. (6 x 2)	CFT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	180⅞	6,690	2,100
1½	Ch./Cowl (6 x 4)	CFW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	180⅞	6,790	2,364
1½	Ch./Cowl/w/s (6 x 4)	CFW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	180⅞	6,820	2,380
1½	Ch./Cb. (6 x 4)	CFW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	180⅞	7,140	2,510
2	Ch. (6 x 2)	AFT-500	266 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	[1] 159	7,850	[2] 2,650
2½	Ch. (6 x 2)	AFT-600	164 and up	7.50/20 8 ply	7.50/20 8 ply	10	6	[1] 159	9,130	[2] 3,530
2½	Ch. (6 x 4)	AFW-600		7.50/20 8 ply	7.50/20 8 ply	10	6	[1] 159	9,300	3,940
3½	Ch. (6 x 2)	AFT-700	273 and up	8.25/20 10 ply	8.25/20 10 ply	10	6	[1] 160	10,860	[2] 5,490
3½	Ch. (6 x 4)	AFW-700		8.25/20 10 ply	8.25/20 10 ply	10	6	[1] 160	11,020	[2] 6,530
4	Ch. (6 x 4)	AFW-800	063 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	[1] 160	12,850	[2] 8,360
5	Ch. (6 x 2)	AFT-850	175 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	[1] 162	12,540	[2] 8,240
5	Ch. (6 x 4)	AFW-850		9.00/20 10 ply	9.00/20 10 ply	10	6	[1] 162	14,270	[2] 9,095

CAB OVER ENGINE—(DIESEL)

2	Ch.	ADF-500	021 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	[1] 108	6,740	[2] $3,335
2	Ch. (Tr.)	ADFR-520	002 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	[1] 108	7,090	[2] 3,665
2½	Ch.	ADF-600	044 and up	7.50/20 8 ply	7.50/20 8 ply	6	3	[1] 108	7,330	[2] 3,980
2½	Ch. (Tr.)	ADFR-620	001 and up	7.50/20 8 ply	7.50/20 8 ply	6	4	[1] 108	8,160	[2] 4,740
3½	Ch.	ADF-700	025 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 108	8,670	[2] 5,680
3½	Ch. (Tr.)	ADFR-720	009 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 108	8,960	[2] 5,860
3½	Ch. (Tr.)	ADFR-750	001 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 108	9,700	[2] 6,475
4	Ch.	ADF-800	008 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 108	9,840	[2] 6,905
5	Ch.	ADF-850	071 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 108	10,250	[2] 7,255

CAB OVER ENGINE—(DIESEL—3D AXLE)

4	Ch. (6 x 4)	ADFW-800	008 and up	9.00/20 10 ply	9.00/20 10 ply	10	4	[1] 160	13,590	[2] $10,000
5	Ch. (6 x 2)	ADFT-850	071 and up	9.00/20 10 ply	9.00/20 10 ply	10	4	[1] 162	13,280	[2] 9,810
6	Ch. (6 x 4)	ADFW-850		9.00/20 10 ply	9.00/20 10 ply	10	4	[1] 162	15,210	[2] 10,670

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CONVENTIONAL

½	Ch.	CC-101	10636 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	115	2,360	$503
½	Ch./Cowl/w/s	CC-101		6.00/16 4 ply	6.00/16 4 ply	4	6	115	2,390	623
½	Ch./Cb	CC-101		6.00/16 4 ply	6.00/16 4 ply	4	6	115	2,760	608
½	Pick-up	CC-101		6.00/16 4 ply	6.00/16 4 ply	4	6	115	2,985	641
½	Pick-up/Stk	CC-101		6.00/16 4 ply	6.00/16 4 ply	4	6	115	3,050	659
½	Canopy Exp	CC-101		6.00/16 4 ply	6.00/16 4 ply	4	6	115	3,215	768
½	Canopy (screen sides)	CC-101		6.00/16 4 ply	6.00/16 4 ply	4	6	115	3,280	783
½	Panel	CC-101		6.00/16 4 ply	6.00/16 4 ply	4	6	115	3,215	723
½	Suburban	CC-101		6.00/16 4 ply	6.00/16 4 ply	4	6	115	3,380	875
½	Ch.	CC-102		6.00/16 4 ply	6.00/16 4 ply	4	6	125¼	2,410	623
½	Ch./Cowl/w/s	CC-102		6.00/16 4 ply	6.00/16 4 ply	4	6	125¼	2,440	638
½	Ch./Cb	CC-102		6.00/16 4 ply	6.00/16 4 ply	4	6	125¼	2,805	623
½	Pick-up	CC-102		6.00/16 4 ply	6.00/16 4 ply	4	6	125¼	3,070	668
½	Pick-up/stk	CC-102		6.00/16 4 ply	6.00/16 4 ply	4	6	125¼	3,145	688
½	Panel	CC-102		6.00/16 4 ply	6.00/16 4 ply	4	6	125¼	3,325	768
½	Stake (Std. Racks)	CC-102		6.00/16 4 ply	6.00/16 4 ply	4	6	125¼	3,350	693
¾	Dly	CCV-101	225 and up	6.00/16 6 ply	6.00/16 6 ply	4	6	115	3,810	1,100
¾	Ch	CC-152	5354 and up	7.00/15 6 ply	7.00/15 6 ply	4	6	125¼	2,435	583
¾	Ch./Cowl/w/s	CC-152		7.00/15 6 ply	7.00/15 6 ply	4	6	125¼	2,465	598
¾	Ch. Cb	CC-152		7.00/15 6 ply	7.00/15 6 ply	4	6	125¼	2,825	683
¾	Pick-up	CC-152		7.00/15 6 ply	7.00/15 6 ply	4	6	125¼	3,095	728
¾	Pick-up/Stk	CC-152		7.00/15 6 ply	7.00/15 6 ply	4	6	125¼	3,170	748
¾	Panel	CC-152		7.00/15 6 ply	7.00/15 6 ply	4	6	125¼	3,320	828
¾	Stake (Std. Racks)	CC-152		7.00/15 6 ply	7.00/15 6 ply	4	6	125¼	3,375	753

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.
[2] Closed cab factory list price $235.

(n) G. M. C.—Continued

(5) 1942—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1	Ch./Cowl	CC-251	4338 and up	7.00/16 6 ply	7.00/16 6 ply	4	6	115	2,600	$620
1	Ch./Cowl/w/s	CC-251		7.00/16 6 ply	7.00/16 6 ply	4	6	115	2,630	635
1	Ch./Cb	CC-251		7.00/16 6 ply	7.00/16 6 ply	4	6	115	2,600	720
1	Ch	CCX-252		7.00/16 6 ply	7.00/16 6 ply	4	6	127½	2,775	620
1	Ch./Cowl/w/s	CCX-252		7.00/16 6 ply	7.00/16 6 ply	4	6	127½	2,805	635
1	Ch./Cb	CCX-252		7.00/16 6 ply	7.00/16 6 ply	4	6	127½	3,105	720
1	Ch./Cowl	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	124½	2,800	620
1	Ch./Cowl/w/s	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	124½	2,820	635
1	Ch./Cb	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	124½	3,100	720
1	Pick-up	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	124½	3,705	800
1	Pick-up/Stk	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	124½	3,725	822
1	Canopy Exp	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	124½	3,760	840
1	Canopy (Screen Sides)	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	124½	3,805	877
1	Panel	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	124½	3,820	900
1	Platform	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	124½	3,700	775
1	Stake (Std. Racks)	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	124½	4,010	850
1	Ch./Cowl	CC-262	1531 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	124½	3,270	635
1	Ch./Cowl/w/s	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	124½	3,300	650
1	Ch./Cb	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	124½	3,620	735
1	Pick-up	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	124½	3,975	815
1	Pick-up/Stk	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	124½	4,065	837
1	Canopy Exp	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	124½	4,220	935
1	Canopy (Screen Sides)	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	124½	4,225	932
1	Panel	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	124½	4,270	915
1	Platform	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	124½	4,220	790
1	Stake (Std. Racks)	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	124½	4,450	815
1½	Ch	CC-302	10277 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	124½	3,600	645
1½	Ch./Cowl/w/s	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	124½	3,520	660
1½	Ch./Cb	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	124½	3,820	745
1½	Pick-up	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	124½	4,205	825
1½	Pick-up/Stk	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	124½	4,295	847
1½	Canopy Exp	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	124½	4,450	965
1½	Canopy (Screen Sides)	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	124½	4,505	992
1½	Panel	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	124½	4,520	925
1½	Platform	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	124½	4,450	870
1½	Stake (Std. Racks)	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	124½	4,770	825
1½	Ch./Cowl	CC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,720	675
1½	Ch./Cowl/w/s	CC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,720	690
1½	Ch./Cb	CC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	160	4,140	775
1½	Platform	CC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	160	4,850	845
1½	Stake (Std. Racks)	CC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	160	5,175	895
1½	Stake Exp	CC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	160	5,200	920
1½	Ch./Cowl	CC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	173¾	3,910	725
1½	Ch./Cowl/w/s	CC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	173¾	3,940	740
1½	Ch./Cb	CC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	173¾	4,200	825
1½	Ch. (School bus)	CCS-304		6.00/20 32 x 6 8 ply.	6.00/20 32 x 6 8 ply.	6	6	173¾	4,045	795
1½	Ch. (School Bus)	CCS-305		6.00/20 32 x 6 8 ply.	6.00/20 32 x 6 8 ply.	6	6	193¾	4,225	805
1½	Ch./Cowl	CC-352	1322 and up	6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	133¾	4,220	865
1½	Ch./Cowl/w/s	CC-352		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	133¾	4,260	880
1½	Ch./Cb	CC-352		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	133¾	4,620	965
1½	Ch./Cowl	CC-353		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	159¾	4,290	895
1½	Ch./Cowl/w/s	CC-353		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	159¾	4,320	910
1½	Ch./Cb	CC-353		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	159¾	4,630	995
1½	Ch./Cowl	CC-354		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	177¾	4,410	910
1½	Ch./Cowl/w/s	CC-354		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	177¾	4,440	925
1½	Ch./Cb	CC-354		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	177¾	4,860	1,010
1½	Ch./Cowl	CC-355		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	5	193¾	4,540	900
1½	Ch./Cowl/w/s	CC-355		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	193¾	4,580	975
1½	Ch./Cb	CC-355		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	193¾	4,920	1,060
1½	Ch. (School Bus)	CCS-356		6.00/20 6 ply	6.00/20 6 ply	6	6	227¾	4,705	1,025
1½	Ch. (School Bus)	CCS-357		6.00/20 6 ply	6.00/20 6 ply	6	6	222¾	4,845	1,050
1½	Ch./Cowl (4 x 4)	ACK-352	691 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,620	2,110
1½	Ch./Cowl/w/s (4 x 4)	ACK-352		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,650	2,125
1½	Ch./Cb. (4 x 4)	ACK-352		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	5,010	2,220
1½	Ch./Cowl (4 x 4)	ACK-353		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	4,720	2,140
1½	Ch./Cowl/w/s (4 x 4)	ACK-353		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	4,760	2,155
1½	Ch./Cb (4 x 4)	ACK-353		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	5,110	2,240
1½	Ch./Cowl	CC-402	1913 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,410	955
1½	Ch./Cowl/w/s	CC-402		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,470	1,000
1½	Ch./Cb	CC-402		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,820	1,085
1½	Ch./Cowl	CC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	159¾	4,570	1,015
1½	Ch./Cowl/w/s	CC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	159¾	4,600	1,030
1½	Ch./Cb	CC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	159¾	4,920	1,115
1½	Ch./Cowl	CC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	177¾	4,610	1,000
1½	Ch./Cowl/w/s	CC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	177¾	4,640	1,045
1½	Ch./Cb	CC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	177¾	5,000	1,127
1½	Ch./Cowl	CC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	4,820	1,055
1½	Ch./Cowl/w/s	CC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	4,850	1,071
1½	Ch./Cb	CC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	5,210	1,157
1½	Ch. (School Bus)	CCS-406		6.00/20 6 ply	6.00/20 6 ply	6	6	207¾	4,990	1,125
1½	Ch. (School Bus)	CCS-407		6.00/20 6 ply	6.00/20 6 ply	6	6	222¾	5,045	1,150

(n) G. M. C.—Continued

(8) 1942—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch./Cowl	CC-452	1271 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	135¼	4,730	$1,225
1½	Ch./Cowl/w/s	CC-452		6.50/20 6 ply	6.50/20 6 ply	6	6	135¼	4,760	1,240
1½	Ch./Cb	CC-452		6.50/20 6 ply	6.50/20 6 ply	6	6	135¼	5,120	1,325
1½	Ch./Cowl	CC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	159¼	4,850	1,235
1½	Ch./Cowl/w/s	CC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	159¼	4,890	1,270
1½	Ch./Cb	CC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	159¼	5,250	1,355
1½	Ch./Cowl	CC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	177¼	4,900	1,270
1½	Ch./Cowl/w/s	CC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	177¼	4,930	1,235
1½	Ch./Cb	CC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	177¼	5,290	1,370
1½	Ch./Cowl	CC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	195¼	5,110	1,295
1½	Ch./Cowl/w/s	CC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	195¼	5,140	1,310
1½	Ch./Cb	CC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	195¼	5,500	1,395
1½	Ch.(School Bus)	CCS-457	001 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	222¼	5,335	1,435
1½	Ch.(School Bus)	CCS-453		6.50/20 6 ply	6.50/20 6 ply	6	6	251½	5,345	1,460
2	Ch	AC-500	1590 up	7.00/20 8 ply	7.00/20 8 ply	6	6	[1] 136	5,690	[2] 1,605
2	Ch. (School Bus)	ACS-500	1590 up	7.00/20 8 ply	7.00/20 8 ply	6	6	[1] 224	6,045	[2] 1,800
2	Ch. (Tr.)	ACR-520	126 up	7.00/20 8 ply	7.00/20 8 ply	6	6	[1] 136	5,820	[2] 1,810
2	Ch	AC-550	536 up	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 136	5,790	[2] 1,955
2½	Ch	AC-600	983 up	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 136	6,480	[2] 2,185
2½	Ch. (Tr.)	ACR-620	006 up	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 136	7,130	[2] 2,870
2½	Ch	AC-650	203 up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 136	6,980	[2] 2,620
3½	Ch	AC-700	589 up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 136	7,650	[2] 3,470
3½	Ch. (Tr.)	ACR-720	078 up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 136	8,030	[2] 4,030
3½	Ch. (Tr.)	ACR-750	005 up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 136	8,900	[2] 4,945
4	Ch. (dump)	AC-773	042 up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 160	8,620	[2] 4,405
4	Ch	AC-800	133 up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 136	8,930	[2] 5,020
5	Ch	AC-850	145 up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 136	9,480	[2] 4,565
5	Ch. (dump)	ACX-874	018 up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 166	10,465	[2] 6,180
6	Ch. (dump)	ACX-894	017 up	11.00/24 12 ply	11.00/24 12 ply	6	6	[1] 166	12,775	[2] 7,350

CONVENTIONAL—(3D AXLE)

1½	Ch. (6 x 2)	CCT-352	001 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	5,820	$1,680
1½	Ch./Cowl/w/s (6 x 2)	CCT-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	5,850	1,695
1½	Ch/Cb. (6 x 2)	CCT-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,210	1,680
1½	Ch. (6 x 4)	CCW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,260	1,990
1½	Ch./Cowl/w/s (6 x 4)	CCW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,290	2,005
1½	Ch./Cb (6 x 4)	CCW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,650	2,090
1½	Ch. (6 x 2)	CCT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	5,930	1,610
1½	Ch/Cowl/w/s (6 x 2)	CCT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	5,960	1,625
1½	Ch./Cb. (6 x 2)	CCT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,320	1,710
1½	Ch. (6 x 4)	CCW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,360	2,020
1½	Ch./Cowl/w/s (6 x 4)	CCW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,390	2,035
1½	Ch./Cb. (6 x 4)	CCW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,750	2,120
1½	Ch. (6 x 2)	CCT-354		6.00/20 6 ply	6.00/20 6 ply	10	6	199¼	6,030	1,625
1½	Ch./Cowl/w/s (6 x 2)	CCT-354		6.00/20 6 ply	6.00/20 6 ply	10	6	199¼	6,060	1,640
1½	Ch./Cb. (6 x 2)	CCT-354		6.00/20 6 ply	6.00/20 6 ply	10	6	199¼	6,420	1,725
1½	Ch. (6 x 4)	CCW-354		6.00/20 6 ply	6.00/20 6 ply	10	6	199¼	6,500	2,035
1½	Ch./Cowl/w/s (6 x 4)	CCW-354		6.00/20 6 ply	6.00/20 6 ply	10	6	199¼	6,530	2,050
1½	Ch./Cb. (6 x 4)	CCW-354		6.00/20 6 ply	6.00/20 6 ply	10	6	199¼	6,890	2,135
1½	Ch. (6 x 2)	CCT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	5,920	1,665
1½	Ch./Cowl/w/s (6 x 2)	CCT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	5,950	1,680
1½	Ch./Cb. (6 x 2)	CCT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,310	1,765
1½	Ch. (6 x 4)	CCW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,330	2,075
1½	Ch./Cowl/w/s (6 x 4)	CCW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,360	2,090
1½	Ch./Cb. (6 x 4)	CCW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,720	2,175
1½	Ch. (6 x 2)	CCT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,010	1,695
1½	Ch./Cowl/w/s (6 x 2)	CCT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,040	1,710
1½	Ch./Cb. (6 x 2)	CCT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,400	1,795
1½	Ch. (6 x 4)	CCW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,480	2,105
1½	Ch./Cowl/w/s (6 x 4)	CCW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,510	2,120
1½	Ch./Cb. (6 x 4)	CCW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,870	2,205
1½	Ch. (6 x 2)	CCT-404		6.00/20 6 ply	6.00/20 6 ply	10	6	199¼	6,110	1,710
1½	Ch./Cowl/w/s (6 x 2)	CCT-404		6.00/20 6 ply	6.00/20 6 ply	10	6	199¼	6,140	1,725
1½	Ch./Cb (6 x 2)	CCT-404		6.00/20 6 ply	6.00/20 6 ply	10	6	199¼	6,500	1,810
1½	Ch. (6 x 4)	CCW-404		6.00/20 6 ply	6.00/20 6 ply	10	6	199¼	6,550	2,120
1½	Ch./Cowl/w/s (6 x 4)	CCW-404		6.00/20 6 ply	6.00/20 6 ply	10	6	199¼	6,580	2,135
1½	Ch./Cb. (6 x 4)	CCW-404		6.00/20 6 ply	6.00/20 6 ply	10	6	199¼	6,940	2,220
2	Ch. (6 x 2)	ACT-500	1590 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	[1] 159	7,560	[2] 2,435
2	Ch. (6 x 2)	ACT-600	983 and up	7.50/20 8 ply	7.50/20 8 ply	10	6	[1] 183	9,040	[2] 3,325
2½	Ch. (6 x 4)	ACW-600		7.50/20 8 ply	7.50/20 8 ply	10	6	[1] 183	9,180	[2] 3,735
3½	Ch. (6 x 2)	ACT-700	589 and up	8.25/20 10 ply	8.25/20 10 ply	10	6	[1] 184	10,770	[2] 5,265
3½	Ch. (6 x 4)	ACW-700		8.25/20 10 ply	8.25/20 10 ply	10	6	[1] 184	10,860	[2] 6,295
4	Ch. (6 x 4)	ACW-800	133 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	[1] 184	12,820	[2] 8,120
5	Ch. (6 x 2)	ACT-850	145 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	[1] 186	12,560	[2] 9,120
5	Ch. (6 x 4)	ACW-850		9.00/20 10 ply	9.00/20 10 ply	10	6	[1] 186	14,290	[2] 8,980

CONVENTIONAL—(DIESEL)

2	Ch	ADC-500	078 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	[1] 136	6,510	[2] $3,150
2	Ch. (Tr.)	ADCR-520	002 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	[1] 136	6,950	[2] 3,480
2½	Ch	ADC-600	079 and up	7.50/20 8 ply	7.50/20 8 ply	6	3	[1] 136	7,370	[2] 3,775
2½	Ch. (Tr.)	ADCR-620	001 and up	7.50/20 8 ply	7.50/20 8 ply	6	4	[1] 136	8,130	[2] 4,635
3½	Ch	ADC-750	093 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 136	8,600	[2] 5,445
3½	Ch. (Tr.)	ADCR-720	008 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 136	8,830	[2] 5,625
3½	Ch. (Tr.)	ADCR-70	005 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 136	9,670	[2] 6,290
4	Ch. (dump)	ADC-773	001 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 160	9,785	[2] 6,380
4	Ch	ADC-800	046 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 136	9,730	[2] 6,665
5	Ch	ADC-850	022 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 136	10,280	[2] 7,140

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.
[2] Closed cab factory list price $155.

(n) G. M. C.—Continued

(8) 1942—Continued

CONVENTIONAL—(DIESEL)—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
6	Ch. (dump)	ADCX-874	012 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 166	11,325	[2] $7,755
6	Ch. (dump)	ADCX-894	001 and up	11.00/24 12 ply	11.00/24 12 ply	6	4	[1] 166	13,040	[2] 8,025
5	Ch.	ADC-900	025 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 150	11,020	[2] 8,025

CONVENTIONAL—(DIESEL—3D AXLE)

4	Ch. (6 x 4)	ADCW-890	046 and up	9.00/20 10 ply	9.00/20 10 ply	10	4	[1] 124	13,520	[2] $9,770
5	Ch. (6 x 2)	ADCT-850	022 and up	9.00/20 10 ply	9.00/20 10 ply	10	4	[1] 158	13,290	[2] 9,025
5	Ch. (6 x 4)	ADCW-850		9.00/20 10 ply	9.00/20 10 ply	10	4	[1] 222	15,020	[2] 12,550
5	Ch. (6 x 2)	ADCT-950	013 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	[1] 176	14,700	[2] 17,750
5	Ch. (6 x 4)	ADCW-950		9.00/20 10 ply	9.00/20 10 ply	10	6	[1] 174	14,200	[2] 10,970
5	Ch. (6 x 4)	ADCW-970	002 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	[1] 176	15,420	[2] 11,550

CAB OVER ENGINE

1	Ch.	AF-241	214 and up	7.00/16 6 ply	7.00/16 6 ply	4	6	112	2,630	$820
1	Dly.	AF-241		7.00/16 6 ply	7.00/16 6 ply	4	6	112	4,795	1,450
1	Ch.	AFP-341	523 and up	7.00/16 6 ply	7.00/16 6 ply	4	6	100	2,700	945
1	Dly.	AFP-341		7.00/16 6 ply	7.00/16 6 ply	4	6	100	4,835	1,500
1½	Ch./Cowl	CF-301	1016 and up	6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	109½	3,850	749
1½	Ch./Cowl/w/s	CF-301		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	109½	3,850	765
1½	Ch./Cb	CF-301		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	109½	4,200	895
1½	Platform	CF-301		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	109½	4,770	950
1½	Stake (Std. Racks)	CF-301		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	109½	5,020	975
1½	Ch./Cowl	CF-302		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	132½	3,910	774
1½	Ch./Cowl/w/s	CF-302		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	132½	3,940	790
1½	Ch./Cb	CF-302		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	132½	4,280	920
1½	Platform	CF-302		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	132½	5,000	950
1½	Stake (Std. Racks)	CF-302		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	132½	5,265	1,030
1½	Stake Exp	CF-302		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	132½	5,330	1,045
1½	Ch./Cowl	CF-303		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	153½	3,970	790
1½	Ch./Cowl/w/s	CF-303		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	153½	4,000	815
1½	Ch./Cb	CF-303		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	153½	4,320	945
1½	Ch./Cowl	CF-351	195 and up	6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	109½	4,450	1,034
1½	Ch./Cowl/w/s	CF-351		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	109½	4,480	1,050
1½	Ch./Cb	CF-351		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	109½	4,800	1,150
1½	Ch./Cowl	CF-352		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	124½	4,510	1,004
1½	Ch./Cowl/w/s	CF-352		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	124½	4,540	1,020
1½	Ch./Cb	CF-352		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	124½	4,850	1,210
1½	Ch./Cowl	CF-353		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	138½	4,570	1,029
1½	Ch.Cowl/w/s	CF-353		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	138½	4,600	1,055
1½	Ch./Cb	CF-353		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	138½	4,920	1,255
1½	Ch./Cowl	CF-354		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	176½	4,630	1,134
1½	Ch./Cowl/w/s	CF-354		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	176½	4,710	1,120
1½	Ch./Cb	CF-354		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	176½	5,020	1,220
1½	Ch./Cowl	CF-355		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	194½	4,820	1,154
1½	Ch./Cowl/w/s	CF-355		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	194½	4,850	1,170
1½	Ch./Cb	CF-355		6.00/20 6 ply	6.00/20 32 x 6 8 ply.	4	6	194½	5,170	1,350
1½	Ch./Cowl	CF-401	319 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	109½	4,670	1,220
1½	Ch./Cowl/w/s	CF-401		6.00/20 6 ply	6.00/20 6 ply	6	6	109½	4,700	1,235
1½	Ch./Cb	CF-401		6.00/20 6 ply	6.00/20 6 ply	6	6	109½	5,020	1,375
1½	Ch./Cowl	CF-402		6.00/20 6 ply	6.00/20 6 ply	6	6	124½	4,740	1,259
1½	Ch./Cowl/w/s	CF-402		6.00/20 6 ply	6.00/20 6 ply	6	6	124½	4,770	1,275
1½	Ch./Cb	CF-402		6.00/20 6 ply	6.00/20 6 ply	6	6	124½	5,090	1,455
1½	Ch./Cowl	CF-403		6.00/20 6 ply	6.00/20 6 ply	6	6	153½	4,840	1,274
1½	Ch./Cowl/w/s	CF-403		6.00/20 6 ply	6.00/20 6 ply	6	6	153½	4,870	1,290
1½	Ch./Cb	CF-403		6.00/20 6 ply	6.00/20 6 ply	6	6	153½	5,190	1,470
1½	Ch./Cowl	CF-404		6.00/20 6 ply	6.00/20 6 ply	6	6	176½	4,830	1,299
1½	Ch./Cowl/w/s	CF-404		6.00/20 6 ply	6.00/20 6 ply	6	6	176½	4,910	1,315
1½	Ch./Cb	CF-404		6.00/20 6 ply	6.00/20 6 ply	6	6	176½	5,220	1,445

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.
[2] Closed cab factory list price $155.

(n) G. M. C.—Continued

(8) 1942—Continued

CAB OVER ENGINE—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch./Cowl	CF-405	319 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	194⅞	4,950	$1,324
1½	Ch./Cowl/w/s	CF-405		6.00/20 6 ply	6.00/20 6 ply	6	6	194⅞	4,980	1,340
1½	Ch./Cb	CF-405		6.00/20 6 ply	6.00/20 6 ply	6	6	194⅞	5,300	1,470
1½	Ch./Cowl	CF-451	159 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	109⅛	4,920	1,424
1½	Ch./Cowl/w/s	CF-451		6.50/20 6 ply	6.50/20 6 ply	6	6	109⅛	4,950	1,440
1½	Ch./Cb	CF-451		6.50/20 6 ply	6.50/20 6 ply	6	6	109⅛	5,270	1,570
1½	Ch./Cowl	CF-452		6.50/20 6 ply	6.50/20 6 ply	6	6	134⅞	5,010	1,454
1½	Ch./Cowl/w/s	CF-452		6.50/20 6 ply	6.50/20 6 ply	6	6	134⅞	5,040	1,470
1½	Ch./Cb	CF-452		6.50/20 6 ply	6.50/20 6 ply	6	6	134⅞	5,360	1,600
1½	Ch./Cowl	CF-453		6.50/20 6 ply	6.50/20 6 ply	6	6	153⅞	5,100	1,469
1½	Ch./Cowl/w/s	CF-453		6.50/20 6 ply	6.50/20 6 ply	6	6	153⅞	5,130	1,485
1½	Ch./Cb	CF-453		6.50/20 6 ply	6.50/20 6 ply	6	6	153⅞	5,450	1,615
1½	Ch./Cowl	CF-454		6.50/20 6 ply	6.50/20 6 ply	6	6	176⅞	5,150	1,494
1½	Ch./Cowl/w/s	CF-454		6.50/20 6 ply	6.50/20 6 ply	6	6	176⅞	5,180	1,510
1½	Ch./Cb	CF-454		6.50/20 6 ply	6.50/20 6 ply	6	6	176⅞	5,500	1,640
1½	Ch./Cowl	CF-455		6.50/20 6 ply	6.50/20 6 ply	6	6	194⅞	5,220	1,519
1½	Ch./Cowl/w/s	CF-455		6.50/20 6 ply	6.50/20 6 ply	6	6	194⅞	5,250	1,535
1½	Ch./Cb	CF-455		6.50/20 6 ply	6.50/20 6 ply	6	6	194⅞	5,570	1,665
2	Ch	AF-500	266 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	[1] 103	5,920	[2] 1,700
2	Ch. (Tr.)	AFR-520	032 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	[1] 103	6,040	[2] 1,995
2	Ch	AF-550	074 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 103	5,970	[2] 2,135
2½	Ch	AF-600	164 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 103	6,430	[2] 2,390
2½	Ch (Tr.)	AFR-620	015 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 103	7,130	[2] 3,075
2½	Ch	AF-650	042 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 103	6,920	[2] 2,855
3½	Ch	AF-700	273 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 103	7,710	[2] 3,705
3½	Ch./Cb	AY-700	006 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 120	10,500	4,990
3½	Ch./Cb (Tr.)	AFR-720	023 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 103	8,190	[2] 4,315
3½	Ch. (Tr.)	AFR-750	002 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 103	8,970	[2] 5,130
3½	Ch	AF-800	063 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 103	9,020	[2] 5,255
4	Ch./Cb	AY-800	016 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 120	11,980	6,425
5	Ch	AF-850	175 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 222	9,450	[2] 5,630
5	Ch./Cb	AY-850	010 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 120	12,320	7,160

CAB OVER ENGINE—(3D AXLE)

1½	Ch./Cowl (6 x 2)	AFT-362	131 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	155⅜	5,990	$1,694
1½	Ch./Cowl/w/s (6 x 2)	AFT-362		6.00/20 6 ply	6.00/20 6 ply	10	6	155⅜	6,020	1,710
1½	Ch./Cb. (6 x 2)	AFT-362		6.00/20 6 ply	6.00/20 6 ply	10	6	155⅜	6,340	1,839
1½	Ch./Cowl (6 x 4)	AFW-362		6.00/20 6 ply	6.00/20 6 ply	10	6	155⅜	N. A.	2,084
1½	Ch./Cowl/w/s (6 x 4)	AFW-362		6.00/20 6 ply	6.00/20 6 ply	10	6	155⅜	N. A.	2,100
1½	Ch./Cb. (6 x 4)	AFW-362		6.00/20 6 ply	6.00/20 6 ply	10	6	155⅜	N. A.	2,229
1½	Ch./Cowl (6 x 2)	AFT-363		6.00/20 6 ply	6.00/20 6 ply	10	6	179⅜	6,220	1,709
1½	Ch./Cowl/w/s (6 x 2)	AFT-363		6.00/20 6 ply	6.00/20 6 ply	10	6	179⅜	6,250	1,725
1½	Ch./Cb. (6 x 2)	AFT-363		6.00/20 6 ply	6.00/20 6 ply	10	6	179⅜	6,570	1,854
1½	Ch./Cowl (6 x 4)	AFW-363		6.00/20 6 ply	6.00/20 6 ply	10	6	179⅜	N. A.	2,099
1½	Ch./Cowl/w/s (6 x 4)	AFW-363		6.00/20 6 ply	6.00/20 6 ply	10	6	179⅜	N. A.	2,115
1½	Ch./Cb. (6 x 4)	AFW-363		6.00/20 6 ply	6.00/20 6 ply	10	6	179⅜	N. A.	2,244
1½	Ch./Cowl (6 x 2)	CFT-352	001 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	156⅞	6,130	1,779
1½	Ch./Cowl/w/s (6 x 2)	CFT-352		6.00/20 6 ply	6.00/20 6 ply	10	6	156⅞	6,160	1,795
1½	Ch./Cb. (6 x 2)	CFT-352		6.00/20 6 ply	6.00/20 6 ply	10	6	156⅞	6,480	1,925
1½	Ch./Cowl (6 x 4)	CFW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	156⅞	6,570	2,160
1½	Ch./Cowl/w/s (6 x 4)	CFW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	156⅞	6,600	2,205
1½	Ch./Cb. (6 x 4)	CFW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	156⅞	6,920	2,335
1½	Ch./Cowl (6 x 2)	CFT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	180⅞	6,250	1,794
1½	Ch./Cowl/w/s (6 x 2)	CFT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	180⅞	6,280	1,810
1½	Ch./Cb. (6 x 2)	CFT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	180⅞	6,600	1,940
1½	Ch./Cowl (6 x 4)	CFW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	180⅞	6,720	2,204
1½	Ch./Cowl/w/s (6 x 4)	CFW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	180⅞	6,750	2,220
1½	Ch./Cb. (6 x 4)	CFW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	180⅞	7,070	2,350
1½	Ch./Cowl (6 x 4)	AFT-412	122 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	155⅜	6,160	1,844
1½	Ch./Cowl/w/s (6 x 4)	AFT-412		6.00/20 6 ply	6.00/20 6 ply	10	6	155⅜	6,190	1,860
1½	Ch./Cb. (6 x 4)	AFT-412		6.00/20 6 ply	6.00/20 6 ply	10	6	155⅜	6,510	1,989
1½	Ch./Cowl (6 x 4)	AFW-412		6.00/20 6 ply	6.00/20 6 ply	10	6	155⅜	6,620	2,234
1½	Ch./Cowl/w/s/ (6 x 4)	AFW-412		6.00/20 6 ply	6.00/20 6 ply	10	6	155⅜	6,650	2,250
1½	Ch./Cb. (6 x 4)	AFW-412		6.00/20 6 ply	6.00/20 6 ply	10	6	155⅜	6,970	2,379
1½	Ch./Cowl (6 x 2)	AFT-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179⅜	6,300	1,859
1½	Ch./Cowl/w/s (6 x 2)	AFT-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179⅜	6,330	1,875
1½	Ch./Cb. (6 x 2)	AFT-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179⅜	6,650	2,004
1½	Ch./Cowl (6 x 4)	AFW-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179⅜	6,760	2,249
1½	Ch./Cowl/w/s (6 x 4)	AFW-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179⅜	6,790	2,265
1½	Ch./Cb. (6 x 4)	AFW-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179⅜	7,110	2,394
1½	Ch./Cowl (6 x 2)	CFT-402	001 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	156⅞	6,200	1,939
1½	Ch./Cowl/w/s (6 x 2)	CFT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	156⅞	6,230	1,955
1½	Ch./Cb. (6 x 2)	CFT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	156⅞	6,550	2,085
1½	Ch./Cowl (6 x 4)	CFW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	156⅞	6,650	2,349
1½	Ch./Cowl/w/s (6 x 4)	CFW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	156⅞	6,680	2,365
1½	Ch./Cb. (6 x 4)	CFW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	156⅞	7,000	2,495
1½	Ch./Cowl (6 x 2)	CFT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	180⅞	6,340	1,954
1½	Ch./Cowl/w/s (6 x 2)	CFT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	180⅞	6,370	1,970
1½	Ch./Cb. (6 x 2)	CFT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	180⅞	6,690	2,100
1½	Ch./Cowl (6 x 4)	CFW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	180⅞	6,790	2,364
1½	Ch./Cowl/w/s (6 x 4)	CFW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	180⅞	6,820	2,380
1½	Ch./Cb. (6 x 4)	CFW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	180⅞	7,140	2,510
2	Ch. (6 x 2)	AFT-500	266 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	[1] 159	7,850	[2] 2,650
2½	Ch. (6 x 2)	AFT-600	164 and up	7.50/20 8 ply	7.50/20 8 ply	10	6	[1] 159	9,130	[2] 3,530
2½	Ch. (6 x 4)	AFW-600		7.50/20 8 ply	7.50/20 8 ply	10	6	[1] 159	9,300	[2] 3,940
3½	Ch. (6 x 2)	AFT-700	273 and up	8.25/20 10 ply	8.25/20 10 ply	10	6	[1] 160	10,860	[2] 5,490
3½	Ch. (6 x 4)	AFW-700		8.25/20 10 ply	8.25/20 10 ply	10	6	[1] 160	11,020	[2] 6,530
4	Ch. (6 x 4)	AFW-800	046 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	[1] 160	12,850	[2] 8,360
5	Ch. (6 x 2)	AFT-850	175 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	[1] 162	12,540	[2] 8,240
5	Ch. (6 x 4)	AFW-850		9.00/20 10 ply	9.00/20 10 ply	10	6	[1] 162	14,270	[2] 9,095

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.
[2] Closed cab factory list price $235.

(n) G. M. C.—Continued

(5) 1942—Continued

CAB OVER ENGINE—(DIESEL)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
2	Ch.	ADF-500	021 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	[1] 103	6,740	[2] $3,335
2	Ch. (Tr.)	ADFR-520	002 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	[1] 103	7,090	[2] 3,635
2½	Ch.	ADF-600	044 and up	7.50/20 8 ply	7.50/20 8 ply	6	3	[1] 103	7,320	[2] 3,930
2½	Ch. (Tr.)	ADFR-620	001 and up	7.50/20 8 ply	7.50/20 8 ply	6	4	[1] 103	8,150	[2] 4,740
3½	Ch.	ADF-700	025 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 103	8,670	[2] 5,030
3½	Ch. (Tr.)	ADFR-720	009 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 103	8,960	[2] 5,860
3½	Ch. (Tr.)	ADFR-750	001 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 103	9,700	[2] 6,475
4	Ch.	ADF-800	003 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 103	9,840	[2] 6,905
5	Ch.	ADF-850	071 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 103	10,250	[2] 7,255
			CAB OVER ENGINE—(DIESEL—3D AXLE)							
4	Ch. (6 x 4)	ADFW-800	003 and up	9.00/20 10 ply	9.00/20 10 ply	10	4	[1] 160	13,550	[2] $10,000
5	Ch. (6 x 2)	ADFT-850	071 and up	9.00/20 10 ply	9.00/20 10 ply	10	4	[1] 162	13,280	[2] 9,810
5	Ch. (6 x 4)	ADFW-850		9.00/20 10 ply	9.00/20 10 ply	10	4	[1] 162	15,210	[2] 10,670

(o) HUDSON

[Manufacturer: Hudson Motor Car Company. Principal plant: Detroit, Mich.]

(1) 1933

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
½	Ch.	89	8928526 to 8956040	6.00/16 4 ply	6.00/16 4 ply	5	6	112		$495
½	Ch. Cb.	89		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,375	623
½	Pickup	89		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,750	625
½	Panel	89		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,975	774

(2) 1939

CONVENTIONAL

½	Ch.	90	90101 to 9054902	5.50/16 4 ply	5.50/16 4 ply	5	6	112	2,025	$516
½	Ch. Cb.	90		5.50/16 4 ply	5.50/16 4 ply	5	6	112	2,369	615
½	Pickup	90		5.50/16 4 ply	5.50/16 4 ply	5	6	112	2,770	651
½	Panel	90		5.50/16 4 ply	5.50/16 4 ply	5	6	112	2,922	803
¾	Ch.	98	98101 to 9854902	6.00/16 4 ply	6.00/16 4 ply	5	6	119	2,155	547
¾	Ch. Cb.	98		6.00/16 4 ply	6.00/16 4 ply	5	6	119	2,553	652
¾	Pickup	98		6.00/16 4 ply	6.00/16 4 ply	5	6	119	2,940	695
¾	Panel-Del. Custom	98		6.00/16 4 ply	6.00/16 4 ply	5	6	119	3,072	804
¾	Panel-Del. Custom	91	91101 to 9154902	6.00/16 4 ply	6.00/16 4 ply	5	6	118	3,037	820

(3) 1940

CONVENTIONAL

½	Ch. Cb.	40	40101 to 4089192	6.00/16 4 ply	6.00/16 4 ply	5	6	113	2,575	$625
½	Pickup	40		6.00/16 4 ply	6.00/16 4 ply	5	6	113	2,945	671
½	Panel	40		6.00/16 4 ply	6.00/16 4 ply	5	6	113	3,225	823
¾	Ch. Cb.	48	48101 to 4889192	6.00/16 4 ply	6.00/16 4 ply	5	6	125	2,675	672
¾	Pickup	48		6.00/16 4 ply	6.00/16 4 ply	5	6	125	3,045	715
¾	Panel	48		6.00/16 4 ply	6.00/16 4 ply	5	6	125	3,310	834

(4) 1941

CONVENTIONAL

½	Ch. Cb.	10	C-101101 to C-1092993	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,575	$697
½	Pickup	10		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,935	732
½	Coach Utility	10		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,900	732
½	Coupe Utility	10	C-101101 to C-1092993	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,890	724
½	Dly.	10		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,120	1,113
¾	Ch. Cb.	18	C-18101 to C-1892993	6.00/16 4 ply	6.00/16 4 ply	5	6	123	2,670	737
¾	Pickup	18		6.00/16 4 ply	6.00/16 4 ply	5	6	123	3,040	775
¾	Sed. Carryall	18		6.00/16 4 ply	6.00/16 4 ply	5	6	123	3,200	1,022

(5) 1942

CONVENTIONAL

	Coupe Utility	T-20	T-20101 to T-2041232	5.50/16 4 ply	5.50/16 4 ply	4	6	116	2,900	$829
	Coach Utility	T-20		5.50/16 4 ply	5.50/16 4 ply	4	6	116	2,905	837
½	Pickup	C-20		6.00/16 4 ply	6.00/16 4 ply	4	6	116	2,910	828
¾	Pickup	C-28		6.00/16 4 ply	6.00/16 4 ply	4	6	123	3,040	872

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.
[2] Closed cab factory list price $235.

(p) INTERNATIONAL HARVESTER COMPANY

[Manufacturers: International Harvester Company. Principal plant: Springfield, Ohio]

(1) 1934

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
½	Ch/Cowl	D-1	15200 and up	5.25/18	5.25/18	4	6	113	2,480	$360
½	Ch/Cb	D-1		5.25/18	5.25/18	4	6	113	2,640	455
½	Pick-up	D-1		5.25/18	5.25/18	4	6	113	2,788	475
½	Panel	D-1		5.25/18	5.25/18	4	6	113	3,070	565
½	Ch/Cowl	C-1	501-15257	6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,205	445
½	Ch/Cb	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,630	545
½	Pick-up	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,890	565
½	Canopy	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,105	660
½	Panel	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,140	655
½	Sta. Wagon	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,130	775
½	Ch/Cowl	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,250	470
½	Ch/Cb	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,675	570
½	Pick-up	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,995	580
½	Panel	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,205	692
¾	Ch/Cowl	C-10	501-552	6.00/20	6.00/20	4	4	133	3,089	575
¾	Ch/Cb	C-10		6.00/20	6.00/20	4	4	133	3,514	692
¾	Ch./Cowl	C-10		6.00/20	6.00/20	4	4	157	3,254	610
¾	Ch./Cb	C-10		6.00/20	6.00/20	4	4	157	3,669	727
1	Ch./Cowl	C-20	501-2941	6.00/20	6.00/20	4	4	133	3,089	570
1	Ch./Cb	C-20		6.00/20	6.00/20	4	4	133	3,514	692
1	Ch./Cowl	C-20		6.00/20	6.00/20	4	4	157	3,254	610
1	Ch./Cb	C-20		6.00/20	6.00/20	4	4	157	3,669	727
1	Ch./Cowl	M-2	975-1496	6.50/20	6.50/20	4	4	118	3,180	850
1	Milk Dly. Panel	M-2		6.50/20	6.50/20	4	4	118	4,480	1,230
1½	Ch./Cowl	C-30	501-2139	30 x 5-F	32 x 6-TT	4	6	133	3,210	620
1½	Ch./Cb	C-30		30 x 5-F	32 x 6-TT	4	6	133	3,635	765
1½	Panel, 9'	C-30		30 x 5-F	32 x 6-TT	4	6	133	4,380	1,005
1½	Ch./Cowl	C-30		30 x 5-TT	32 x 6-TT	4	6	157	3,385	685
1½	Ch./Cb	C-30		30 x 5-TT	32 x 6-TT	4	6	157	3,810	790
1½	Panel-AA-12'	C-30		30 x 5-TT	32 x 6-TT	4	6	157	4,950	1,160
1½	Stk. (Std. Racks)	C-30		30 x 5-TT	32 x 6-TT	4	6	157	4,860	910
1½	Ch./Cowl	B-3	9346 and up	30 x 5-TT	32 x 6-TT	4	6	136	3,385	695
1½	Ch./Cb	B-3		30 x 5-TT	32 x 6-TT	4	6	136	3,810	812
1½	Ch./Cowl	B-3		30 x 5-TT	32 x 6-TT	4	6	160	3,455	740
1½	Ch./Cb	B-3		30 x 5-TT	32 x 6-TT	4	6	160	3,880	857
1½-2	Ch./Cowl	C-35	501-7122	30 x 5-TT	32 x 6-TT	4	6	136	3,594	795
1½-2	Ch./Cb	C-35		30 x 5-TT	32 x 6-TT	4	6	136	4,019	912
1½-2	Ch./Cowl	C-35		30 x 5-TT	32 x 6-TT	4	6	160	3,769	840
1½-2	Ch./Cb	C-35		30 x 5-TT	32 x 6-TT	4	6	160	4,194	957
1½-2	Ch./Cowl	C-35		30 x 5-TT	32 x 6-TT	4	6	175	3,804	865
1½-2	Ch./Cowl	C-35-B	501-573	30 x 5-TT	32 x 6-TT	4	6	198	3,829	915
2	Ch./Cowl	B-4	5922 and up	6.50/20	6.50/20	6	6	145	2,045	1,045
2	Ch./Cb	B-4		6.50/20	6.50/20	6	6	145	2,445	1,162
2	Ch./Cowl	B-4		6.50/20	6.50/20	6	6	165	2,070	1,060
2	Ch./Cb	B-4		6.50/20	6.50/20	6	6	165	2,470	1,177
2	Ch./Cowl	B-4		6.50/20	6.50/20	6	6	170	2,120	1,075
2	Ch./Cb	B-4		6.50/20	6.50/20	6	6	170	2,520	1,192
2	Ch./Cowl	B-4		6.50/20	6.50/20	6	6	185	2,160	1,070
2	Ch./Cb	B-4		6.50/20	6.50/20	6	6	185	2,570	1,207
2-3	Ch./Cowl	C-40	501-3652	6.50/20	6.50/20	6	6	145	4,362	1,145
2-3	Ch./Cb	C-40		6.50/20	6.50/20	6	6	145	4,787	1,263
2-3	Ch./Cowl	C-40		6.50/20	6.50/20	6	6	165	4,397	1,160
2-3	Ch./Cb	C-40		6.50/20	6.50/20	6	6	165	4,822	1,277
2-3	Ch./Cowl	C-40		6.50/20	6.50/20	6	6	170	4,449	1,175
2-3	Ch./Cb	C-40		6.50/20	6.50/20	6	6	170	4,874	1,292
2-3	Ch./Cowl	C-40		6.50/20	6.50/20	6	6	185	4,501	1,190
2-3	Ch./Cb	C-40		6.50/20	6.50/20	6	6	185	4,926	1,307
3-4	Ch./Cowl	C-50	501-812	32 x 6-TT	32 x 6-TT	6	6	145	5,650	1,795
3-4	Ch./Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	145	6,075	1,950
3-4	Ch./Cowl	C-50		32 x 6-TT	32 x 6-TT	6	6	160	5,724	1,820
3-4	Ch./Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	160	6,149	1,975
3-4	Ch./Cowl	C-50		32 x 6-TT	32 x 6-TT	6	6	170	5,818	1,845
3-4	Ch./Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	170	6,243	2,000
3-4	Ch./Cowl	C-50		32 x 6-TT	32 x 6-TT	6	6	185	5,918	1,870
3-4	Ch./Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	185	6,343	2,025
3½-4½	Ch./Cowl	C-55	501-922	34 x 7	34 x 7	6	6	140	6,606	2,450
3½-4½	Ch./Cb	C-55		34 x 7	34 x 7	6	6	140	7,031	2,605
3½-4½	Ch./Cowl	C-55		34 x 7	34 x 7	6	6	156	6,681	2,450
3½-4½	Ch./Cb	C-55		34 x 7	34 x 7	6	6	156	7,106	2,605
3½-4½	Ch./Cowl	C-55		34 x 7	34 x 7	6	6	170	6,746	2,475
3½-4½	Ch./Cb	C-55		34 x 7	34 x 7	6	6	170	7,171	2,630
3½-4½	Ch./Cowl	C-55		34 x 7	34 x 7	6	6	190	6,839	2,500
3½-4½	Ch./Cb	C-55		34 x 7	34 x 7	6	6	190	7,264	2,655
3½-4½	Ch./Cowl	C-55		34 x 7	34 x 7	6	6	210	6,933	2,525
3½-4½	Ch./Cb	C-55		34 x 7	34 x 7	6	6	210	7,357	2,680
4-5	Ch./Cowl (DR)	C-60		34 x 7	34 x 7	6	6	140	6,685	2,575
4-5	Ch./Cb. (DR)	C-60		34 x 7	34 x 7	6	6	140	7,110	2,730
4-5	Ch./Cowl (DR)	C-60		34 x 7	34 x 7	6	6	156	6,760	2,575
4-5	Ch./Cb. (DR)	C-60		34 x 7	34 x 7	6	6	156	7,185	2,730
4-5	Ch./Cowl (DR)	C-60		34 x 7	34 x 7	6	6	170	6,825	2,600
4-5	Ch./Cb. (DR)	C-60		34 x 7	34 x 7	6	6	170	7,250	2,755
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	190	6,918	2,625
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	190	7,343	2,780
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	210	7,011	2,650
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	210	7,436	2,805
3½	Ch/Cowl (DR)	W-2	588-621	36 x 8	36 x 8	6	6	130	8,250	3,360
3½	Ch/Cb (DR)	W-2		36 x 8	36 x 8	6	6	130	8,865	3,630
3½	Ch/Cowl (DR)	W-2		36 x 8	36 x 8	6	6	148	8,450	3,300
3½	Ch/Cb (DR)	W-2		36 x 8	36 x 8	6	6	148	9,065	3,530
3½	Ch/Cowl (DR)	W-2		36 x 8	36 x 8	6	6	170	8,715	3,350
3½	Ch/Cb (DR)	W-2		36 x 8	36 x 8	6	6	170	9,330	3,580
3½	Ch/Cowl (DR)	W-2		36 x 8	36 x 8	6	6	185	8,765	3,400
3½	Ch/Cb (DR)	W-2		36 x 8	36 x 8	6	6	185	9,380	3,630
3½	Ch/Cowl (DR)	W-2		36 x 8	36 x 8	6	6	200	8,815	3,450
3½	Ch/Cb (DR)	W-2		36 x 8	36 x 8	6	6	200	9,430	3,680

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(1) 1934—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
5-7½	Ch/Cowl (DR)	A-7	600-606	9.75/20 12 ply	9.75/20 12 ply	6	6	160	11,[illegible]	$3,500
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,205	6,825
5-7½	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	180	11,8[illegible]	6,[illegible]
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,435	6,875
5-7½	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	200	11,990	6,600
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	200	12,605	6,925
5-7½	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,240	6,650
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,855	6,975
7½	Ch/Cowl (DR)	A-8	639-683	9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,035	6,600
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,650	6,925
7½	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,235	6,650
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,850	6,975
7½	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	200	12,435	6,700
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	200	13,050	7,025
7½	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,635	6,750
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	225	13,300	7,075

(2) 1935

CONVENTIONAL

½	Ch/Cowl	C-1	15253-44136	6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,205	$400
½	Ch/Cb	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,620	505
½	Pick-up	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,890	530
½	Canopy	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,105	620
½	Panel	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,140	640
½	Station Wagon	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,120	720
½	Ch/Cowl	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,220	425
½	Ch/Cb	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,675	520
½	Pick-up	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,995	570
½	Canopy	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,225	670
½	Panel	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,205	677
½	Ch/Cowl	C-5	501-767	6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,205	450
½	Ch/Cb	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,620	505
½	Pick-up	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,890	530
½	Canopy	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,105	620
½	Panel	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,140	640
½	Station Wagon	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,120	720
½	Ch/Cowl	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,220	425
½	Ch/Cb	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,675	520
½	Pick-up	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,995	570
½	Canopy	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,225	670
½	Panel	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,205	677
¾	Ch/Cowl	C-10	533-733	6.00/20	6.00/20	4	4	133	3,039	535
¾	Ch/Cb	C-10		6.00/20	6.00/20	4	4	133	3,514	695
¾	Canopy	C-10		6.00/20	6.00/20	4	4	133	N. A.	900
¾	Panel	C-10		6.00/20	6.00/20	4	4	133	4,239	920
¾	Ch/Cowl	C-10		6.00/20	6.00/20	4	4	157	3,254	620
¾	Ch/Cb	C-10		6.00/20	6.00/20	4	4	157	3,669	730
¾	Panel, AA-12'	C-10		6.00/20	6.00/20	4	4	157	4,819	1,095
1	Ch/Cowl	C-20	2942-6149	6.00/20	6.00/20	4	4	133	3,039	535
1	Ch/Cb	C-20		6.00/20	6.00/20	4	4	133	3,514	695
1	Canopy	C-20		6.00/20	6.00/20	4	4	133	N. A.	900
1	Panel	C-20		6.00/20	6.00/20	4	4	133	4,239	920
1	Ch/Cowl	C-20		6.00/20	6.00/20	4	4	157	3,254	620
1	Ch/Cb	C-20		6.00/20	6.00/20	4	4	157	3,669	730
1	Panel, AA-12'	C-20		6.00/20	6.00/20	4	4	157	4,819	1,095
1	Ch/Cowl	M-2	1497 and up	6.00/20	6.00/20	4	4	118	3,180	850
1	Milk Dly. Panel	M-2		6.00/20	6.00/20	4	4	118	4,430	1,250
1	Ch/Cowl	M-3	501-603	6.00/20	6.00/20	4	6	118	3,280	850
1	Milk Dly. Panel	M-3		6.00/20	6.00/20	4	6	118	4,530	1,200
1½	Ch/Cowl	C-30	2140-23530	30 x 5-TT	32 x 6-TT	4	6	133	3,210	650
1½	Ch/Cb	C-30		30 x 5-TT	32 x 6-TT	4	6	133	3,635	760
1½	Canopy	C-30		30 x 5-TT	32 x 6-TT	4	6	133	N. A.	965
1½	Panel	C-30		30 x 5-TT	32 x 6-TT	4	6	133	4,330	995
1½	Ch/Cowl	C-30		30 x 5-TT	32 x 6-TT	4	6	157	3,325	635
1½	Ch/Cb	C-30		30 x 5-TT	32 x 6-TT	4	6	157	3,810	795
1½	Panel, AA-12'	C-30		30 x 5-TT	32 x 6-TT	4	6	157	4,930	1,160
1½	Ch/Cowl	C-30		30 x 5-TT	32 x 6-TT	4	6	172	3,530	670
1½	Ch/Cb	C-30		30 x 5-TT	32 x 6-TT	4	6	172	3,975	780
1½	Ch/Cowl (2SRA)	CS-30	501-896	30 x 5-TT	32 x 6-TT	4	6	133	3,293	705
1½	Ch/Cb (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	133	3,718	815
1½	Canopy (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	133	4,463	1,030
1½	Panel (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	133	4,463	1,030
1½	Stk. (Std. Racks) (2SRA).	CS-30		30 x 5-TT	32 x 6-TT	4	6	133	4,593	915
1½	Ch/Cowl (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	157	3,463	740
1½	Ch/Cb (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	157	3,893	850
1½	Panel (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	157	4,063	1,135
1½	Stk. (Std. Racks) (2 SRA).	CS-30		30 x 5-TT	32 x 6-TT	4	6	157	4,960	970
1½	Ch/Cowl (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	172	3,633	765
1½	Ch/Cb (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	172	3,753	875
1½-2	Ch/Cowl	C-35	7123-15332	30 x 5-TT	32 x 6-TT	4	6	136	3,534	705
1½-2	Ch/Cb	C-35		30 x 5-TT	32 x 6-TT	4	6	136	4,019	905
1½-2	Canopy	C-35		30 x 5-TT	32 x 6-TT	4	6	136	N. A.	1,110
1½-2	Panel	C-35		30 x 5-TT	32 x 6-TT	4	6	136	4,764	1,140
1½-2	Ch/Cowl	C-35		30 x 5-TT	32 x 6-TT	4	6	160	3,769	840
1½-2	Ch/Cb	C-35		30 x 5-TT	32 x 6-TT	4	6	160	4,194	950
1½-2	Panel, AA-12'	C-35		30 x 5-TT	32 x 6-TT	4	6	160	5,334	1,315
1½-2	Ch/Cowl	C-35		30 x 5-TT	32 x 6-TT	4	6	175	3,804	895
1½-2	Ch/Cb	C-35		30 x 5-TT	32 x 6-TT	4	6	175	4,229	975
1½-2	Ch/Cowl	C-35-B	574-849	30 x 5-TT	32 x 6-TT	4	6	198	3,829	915

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(2) 1935—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
½-2	Ch/Cowl (2SRA)	CS-35	501-921	30 x 5-TT	32 x 6-TT	4	6	136	3,712	$890
1½-2	Ch/Cb (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	136	4,137	1,040
1½-2	Canopy (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	136	N. A.	1,205
1½-2	Panel (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	136	4,882	1,235
1½-2	Stk. (Std. Racks) (2SRA).	CS-35		30 x 5-TT	32 x 6-TT	4	6	136	5,012	1,140
1½-2	Ch/Cowl (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	160	3,887	935
1½-2	Ch/Cb (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	160	4,312	1,045
1½-2	Canopy (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	160	N. A.	1,310
1½-2	Panel (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	160	5,087	1,330
1½-2	Stk. (Std. Racks) (2SRA).	CS-35		30 x 5-TT	32 x 6-TT	4	6	160	5,362	1,205
1½-2	Ch/Cowl (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	175	3,922	960
1½-2	Ch/Cb (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	175	4,347	1,070
1½-2	Ch/Cowl (2SRA)	CS-35-B	501-508	30 x 5-TT	32 x 6-TT	4	6	193	3,947	1,010
2-3	Ch/Cowl	C-40	3653-10098	6.50/20	6.50/20	6	6	145	4,362	1,145
2-3	Ch/Cb	C-40		6.50/20	6.50/20	6	6	145	4,787	1,295
2-3	Ch/Cowl	C-40		6.50/20	6.50/20	6	6	155	4,397	1,160
2-3	Ch/Cb	C-40		6.50/20	6.50/20	6	6	155	4,822	1,310
2-3	Ch/Cowl	C-40		6.50/20	6.50/20	6	6	170	4,440	1,175
2-3	Ch/Cb	C-40		6.50/20	6.50/20	6	6	170	4,874	1,325
2-3	Ch/Cowl	C-40		6.50/20	6.50/20	6	6	185	4,501	1,190
2-3	Ch/Cb	C-40		6.50/20	6.50/20	6	6	185	4,926	1,340
3-4	Ch/Cowl	C-50	813-1368	32 x 6-TT	32 x 6-TT	6	6	145	5,650	1,705
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	145	6,075	1,945
3-4	Ch/Cowl	C-50		32 x 6-TT	32 x 6-TT	6	6	156	5,724	1,820
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	156	6,149	1,970
3-4	Ch/Cowl	C-50		32 x 6-TT	32 x 6-TT	6	6	170	5,818	1,845
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	170	6,243	1,995
3-4	Ch/Cowl	C-50		32 x 6-TT	32 x 6-TT	6	6	185	5,918	1,870
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	185	6,343	2,020
3½-4½	Ch/Cowl	C-55	923-1590	34 x 7	34 x 7	6	6	140	6,606	2,450
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	140	7,031	2,600
3½-4½	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	156	6,681	2,450
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	156	7,106	2,600
3½-4½	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	170	6,746	2,475
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	170	7,171	2,625
3½-4½	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	190	6,839	2,500
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	190	7,264	2,655
3½-4½	Ch/Cowl	C-55	1916 and up	34 x 7	34 x 7	6	6	190	6,839	2,540
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	190	7,264	2,690
3½-4½	Ch/Cowl	C-55	923-1590	34 x 7	34 x 7	6	6	210	6,932	2,625
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	210	7,357	2,675
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	140	6,685	2,675
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	140	7,110	2,725
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	156	6,760	2,575
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	156	7,185	2,725
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	170	6,825	2,600
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	170	7,250	2,750
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	190	6,918	2,625
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	190	7,343	2,775
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	210	7,011	2,650
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	210	7,436	2,800
3½	Ch/Cowl (DR)	W-2	622 and up	36 x 8	36 x 8	6	6	130	8,250	3,300
3½	Ch/Cb (DR)	W-2		36 x 8	36 x 8	6	6	130	8,865	3,530
3½	Ch/Cowl (DR)	W-2		36 x 8	36 x 8	6	6	148	8,450	3,300
3½	Ch/Cb (DR)	W-2		36 x 8	36 x 8	6	6	148	9,065	3,530
3½	Ch/Cowl (DR)	W-2		36 x 8	36 x 8	6	6	170	8,715	3,350
3½	Ch/Cb (DR)	W-2		36 x 8	36 x 8	6	6	170	9,330	3,580
3½	Ch/Cowl (DR)	W-2		36 x 8	36 x 8	6	6	185	8,765	3,400
3½	Ch/Cb (DR)	W-2		36 x 8	36 x 8	6	6	185	9,380	3,630
3½	Ch/Cowl (DR)	W-2		36 x 8	36 x 8	6	6	200	8,815	3,450
3½	Ch/Cb (DR)	W-2		36 x 8	36 x 8	6	6	200	9,430	3,680
5-7½	Ch/Cowl (DR)	A-7	607-612	9.75/20 12 ply	9.75/20 12 ply	6	6	160	11,590	6,500
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,205	6,825
5-7½	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	180	11,820	6,550
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,435	6,875
5-7½	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	200	11,960	6,600
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	200	12,605	6,925
5-7½	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,240	6,650
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,655	6,975
7½	Ch/Cowl (DR)	A-8	634-721	9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,035	6,600
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,650	6,925
7½	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,265	6,650
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,880	6,975
7½	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	200	12,435	6,700
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	200	13,020	7,025
7½	Ch/Cowl	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,685	6,750
7½	Ch/Cb	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	225	13,300	7,075

CONVENTIONAL—(3D AXLE)

1½-4	Ch/Cowl (6 x 2)	C-35-T	501-540	6.50/20	6.50/20	10	6	168	5,410	$1,675
1½-4	Ch/Cb (6 x 2)	C-35-T		6.50/20	6.50/20	10	6	168	5,835	1,725
1½-4	Ch/Cowl (6 x 2)	C-35-T		6.50/20	6.50/20	10	6	186	5,560	1,675
1½-4	Ch/Cb (6 x 2)	C-35-T		6.50/20	6.50/20	10	6	186	5,985	1,725
1½-4	Ch/Cowl (6 x 2-2SRA)	CS-35-T	501-536	6.50/20	6.50/20	10	6	168	5,440	1,670
1½-4	Ch/Cb (6 x 2-2SRA)	CS-35-T		6.50/20	6.50/20	10	6	168	5,865	1,820
1½-4	Ch/Cowl (6 x 2-2SRA)	CS-35-T		6.50/20	6.50/20	10	6	186	5,590	1,670
1½-4	Ch/Cb (6 x 2-2SRA)	CS-35-T		6.50/20	6.50/20	10	6	186	6,015	1,820
2-5	Ch/Cowl (6 x 2)	C-40-T	501-543	7.50/20	7.50/20	10	6	168	6,490	2,200
2-5	Ch/Cb (6 x 2)	C-40-T		7.50/20	7.50/20	10	6	168	6,915	2,350
2-5	Ch/Cowl (6 x 2)	C-40-T		7.50/20	7.50/20	10	6	186	6,580	2,200
2-5	Ch/Cb (6 x 2)	C-40-T		7.50/20	7.50/20	10	6	186	7,005	2,350
2-5	Ch/Cowl (6 x 2)	C-40-T		7.50/20	7.50/20	10	6	204	6,670	2,200

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(2) 1935—Continued

CONVENTIONAL (3D AXLE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
2-5	Ch/Cb (6 x 2)	C-40-T	501-543	7.50/20	7.50/20	10	6	204	7,095	$2,350
2-5	Ch/Cowl (6 x 4)	C-40-F	501-519	7.50/20	7.50/20	10	6	163	7,200	2,975
2-5	Ch/Cb (6 x 4)	C-40-F		7.50/20	7.50/20	10	6	163	7,625	3,125
2-5	Ch/Cowl (6 x 4)	C-40-F		7.50/20	7.50/20	10	6	183	7,290	2,975
2-5	Ch/Cb (6 x 4)	C-40-F		7.50/20	7.50/20	10	6	183	7,715	3,125
2-5	Ch/Cowl (6 x 4)	C-40-F		7.50/20	7.50/20	10	6	204	7,230	2,975
2-5	Ch/Cb (6 x 4)	C-40-F		7.50/20	7.50/20	10	6	204	7,805	3,125
3-6	Ch/Cowl (6 x 2)	C-50-T		8.25/20	8.25/20	10	6	170	7,905	3,200
3-6	Ch/Cb (6 x 2)	C-50-T		8.25/20	8.25/20	10	6	170	8,330	3,450
3-6	Ch/Cowl (6 x 2)	C-50-T		8.25/20	8.25/20	10	6	183	8,125	3,200
3-6	Ch/Cb (6 x 2)	C-50-T		8.25/20	8.25/20	10	6	183	8,550	3,450
3-6	Ch/Cowl (6 x 2)	C-50-T		8.25/20	8.25/20	10	6	206	8,345	3,200
3-6	Ch/Cb (6 x 2)	C-50-T		8.25/20	8.25/20	10	6	206	8,770	3,450
3½-7	Ch/Cowl (6 x 2)	C-55-T	501-503	9.00/20	9.00/20	10	6	170	9,315	3,950
3½-7	Ch/Cb (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	170	9,740	4,100
3½-7	Ch/Cowl (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	206	9,750	3,950
3½-7	Ch/Cb (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	206	10,175	4,100
3½-7	Ch/Cowl (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	224	9,965	3,950
3½-7	Ch/Cb (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	224	10,390	4,100
3½-7	Ch/Cowl (6 x 4)	C-55-F	501-570	9.00/20	9.00/20	10	6	170	10,170	4,950
3½-7	Ch/Cb (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	170	10,595	5,100
3½-7	Ch/Cowl (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	206	10,550	4,950
3½-7	Ch/Cb (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	206	10,975	5,100
3½-7	Ch/Cowl (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	224	10,755	4,950
3½-7	Ch/Cb (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	224	11,180	5,100
3½-7	Ch/Cowl (6 x 2-DR)	C-60-T	501-503	9.00/20	9.00/20	10	6	170	9,395	4,075
3½-7	Ch/Cb (6 x 2-DR)	C-60-T		9.00/20	9.00/20	10	6	170	9,820	4,225
3½-7	Ch/Cowl (6 x 2-DR)	C-60-T		9.00/20	9.00/20	10	6	206	9,830	4,075
3½-7	Ch/Cb (6 x 2-DR)	C-60-T		9.00/20	9.00/20	10	6	206	10,255	4,225
3½-7	Ch/Cowl (6 x 2-DR)	C-60-T		9.00/20	9.00/20	10	6	224	10,045	4,075
3½-7	Ch/Cb (6 x 2-DR)	C-60-T		9.00/20	9.00/20	10	6	224	10,470	4,225

(3) 1936

CONVENTIONAL

½	Ch/Cowl	C-1	44137-73742	6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,205	$415
½	Ch/Cb	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,630	520
½	Pick-up	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,850	545
½	Canopy	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,105	645
½	Panel	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,140	655
½	Station Wagon	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,130	745
½	CM/Milk	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	N. A.	755
½	Ch/Cowl	C-1		6.00/16 4-ply	6.00/16 4 ply	4	6	125	2,220	440
½	Ch./Cb	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,675	545
½	Pick-up	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,995	585
½	Canopy	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,225	635
½	Panel	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,205	692
½	Ch./Cowl	C-5	703-3978	6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,205	415
½	Ch./Cb	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,630	520
½	Pick-up	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,850	545
½	Canopy	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,105	645
½	Panel	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,140	655
½	Station Wagon	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,130	745
½	CM./Milk	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	N. A.	755
½	Ch./Cowl	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,220	440
½	Ch./Cb	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,675	545
½	Pick-up	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,995	585
½	Canopy	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,225	635
½	Panel	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,205	692
¾	Ch/Cowl	C-10	734-8027	6.00/20	6.00/20	4	4	133	3,089	590
¾	Ch/Cb	C-10		6.00/20	6.00/20	4	4	133	3,415	700
¾	Pick-up	C-10		6.00/20	6.00/20	4	4	133	N. A.	905
¾	Panel	C-10		6.00/20	6.00/20	4	4	133	4,259	900
¾	Ch/Cowl	C-10		6.00/20	6.00/20	4	4	157	3,254	625
¾	Ch/Cb	C-10		6.00/20	6.00/20	4	4	157	3,669	735
¾	Panel	C-10		6.00/20	6.00/20	4	4	157	4,819	1,020
¾	Ch/Cowl	C-12	501-691	30 x 6-TT	32 x 6-TT	4	4	133	3,210	650
¾	Ch/Cb	C-12		30 x 6-TT	32 x 6-TT	4	4	133	3,635	760
¾	Ch/Cowl	C-12		30 x 6-TT	32 x 6-TT	4	4	157	3,335	635
¾	Ch/Cb	C-12		30 x 6-TT	32 x 6-TT	4	4	157	3,810	755
¾-1	Ch/Cowl	C-15	501-8201	7.00/16 6 ply	7.00/16 6 ply	4	6	136	2,745	545
¾-1	Ch/Cb	C-15		7.00/16 6 ply	7.00/16 6 ply	4	6	136	3,171	650
¾-1	Panel	C-15		7.00/16 6 ply	7.00/16 6 ply	4	6	136	3,916	855
1	Ch/Cowl	C-20	6150-8070	6.00/20	6.00/20	4	4	133	3,089	590
1	Ch/Cb	C-20		6.00/20	6.00/20	4	4	133	3,514	700
1	Canopy	C-20		6.00/20	6.00/20	4	4	133	N. A.	905
1	Panel	C-20		6.00/20	6.00/20	4	4	133	4,259	900
1	Ch/Cowl	C-20		6.00/20	6.00/20	4	4	157	3,254	625
1	Ch/Cb	C-20		6.00/20	6.00/20	4	4	157	3,669	725
1	Panel	C-20		6.00/20	6.00/20	4	4	157	4,819	1,020
1	Ch/Cowl	M-3	501-603	6.50/20	6.50/20	4	6	118	3,280	850
1	Milk	M-3		6.50/20	6.50/20	4	6	118	4,580	1,200
1½	Ch/Cowl	C-30	23531-49573	30 x 5-TT	32 x 6-TT	4	6	133	3,210	610
1½	Ch/Cb	C-30		30 x 5-TT	32 x 6-TT	4	6	133	3,635	720
1½	Canopy	C-30		30 x 5-TT	32 x 6-TT	4	6	133	N. A.	925
1½	Panel	C-30		30 x 5-TT	32 x 6-TT	4	6	133	4,330	960
1½	Ch/Cowl	C-30		30 x 5-TT	32 x 6-TT	4	6	157	3,235	645
1½	Ch/Cb	C-30		30 x 5-TT	32 x 6-TT	4	6	157	3,810	755
1½	Panel-AA-12'	C-30		30 x 5-TT	32 x 6-TT	4	6	157	4,950	1,040
1½	Ch/Cowl	C-30		30 x 5-TT	32 x 6-TT	4	6	172	3,550	670
1½	Ch/Cb	C-30		30 x 5-TT	32 x 6-TT	4	6	172	3,975	780
1½	Ch/Cowl (2SRA)	CS-30	897-3970	30 x 5-TT	32 x 6-TT	4	6	133	3,253	705
1½	Ch/Cb (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	133	3,718	815
1½	Canopy (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	133	4,463	1,020

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(3) 1936—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Panel (2SRA)	CS-30	897-3970	30 x 5-TT	32 x 6-TT	4	6	133	4,463	$995
1½	Stk. (Std. Racks) (2SRA).	CS-30		30 x 5-TT	32 x 6-TT	4	6	133	4,593	915
1½	Ch/Cowl (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	157	3,469	740
1½	Ch/Cb (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	157	3,893	850
1½	Panel (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	157	4,668	1,135
1½	Stk. (Std. Racks) (2SRA).	CS-30		30 x 5-TT	32 x 6-TT	4	6	157	4,960	970
1½	Ch/Cowl (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	172	3,633	765
1½	Ch/Cb (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	172	3,763	875
1½-2	Ch/Cowl	C-35	15383-23726	30 x 5-TT	32 x 6-TT	4	6	136	3,594	795
1½-2	Ch/Cb	C-35		30 x 5-TT	32 x 6-TT	4	6	136	4,019	945
1½-2	Canopy	C-35		30 x 5-TT	32 x 6-TT	4	6	136	N. A.	1,110
1½-2	Panel	C-35		30 x 5-TT	32 x 6-TT	4	6	136	4,764	1,105
1½-2	Ch/Cowl	C-35		30 x 5-TT	32 x 6-TT	4	6	160	3,769	840
1½-2	Ch/Cb	C-35		30 x 5-TT	32 x 6-TT	4	6	160	4,194	990
1½-2	Panel-AA-12	C-35		30 x 5-TT	32 x 6-TT	4	6	160	5,234	1,245
1½-2	Ch/Cowl	C-35		30 x 5-TT	32 x 6-TT	4	6	175	3,804	865
1½-2	Ch/Cb	C-35		30 x 5-TT	32 x 6-TT	4	6	175	4,229	1,015
1½-2	Ch/Cowl	C-35-B	850-1198	30 x 5-TT	32 x 6-TT	4	6	198	3,829	915
1½-2	Ch/Cowl (2SRA)	CS-35	922-5086	30 x 5-TT	32 x 6-TT	4	6	136	3,712	890
1½-2	Ch/Cb (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	136	4,137	1,040
1½-2	Canopy (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	136	N. A.	1,205
1½-2	Canopy (Screen Sides) (2SRA).	CS-35		30 x 5-TT	32 x 6-TT	4	6	136	4,882	1,200
1½-2	Panel (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	136	5,012	1,140
1½-2	Ch/Cowl (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	160	3,887	935
1½-2	Ch/Cb (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	160	4,312	1,035
1½-2	Canopy (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	160	N. A.	1,310
1½-2	Panel (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	160	5,087	1,330
1½-2	Stk. (Std. Racks) (2SRA).	CS-35		30 x 5-TT	32 x 6-TT	4	6	160	5,362	1,205
1½-2	Ch/Cowl (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	175	3,922	950
1½-2	Ch/Cb (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	175	4,347	1,110
1½-2	Ch/Cowl (2SRA)	CS-35-B	509-524	30 x 5-TT	32 x 6-TT	4	6	198	3,947	1,010
2-3	Ch/Cowl	C-40	10099-17017	6.50/20	6.50/20	6	6	145	4,362	1,145
2-3	Ch/Cb	C-40		6.50/20	6.50/20	6	6	145	4,787	1,295
2-3	Ch/Cowl	C-40		6.50/20	6.50/20	6	6	155	4,397	1,160
2-3	Ch/Cb	C-40		6.50/20	6.50/20	6	6	155	4,822	1,310
2-3	Ch/Cowl	C-40		6.50/20	6.50/20	6	6	170	4,419	1,175
2-3	Ch/Cb	C-40		6.50/20	6.50/20	6	6	170	4,874	1,325
2-3	Ch/Cowl	C-40		6.50/20	6.50/20	6	6	185	4,501	1,190
2-3	Ch/Cb	C-40		6.50/20	6.50/20	6	6	185	4,926	1,340
2-3	Ch/Cowl (2SRA)	CS-40	501-2333	6.50/20	6.50/20	6	6	145	4,448	1,280
2-3	Ch/Cb (2SRA)	CS-40		6.50/20	6.50/20	6	6	145	4,873	1,430
2-3	Ch/Cowl (2SRA)	CS-40		6.50/20	6.50/20	6	6	155	4,483	1,295
2-3	Ch/Cb (2SRA)	CS-40		6.50/20	6.50/20	6	6	155	4,903	1,445
2-3	Ch/Cowl (2SRA)	CS-40		6.50/20	6.50/20	6	6	170	4,535	1,310
2-3	Ch/Cb (2SRA)	CS-40		6.50/20	6.50/20	6	6	170	4,960	1,460
2-3	Ch/Cowl (2SRA)	CS-40		6.50/20	6.50/20	6	6	185	4,587	1,325
2-3	Ch/Cb (2SRA)	CS-40		6.50/20	6.50/20	6	6	185	5,012	1,475
3-4	Ch/Cowl	C-50	1369-3835	32 x 6-TT	32 x 6-TT	6	6	145	5,650	1,795
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	145	6,075	1,945
3-4	Ch/Cowl	C-50		32 x 6-TT	32 x 6-TT	6	6	156	5,724	1,820
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	156	6,149	1,970
3-4	Ch/Cowl	C-50		32 x 6-TT	32 x 6-TT	6	6	170	5,818	1,845
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	170	6,243	1,995
3-4	Ch/Cowl	C-50		32 x 6-TT	32 x 6-TT	6	6	185	5,918	1,870
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	185	6,343	2,020
3-4	Ch/Cowl (2SRA)	CS-50	501-625	32 x 6-TT	32 x 6-TT	6	6	145	5,725	1,935
3-4	Ch/Cb (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	145	6,150	2,135
3-4	Ch/Cowl (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	156	5,799	2,010
3-4	Ch/Cb (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	156	6,724	2,160
3-4	Ch/Cowl (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	170	5,893	2,035
3-4	Ch/Cb (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	170	6,318	2,185
3-4	Ch/Cowl (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	185	5,993	2,060
3-4	Ch/Cb (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	185	6,418	2,210
3½-4½	Ch/Cowl	C-55	1591-1915	34 x 7	34 x 7	6	6	140	6,600	2,450
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	140	7,031	2,600
3½-4½	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	156	6,631	2,450
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	156	7,106	2,600
3½-4½	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	170	6,746	2,475
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	170	7,171	2,625
3½-4½	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	190	6,839	2,500
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	190	7,264	2,655
3½-4½	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	210	6,932	2,525
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	210	7,357	2,675
4-5	Ch/Cowl (DR)	C-60	1591-2866	34 x 7	34 x 7	6	6	140	6,685	2,575
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	140	7,110	2,725
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	156	6,760	2,575
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	156	7,185	2,725
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	170	6,825	2,600
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	170	7,250	2,750
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	190	6,918	2,625
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	190	7,343	2,775
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	210	7,011	2,650
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	210	7,436	2,800
5-7½	Ch/Cowl (DR)	A-7	613-621	9.75/20 12 ply	9.75/20 12 ply	6	6	160	11,590	6,500
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,205	6,825
5-7½	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	180	11,820	6,550
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,435	6,875
5-7½	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	200	11,990	6,600
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	200	12,605	6,925
5-7½	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,240	6,650
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,655	6,975
7½	Ch/Cowl (DR)	A-8	722-993	9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,035	6,600
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,650	6,925
7½	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,265	6,650
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,880	6,975

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(3) 1936—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
7½	Ch/Cowl (DR)	A-8	722-923	9.75/20 12 ply	9.75/20 12 ply	6	6	200	12,435	$6,700
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	200	13,050	7,025
7½	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,635	6,750
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	225	13,200	7,075
			CONVENTIONAL—(3D AXLE)							
1½-4	Ch/Cowl (6 x 2)	C-35-T	541-633	6.50/20	6.50/20	10	6	163	5,410	$1,575
1½-4	Ch/Cb (6 x 2)	C-35-T		6.50/20	6.50/20	10	6	163	5,835	1,725
1½-4	Ch/Cowl (6 x 2)	C-35-T		6.50/20	6.50/20	10	6	186	5,560	1,575
1½-4	Ch/Cb (6 x 2)	C-35-T		6.50/20	6.50/20	10	6	186	5,985	1,725
1½-4	Ch/Cowl (6 x 2-2SRA)	CS-35-T	537-655	6.50/20	6.50/20	10	6	163	5,440	1,670
1½-4	Ch/Cb (6 x 2-2SRA)	CS-35-T		6.50/20	6.50/20	10	6	163	5,865	1,820
1½-4	Ch/Cowl (6 x 2-2SRA)	CS-35-T		6.50/20	6.50/20	10	6	186	5,590	1,670
1½-4	Ch/Cb (6 x 2-2SRA)	CS-35-T		6.50/20	6.50/20	10	6	186	6,015	1,820
2-5	Ch/Cowl (6 x 2)	C-40-T	544-650	7.50/20	7.50/20	10	6	163	6,400	2,200
2-5	Ch/Cb (6 x 2)	C-40-T		7.50/20	7.50/20	10	6	163	6,915	2,350
2-5	Ch/Cowl (6 x 2)	C-40-T		7.50/20	7.50/20	10	6	186	6,550	2,200
2-5	Ch/Cb (6 x 2)	C-40-T		7.50/20	7.50/20	10	6	186	7,065	2,350
2-5	Ch/Cowl (6 x 2)	C-40-T		7.50/20	7.50/20	10	6	204	6,670	2,210
2-5	Ch/Cb (6 x 2)	C-40-T		7.50/20	7.50/20	10	6	204	7,095	2,350
2-5	Ch/Cowl (6 x 4)	C-40-F	520-707	7.50/20	7.50/20	10	6	163	7,290	2,975
2-5	Ch/Cb (6 x 4)	C-40-F		7.50/20	7.50/20	10	6	163	7,625	3,125
2-5	Ch/Cowl (6 x 4)	C-40-F		7.50/20	7.50/20	10	6	186	7,290	2,975
2-5	Ch/Cb (6 x 4)	C-40-F		7.50/20	7.50/20	10	6	186	7,715	3,125
2-5	Ch/Cowl (6 x 4)c	C-40-F		7.50/20	7.50/20	10	6	204	7,380	2,975
2-5	Ch/Cb (6 x 4)	C-40-F		7.50/20	7.50/20	10	6	204	7,805	3,125
3-6	Ch/Cowl (6 x 2)	C-50-T	530-549	8.25/20	8.25/20	10	6	170	7,905	3,100
3-6	Ch/Cb (6 x 2)	C-50-T		8.25/20	8.25/20	10	6	170	8,200	3,450
3-6	Ch/Cowl (6 x 2)	C-50-T		8.25/20	8.25/20	10	6	188	8,125	3,300
3-6	Ch/Cb (6 x 2)	C-50-T		8.25/20	8.25/20	10	6	188	8,550	3,450
3-6	Ch/Cowl (6 x 2)	C-50-T		8.25/20	8.25/20	10	6	206	8,215	3,300
3-6	Ch/Cb (6 x 2)	C-50-T		8.25/20	8.25/20	10	6	206	8,770	3,450
3-6	Ch/Cowl (6 x 2-2SRA)	CS-50-T	501-507	8.25/20	8.25/20	10	6	170	7,980	3,450
3-6	Ch/Cb (6 x 2-2SRA)	CS-50-T		8.25/20	8.25/20	10	6	170	8,405	3,600
3-6	Ch/Cowl (6 x 2-2SRA)	CS-50-T		8.25/20	8.25/20	10	6	188	8,200	3,450
3-6	Ch/Cb (6 x 2-2SRA)	CS-50-T		8.25/20	8.25/20	10	6	188	8,625	3,600
3-6	Ch/Cowl (6 x 2-2SRA)	CS-50-T		8.25/20	8.25/20	10	6	206	8,420	3,450
3-6	Ch/Cb (6 x 2-2SRA)	CS-50-T		8.25/20	8.25/20	10	6	206	8,845	3,600
3-6	Ch/Cowl (6 x 4)	C-50-F	501-522	8.25/20	8.25/20	10	6	170	8,405	3,950
3-6	Ch/Cb (6 x 4)	C-50-F		8.25/20	8.25/20	10	6	170	8,830	4,100
3-6	Ch/Cowl (6 x 4)	C-50-F		8.25/20	8.25/20	10	6	188	8,200	3,950
3-6	Ch/Cb (6 x 4)	C-50-F		8.25/20	8.25/20	10	6	188	8,625	4,100
3-6	Ch/Cowl (6 x 4)	C-50-F		8.25/20	8.25/20	10	6	206	8,810	3,950
3-6	Ch/Cb (6 x 4)	C-50-F		8.25/20	8.25/20	10	6	206	9,235	4,100
3½-7	Ch/Cowl (6 x 2)	C-55-T	509-523	9.00/20	9.00/20	10	6	170	9,315	3,950
3½-7	Ch/Cb (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	170	9,710	4,100
3½-7	Ch/Cowl (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	206	9,750	3,950
3½-7	Ch/Cb (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	206	10,175	4,100
3½-7	Ch/Cowl (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	224	9,065	3,950
3½-7	Ch/Cb (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	224	10,390	4,100
3½-7	Ch/Cowl (6 x 4)	C-55-F	577-704	9.00/20	9.00/20	10	6	170	10,170	4,950
3½-7	Ch/Cb (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	170	10,595	5,100
3½-7	Ch/Cowl (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	206	10,550	4,950
3½-7	Ch/Cb (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	206	10,975	5,100
3½-7	Ch/Cowl (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	224	10,755	4,950
3½-7	Ch/Cb (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	224	11,180	5,100
3½-7	Ch/Cowl (6 x 2-Dr)	C-60-T	509-543	9.00/20	9.00/20	10	6	170	9,395	4,075
3½-7	Ch/Cb (6 x 2-Dr)	C-60-T		9.00/20	9.00/20	10	6	170	9,820	4,225
3½-7	Ch/Cowl (6 x 2-Dr)	C-60-T		9.00/20	9.00/20	10	6	206	9,830	4,075
3½-7	Ch/Cb (6 x 2-Dr)	C-60-T		9.00/20	9.00/20	10	6	206	10,255	4,225
3½-7	Ch/Cowl (6 x 2-Dr)	C-60-T		9.00/20	9.00/20	10	6	224	10,045	4,075
3½-7	Ch/Cb (6 x 2-Dr)	C-60-T		9.00/20	9.00/20	10	6	224	10,470	4,225
5-7½	Ch/Cowl (6 x 4)	A-7-F	501-512	9.75/20	9.75/20	10	6	190	13,750	8,950
5-7½	Ch/Cb (6 x 4)	A-7-F		9.75/20	9.75/20	10	6	190	14,265	9,275
5-7½	Ch/Cowl (6 x 4)	A-7-F		9.75/20	9.75/20	10	6	203	13,925	8,950
5-7½	Ch/Cb (6 x 4)	A-7-F		9.75/20	9.75/20	10	6	203	14,540	9,275
5-7½	Ch/Cowl (6 x 4)	A-7-F		9.75/20	9.75/20	10	6	225	14,110	8,950
5-7½	Ch/Cb (6 x 4)	A-7-F		9.75/20	9.75/20	10	6	225	14,725	9,275
			CAB OVER ENGINE							
1½	Ch/Cowl	C-300	501-1172	30 x 5-TT	32 x 6-TT	4	6	99	3,345	$695
1½	Ch/Cb	C-300		30 x 5-TT	32 x 6-TT	4	6	99	4,145	1,020
1½	Ch/Cowl	C-300		30 x 5-TT	32 x 6-TT	4	6	117	3,450	730
1½	Ch/Cb	C-300		30 x 5-TT	32 x 6-TT	4	6	117	4,250	1,055
			(4) 1937							
			CONVENTIONAL							
½	Ch/Cowl	C-1	73743 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,205	$415
½	Ch/Cb	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,630	520
½	Pick-up	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,890	545
½	Canopy	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,105	645
½	Panel	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,140	655
½	Station Wagon	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,120	745
½	CM-Milk	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	N. A.	755
½	Ch/Cowl	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,250	445
½	Ch/Cb	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,675	545
½	Pick-up	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,995	585

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(4) 1937—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
½	Canopy	C-1	73743 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,225	$685
½	Panel	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,205	692
½	Ch/Cowl	C-5	3979 and up	6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,205	415
½	Ch/Cb	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,[illegible]	520
½	Pick-up	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,89[illegible]	545
½	Canopy	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,[illegible]05	645
½	Panel	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,140	655
½	Station Wagon	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,130	745
½	CM-Milk	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	N. A.	765
½	Ch/Cowl	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,250	440
½	Ch/Cb	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,675	545
½	Pick-up	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,995	585
½	Canopy	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,225	685
½	Panel	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,205	692
½	Ch/Cowl	D-2	501-35077	6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,240	475
½	Ch/Cb	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,675	610
½	Pick-up	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,953	653
½	Panel	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,160	750
½	Milk (DM) Body	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,345	850
½	Station Wagon	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,340	930
½	Ch/Cowl	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,290	500
½	Ch/Cb	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,725	635
½	Pick-up	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,033	693
½	Panel	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,290	787
½	Stk. (Std. Racks)	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,256	695
½	Ch/Cowl	D-5	501-2416	6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,120	490
½	Ch/Cb	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,555	629
½	Pick-up	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,833	663
½	Panel	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,050	765
½	D-M (Milk)	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,170	875
½	Ch/Cowl	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,195	515
½	Ch/Cb	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,630	650
½	Pick-up	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,933	703
½	Panel	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,195	802
½	Stk. (Std. Racks)	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,161	710
¾	Ch/Cowl	C-10	8028 and up	6.00/20	6.00/20	4	4	133	3,039	590
¾	Ch/Cb	C-10		6.00/20	6.00/20	4	4	133	3,514	700
¾	Canopy	C-10		6.00/20	6.00/20	4	4	133	N. A.	905
¾	Panel	C-10		6.00/20	6.00/20	4	4	133	4,259	900
¾	Ch/Cowl	C-10		6.00/20	6.00/20	4	4	157	3,254	625
¾	Ch/Cb	C-10		6.00/20	6.00/20	4	4	157	3,669	735
¾	Panel	C-10		6.00/20	6.00/20	4	4	157	4,819	1,020
¾	Ch/Cowl	C-12	692 and up	30 x 5-TT	32 x 6-TT	4	4	133	3,210	650
¾	Ch/Cb	C-12		30 x 5-TT	32 x 6-TT	4	4	133	3,635	760
¾	Ch/Cowl	C-12		30 x 5-TT	32 x 6-TT	4	4	157	3,335	685
¾	Ch/Cb	C-12		30 x 5-TT	32 x 6-TT	4	4	157	3,810	795
¾-1	Ch/Cowl	C-15	5202 and up	7.00/16 6 ply	7.00/16 6 ply	4	6	136	2,746	545
¾-1	Ch/Cb	C-15		7.00/16 6 ply	7.00/16 6 ply	4	6	136	3,171	650
¾-1	Panel	C-15		7.00/16 6 ply	7.00/16 6 ply	4	6	136	3,916	855
¾-1	Ch/Cowl	D-15	501-9037	7.00/16 6 ply	7.00/16 6 ply	4	6	113	2,720	605
¾-1	Ch/Cb	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,155	740
¾-1	Pick-up	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,433	783
¾-1	D. M. (Milk)	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,835	1,000
¾-1	Ch/Cowl	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	2,800	605
¾-1	Ch/Cb	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,235	740
¾-1	Pick-up	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,606	818
¾-1	Panel	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	4,000	910
¾-1	Stk. (Std. Racks)	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,859	815
¾	Ch/Cowl	D-29	501-530	30 x 5-TT	32 x 6-TT	4	6	128	3,410	650
¾	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	128	3,845	785
¾	Ch/Cowl	D-29		30 x 5-TT	30 x 5-TT	4	6	155	3,595	685
¾	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	155	4,030	820
¾	Ch/Cowl	D-29		30 x 5-TT	32 x 6-TT	4	6	173	3,635	710
¾	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	173	4,120	845
1	Ch/Cowl	C-20	8071 and up	6.00/20	6.00/20	4	4	133	3,039	590
1	Ch/Cb	C-20		6.00/20	6.00/20	4	4	133	3,514	700
1	Canopy	C-20		6.00/20	6.00/20	4	4	133	N. A.	905
1	Panel	C-20		6.00/20	6.00/20	4	4	133	4,259	900
1	Ch/Cowl	C-20		6.00/20	6.00/20	4	4	157	3,254	625
1	Ch/Cb	C-20		6.00/20	6.00/20	4	4	157	3,669	735
1	Panel	C-20		6.00/20	6.00/20	4	4	157	4,819	1,020
1	Ch/Cowl	M-3	1060 and up	6.50/20	6.50/20	4	6	118	3,230	850
1	Milk	M-3		6.50/20	6.50/20	4	6	118	4,580	1,200
1½	Ch/Cowl	C-30	49574 and up	30 x 5-TT	32 x 6-TT	4	6	133	3,210	610
1½	Ch/Cb	C-30		30 x 5-TT	32 x 6-TT	4	6	133	3,635	720
1½	Canopy	C-30		30 x 5-TT	32 x 6-TT	4	6	133	N. A.	925
1½	Panel	C-30		30 x 5-TT	32 x 6-TT	4	6	133	4,350	900
1½	Ch/Cowl	C-30		30 x 5-TT	32 x 6-TT	4	6	157	3,335	645
1½	Ch/Cb	C-30		30 x 5-TT	32 x 6-TT	4	6	157	3,810	755
1½	Panel, AA-12'	C-30		30 x 5-TT	32 x 6-TT	4	6	157	4,950	1,040
1½	Ch/Cowl	C-30		30 x 5-TT	32 x 6-TT	4	6	172	3,550	670
1½	Ch/Cb	C-30		30 x 5-TT	32 x 6-TT	4	6	172	3,975	780
1½	Ch/Cowl (2SRA)	CS-30	3971 and up	30 x 5-TT	32 x 6-TT	4	6	133	3,293	705
1½	Ch/Cb (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	133	3,718	815
1½	Canopy (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	133	4,463	1,020
1½	Panel (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	133	4,463	995
1½	Stk. (Std. Racks) (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	133	4,593	915
1½	Ch/Cowl (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	157	3,468	740
1½	Ch/Cb (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	157	3,893	850
1½	Panel (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	157	4,663	1,135
1½	Stk. (Std. Racks) (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	157	4,960	970
1½	Ch/Cowl (2SRA)	CS-30		30 x 6-TT	32 x 6-TT	4	6	172	3,633	765
1½	Ch/Cb (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	172	3,758	875
1½	Ch/Cowl	D-30	501-29023	30 x 5-TT	32 x 6-TT	4	6	128	3,410	650
1½	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	128	3,845	785
1½	Panel (AA) 9'	D-30		30 x 5-TT	32 x 6-TT	4	6	128	4,910	1,175
1½	Stk. (Std. Racks) 9'	D-30		30 x 5-TT	32 x 6-TT	4	6	128	4,720	885

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(4) 1937—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch/Cowl	D-30	501 23023	30 x 5-TT	32 x 6-TT	4	6	155	3,695	$835
1½	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	155	4,030	820
1½	Panel (AA) 12′	D-30		30 x 5-TT	32 x 6-TT	4	6	155	5,295	1,235
1½	Stk. (Std. Racks) 12′	D-30		30 x 5-TT	32 x 6-TT	4	6	155	5,090	940
1½	Ch/Cowl	D-30		30 x 5-TT	32 x 6-TT	4	6	173	3,695	710
1½	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	173	4,120	845
1½	Stk. (Std. Racks) 14′	D-30		30 x 5-TT	32 x 6-TT	4	6	173	5,320	995
1½	Ch/Cowl (2SRA)	DS-30	501-3433	30 x 5-TT	32 x 6-TT	4	6	123	3,510	765
1½	Ch/Cb (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	123	3,945	960
1½	Panel (AA) 9′ (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	123	4,010	1,250
1½	Stk. (Std. Racks) 9′ (2SRA).	DS-30		30 x 5-TT	32 x 6-TT	4	6	123	4,820	1,000
1½	Ch/Cowl (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	155	3,695	860
1½	Ch/Cb (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	155	4,120	935
1½	Panel (AA) 12′ (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	155	5,130	1,330
1½	Stk. (Std. Racks) 12′ (2SRA).	DS-30		30 x 5-TT	32 x 6-TT	4	6	155	5,330	1,055
1½	Ch/Cowl (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	173	3,785	825
1½	Ch/Cb (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	173	4,220	960
1½	Stk. (Std. Racks) 14′ (2SRA).	DS-30		30 x 5-TT	32 x 6-TT	4	6	173	5,420	1,110
1½-2	Ch/Cowl	C-35	23727 and up	30 x 5-TT	32 x 6-TT	4	6	123	3,594	795
1½-2	Ch/Cb	C-35		30 x 5-TT	32 x 6-TT	4	6	123	4,019	945
1½-2	Canopy	C-35		30 x 5-TT	32 x 6-TT	4	6	136	N. A.	1,110
1½-2	Panel	C-35		30 x 5-TT	32 x 6-TT	4	6	136	4,764	1,105
1½-2	Ch/Cowl	C-35		30 x 5-TT	32 x 6-TT	4	6	160	3,769	840
1½-2	Ch/Cb	C-35		30 x 5-TT	32 x 6-TT	4	6	160	4,194	990
1½-2	Panel (AA) 12′	C-35		30 x 5-TT	32 x 6-TT	4	6	160	5,224	1,245
1½-2	Ch/Cowl	C-35		30 x 5-TT	32 x 6-TT	4	6	175	3,804	865
1½-2	Ch/Cb	C-35		30 x 5-TT	32 x 6-TT	4	6	175	4,229	1,015
1½-2	Ch/Cowl	C-35-B	1103 and up	30 x 5-TT	32 x 6-TT	4	6	193	3,829	915
1½-2	Ch/Cowl (2SRA)	CS-35	5037 and up	30 x 5-TT	32 x 6-TT	4	6	123	3,712	880
1½-2	Ch/Cb (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	136	4,137	1,040
1½-2	Canopy (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	136	N. A.	1,205
1½-2	Panel (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	136	4,832	1,200
1½-2	Stk. (Std. Racks) (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	136	5,012	1,140
1½-2	Ch/Cowl (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	160	3,857	935
1½-2	Ch/Cb (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	160	4,312	1,035
1½-2	Canopy (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	160	N. A.	1,310
1½-2	Panel (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	160	5,087	1,330
1½-2	Stk. (Std. Racks) (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	160	5,362	1,205
1½-2	Ch/Cowl (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	175	3,922	960
1½-2	Ch/Cb (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	175	4,347	1,110
1½-2	Ch/Cowl (2SRA)	CS-35-B	525 and up	30 x 5-TT	32 x 6-TT	4	6	193	3,947	1,010
1½-2	Ch/Cowl	D-35	501-11318	6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,035	970
1½-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,470	1,115
1½-2	Ch/Cowl	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,160	1,015
1½-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	3,595	1,100
1½-2	Ch/Cowl	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,195	1,040
1½-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,620	1,135
1½-2	Ch/Cowl	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,220	1,055
1½-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,655	1,200
1½-2	Ch/Cowl	D-35-B	501-078	6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,220	1,170
1½-2	Ch/Cowl (2SRA)	DS-35	501-3462	6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,145	1,0[illegible]
1½-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,550	1,220
1½-2	Ch/Cowl (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,270	1,135
1½-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,705	1,275
1½-2	Ch/Cowl (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,295	1,155
1½-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,730	1,200
1½-2	Ch/Cowl (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,330	1,170
1½-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,765	1,315
1½-2	Ch/Cowl (2SRA)	DS-35	501-516	7.00/20 8 ply	7.00/20 8 ply	6	6	124	4,805	1,265
1½-2	Ch/Cb (2SRA)	DS-35		7.00/20 8 ply	7.00/20 8 ply	6	6	124	5,240	1,510
1½	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	145	4,820	1,380
1½	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	145	5,265	1,525
1½	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	153	4,855	1,365
1½	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	153	5,290	1,540
1½	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	4,895	1,410
1½	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,330	1,555
1½	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	145	4,362	1,145
1½	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	145	4,787	1,295
2-3	Ch/Cowl	C-40	17018 and up	6.50/20	6.50/20	6	6	155	4,397	1,100
2-3	Ch/Cb	C-40		6.50/20	6.50/20	6	6	155	4,822	1,310
2-3	Ch/Cowl	C-40		6.50/20	6.50/20	6	6	170	4,440	1,175
2-3	Ch/Cb	C-40		6.50/20	6.50/20	6	6	170	4,874	1,325
2-3	Ch/Cowl	C-40		6.50/20	6.50/20	6	6	185	4,501	1,190
2-3	Ch/Cb	C-40		6.50/20	6.50/20	6	6	185	4,926	1,340
2-3	Ch/Cowl	C-40		6.50/20	6.50/20	6	6	145	4,443	1,290
2-3	Ch/Cb	C-40		6.50/20	6.50/20	6	6	145	4,873	1,420
2-3	Ch/Cowl (2SRA)	CS-40	2339 and up	6.50/20	6.50/20	6	6	155	4,433	1,295
2-3	Ch/Cb (2SRA)	CS-40		6.50/20	6.50/20	6	6	155	4,903	1,445
2-3	Ch/Cowl (2SRA)	CS-40		6.50/20	6.50/20	6	6	170	4,535	1,310
2-3	Ch/Cb (2SRA)	CS-40		6.50/20	6.50/20	6	6	170	4,960	1,460
2-3	Ch/Cowl (2SRA)	CS-40		6.50/20	6.50/20	6	6	185	4,587	1,325
2-3	Ch/Cb (2SRA)	CS-40		6.50/20	6.50/20	6	6	185	5,012	1,475
2-3	Ch/Cowl (2SRA)	CS-40		6.50/20	6.50/20	6	6	124	4,805	1,365
2-3	Ch/Cb (2SRA)	CS-40		6.50/20	6.50/20	6	6	124	5,240	1,510
2-3	Ch/Cowl	D-40	501-8370	7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,830	1,380
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,265	1,525
2-3	Ch/Cowl	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,855	1,365
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	153	5,290	1,540
2-3	Ch/Cowl	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	4,895	1,410
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,330	1,555
2-3	Ch/Cowl	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,930	1,520
2-3	Ch/Cb	D-40	501-614	7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,365	1,665
2-3	Ch/Cowl (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,955	1,555
2-3	Ch/Cb (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,390	1,710
2-3	Ch/Cowl (2SRA)	DS-40								
2-3	Ch/Cb (2SRA)	DS-40								

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(4) 1937—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
2-3	Ch/Cowl (2SRA)	DS-40	501 614	7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,980	$1,580
2-3	Ch/Cb (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,415	1,725
2-3	Ch/Cowl (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,020	1,695
2-3	Ch/Cb (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,455	1,740
3-4	Ch/Cowl	C-50	3837 and up	32 x 6-TT	32 x 6-TT	6	6	145	5,650	1,835
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	145	6,075	1,945
3-4	Ch/Cowl	C-50		32 x 6-TT	32 x 6-TT	6	6	156	5,724	1,860
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	156	6,149	2,010
3-4	Ch/Cowl	C-50		32 x 6-TT	32 x 6-TT	6	6	170	5,818	1,885
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	170	6,243	2,035
3-4	Ch/Cowl	C-50		32 x 6-TT	32 x 6-TT	6	6	185	5,918	1,910
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	185	6,343	2,060
3-4	Ch/Cowl (2SRA)	CS-50	626 and up	32 x 6-TT	32 x 6-TT	6	6	145	5,725	1,985
3-4	Ch/Cb (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	145	6,150	2,135
3-4	Ch/Cowl (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	156	5,799	2,010
3-4	Ch/Cb (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	156	6,224	2,160
3-4	Ch/Cowl (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	170	5,893	2,035
3-4	Ch/Cb (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	170	6,318	2,185
3-4	Ch/Cowl (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	185	5,993	2,060
3-4	Ch/Cb (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	185	6,418	2,210
3-4	Ch/Cowl	D-50	501-1787	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,245	1,975
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,680	2,120
3-4	Ch/Cowl	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,275	2,010
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,710	2,155
3-4	Ch/Cowl	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,305	2,035
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,740	2,180
3-4	Ch/Cowl	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,365	2,060
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,800	2,205
3-4	Ch/Cowl (DR)	DR-50	501-594	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,380	2,140
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,815	2,285
3-4	Ch/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,410	2,175
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,845	2,320
3-4	Ch/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,440	2,200
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,875	2,345
3-4	Ch/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,500	2,225
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,935	2,370
3½-4½	Ch/Cowl	C-55	1916 and up	34 x 7	34 x 7	6	6	140	6,606	2,420
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	140	7,031	2,640
3½-4½	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	156	6,681	2,490
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	156	7,106	2,640
3½-4½	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	170	6,746	2,515
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	170	7,171	2,665
3½-4½	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	210	6,932	2,583
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	210	7,357	2,715
4-5	Ch/Cowl (DR)	C-60	2367 and up	34 x 7	34 x 7	6	6	140	6,685	2,615
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	140	7,110	2,765
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	156	6,760	2,615
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	156	7,185	2,765
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	170	6,825	2,640
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	170	7,250	2,790
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	190	6,918	2,665
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	190	7,343	2,815
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	210	7,011	2,690
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	210	7,436	2,840
3½-4½	Ch/Cowl	D-60	501-767	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,190	2,795
3½-4½	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,625	2,940
3½-4½	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,205	2,820
3½-4½	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,700	2,965
3½-4½	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,320	2,845
3½-4½	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,755	2,990
3½-4½	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,375	2,870
3½-4½	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,810	3,015
4-5	Ch/Cowl (DR)	DR-60	501-1269	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,265	2,945
4-5	Ch/Cb (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,700	3,090
4-5	Ch/Cowl (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,310	2,970
4-5	Ch/Cb (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,775	3,115
4-5	Ch/Cowl (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,395	2,995
4-5	Ch/Cb (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,830	3,140
4-5	Ch/Cowl (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,470	3,020
4-5	Ch/Cb (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,885	3,165
4-6	Ch/Cowl (DR)	DR-70	501-574	36 x 8 12 ply	36 x 8 12 ply	6	6	149	8,100	4,195
4-6	Ch/Cb (DR)	DR-70		32 x 8 12 ply	36 x 8 12 ply	6	6	149	8,535	4,340
4-6	Ch/Cowl (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	161	8,175	4,220
4-6	Ch/Cb (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	161	8,610	4,365
4-6	Ch/Cowl (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	179	8,230	4,245
4-6	Ch/Cb (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	179	8,665	4,390
4-6	Ch/Cowl (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	197	8,285	4,270
4-6	Ch/Cb (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	197	8,720	4,415
5-7½	Ch/Cowl (DR)	A-7	622 and up	9.75/20 12 ply	9.75/20 12 ply	6	6	160	11,590	6,500
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,205	6,825
5-7½	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	180	11,820	6,550
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,435	6,875
5-7½	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	200	11,990	6,600
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	200	12,605	6,925
5-7½	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,210	6,650
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,655	6,975
7½	Ch/Cowl (DR)	A-8	799-919	9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,035	6,600
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,650	6,925
7½	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,265	6,650
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,880	6,975
7½	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	200	12,435	6,700
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	200	13,050	7,025
7½	Ch/Cowl	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,685	6,750
7½	Ch/Cb	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	225	13,300	7,075

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(4) 1937

CONVENTIONAL (2D AXLE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½-3½	Ch/Cowl (6 x 2)	D-186-T	501-506	6.50/20 6 ply	6.50/20 6 ply	10	6	148	5,330	$1,475
1½-3½	Ch/Cb (6 x 2)	D-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	148	5,825	1,610
1½-3½	Ch/Cowl (6 x 2)	D-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	173	5,520	1,450
1½-3½	Ch/Cb (6 x 2)	D-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	173	5,935	1,625
1½-3½	Ch/Cowl (6 x 2)	D-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	5,535	1,505
1½-3½	Ch/Cb (6 x 2)	D-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	6,020	1,640
1½-3½	Ch/Cowl (6 x 2-2SRA)	DS-186-T	501-523	6.50/20 6 ply	6.50/20 6 ply	10	6	148	5,430	1,550
1½-3½	Ch/Cb (6 x 2-2SRA)	DS-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	148	5,925	1,725
1½-3½	Ch/Cowl (6 x 2-2SRA)	DS-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	173	5,620	1,005
1½-3½	Ch/Cb (6 x 2-2SRA)	DS-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	173	6,035	1,740
1½-3½	Ch/Cowl (6 x 2-2SRA)	DS-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	5,635	1,620
1½-3½	Ch/Cb (6 x 2-2SRA)	DS-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	6,120	1,755
1½-4	Ch/Cowl (6 x 2)	C-35-T	524 and up	6.50/20 6 ply	6.50/20 6 ply	10	6	168	5,410	1,575
1½-4	Ch/Cb (6 x 2)	C-35-T		6.50/20 6 ply	6.50/20 6 ply	10	6	168	5,825	1,725
1½-4	Ch/Cowl (6 x 2)	C-35-T		6.50/20 6 ply	6.50/20 6 ply	10	6	186	5,530	1,575
1½-4	Ch/Cb (6 x 2)	C-35-T		6.50/20 6 ply	6.50/20 6 ply	10	6	186	5,935	1,725
1½-4	Ch/Cowl (6 x 2-2SRA)	CS-35-T	665 and up	6.50/20 6 ply	6.50/20 6 ply	10	6	168	5,440	1,670
1½-4	Ch/Cb (6 x 2-2SRA)	CS-35-T		6.50/20 6 ply	6.50/20 6 ply	10	6	168	5,835	1,820
1½-4	Ch/Cowl (6 x 2-2SRA)	CS-35-T		6.50/20 6 ply	6.50/20 6 ply	10	6	186	5,550	1,670
1½-4	Ch/Cb (6 x 2-2SRA)	CS-35-T		6.50/20 6 ply	6.50/20 6 ply	10	6	186	6,015	1,820
2-4	Ch/Cowl (6 x 2)	D-216-T	501-540	7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,370	1,760
2-4	Ch/Cb (6 x 2)	D-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,805	1,895
2-4	Ch/Cowl (6 x 2)	D-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,420	1,775
2-4	Ch/Cb (6 x 2)	D-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,865	1,910
2-4	Ch/Cowl (6 x 2-2SRA)	DS-216-T	501-549	7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,370	1,875
2-4	Ch/Cb (6 x 2-2SRA)	DS-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,805	2,010
2-4	Ch/Cowl (6 x 2-2SRA)	DS-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,420	1,850
2-4	Ch/Cb (6 x 2-2SRA)	DS-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,865	2,025
2-5	Ch/Cowl (6 x 2)	C-40-T	631 and up	7.50/20	7.50/20	10	6	168	6,420	2,200
2-5	Ch/Cb (6 x 2)	C-40-T		7.50/20	7.50/20	10	6	168	6,915	2,350
2-5	Ch/Cowl (6 x 2)	C-40-T		7.50/20	7.50/20	10	6	186	6,580	2,200
2-5	Ch/Cb (6 x 2)	C-40-T		7.50/20	7.50/20	10	6	186	7,005	2,350
2-5	Ch/Cowl (6 x 2)	C-40-T		7.50/20	7.50/20	10	6	204	6,670	2,200
2-5	Ch/Cb (6 x 2)	C-40-T		7.50/20	7.50/20	10	6	204	7,095	2,350
2-5	Ch/Cowl (6 x 4)	C-40-F	708 and up	7.50/20	7.50/20	10	6	168	7,200	2,975
2-5	Ch/Cb (6 x 4)	C-40-F		7.50/20	7.50/20	10	6	168	7,625	3,125
2-5	Ch/Cowl (6 x 4)	C-40-F		7.50/20	7.50/20	10	6	186	7,230	2,975
2-5	Ch/Cb (6 x 4)	C-40-F		7.50/20	7.50/20	10	6	186	7,715	3,125
2-5	Ch/Cowl (6 x 4)	C-40-F		7.50/20	7.50/20	10	6	204	7,330	2,975
2-5	Ch/Cb (6 x 4)	C-40-F		7.50/20	7.50/20	10	6	204	7,805	3,125
2½-5	Ch/Cowl (6 x 2)	D-246-T	501-543	7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,335	2,875
2½-5	Ch/Cb (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,770	3,010
2½-5	Ch/Cowl (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,215	2,850
2½-5	Ch/Cb (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,670	2,935
2½-5	Ch/Cowl (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,535	2,900
2½-5	Ch/Cb (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,970	3,035
2½-5	Ch/Cowl (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	8,605	2,925
2½-5	Ch/Cb (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,160	3,060
2½-5	Ch/Cowl (6 x 4)	D-246-F	501-668	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,470	3,200
2½-5	Ch/Cb (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,905	3,435
2½-5	Ch/Cowl (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,595	3,325
2½-5	Ch/Cb (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	179	9,030	3,470
2½-5	Ch/Cowl (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,830	3,350
2½-5	Ch/Cb (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	197	9,315	3,435
2½-5	Ch/Cowl (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,160	3,375
2½-5	Ch/Cb (6 x 4)	C-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,595	3,510
3-6	Ch/Cowl (6 x 2)	C-50-T	550 and up	8.25/20	8.25/20	10	6	170	7,905	3,200
3-6	Ch/Cb (6 x 2)	C-50-T		8.25/20	8.25/20	10	6	170	8,330	3,450
3-6	Ch/Cowl (6 x 2)	C-50-T		8.25/20	8.25/20	10	6	183	8,125	3,200
3-6	Ch/Cb (6 x 2)	C-50-T		8.25/20	8.25/20	10	6	183	8,550	3,450
3-6	Ch/Cowl (6 x 2)	C-50-T		8.25/20	8.25/20	10	6	206	8,345	3,200
3-6	Ch/Cb (6 x 2)	C-50-T		8.25/20	8.25/20	10	6	206	8,770	3,450
3-6	Ch/Cowl (6 x 2-2SRA)	CS-50-T	508 and up	8.25/20	8.25/20	10	6	170	7,980	3,450
3-6	Ch/Cb (6 x 2-2SRA)	CS-50-T		8.25/20	8.25/20	10	6	170	8,405	3,600
3-6	Ch/Cowl (6 x 2-2SRA)	CS-50-T		8.25/20	8.25/20	10	6	183	8,200	3,450
3-6	Ch/Cb (6 x 2-2SRA)	CS-50-T		8.25/20	8.25/20	10	6	183	8,625	3,600
3-6	Ch/Cowl (6 x 2-2SRA)	CS-50-T		8.25/20	8.25/20	10	6	206	8,420	3,450
3-6	Ch-Cb (6 x 2-2SRA)	CS-50-T		8.25/20	8.25/20	10	6	206	8,845	3,600
3-6	Cb/Cowl (6 x 4)	C-50-F	523 and up	8.25/20	8.25/20	10	6	170	8,405	3,950
3-6	Ch/Cb (6 x 4)	C-50-F		8.25/20	8.25/20	10	6	170	8,830	4,100
3-6	Ch/Cowl (6 x 4)	C-50-F		8.25/20	8.25/20	10	6	183	8,605	3,950
3-6	Ch/Cb (6 x 4)	C-50-F		8.25/20	8.25/20	10	6	183	9,030	4,100
3-6	Ch/Cowl (6 x 4)	C-50-F		8.25/20	8.25/20	10	6	206	8,810	3,950
3-6	Ch/Cb (6 x 4)	C-50-F		8.25/20	8.25/20	10	6	206	9,235	4,100
3½-7	Ch/Cowl (6 x 2)	C-55-T	524 and up	9.00/20	9.00/20	10	6	170	9,315	3,900
3½-7	Ch/Cb (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	170	9,740	4,100
3½-7	Ch/Cowl (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	206	9,770	3,950
3½-7	Ch/Cb (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	206	10,175	4,100
3½-7	Ch/Cowl (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	224	9,965	3,950
3½-7	Ch/Cb (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	224	10,350	4,100
3½-7	Ch/Cowl (6 x 4)	C-55-F	705 and up	9.00/20	9.00/20	10	6	170	10,170	4,950
3½-7	Ch/Cb (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	170	10,595	5,100
3½-7	Ch/Cowl (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	206	10,550	4,950
3½-7	Ch/Cb (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	206	10,975	5,100
3½-7	Ch/Cowl (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	224	10,755	4,950
3½-7	Ch/Cb (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	224	11,180	5,100
3½-7	Ch/Cowl (6 x 2-DR)	C-60-T	549 and up	9.00/20	9.00/20	10	6	170	9,355	4,075
3½-7	Ch/Cb (6 x 2-DR)	C-60-T		9.00/20	9.00/20	10	6	170	9,820	4,225
3½-7	Ch/Cowl (6 x 2-DR)	C-60-T		9.00/20	9.00/20	10	6	206	9,820	4,075
3½-7	Ch/Cb (6 x 2-DR)	C-60-T		9.00/20	9.00/20	10	6	206	10,275	4,225
3½-7	Ch/Cowl (6 x 2-DR)	C-60-T		9.00/20	9.00/20	10	6	224	10,045	4,075
3½-7	Ch/Cb (6 x 2-DR)	C-60-T		9.00/20	9.00/20	10	6	224	10,470	4,225
3½-7	Ch/Cowl (6 x 2-DR)	DR-346-T	501-519	9.00/20 10 ply	9.00/20 10 ply	10	6	161	10,245	5,000
3½-7	Ch/Cb (6 x 2-DR)	DR-364-T		9.00/20 10 ply	9.00/20 10 ply	10	6	161	10,680	5,135
3½-7	Ch/Cowl (6 x 2-DR)	DR-346-T		9.00/20 10 ply	9.00/20 10 ply	10	6	197	10,515	5,025
3½-7	Ch/Cb (6 x 2-DR)	DR-346-T		9.00/20 10 ply	9.00/20 10 ply	10	6	197	10,950	5,160
3½-7	Ch/Cowl (6 x 2-DR)	DR-346-T		9.00/20 10 ply	9.00/20 10 ply	10	6	215	10,645	5,050

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(4) 1937

CONVENTIONAL (3D AXLE)—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
3½-7	Ch/Cb (6 x 2-DR)	DR-346-T	501-519	9.00/20 10 ply	9.00/20 10 ply	10	6	215	11,080	$5,185
3½-7	Ch/Cowl (6 x 4)	D-346-F	501-593	9.00/20 10 ply	9.00/20 10 ply	10	6	161	11,200	6,900
3½-7	Ch/Cb (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	10	6	161	11,635	6,035
3½-7	Ch/Cowl (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	10	6	197	11,700	6,925
3½-7	Ch/Cb (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	10	6	197	12,135	6,960
3½-7	Ch/Cowl (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	10	6	215	12,000	6,950
3½-7	Ch/Cb (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	10	6	215	12,435	6,985
5-8	Ch/Cowl (6 x 4)	DR-426-F	501-533	9.75/20 12 ply	9.75/20 12 ply	10	6	161	13,200	7,500
5-8	Ch/Cb (6 x 4)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	10	6	161	13,635	7,635
5-8	Ch/Cowl (6 x 4)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	10	6	215	13,900	7,525
5-8	Ch/Cb (6 x 4)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	10	6	215	14,335	7,660
5-8	Ch/Cowl (6 x 4)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	10	6	233	14,300	7,550
5-8	Ch/Cb (6 x 4)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	10	6	233	14,735	7,685
5-7½	Ch/Cowl (6 x 4)	A-7-F	513 and up	9.75/20 12 ply	9.75/20 12 ply	10	6	190	13,750	8,950
5-7½	Ch/Cb (6 x 4)	A-7-F		9.75/20 12 ply	9.75/20 12 ply	10	6	190	14,365	9,275
5-7½	Ch/Cowl (6 x 4)	A-7-F		9.75/20 12 ply	9.75/20 12 ply	10	6	208	13,925	8,950
5-7½	Ch/Cb (6 x 4)	A-7-F		9.75/20 12 ply	9.75/20 12 ply	10	6	208	14,540	9,275
5-7½	Ch/Cowl (6 x 4)	A-7-F		9.75/20 12 ply	9.75/20 12 ply	10	6	226	14,110	8,950
5-7½	Ch/Cb (6 x 4)	A-7-F		9.75/20 12 ply	9.75/20 12 ply	10	6	226	14,725	9,275
10-15	Ch/Cowl (6 x 4)	AR-426-F	501-537	9.75/24 12 ply	9.75/24 12 ply	10	6	180	18,355	12,500
10-15	Ch/Cb (6 x 4)	AR-426-F		9.75/24 12 ply	9.75/24 12 ply	10	6	180	18,970	12,823
10-15	Ch/Cowl (6 x 4)	AR 426-F		9.75/24 12 ply	9.75/24 12 ply	10	6	253	18,700	12,500
10-15	Ch/Cb (6 x 4)	AR-426-F		9.75/24 12 ply	9.75/24 12 ply	10	6	253	19,385	12,825
			CAB OVER ENGINE							
1½	Ch/Cowl	C-300	1173 and up	30 x 5-TT	32 x 6-TT	4	6	99	3,345	$695
1½	Ch/Cb	C-300		30 x 5-TT	32 x 6-TT	4	6	99	4,145	1,020
1½	Ch/Cowl	C-300		30 x 5-TT	32 x 6-TT	4	6	117	3,450	730
1½	Ch/Cb	C-300		30 x 5-TT	32 x 6-TT	4	6	117	4,250	1,055
1½-2	Ch/Cowl	D-300	501-2225	30 x 5-TT	32 x 6-TT	4	6	99	3,345	760
1½-2	Ch/Cowl & w/s Fr. Sect.	D-300		30 x 5-TT	32 x 6-TT	4	6	99	N. A.	955
1½-2	Ch/Cb	D-300		30 x 5-TT	32 x 6-TT	4	6	99	4,025	1,075
1½-2	Ch/Cowl	D-300		30 x 5-TT	32 x 6-TT	4	6	117	3,450	785
1½-2	Ch/Cowl & w/s	D-300		30 x 5-TT	32 x 6-TT	4	6	117	N. A.	990
1½-2	Ch/Cb	D-300		30 x 5-TT	32 x 6-TT	4	6	117	4,130	1,110
1½-2	Ch/Cowl (2SRA)	DS-300	501-605	30 x 5-TT	32 x 6-TT	4	6	99	3,445	865
1½-2	Ch/Cowl & w/s (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	99	N. A.	1,070
1½-2	Ch/Cb (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	99	4,125	1,190
1½-2	Ch/Cowl (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	117	3,550	900
1½-2	Ch/Cowl & w/s (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	117	N. A.	1,105
1½-2	Ch/Cb (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	117	4,230	1,225
			(5) 1938 CONVENTIONAL							
½	Ch/Cowl	D-2	35078-52010	6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,240	$475
½	Ch/Cb	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,675	583
½	Pick-up	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,953	62
½	Canopy	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,340	775
½	Panel	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,160	713
½	DM-(Milk)	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,345	860
½	Station Wagon	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,340	930
½	Ch/Cowl	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,290	500
½	Ch/Cb	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,725	603
½	Pick-up	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,033	660
½	Canopy	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,415	810
½	Panel	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,290	760
½	Stk. (Std. Racks)	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,259	663
½	Ch. Cowl	D-5	2417-2863	6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,120	450
½	Ch/Cb	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,555	553
½	Pick-up	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,833	595
½	Canopy	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,220	750
½	Panel	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,050	683
½	DM-(Milk)	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,170	835
½	Ch/Cowl	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,195	475
½	Ch/Cb	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,630	583
½	Pick-up	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,933	635
½	Canopy	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,295	785
½	Panel	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,195	725
½	Stk. (Std. Racks)	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,161	643
¾-1	Ch/Cowl	D-15	9033-16329	7.00/16 6 ply	7.00/16 6 ply	4	6	113	2,720	605
¾-1	Ch/Cb	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,155	712
¾-1	Pick-up	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,433	760
¾-1	DM-(Milk)	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,835	1,000
¾-1	Ch/Cowl	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	2,800	605
¾-1	Ch/Cb	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,235	713
¾-1	Pick-up	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,606	785
¾-1	Canopy	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,975	930
¾-1	Panel	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	4,000	873
¾-1	Stk. (Std. Racks)	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,859	783
¾	Ch/Cowl	D-29	581-653	30 x 5-TT	32 x 6-TT	4	6	123	3,410	650
¾	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	123	3,845	753
¾	Ch/Cowl	D-29		30 x 5-TT	32 x 6-TT	4	6	155	3,595	685
¾	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	155	4,030	793
¾	Ch/Cowl	D-29		30 x 5-TT	32 x 6-TT	4	6	173	3,685	710
¾	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	173	4,120	818
1½	Ch/Cowl	D-30	29024-45611	30 x 5-TT	32 x 6-TT	4	6	123	3,410	650
1½	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	123	3,845	753
1½	Panel, AA-9'	D-30		30 x 5-TT	32 x 6-TT	4	6	123	4,910	1,175
1½	Stk. (Std. Racks) 9'	D-30		30 x 5-TT	32 x 6-TT	4	6	123	4,729	853

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(5) 1938—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch/Cowl	D-30	29024-45611	30 x 5-TT	32 x 6-TT	4	6	155	3,595	$635
1½	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	155	4,020	793
1½	Panel, AA-12'	D-30		30 x 5-TT	32 x 6-TT	4	6	155	5,295	1,235
1½	Stk. (Std. Racks) 12'	D-30		30 x 5-TT	32 x 6-TT	4	6	155	5,080	913
1½	Ch/Cowl	D-30		30 x 5-TT	32 x 6-TT	4	6	173	3,635	710
1½	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	173	4,120	818
1½	Stk. (Std. Racks) 14'	D-30		30 x 5-TT	32 x 6-TT	4	6	173	5,320	968
1½	Ch/Cowl	D-30-B	501-770	30 x 5-TT	32 x 6-TT	4	6	155	3,595	785
1½	Ch/Cowl	D-30-B		30 x 5-TT	32 x 6-TT	4	6	173	3,685	810
1½	Ch/Cowl (2SRA)	DS-30	3439-4722	30 x 5-TT	32 x 6-TT	4	6	123	3,510	765
1½	Ch/Cb (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	123	3,945	873
1½	Panel, AA-9' (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	123	4,010	1,200
1½	Stk. (Std. Racks) 9' (2SRA).	DS-30		30 x 5-TT	32 x 6-TT	4	6	123	4,850	973
1½	Ch/Cowl (2SRA)	DS-30		30 x 5	32 x 6	4	6	155	3,695	800
1½	Ch/Cb (2SRA)	DS-30		30 x 5	32 x 6	4	6	155	4,120	908
1½	Panel, AA-12' (2SRA)	DS-30		30 x 5	32 x 6	4	6	155	5,180	1,330
1½	Stk. (Std. Racks) 12' (2SRA).	DS-30		30 x 5	32 x 6	4	6	155	5,330	1,028
1½	Ch/Cowl (2SRA)	DS-30		30 x 5	32 x 6	4	6	173	3,785	825
1½	Ch/Cb (2SRA)	DS-30		30 x 5	32 x 6	4	6	173	4,220	933
1½	Stk. (Std. Racks) 14' (2SRA).	DS-30		30 x 5	32 x 6	4	6	173	5,420	1,033
1½	Ch/Cowl	D-35	11319-15573	6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,035	970
1½	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,470	1,115
1½-2	Ch/Cowl	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,160	1,015
1½-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,595	1,160
1½-2	Ch/Cowl	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,185	1,040
1½-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,620	1,185
1½-2	Ch/Cowl	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,220	1,035
1½-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,635	1,200
1½-2	Ch/Cowl	D-35-B	679-781	6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,220	1,170
1½-2	Ch/Cowl (2SRA)	DS-35	3463-4685	6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,145	1,085
1½-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,580	1,220
1½-2	Ch/Cowl (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,270	1,120
1½-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,705	1,275
1½-2	Ch/Cowl (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,295	1,155
1½-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,730	1,320
1½-2	Ch/Cowl (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,330	1,170
1½-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,765	1,315
1½-2	Ch/Cowl (2SRA)	DS-35-B		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,320	1,285
1½	Ch/Cowl	D-39	517-539	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,895	1,285
1½	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,240	1,510
1½	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	145	4,820	1,280
1½	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	145	5,265	1,525
1½	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,855	1,395
1½	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,290	1,540
1½	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	4,895	1,410
1½	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,320	1,555
2-3	Ch/Cowl	D-40	8371-10911	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,805	1,365
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,240	1,510
2-3	Ch/Cowl	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	145	4,820	1,380
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	145	5,265	1,525
2-3	Ch/Cowl	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,855	1,395
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,290	1,540
2-3	Ch/Cowl	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	4,895	1,410
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,320	1,555
2-3	Ch/Cowl (2SRA)	DS-40	615-877	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,920	1,520
2-3	Ch/Cb (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,335	1,695
2-3	Ch/Cowl (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	145	4,935	1,565
2-3	Ch/Cb (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	145	5,350	1,710
2-3	Ch/Cowl (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,950	1,580
2-3	Ch/Cb (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,415	1,725
2-3	Ch/Cowl (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,020	1,595
2-3	Ch/Cb (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,455	1,740
3-4	Ch/Cowl	D-50	1783-2343	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,215	1,975
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,680	2,120
3-4	Ch/Cowl	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,275	2,010
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,710	2,155
3-4	Ch/Cowl	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,305	2,035
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,740	2,180
3-4	Ch/Cowl	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,365	2,060
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,800	2,205
3-4	Ch/Cowl (2SRA)	DS-50	501-564	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,215	2,185
3-4	Ch/Cb (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,680	2,330
3-4	Ch/Cowl (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,275	2,220
3-4	Ch/Cb (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,710	2,365
3-4	Ch/Cowl (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,305	2,245
3-4	Ch/Cb (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,740	2,390
3-4	Ch/Cowl (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,365	2,270
3-4	Ch/Cb (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,800	2,415
3-4	Ch/Cowl (DR)	DR-50	595-839	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,330	2,140
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,815	2,285
3-4	Ch/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,410	2,175
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,845	2,320
3-4	Ch/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,440	2,200
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,875	2,345
3-4	Ch/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,500	2,225
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,935	2,370
3½-4½	Ch/Cowl	D-60	763-842	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,190	2,795
3½-4½	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,625	2,940
3½-4½	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,265	2,820
3½-4½	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,700	2,965
3½-4½	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,320	2,845
3½-4½	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,755	2,990
3½-4½	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,375	2,870
3½-4½	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	192	7,810	3,015

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(5) 1938—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
4-5	Ch/Cowl (DR)	DR-60	1270-1591	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,265	$2,945
4-5	Ch/Cb (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,700	3,000
4-5	Ch/Cowl (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,340	2,970
4-5	Ch/Cb (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,775	3,115
4-5	Ch/Cowl (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,395	2,995
4-5	Ch/Cb (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,830	3,140
4-5	Ch/Cowl (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,450	3,020
4-5	Ch/Cb (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,885	3,165
4-6	Ch/Cowl (DR)	DR-70	575-1006	36 x 8 12 ply	36 x 8 12 ply	6	6	149	8,100	4,195
4-6	Ch/Cb (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	149	8,535	4,340
4-6	Ch/Cowl (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	161	8,175	4,220
4-6	Ch/Cb (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	161	8,610	4,365
4-6	Ch/Cowl (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	179	8,230	4,245
4-6	Ch/Cb (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	179	8,665	4,390
4-6	Ch/Cowl (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	197	8,285	4,270
7-6	Ch/Cb (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	197	8,720	4,415
4½	Ch/Cowl (DR)	A-8	920-1022	9.75/20	9.75/20	6	6	160	12,035	6,200
7½	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	160	12,650	6,525
7½	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	180	12,265	6,250
7½	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	180	12,880	6,575
7½	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	200	12,435	6,300
7½	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	200	13,050	6,625
7½	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	225	12,635	6,350
7½	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	225	13,390	6,675

CONVENTIONAL—(3D AXLE)

1½-3½	Ch/Cowl (6 x 2)	D-186-T	507-512	6.50/20 6 ply	6.50/20 6 ply	10	6	148	5,390	$1,475
1½-3½	Ch/Cb (6 x 2)	D-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	148	5,825	1,583
1½-3½	Ch/Cowl (6 x 2)	D-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	173	5,520	1,490
1½-3½	Ch/Cb (6 x 2)	D-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	173	5,955	1,598
1½-3½	Ch/Cowl (6 x 2)	D-186-T		6.50/20 6 ply	6150/20 6 ply	10	6	191	5,585	1,505
1½-3½	Ch/Cb (6 x 2)	D-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	6,020	1,613
1½-3½	Ch/Cowl (6 x 2-2SRA)	DS-186-T	529-542	6.50/20 6 ply	6.50/20 6 ply	10	6	148	5,490	1,590
1½-3½	Ch/Cb (6 x 2-2SRA)	DS-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	148	5,925	1,698
1½-3½	Ch/Cowl (6 x 2-2SRA)	DS-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	173	5,620	1,605
1½-3½	Ch/Cb (6 x 2-2SRA)	DS-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	173	6,055	1,713
1½-3½	Ch/Cowl (6 x 2-2SRA)	DS-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	5,685	1,620
1½-3½	Ch/Cb (6 x 2-2SRA)	DS-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	6,120	1,728
2-4	Ch/Cowl (6 x 2)	D-216-T	541-588	7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,370	1,760
2-4	Ch/Cb (6 x 2)	D-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,805	1,905
2-4	Ch/Cowl (6 x 2)	D-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,430	1,775
2-4	Ch/Cb (6 x 2)	D-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,865	1,920
2-4	Ch/Cowl (6 x 2—2SRA)	DS-216-T	550-618	7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,370	1,945
2-4	Ch/Cb (6 x 2-2SRA)	DS-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,805	2,090
2-4	Ch/Cowl (6 x 2-2SRA)	DS-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,430	1,960
2-4	Ch/Cb (6 x 2-2SRA)	DS-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,865	2,105
2½-5	Ch/Cowl (6 x 2)	D-246-T	544-568	7.50/20 8 ply	7.00/20 8 ply	10	6	161	8,215	2,850
2½-5	Ch/Cb (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,650	2,995
2½-5	Ch/Cowl (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,335	2,875
2½-5	Ch/Cb (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,770	3,020
2½-5	Ch/Cowl (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,535	2,900
2½-5	Ch/Cb (6 x 2)	D-246-T		7.50/20 8 ply	7 50/20 8 ply	10	6	197	8,970	3,045
2½-5	Ch/Cowl (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	8,665	2,925
2½-5	Ch/Cb (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,100	3,070
2½-5	Ch/Cowl (6 x 2-2SRA)	DS-264-T	501-506	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,215	3,060
2½-5	Ch/Cb (6 x 2-2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,650	3,205
2½-5	Ch/Cowl (6 x 2-2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,335	3,085
2½-5	Ch/Cb (6 x 2-2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,770	3,230
2½-5	Ch/Cowl (6 x 2-2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,535	3,110
2½-5	Ch/Cb (6 x 2-2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,970	3,255
2½-5	Ch/Cowl (6 x 2-2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	8,665	3,135
2½-5	Ch/Cb (6 x 2-2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,100	3,280
2½-5	Ch/Cowl (6 x 2-DR)	DR-246-T	501-513	7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,535	3,040
2½-5	Ch/Cb (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,970	3,185
2½-5	Ch/Cowl (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,320	3,015
2½-5	Ch/Cb (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,765	3,160
2½-5	Ch/Cowl (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,635	3,065
2½-5	Ch/Cb (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	9,070	3,210
2½-5	Ch/Cowl (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	8,770	3,090
2½-5	Ch/Cb (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,205	3,235
2½-5	Ch/Cowl (6 x 4)	D-246-F	667-800	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,470	3,300
2½-5	Ch/Cb (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,905	3,445
2½-5	Ch/Cowl (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,595	3,325
2½-5	Ch/Cb (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	179	9,030	3,470
2½-5	Ch/Cowl (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,880	3,350
2½-5	Ch/Cb (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	197	9,315	3,495
2½-5	Ch/Cowl (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,160	3,375
2½-5	Ch/Cb (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,595	3,520
3½-7	Ch/Cowl (6 x 2-DR)	DR-346-T	520-536	9.00/20 10 ply	9.00/20 10 ply	10	6	161	10,245	5,000
3½-7	Ch/Cb (6 x 2-DR)	DR-346-T		9.00/20 10 ply	9.00/20 10 ply	10	6	161	10,680	5,145
3½-7	Ch/Cowl (6 x 2-DR)	DR-346-T		9.00/20 10 ply	9.00/20 10 ply	10	6	197	10,515	5,025
3½-7	Ch/Cb (6 x 2-DR)	DR-346-T		9.00/20 10 ply	9.00/20 10 ply	10	6	197	10,950	5,170
3½-7	Ch/Cowl (6 x 2-DR)	DR-346-T		9.00/20 10 ply	9.00/20 10 ply	10	6	215	10,645	5,050
3½-7	Ch/Cb (6 x 2-DR)	DR-346-T		9.00/20 10 ply	9.00/20 10 ply	10	6	215	11,080	5,195
3½-7	Ch/Cowl (6 x 4)	D-346-F	599-641	9.00/20 10 ply	9.00/20 10 ply	10	6	161	11,200	5,900
3½-7	Ch/Cb (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	10	6	161	11,635	6,045
3½-7	Ch/Cowl (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	10	6	197	11,700	5,925
3½-7	Ch/Cb (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	10	6	197	12,135	6,070
3½-7	Ch/Cowl (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	10	6	215	12,000	5,950
3½-7	Ch/Cb (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	10	6	215	12,435	6,095
5-8	Ch/Cowl (6 x 4—DR)	DR-426-F	539-561	9.75/20 12 ply	9.75/20 12 ply	10	6	161	13,200	7,500
5-8	Ch/Cb (6 x 4—DR)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	10	6	161	13,635	7,645
5-8	Ch/Cowl (6 x 4—DR)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	10	6	215	13,000	7,525
5-8	Ch/Cb (6 x 4—DR)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	10	6	215	14,335	7,670

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(5) 1938—Continued

CONVENTIONAL—(3D AXLE)—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Numbers				
								Inches	*Pounds*	
5-8	Ch/Cowl (6 x 4—DR)	DR-426-F	530-561	9.75/20 12 ply	9.75/20 12 ply	10	6	233	14,260	$7,550
5-8	Ch/Cb (6 x 4—DR)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	10	6	233	14,735	7,095
10-15	Ch/Cowl (6 x 4)	AR-426-F	538-541	9.75/20 12 ply	9.75/20 12 ply	10	6	180	18,355	12,550
10-15	Ch/Cb (6 x 4)	AR-426-F		9.75/20 12 ply	9.75/20 12 ply	10	6	180	18,970	12,825
10-15	Ch/Cowl (6 x 4)	AR-426-F		9.75/24 12 ply	9.75/24 12 ply	10	6	253	18,770	12,500
10-15	Ch/Cb (6 x 4)	AR-426-F		9.75/24 12 ply	9.75/24 12 ply	10	6	253	19,335	12,825

CONVENTIONAL—(DIESEL)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Front	Rear	Numbers	Number of cylinders	Wheel base	Base weight	F. o. b. list price
3-4	Ch/Cowl	DD-50	501-504	7.50/20	7.50/20	6	4	137	7,205	$3,975
3-4	Ch/Cowl	DD-50		7.50/20	7.50/20	6	4	149	7,235	4,010
3-4	Ch/Cowl	DD-50		7.50/20	7.50/20	6	4	161	7,265	4,035
3-4	Ch/Cowl	DD-50		7.50/20	7.50/20	6	4	179	7,325	4,060
3½-4½	Ch/Cowl (DR)	DRD-60	501-502	9.00/20	9.00/20	6	4	149	8,045	4,945
3½-4½	Ch/Cowl (DR)	DRD-60		9.00/20	9.00/20	6	4	161	8,120	4,970
3½-4½	Ch/Cowl (DR)	DRD-60		9.00/20	9.00/20	6	4	179	8,175	4,995
3½-4½	Ch/Cowl (DR)	DRD-60		9.00/20	9.00/20	6	4	197	8,220	5,020
4-6	Ch/Cowl (DR)	DRD-70	501-503	30 x 8	30 x 8	6	4	149	9,215	6,195
4-6	Ch/Cowl (DR)	DRD-70		30 x 8	30 x 8	6	6	149	9,095	6,095
4-6	Ch/Cowl (DR)	DRD-70		30 x 8	30 x 8	6	4	161	9,220	6,220
4-6	Ch/Cowl (DR)	DRD-70		30 x 8	30 x 8	6	6	161	9,770	6,720
4-6	Ch/Cowl (DR)	DRD-70		30 x 8	30 x 8	6	4	179	9,345	6,245
4-6	Ch/Cowl (DR)	DRD-70		30 x 8	30 x 8	6	6	179	9,825	6,745
4-6	Ch/Cowl (DR)	DRD-70		30 x 8	30 x 8	6	4	197	9,400	6,270
4-6	Ch/Cowl (DR)	DRD-70		30 x 8	30 x 8	6	6	197	9,880	6,770
5-7½	Ch/Cowl (DR)	AD-8	501-502	9.75/20	9.75/20	6	6	160	12,435	8,250
5-7½	Ch/Cowl (DR)	AD-8		9.75/20	9.75/20	6	6	180	12,715	8,300
5-7½	Ch/Cowl (DR)	AD-8		9.75/20	9.75/20	6	6	200	12,835	8,350
5-7½	Ch/Cowl (DR)	AD-8		9.75/20	9.75/20	6	6	225	13,135	8,400

CONVENTIONAL—(DIESEL—3D AXLE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Front	Rear	Numbers	Number of cylinders	Wheel base	Base weight	F. o. b. list price
2½-5	Ch/Cowl (6 x 4)	DD-246-F	501-502	7.50/20	7.50/20	10	4	161	9,250	$5,200
2½-5	Ch/Cowl (6 x 4)	DD-246-F		7.50/20	7.50/20	10	4	179	9,415	5,325
2½-5	Ch/Cowl (6 x 4)	DD-246-F		7.50/20	7.50/20	10	4	197	9,700	5,350
2½-5	Ch/Cowl (6 x 4)	DD-246-F		7.50/20	7.50/20	10	4	215	9,980	5,375
3½-7	Ch/Cowl (6 x 2-DR)	DRD-346-T		9.00/20	9.00/20	10	6	161	11,830	7,500
3½-7	Ch/Cowl (6 x 2-DR)	DRD-346-T		9.00/20	9.00/20	10	6	197	12,430	7,525
3½-7	Ch/Cowl (6 x 2-DR)	DRD-346-T		9.00/20	9.00/20	10	6	215	12,700	7,550
3½-7	Ch/Cowl (6 x 4)	DD-346-F	501-504	9.00/20	9.00/20	10	6	161	12,400	8,400
3½-7	Ch/Cowl (6 x 4)	DD-346-F	505-511	9.00/20	9.00/20	10	6	161	12,400	7,250
3½-7	Ch/Cowl (6 x 4)	DD-346-F	501-504	9.00/20	9.00/20	10	6	197	13,000	8,425
3½-7	Ch/Cowl (6 x 4)	DD-346-F		9.00/20	9.00/20	10	6	215	13,260	8,450
5-8	Ch/Cowl (6 x 4-DR)	DRD-426-F	501-503	9.75/20	9.75/20	10	6	161	14,700	10,000
5-8	Ch/Cowl (6 x 4-DR)	DRD-426-F		9.75/20	9.75/20	10	6	215	15,100	10,025
5-8	Ch/Cowl (6 x 4-DR)	DRD-426-F		9.75/20	9.75/20	10	6	233	15,200	10,050
10-15	Ch/Cowl (6 x 4-DR)	ARD-626-F		9.75/24	9.75/24	10	6	180	18,500	14,550
10-15	Ch/Cowl (6 x 4-DR)	ARD-626-F		9.75/24	9.75/24	10	6	253	19,300	14,550

CAB OVER ENGINE

Tonnage rating	Chassis and standard body type	Model	Serial No.	Front	Rear	Numbers	Number of cylinders	Wheel base	Base weight	F. o. b. list price
1½-2	Ch/Cowl	D-300	2226-3135	30 x 5-TT	32 x 6-TT	4	6	87	3,270	$715
	Ch/Cowl & w/s	D-300		30 x 5-TT	32 x 6-TT	4	6	87	N. A.	920
	Ch/Cb	D-300		30 x 5-TT	32 x 6-TT	4	6	87	3,930	1,040
	Ch/Cowl	D-300		30 x 5-TT	32 x 6-TT	4	6	99	3,345	715
	Ch/Cowl & w/s (Fr. Sect.)	D-300		30 x 5-TT	32 x 6-TT	4	6	99	N. A.	920
	Ch/Cb	D-300		30 x 5-TT	32 x 6-TT	4	6	99	4,025	1,040
	Ch/Cowl	D-300		30 x 5-TT	32 x 6-TT	4	6	117	3,450	750
	Ch/Cowl & w/s (Fr. Sect.)	D-300		30 x 5-TT	32 x 6-TT	4	6	117	N. A.	955
	Ch/Cb	D-300		30 x 5-TT	32 x 6-TT	4	6	117	4,120	1,095
	Ch/Cowl (2SRA)	DS-300	606-660	30 x 5-TT	32 x 6-TT	4	6	87	3,370	820
	Ch/Cowl & w/s (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	87	N. A.	1,035
	Ch/Cb (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	87	4,050	1,155
	Ch/Cowl (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	99	3,445	820
	Ch/Cowl & w/s (2SRA)	DS-300		30 x 6-TT	32 x 5-TT	4	6	99	N. A.	1,035
	Ch/Cb (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	99	4,125	1,155
	Ch/Cowl (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	117	3,550	865
	Ch/Cowl & w/s (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	117	N. A.	1,070
	Ch/Cb (2SRA)	DS-300		30 x 5-TT	33 x 6-TT	4	6	117	4,230	1,190

(6) 1939

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Front	Rear	Numbers	Number of cylinders	Wheel base	Base weight	F. o. b. list price
½	Ch/Cowl	D-2	52011-80163	6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,240	$475
½	Ch/Cb	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,675	583
½	Pick-up	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,953	620
½	Canopy	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,340	775
½	Panel	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,160	713
½	DM (Milk)	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,345	820
½	Station Wagon	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,340	930
½	Ch/Cowl	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,250	500
½	Ch/Cb	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,725	608
½	Pick-up	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,033	660
½	Canopy	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,415	810
½	Panel	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,290	750
½	Stk. (Std. Racks)	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,256	683

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(6) 1939—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number		*Inches*	*Pounds*	
½	Ch/Cowl	D-5	2369-3351	6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,120	$490
½	Ch/Cb	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,535	593
½	Pick-up	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,833	635
½	Canopy	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,220	790
½	Panel	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,050	723
½	DM-Milk	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,170	875
½	Ch/Cowl	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,195	616
½	Ch/Cb	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,630	623
½	Pick-up	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,938	675
½	Canopy	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,205	825
½	Panel	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,195	765
½	Stk. (Std. Racks)	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,161	683
¾-1	Ch/Cowl	D-15	16830-26799	7.00/16 6 ply	7.00/16 6 ply	4	6	113	2,720	605
¾-1	Ch/Cb	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,155	712
¾-1	Pick-up	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,433	760
¾-1	DM (Milk)	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,835	1,000
¾-1	Ch/Cowl	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	2,800	605
¾-1	Ch/Cb	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,235	713
¾-1	Pick-up	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,606	785
¾-1	Canopy	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,975	930
¾-1	Panel	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	4,000	873
¾-1	Stk. (Std. Racks)	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,869	783
¾	Ch/Cowl	D-29	658-687	30 x 5-TT	32 x 6-TT	4	6	123	3,410	650
¾	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	123	3,845	758
¾	Ch/Cowl	D-29		30 x 5-TT	32 x 6-TT	4	6	155	3,595	685
¾	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	155	4,030	793
¾	Ch/Cowl	D-29		30 x 5-TT	32 x 6-TT	4	6	173	3,635	710
¾	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	173	4,120	818
1½	Ch/Cowl	D-30	45612-70529	30 x 5-TT	32 x 6-TT	4	6	123	3,410	650
1½	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	123	3,845	758
1½	Panel AA-9'	D-30		30 x 5-TT	32 x 6-TT	4	6	123	4,010	1,175
1½	Stk. (Std. Racks) 9'	D-30		30 x 5-TT	32 x 6-TT	4	6	128	4,720	858
1½	Ch/Cowl	D-30		30 x 5-TT	32 x 6-TT	4	6	155	3,595	685
1½	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	155	4,030	793
1½	Panel AA-12'	D-30		30 x 5-TT	32 x 6-TT	4	6	155	5,295	1,235
1½	Stk. (Std. Racks)	D-30		30 x 5-TT	32 x 6-TT	4	6	155	5,630	913
1½	Ch/Cowl	D-30		30 x 5-TT	32 x 6-TT	4	6	173	3,635	710
1½	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	173	4,120	818
1½	Stk. (Std. Racks) 14'	D-30		30 x 5-TT	32 x 6-TT	4	6	173	5,320	968
1½	Ch/Cowl	D-30-B	771-953	30 x 5-TT	32 x 6-TT	4	6	155	3,595	785
1½	Ch/Cowl	D-30-B		30 x 5-TT	32 x 6-TT	4	6	173	3,635	810
1½	Ch/Cowl (2 SRA)	DS-30	4723-8392	30 x 5-TT	32 x 6-TT	4	6	128	3,510	765
1½	Ch/Cb. (2 SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	3,945	873
1½	Panel AA-9' (2 SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	4,010	1,220
1½	Stk. (Std. Racks) 9' (2 SRA).	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	4,820	973
1½	Ch/Cowl (2 SRA)	DS-30		30 x 5-TT Fr.	32 x 6-TT Rr.	4	6	155	3,695	800
1½	Ch/Cb (2 SRA)	DS-30		30 x 5-TT Fr.	32 x 6-TT Rr.	4	6	155	4,130	903
1½	Panel, AA-12' (2 SRA)	DS-30		30 x 5-TT Fr.	32 x 6-TT Rr.	4	6	155	5,180	1,350
1½	Stk. (Std. Racks) 12' (2 SRA).	DS-30		30 x 5-TT Fr.	32 x 6-TT Rr.	4	6	155	5,330	1,023
1½	Ch/Cowl (2 SRA)	DS-30		30 x 5-TT Fr.	32 x 6-TT Rr.	4	6	173	3,785	825
1½	Ch/Cb (2 SRA)	DS-30		30 x 5-TT Fr.	32 x 6-TT Rr.	4	6	173	4,220	933
1½	Stk. (Std. Racks) 14' (2 SRA).	DS-30		30 x 5-TT Fr.	32 x 6-TT Rr.	4	6	173	5,420	1,083
1½-2	Ch/Cowl	D-35	15674-22454	6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,035	970
1½-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,470	1,115
1½-2	Ch/Cowl	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,160	1,015
1½-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,595	1,160
1½-2	Ch/Cowl	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,185	1,040
1½-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,620	1,185
1½-2	Ch/Cowl	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,220	1,055
1½-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,655	1,200
1½-2	Ch/Cowl	D-35-B	782-926	6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,220	1,170
1½-2	Ch/Cowl (2 SRA)	DS-35	4686-8154	6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,145	1,085
1½-2	Ch/Cb (2 SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,580	1,230
1½-2	Ch/Cowl (2 SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,270	1,130
1½-2	Ch/Cb (2 SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,705	1,275
1½-2	Ch/Cowl (2 SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,295	1,155
1½-2	Ch/Cb (2 SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,730	1,300
1½-2	Ch/Cowl (2 SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,320	1,170
1½-2	Ch/Cb (2 SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,765	1,315
1½-2	Ch/Cowl (2 SRA)	DS-35-B	502-514	6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,330	1,235
1½	Ch/Cowl	D-39	540-575	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,805	1,365
1½	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,240	1,510
1½	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,830	1,380
1½	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,265	1,525
1½	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,855	1,395
1½	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,290	1,540
1½	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	4,895	1,410
1½	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,330	1,555
1½	Ch/Cowl (2 SRA)	DS-39	501-504	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,930	1,550
1½	Ch/Cb (2 SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,365	1,695
1½	Ch/Cowl (2 SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,955	1,565
1½	Ch/Cb (2 SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,390	1,710
1½	Ch/Cowl (2 SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,980	1,580
1½	Ch/Cb (2 SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,415	1,725
1½	Ch/Cowl (2 SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,020	1,595
1½	Ch/Cb (2 SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,455	1,740
2-3	Ch/Cowl	D-40	10912-15906	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,805	1,365
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,240	1,510
2-3	Ch/Cowl	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,830	1,380
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,265	1,525
2-3	Ch/Cowl	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,855	1,395
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,290	1,540
2-3	Ch/Cowl	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	4,895	1,410
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,330	1,555

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(6) 1939—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
2-3	Ch/Cowl (2 SRA)	DS-40	858-2462	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,920	$1,550
2-3	Ch/Cb (2 SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,235	1,695
2-3	Ch/Cowl (2 SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,935	1,565
2-3	Ch/Cb (2 SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,250	1,710
2-3	Ch/Cowl (2 SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,950	1,550
2-3	Ch/Cb (2 SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,415	1,725
2-3	Ch/Cowl (2 SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,020	1,595
2-3	Ch/Cb (2 SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,415	1,710
3-4	Ch/Cowl	D-50	2344-3306	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,245	1,975
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,630	2,120
3-4	Ch/Cowl	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	140	6,275	2,010
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	140	6,710	2,155
3-4	Ch/Cowl	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,305	2,025
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,740	2,180
3-4	Ch/Gowl	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,335	2,060
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,850	2,225
3-4	Ch/Cowl (2 SRA)	DS-50	565-966	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,245	2,185
3-4	Ch/Cb (2 SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,630	2,330
3-4	Ch/Cowl (2 SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	140	6,275	2,220
3-4	Ch/Cb (2 SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	140	6,710	2,355
3-4	Ch/Cowl (2 SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,305	2,245
3-4	Ch/Cb (2 SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,740	2,390
3-4	Ch/Cowl (2 SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,335	2,270
3-4	Ch/Cb (2 SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,850	2,415
3-4	Ch/Cowl (DR)	DR-50	830-1395	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,380	2,140
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,815	2,285
3-4	Ch/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	140	6,410	2,175
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	140	6,845	2,320
3-4	Ch/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,440	2,270
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,875	2,345
3-4	Ch/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,500	2,225
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,935	2,370
3½-4½	Ch/Cowl	D-60	843-972	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,190	2,775
3½-4½	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,625	2,940
3½-4½	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,265	2,820
3½-4½	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,700	2,995
3½-4½	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,320	2,845
3½-4½	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,755	2,990
3½-4½	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,375	2,850
3½-4½	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,810	3,035
3½-4½	Ch/Cowl (2 SRA)	DS-60	501-805	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,550	3,105
3½-4½	Ch/Cb (2 SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	149	8,025	3,340
3½-4½	Ch/Cowl (2 SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,635	3,220
3½-4½	Ch/Cb (2 SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	8,100	3,455
3½-4½	Ch/Cowl (2 SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,720	3,245
3½-4½	Ch/Cb (2 SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	8,155	3,830
3½-4½	Ch/Cowl (2 SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,775	3,270
3½-4½	Ch/Cb (2 SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	8,210	3,415
4-5	Ch/Cowl (DR)	DR-60	1592-2120	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,265	2,945
4-5	Ch/Cb (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,700	3,090
4-5	Ch/Cowl (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,340	2,970
4-5	Ch/Cb (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,775	3,115
4-5	Ch/Cowl (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,395	2,995
4-5	Ch/Cb (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,830	3,143
4-5	Ch/Cowl (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,450	3,020
4-5	Ch/Cb (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,885	3,165
4-6	Ch/Cowl (DR)	DR-70	1007-1093	36 x 8 12 ply	36 x 8 12 ply	6	6	149	8,100	4,155
4-6	Ch/Cb (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	149	8,535	4,340
4-6	Ch/Cowl (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	161	8,175	4,220
4-6	Ch/Cb (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	161	8,610	4,365
4-6	Ch/Cowl (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	179	8,220	4,245
4-6	Ch/Cb (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	179	8,655	4,390
4-6	Ch/Cowl (DR)	Dr-70		36 x 8 12 ply	36 x 8 12 ply	6	6	197	8,285	4,270
4-6	Ch/Cb (DR)	Dr-70		36 x 8 12 ply	36 x 8 12 ply	6	6	197	8,720	4,415
7½	Ch/Cowl (DR)	A-8	1023-1047	9.75/20	9.75/20	6	6	160	12,035	6,[illegible]
7½	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	160	12,650	6,[illegible]
7½	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6		180	12,265	6,220
7½	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	180	12,880	[illegible],575
7½	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	200	12,435	6,760
	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	200	13,050	6,625
	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	225	12,635	6,850
	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	225	13,260	6,675

CONVENTIONAL—(3D AXLE)

1½-3½	Ch/Cowl (6 x 2)	D186T	513-520	6.50/20 6 ply	6.50/20 6 ply	10	6	143	5,090	$1,475
1½-3½	Ch/Cb (6 x 2)	D186T		6.50/20 6 ply	6.50/20 6 ply	10	6	143	5,825	1,633
1½-3½	Ch/Cowl (6 x 2)	D186T		6.50/20 6 ply	6.50/20 6 ply	10	6	173	5,520	1,470
1½-3½	Ch/Cb (6 x 2)	D186T		6.50/20 6 ply	6.50/20 6 ply	10	6	173	6,055	1,633
1½-3½	Ch/Cowl (6 x 2)	D186T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	5,585	1,505
1½-3½	Ch/Cb (6 x 2)	D186T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	6,030	1,613
1½-3½	Ch/Cowl (6 x 2-2SRA)	Ds-186T	543-551	6.50/20 6 ply	6.50/20 6 ply	10	6	143	5,420	1,870
1½-3½	Ch/Cb (6 x 2-2SRA)	DS-186T		6.50/20 6 ply	6.50/20 6 ply	10	6	143	5,925	1,038
1½-3½	Ch/Cowl (6 x 2-2SRA)	DS-186T		6.50/20 6 ply	6.50/20 ply	10	6	173	5,620	1,695
1½-3½	Ch/Cb (6 x 2-2SRA)	DS-186T		6.50/20 6 ply	6.50/20 6 ply	10	6	173	6,055	1,713
1½-3½	Ch/Cb (6 x 2-2SRA)	DS-186T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	5,635	1,630
1½-3½	Ch/Cb (6 x 2-2SRA)	DS-186T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	6,120	1,728
2-4	Ch/Cowl (6 x 2)	D-216T	559-678	7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,370	1,760
2-4	Ch/Cb (6 x 2)	D-216T		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,805	1,905
2-4	Ch/Cowl (6 x 2)	D-216T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,420	1,775
2-4	Ch/Cb (6 x 2)	D-216T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,855	1,920
2-4	Ch/Cowl (6x2-2SRA)	DS-216-T	619-743	7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,370	1,645
2-4	Ch/Cb (6 x 2-2SRA)	DS-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,805	2,[illegible]
2-4	Ch/Cowl (6x2-2SRA)	DS-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,420	1,695
2-4	Ch/Cb (6 x 2-2SRA)	DS-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,855	2,[illegible]5

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(6) 1939—Continued

CONVENTIONAL—(3D AXLE)—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
2-4	Ch/Cowl (6 x 4)	D-216-F	501-508	7.00/20 8 ply	7.00/20 8 ply	10	6	151	6,620	$2,185
2-4	Ch/Cb (6 x 4)	D-216-F		7.00/20 8 ply	7.00/20 8 ply	10	6	151	7,055	2,330
2-4	Ch/Cowl (6 x 4)	D-216-F		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,650	2,260
2-4	Ch/Cb (6 x 4)	D-216-F		7.00/20 8 ply	7.00/20 8 ply	10	6	176	7,085	2,345
2-4	Ch/Cowl (6 x 4)	D-216-F		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,710	2,215
2-4	Ch/Cb (6 x 4)	D-216-F		7.00/20 8 ply	7.00/20 8 ply	10	6	194	7,145	2,360
2½-5	Ch/Cowl (6 x 2)	D-246-T	569-596	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,215	2,850
2½-5	Ch/Cb (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,650	2,995
2½-5	Ch/Cowl (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,335	2,875
2½-5	Ch/Cb (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,770	3,020
2½-5	Ch/Cowl (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,535	2,900
2½-5	Ch/Cb (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,970	3,045
2½-5	Ch/Cowl (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	8,665	2,925
2½-5	Ch/Cb (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,100	3,070
2½-5	Ch/Cowl (6 x 2—2SRA)	DS-246-T	507-530	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,215	3,060
2½-5	Ch/Cb (6 x 2—2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,650	3,205
2½-5	Ch/Cowl (6 x 2—2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,335	3,085
2½-5	Ch/Cb (6 x 2—2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,770	3,230
2½-5	Ch/Cowl (6 x 2-2 SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,535	3,110
2½-5	Ch/Cb (6 x 2-2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,970	3,255
2½-5	Ch/Cowl (6 x 2-2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	8,665	3,135
2½-5	Ch/Cb (6 x 2-2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,100	3,280
2½-5	Ch/Cowl (6 x 2-DR)	DR-246-T	514-532	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,320	3,015
2½-5	Ch/Cb (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,765	3,160
2½-5	Ch/Cowl (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,535	3,040
2½-5	Ch/Cb (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,970	3,185
2½-5	Ch/Cowl (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,635	3,065
2½-5	Ch/Cb (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	9,070	3,210
2½-5	Ch/Cowl (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	8,770	3,090
2½-5	Ch/Cb (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,205	3,235
2½-5½	Ch/Cowl (6 x 4)	D-246-F	801-1011	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,470	3,150
2½-5½	Ch/Cb (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,905	3,295
2½-5½	Ch/Cowl (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,595	3,175
2½-5½	Ch/Cb (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	179	9,030	3,320
2½-5½	Ch/Cowl (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,880	3,200
2½-5½	Ch/Cb (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	197	9,315	3,345
2½-5½	Ch/Cowl (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,160	3,225
2½-5½	Ch/Cb (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,595	3,370
3½-7	Ch/Cowl (6 x 2-DR)	DR-346-T	537-547	9.00/20 10 ply	9.00/20 10 ply	10	6	161	10,245	5,000
3½-7	Ch/Cb (6 x 2-DR)	DR-346-T		9.00/20 10 ply	9.00/20 10 ply	10	6	161	10,680	5,145
3½-7	Ch/Cowl (6 x 2-DR)	DR-346-T		9.00/20 10 ply	9.00/20 10 ply	10	6	197	10,515	5,025
3½-7	Ch/Cb (6 x 2-DR)	DR-346-T		9.00/20 10 ply	9.00/20 10 ply	10	6	197	10,950	5,170
3½-7	Ch/Cowl (6 x 2-DR)	DR-346-T		9.00/20 10 ply	9.00/20 10 ply	10	6	215	10,645	5,050
3½-7	Ch/Cb (6 x 2-DR)	DR-346-T		9.00/20 10 ply	9.00/20 10 ply	10	6	215	11,080	5,195
3½-7	Ch/Cowl (6 x 4)	D-346-F	642-670	9.00/20 10 ply	9.00/20 10 ply	10	6	161	11,200	5,760
3½-7	Ch/Cb (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	10	6	161	11,635	5,895
3½-7	Ch/Cowl (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	10	6	197	11,700	5,775
3½-7	Ch/Cb (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	10	6	197	12,135	5,920
3½-7	Ch/Cowl (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	10	6	215	12,000	5,800
3½-7	Ch/Cb (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	10	6	215	12,435	5,945
5-8	Ch/Cowl (6 x 4-DR)	DR-426-F	562-565	9.75/20 12 ply	9.75/20 12 ply	10	6	161	13,200	7,500
5-8	Ch/Cb (6 x 4-DR)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	10	6	161	13,635	7,645
5-8	Ch/Cowl (6 x 4-DR)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	10	6	215	13,900	7,525
5-8	Ch/Cb (6 x 4-DR)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	10	6	215	14,335	7,670
5-8	Ch/Cowl (6 x 4-DR)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	10	6	233	14,300	7,550
5-8	Ch/Cb (6 x 4-DR)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	10	6	233	14,735	7,695
10-15	Ch/Cowl (6 x 4)	AR-426-F	542-546	9.75/24 12 ply	9.75/24 12 ply	10	6	180	18,355	12,500
10-15	Ch/Cb (6 x 4)	AR-426-F		9.75/24 12 ply	9.75/24 12 ply	10	6	180	18,970	12,825
10-15	Ch/Cowl (6 x 4)	AR-426-F		9.75/24 12 ply	9.75/24 12 ply	10	6	253	18,770	12,500
10-15	Ch/Cb (6 x 4)	AR-426-F		9.75/24 12 ply	9.75/24 12 ply	10	6	253	19,385	12,825

CONVENTIONAL—(DIESEL)

3-4	Ch/Cowl	DD-50	505-553	7.50/20 8 ply	7.50/20 8 ply	6	4	137	7,205	$3,275
3-4	Ch/Cowl	DD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	149	7,235	3,310
3-4	Ch/Cowl	DD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	161	7,265	3,335
3-4	Ch/Cowl	DD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	179	7,325	3,360
3-4	Ch/Cowl (2 SRA)	DSD-50	501-511	7.50/20 8 ply	7.50/20 8 ply	6	4	137	7,205	3,485
3-4	Ch/Cowl (2 SRA)	DSD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	149	7,235	3,520
3-4	Ch/Cowl (2 SRA)	DSD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	161	7,265	3,545
3-4	Ch/Cowl (2 SRA)	DSD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	179	7,325	3,570
3-4	Ch/Cowl (DR)	DRD-50	501-507	7.50/20 8 ply	7.50/20 8 ply	6	4	137	7,340	3,440
3-4	Ch/Cowl (DR)	DRD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	149	7,370	3,475
3-4	Ch/Cowl (DR)	DRD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	161	7,400	3,500
3-4	Ch/Cowl (DR)	DRD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	179	7,460	3,525
3½-4½	Ch/Cowl	DD-60	501-503	9.00/20 8 ply	9.00/20 8 ply	6	4	149	8,045	4,095
3½-4½	Ch/Cowl	DD-60		9.00/20 8 ply	9.00/20 8 ply	6	4	161	8,120	4,120
3½-4½	Ch/Cowl	DD-60		9.00/20 8 ply	9.00/20 8 ply	6	4	179	8,175	4,145
3½-4½	Ch/Cowl	DD-60		9.00/20 8 ply	9.00/20 8 ply	6	4	197	8,230	4,170
3½-4½	Ch/Cowl (DR)	DRD-60	503-511	9.00/20 8 ply	9.00/20 8 ply	6	4	149	8,045	4,215
3½-4½	Ch/Cowl (DR)	DRD-60		9.00/20 8 ply	9.00/20 8 ply	6	4	161	8,120	4,270
3½-4½	Ch/Cowl (DR)	DRD-60		9.00/20 8 ply	9.00/20 8 ply	6	4	179	8,175	4,295
3½-4½	Ch/Cowl (DR)	DRD-60		9.00/20 8 ply	9.00/20 8 ply	6	4	197	8,230	4,320
4-6	Ch/Cowl (DR)	DRD-70	509-530	36 x 8 8 ply	36 x 8 8 ply	6	4	149	9,215	5,495
4-6	Ch/Cowl (DR)	DRD-70		36 x 8 8 ply	36 x 8 8 ply	6	6	149	9,695	5,725
4-6	Ch/Cowl (DR)	DRD-70		36 x 8 8 ply	36 x 8 8 ply	6	4	161	9,290	5,520
4-6	Ch/Cowl (DR)	DRD-70		36 x 8 8 ply	36 x 8 8 ply	6	6	161	9,770	5,750
4-6	Ch/Cowl (DR)	DRD-70		36 x 8 8 ply	36 x 8 8 ply	6	4	179	9,345	5,545
4-6	Ch/Cowl (DR)	DRD-70		36 x 8 8 ply	36 x 8 8 ply	6	6	179	9,825	5,775
4-6	Ch/Cowl (DR)	DRD-70		36 x 8 8 ply	36 x 8 8 ply	6	4	197	9,400	5,570
4-6	Ch/Cowl (DR)	DRD-70		36 x 8 8 ply	36 x 8 8 ply	6	6	197	9,880	5,800
5-7½	Ch/Cowl (DR)	AD-8	502-509	9.75/20 8 ply	9.75/20 8 ply	6	6	160	12,485	7,185
5-7½	Ch/Cowl (DR)	AD-8		9.75/20 8 ply	9.75/20 8 ply	6	6	180	12,715	7,235
5-7½	Ch/Cowl (DR)	AD-8		9.75/20 8 ply	9.75/20 8 ply	6	6	200	12,885	7,285
5-7½	Ch/Cowl (DR)	AD-8		9.75/20 8 ply	9.75/20 8 ply	6	6	225	13,135	7,345

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(6) 1939—Continued

CONVENTIONAL—(DIESEL—3D AXLE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
2½-5	Ch/Cowl (6 x 2)	DD-246-T	501-504	7.50/20 8 ply	7.50/20 8 ply	6	4	161	9,175	$4,150
2½-5	Ch/Cowl (6 x 2)	DD-246-T		7.50/20 8 ply	7.50/20 8 ply	6	4	179	9,295	4,175
2½-5	Ch/Cowl (6 x 2)	DD-246-T		7.50/20 8 ply	7.50/20 8 ply	6	4	197	9,435	4,200
2½-5	Ch/Cowl (6 x 2)	DD-246-T		7.50/20 8 ply	7.50/20 8 ply	6	4	215	9,625	4,225
2½-5	Ch/Cowl (6 x 4)	DD-246-F	502-506	7.50/20 8 ply	7.50/20 8 ply	6	4	161	9,290	4,450
2½-5	Ch/Cowl (6 x 4)	DD-246-F		7.50/20 8 ply	7.50/20 8 ply	6	4	179	9,415	4,475
2½-5	Ch/Cowl (6 x 4)	DD-246-F		7.50/20 8 ply	7.50/20 8 ply	6	4	197	9,760	4,500
2½-5	Ch/Cowl (6 x 4)	DD-246-F		7.50/20 8 ply	7.50/20 8 ply	6	4	215	9,950	4,525
3½-7	Ch/Cowl (6 x 2-DR)	DRD-346-T	502-503	9.00/20 8 ply	9.00/20 8 ply	6	6	161	11,850	6,530
3½-7	Ch/Cowl (6 x 2-DR)	DRD-346-T		9.00/20 8 ply	9.00/20 8 ply	6	6	197	12,450	6,555
3½-7	Ch/Cowl (6 x 2-DR)	DRD-346-T		9.00/20 8 ply	9.00/20 8 ply	6	6	215	12,760	6,580
3½-7	Ch/Cowl (6 x 4)	DD-346-F	505-511	9.00/20 8 ply	9.00/20 8 ply	6	6	197	13,000	7,305
3½-7	Ch/Cowl (6 x 4)	DD-346-F		9.00/20 8 ply	9.00/20 8 ply	6	6	215	13,300	7,330
5-8	Ch/Cowl (6 x 4-DR)	DRD-426-F	504-505	9.75/20 8 ply	9.75/20 8 ply	6	6	161	14,700	9,030
5-8	Ch/Cowl (6 x 4-DR)	DRD-426-F		9.75/20 8 ply	9.75/20 8 ply	6	6	215	15,100	9,055
5-8	Ch/Cowl (6 x 4-DR)	DRD-426-F		9.75/20 8 ply	9.75/20 8 ply	6	6	233	15,200	9,080
10-15	Ch/Cowl (6 x 4)	ARD-626-F	504	9.75/24 8 ply	9.75/20 8 ply	6	6	180	18,500	13,485
10-15	Ch/Cowl (6 x 4)	ARD-626-F		9.75/24 8 ply	9.75/20 8 ply	6	6	233	19,300	13,485

METROPOLITAN

½	Panel	D-2-M	501-715	6.00/16 4 ply	6.00/16 4 ply	4	6	102	3,620	$1,100
½	Panel	D-2-M		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,805	1,170
¾-1	Panel	D-15-M	501-796	7.00/16 6 ply	7.00/16 6 ply	4	6	102	3,900	1,240
¾-1	Panel	D-15-M		7.00/16 6 ply	7.00/16 6 ply	4	6	113	4,175	1,310

CAB OVER ENGINE

1½-2	Ch/Cowl	D-300	3136-4276	30/5-TT	32/6-TT	4	6	87	3,270	$715
1½-2	Ch/Cowl and w/s	D-300		30/5-TT	32/6-TT	4	6	87	N. A.	920
1½-2	Ch/Cab	D-300		30/5-TT	32/6-TT	4	6	87	3,950	1,040
1½-2	Ch/Cowl	D-300		30/5-TT	32/6-TT	4	6	99	3,345	715
1½-2	Ch/Cowl and w/s	D-300		30/5-TT	32/6-TT	4	6	99	N. A.	920
1½-2	Ch/Cb	D-300		30/5-TT	32/6-TT	4	6	99	4,025	1,040
1½-2	Ch/Cowl	D-300		30/5-TT	32/6-TT	4	6	117	3,420	750
1½-2	Ch/Cowl and w/s	D-300		30/5-TT	32/6-TT	4	6	117	N. A.	955
1½-2	Ch/Cb	D-300		30/5-TT	32/6-TT	4	6	117	4,120	1,075
1½-2	Ch/Cowl (2 SRA)	DS-300	661-825	30/5-TT	32/6-TT	4	6	87	3,370	820
1½-2	Ch/Cowl and w/s (2 SRA).	DS-300		30/5-TT	32/6-TT	4	6	87	N. A.	1,035
1½-2	Ch/Cb (2 SRA)	DS-300		30/5-TT	32/6-TT	4	6	87	4,030	1,155
1½-2	Ch/Cowl (2 SRA)	DS-300		30/5-TT	32/6-TT	4	6	99	3,445	820
1½-2	Ch/Cowl and w/s (2 SRA).	DS-300		30/5-TT	32/6-TT	4	6	99	N. A.	1,035
1½-2	Ch/Cb (2 SRA)	DS-300		30/5-TT	32/6-TT	4	6	99	4,125	1,155
1½-2	Ch/Cowl (2 SRA)	DS-300		30/5-TT	32/6-TT	4	6	117	3,550	865
1½-2	Ch/Cowl and w/s (2 SRA).	DS-300		30/5-TT	32/6-TT	4	6	117	N. A.	1,070
1½-2	Ch/Cb (2 SRA)	DS-300		30/5-TT	32/6-TT	4	6	117	4,220	1,190
3-4 T	Ch/Cowl	D-500	501-616	7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,190	2,210
3-4 T	Ch/Cowl and w/s	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,820	2,410
3-4 T	Ch/Cb	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,390	2,560
3-4 T	Ch/Cowl	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	6,330	2,235
3-4 T	Ch/Cowl and w/s	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,020	2,435
3-4	Ch/Cb	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,530	2,585
3-4	Ch/Cowl	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	6,510	2,290
3-4	Ch/Cowl & w/s	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,150	2,420
3-4	Ch/Cb	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,740	2,610
3-4	Ch/Cowl (2 SRA)	DS-500	501-533	7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,160	2,420
3-4	Ch/Cowl & w/s (2 SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,820	2,620
3-4	Ch/Cb (2 SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,390	2,770
3-4	Ch/Cowl (2 SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	6,330	2,445
3-4	Ch/Cowl & w/s (2 SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,020	2,645
3-4	Ch/Cb (2 SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,530	2,795
3-4	Ch/Cowl (2 SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	6,510	2,470
3-4	Ch/Cowl & W/s (2 SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,180	2,670
3-4	Ch/Cb (2 SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,740	2,820
3-4	Ch/Cowl (DR)	DR-500	501-543	7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,295	2,375
3-4	Ch/Cowl & W/s (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,955	2,575
3-4	Ch/Cb (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,525	2,725
3-4	Ch/Cowl (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	6,435	2,490
3-4	Ch/Cowl & W/s (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,155	2,690
3-4	Ch/Cs (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,715	2,760
3-4	Ch/Cowl (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	6,645	2,425
3-4	Ch/Cowl & W/s (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,315	2,625
3-4	Ch/Cb (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,875	2,775
4-6	Ch/Cowl (DR)	DR-700	501-514	30 x 8 12 ply	30 x 8 12 ply	6	6	94	7,870	4,250
4-6	Ch/Cowl & w/s (DR)	DR-700		30 x 8 12 ply	30 x 8 12 ply	6	6	94	8,530	4,450
4-6	Ch/Cb (DR)	DR-700		30 x 8 12 ply	30 x 8 12 ply	6	6	94	9,090	4,600
4-6	Ch/Cowl (DR)	DR-700		30 x 8 12 ply	30 x 8 12 ply	6	6	106	7,975	4,275
4-6	Ch/Cowl & w/s (DR)	DR-700		30 x 8 12 ply	30 x 8 12 ply	6	6	106	8,645	4,475
4-6	Ch/Cb (DR)	DR-700		30 x 8 12 ply	30 x 8 12 ply	6	6	106	9,205	4,625
4-6	Ch/Cowl (DR)	DR-700		30 x 8 12 ply	30 x 8 12 ply	6	6	124	8,085	4,300
4-6	Ch/Cowl & w/s (DR)	DR-700		30 x 8 12 ply	30 x 8 12 ply	6	6	124	8,755	4,500
4-6	Ch/Cb (DR)	DR-700		30 x 8 12 ply	30 x 8 12 ply	6	6	124	9,315	4,650
4-6	Ch/Cowl (DR)	DR-700		30 x 8 12 ply	30 x 8 12 ply	6	6	142	8,220	4,325
4-6	Ch/Cowl & w/s (DR)	DR-700		30 x 8 12 ply	30 x 8 12 ply	6	6	142	8,930	4,527
4-6	Ch/Cb (DR)	DR-700		30 x 8 12 ply	30 x 8 12 ply	6	6	142	9,430	4,675

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(7) 1940

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
½	Ch/Cowl	D-2	80169 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,210	$475
½	Ch/Cb	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,675	583
½	Pick-up	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,953	620
½	Canopy	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,340	770
½	Panel	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,160	713
½	DM (Milk)	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,345	860
½	Station Wagon	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,340	930
½	Ch/Cowl	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,290	600
½	Ch/Cb	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,725	608
½	Pick-up	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,033	660
½	Canopy	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,415	810
½	Panel	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,290	760
½	Stk. (Std. Racks)	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,256	668
½	Ch/Cowl	D-5	3852 and up	6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,120	490
½	Ch/Cb	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,555	598
½	Pick-up	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,833	635
½	Canopy	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,220	700
½	Panel	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,050	728
½	Dm (Milk)	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,170	875
½	Ch/Cowl	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,195	515
½	Ch/Cb	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,630	623
½	Pick-up	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,938	675
½	Canopy	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,295	825
½	Panel	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,195	705
½	Stk. (Std. Racks)	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,161	683
½	Ch/Cowl	K-1	501-5463	6.00/16-PC	6.00/16-PC	4	6	113	2,250	490
½	Ch/Cb	K-1		6.00/16-PC	6.00/16-PC	4	6	113	2,645	598
½	Pick-up	K-1		6.00/16-PC	6.00/16-PC	4	6	113	2,923	640
½	Panel	K-1		6.00/16-PC	6.00/16-PC	4	6	113	3,170	733
½	Station Wagon	K-1		6.00/16-PC	6.00/16-PC	4	6	113	3,350	1,000
½	Ch/Cowl	K-1		6.00/16-PC	6.00/16-PC	4	6	125	2,275	510
½	Ch/Cb	K-1		6.00/16-PC	6.00/16-PC	4	6	125	2,670	618
½	Pick-up	K-1		6.00/16-PC	6.00/16-PC	4	6	125	2,978	675
½	Panel	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,275	765
½	Stk. (Std. Racks)	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,201	678
½	Ch/Cowl	K-2	501-3091	6.00/16-PC	6.00/16-PC	4	6	125	2,285	520
½	Ch/Cb	K-2		6.00/16-PC	6.00/16-PC	4	6	125	2,680	623
½	Pick-up	K-2		6.00/16-PC	6.00/16-PC	4	6	125	2,988	685
½	Panel	K-2		6.00/16-PC	6.00/16-PC	4	6	125	3,285	775
½	Stk. (Std. Racks)	K-2		6.00/16-PC	6.00/16-PC	4	6	125	3,211	688
¾-1	Ch/Cowl	D-15	26800 and up	7.00/16 6 ply	7.00/16 6 ply	4	6	113	2,720	605
¾-1	Ch/Cb	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,155	712
¾-1	Pick-up	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,433	750
¾-1	Dm (Milk)	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,835	1,000
¾-1	Ch/Cowl	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	2,800	605
¾-1	Ch/Cb	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,235	713
¾-1	Pick-up	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,606	785
¾-1	Canopy	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,975	930
¾-1	Panel	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	4,000	873
¾-1	Stk. (Std. Racks)	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,859	788
¾	Ch/Cowl	D-29	688 and up	30 x 5-TT	32 x 6-TT	4	6	128	3,410	650
¾	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	128	3,845	768
¾	Ch/Cowl	D-29		30 x 5-TT	32 x 6-TT	4	6	155	3,595	685
¾	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	155	4,030	793
¾	Ch/Cowl	D-29		30 x 5-TT	32 x 6-TT	4	6	173	3,635	710
¾	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	173	4,120	818
1	Ch/Cowl	K-3	501-2303	6.00/16-TT	6.00/16-TT	4	6	113	3,000	620
1	Ch/Cb	K-3		6.00/16-TT	6.00/16-TT	4	6	113	3,395	728
1	Pick-up	K-3		6.00/16-TT	6.00/16-TT	4	6	113	3,673	770
1	Ch/Cowl	K-3		6.00/16-TT	6.00/16-TT	4	6	130	3,030	620
1	Ch/Cb	K-3		6.00/16-TT	6.00/16-TT	4	6	130	3,425	728
1	Pick-up	K-3		6.00/16-TT	6.00/16-TT	4	6	130	3,796	805
1	Panel	K-3		6.00/16-TT	6.00/16-TT	4	6	130	4,230	893
1	Stk. (Std. Racks)	K-3		6.00/16-TT	6.00/16-TT	4	6	130	4,049	803
1¼	Ch/Cowl	K-4	501-1264	6.50/20-TT	6.50/20-TT	4	6	113	3,250	645
1¼	Ch/Cb	K-4		6.50/20-TT	6.50/20-TT	4	6	113	3,644	753
1¼	Ch/Cowl	K-4		6.50/20-TT	6.50/20-TT	4	6	135	3,300	645
1¼	Ch/Cb	K-4		6.50/20-TT	6.50/20-TT	4	6	135	3,695	753
1¼	Platform 9'	K-4		6.50/20-TT	6.50/20-TT	4	6	135	N. A.	828
1¼	Stk. (Std. Racks) 9'	K-4		6.50/20-TT	6.50/20-TT	4	6	135	4,570	853
1¼	Ch/Cowl	K-4		6.50/20-TT	6.50/20-TT	4	6	147	3,360	665
1¼	Ch/Cb	K-4		6.50/20-TT	6.50/20-TT	4	6	147	3,755	773
1¼	Platform 9'	K-4		6.50/20-TT	6.50/20-TT	4	6	147	N. A.	848
1¼	Stk. (Std. Racks) 9'	K-4		6.50/20-TT	6.50/20-TT	4	6	147	4,030	873
1¼	Ch/Cowl	K-4		6.50/20-TT	6.50/20-TT	4	6	159	3,410	685
1¼	Ch/Cb	K-4		6.50/20-TT	6.50/20-TT	4	6	159	3,805	793
1¼	Platform 12'	K-4		6.50/20-TT	6.50/20-TT	4	6	159	N. A.	883
1¼	Stk. (Std. Racks) 12'	K-4		6.50/20-TT	6.50/20-TT	4	6	159	4,855	913
1½	Ch/Cowl	D-30	70530 and up	30 x 5-TT	32 x 6-TT	4	6	128	3,410	650
1½	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	128	3,845	768
1½	Panel AA-9'	D-30		30 x 5-TT	32 x 6-TT	4	6	128	4,910	1,175
1½	Stk. (Std. Racks) 9'	D-30		30 x 5-TT	32 x 6-TT	4	6	128	4,720	858
1½	Ch/Cowl	D-30		30 x 5-TT	32 x 6-TT	4	6	155	3,595	685
1½	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	155	4,030	793
1½	Panel AA-12'	D-30		30 x 5-TT	32 x 6-TT	4	6	155	5,295	1,235
1½	Stk. (Std. Racks) 12'	D-30		30 x 5-TT	32 x 6-TT	4	6	155	5,050	913
1½	Ch/Cowl	D-30		30 x 5-TT	32 x 6-TT	4	6	173	3,685	710
1½	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	173	4,120	818
1½	Stk. (Std. Racks) 14'	D-30		30 x 5-TT	32 x 6-TT	4	6	173	5,320	968
1½	Ch/Cowl	D-30-B	954 and up	30 x 5-TT	32 x 6-TT	4	6	155	3,595	785
1½	Ch/Cowl	D-30-B		30 x 5-TT	32 x 6-TT	4	6	173	3,685	810
1½	Ch/Cowl (2SRA)	DS-30	8393 and up	30 x 5-TT	32 x 6-TT	4	6	123	3,510	765
1½	Ch/Cb (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	3,945	873
1½	Panel AA-9' (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	4,010	1,290
1½	Stk. (Std. Racks) 9'—(2 SRA).	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	4,820	973
1½	Ch/Cowl (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	155	3,695	800

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(7) 1940—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch/Cb (2SRA)	DS-30	8393 and up	30 x 5-TT	32 x 6-TT	4	6	155	4,120	$903
1½	Panel AA-12' (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	155	5,180	1,330
1½	Stk. (Std. Racks) 12' (2SRA).	DS-30		30 x 5-TT	32 x 6-TT	4	6	155	5,330	1,023
1½	Ch/Cowl (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	173	3,785	825
1½	Ch/Cb (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	173	4,220	933
1½	Stk. (Std. Racks) 14' (2SRA).	DS-30		30 x 5-TT	32 x 6-TT	4	6	173	5,420	1,033
1½	Ch/Cowl	K-5	501-3068	6.00/20-TT	6.00/20-TT	6	6	135	3,600	690
1½	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	135	4,055	793
1½	Platform 9'	K-5		6.00/20-TT	6.00/20-TT	6	6	135	N. A.	873
1½	Stk. (Std. Racks) 9'	K-5		6.00/20-TT	6.00/20-TT	6	6	135	4,930	893
1½	Ch/Cowl	K-5		6.00/20-TT	6.00/20-TT	6	6	147	3,725	710
1½	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	147	4,120	813
1½	Panel 9'	K-5		6.00/20-TT	6.00/20-TT	6	6	147	N. A.	833
1½	Platform 9'	K-5		6.00/20-TT	6.00/20-TT	6	6	147	4,995	913
1½	Ch/Cowl	K-5		6.00/20-TT	6.00/20-TT	6	6	159	3,770	720
1½	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	159	4,165	833
1½	Platform 12'	K-5		6.00/20-TT	6.00/20-TT	6	6	159	N. A.	928
1½	Stk. (Std. Racks) 12'	K-5		6.00/20-TT	6.00/20-TT	6	6	159	5,215	953
1½	Ch/Cowl	K-5		6.00/20-TT	6.00/20-TT	6	6	177	3,820	750
1½	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	177	4,215	853
1½	Platform 14'	K-5		6.00/20-TT	6.00/20-TT	6	6	177	N. A.	973
1½	Stk. (Std. Racks) 14'	K-5		6.00/20-TT	6.00/20-TT	6	6	177	5,415	1,003
1½	Ch/Cowl (2SRA)	KS-5	501-1054	6.00/20-TT	6.00/20-TT	6	6	135	3,770	800
1½	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	4,165	903
1½	Platform 9' (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	N. A.	933
1½	Stk. (Std. Racks) 9' (2SRA).	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	5,040	1,003
1½	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	3,835	820
1½	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	4,220	923
1½	Platform 9' (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	N. A.	1,003
1½	Stk. (Std. Racks) 9' (2SRA).	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	5,105	1,023
1½	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	3,830	840
1½	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	4,275	943
1½	Platform 12' (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	N. A.	1,033
1½	Stk. (Std. Racks) 12' (2SRA).	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	5,325	1,063
1½	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	3,920	860
1½	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	4,325	963
1½	Platform (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	N. A.	1,033
1½	Stk. (Std. Racks) (2SRA).	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	5,525	1,113
1½-2	Ch/Cowl	D-35	22455 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,035	970
1½-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,470	1,115
1½-2	Ch/Cowl	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,160	1,015
1½-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,595	1,160
1½-2	Ch/Cowl	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,185	1,040
1½-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,620	1,185
1½-2	Ch/Cowl	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,220	1,055
1½-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,655	1,200
1½-2	Ch/Cowl	D-35-B	927 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,220	1,170
1½-2	Ch/Cowl (2SAR)	DS-35	8155 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,145	1,035
1½-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,550	1,220
1½-2	Ch/Cowl (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,270	1,120
1½-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,705	1,275
1½-2	Ch/Cowl (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,295	1,155
1½-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,730	1,300
1½-2	Ch/Cowl (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,330	1,170
1½-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,765	1,315
1½-2	Ch/Cowl (2SRA)	DS-35-B	515 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,320	1,235
1½-2	Ch/Cowl	K-6	501-1325	6.50/20 6 ply	6.50/20 6 ply	6	6	124	4,475	1,005
1½-2	Ch/Cb	K-6		6.50/20 6 ply	6.50/20 6 ply	6	6	124	4,935	1,170
1½-2	Platform 9'	K-6		6.50/20 6 ply	6.50/20 6 ply	6	6	124	N. A.	1,245
1½-2	Stk. (Std. Racks) 9'	K-6		6.50/20 6 ply	6.50/20 6 ply	6	6	134	5,810	1,270
1½-2	Ch/Cowl	K-6		6.50/20 6 ply	6.50/20 6 ply	6	6	145	4,515	1,025
1½-2	Ch/Cb	K-6		6.50/20 6 ply	6.50/20 6 ply	6	6	145	4,975	1,190
1½-2	Platform 9'	K-6		6.50/20 6 ply	6.50/20 6 ply	6	6	146	N. A.	1,265
1½-2	Stk. (Std. Racks) 9'	K-6		6.50/20 6 ply	6.50/20 6 ply	6	6	146	5,850	1,290
1½-2	Ch/Cowl	K-6		6.50/20	6.50/20	6	6	153	4,560	1,045
1½-2	Ch/Cb	K-6		6.50/20	6.50/20	6	6	153	5,020	1,210
1½-2	Platform 12'	K-6		6.50/20	6.50/20	6	6	153	N. A.	1,300
1½-2	Stk. (Std. Racks) 12'	K-6		6.50/20	6.50/20	6	6	153	6,070	1,320
1½-2	Ch/Cowl	K-6		6.50/20	6.50/20	6	6	176	4,620	1,065
1½-2	Ch/Cb	K-6		6.50/20	6.50/20	6	6	176	5,080	1,220
1½-2	Platform 14'	K-6		6.50/20	6.50/20	6	6	176	N. A.	1,350
1½-2	Stk. (Std. Racks) 14'	K-6		6.50/20	6.50/20	6	6	176	6,280	1,380
1½-2	Ch/Cowl (2SRA)	KS-6	501-631	6.50/20	6.50/20	6	6	124	4,505	1,120
1½-2	Ch/Cb (2SRA)	KS-6		6.50/20	6.50/20	6	6	134	4,965	1,285
1½-2	Platform 9' (2SRA)	KS-6		6.50/20	6.50/20	6	6	134	N. A.	1,335
1½-2	Stk. (Std. Racks) 9' (2SRA).	KS-6		6.50/20	6.50/20	6	6	134	5,840	1,335
1½-2	Ch/Cowl (2SRA)	KS-6		6.50/20	6.50/20	6	6	146	4,545	1,140
1½-2	Ch/Cb (2SRA)	KS-6		6.50/20	6.50/20	6	6	146	5,005	1,305
1½-2	Platform (2SRA)	KS-6		6.50/20	6.50/20	6	6	146	N. A.	1,380
1½-2	Stk. (Std. Racks) (2SRA).	KS-6		6.50/20	6.50/20	6	6	146	5,880	1,405
1½-2	Ch/Cowl (2SRA)	KS-6		6.50/20	6.50/20	6	6	153	4,590	1,160
1½-2	Ch/Cb (2SRA)	KS-6		6.50/20	6.50/20	6	6	153	5,050	1,325
1½-2	Platform 12' (2SRA)	KS-6		6.50/20	6.50/20	6	6	153	N. A.	1,415
1½-2	Stk. (Std. Racks) 12' (2SRA).	KS-6		6.50/20	6.50/20	6	6	153	6,190	1,445
1½-2	Ch/Cb (2SRA)	KS-6		6.50/20	6.50/20	6	6	176	4,650	1,180
1½-2	Ch/Cb (2SRA)	KS-6		6.50/20	6.50/20	6	6	176	5,110	1,345
1½-2	Platform (2SRA)	KS-6		6.50/20	6.50/20	6	6	176	N. A.	1,465

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(7) 1940—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½-2	Stk. (Std. Racks) (2SRA).	KS-6	501-651	6.50/20	6.50/20	6	6	176	6,310	$1,495
1½	Ch/Cowl	D-39	576 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,805	1,365
1½	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,240	1,510
1½	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,830	1,380
1½	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,265	1,525
1½	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,855	1,395
1½	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,290	1,540
1½	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	4,895	1,410
1½	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,330	1,555
1½	Ch/Cowl (2SRA)	DS-39	505 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,930	1,550
1½	Ch/Cb (2SRA	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,365	1,695
1½	Ch/Cowl (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,955	1,565
1½	Ch/Cb (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,390	1,710
1½	Ch/Cowl (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,980	1,580
1½	Ch/Cb (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,415	1,725
1½	Ch/Cowl (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,020	1,595
1½	Ch/Cb (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,455	1,740
2-3	Ch/Cowl	D-40	15997 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,805	1,365
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,240	1,510
2-3	Ch/Cowl	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,830	1,380
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,265	1,525
2-3	Ch/Cowl	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,855	1,395
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,290	1,540
2-3	Ch/Cowl	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	4,895	1,410
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,330	1,555
2-3	Ch/Cowl (2SRA)	DS-40	2463 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,930	1,550
2-3	Ch/Cb (SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,365	1,695
2-3	Ch/Cowl (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,955	1,565
2-3	Ch/Cb (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,390	1,710
2-3	Ch/Cowl (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,980	1,580
2-3	Ch/Cb (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,415	1,725
2-3	Ch/Cowl (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,020	1,595
2-3	Ch/Cb (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,455	1,740
2-3	Ch/Cowl	K-7	501-1174	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,905	1,370
2-3	Ch/Cb	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,365	1,535
2-3	Platform 9'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	N. A.	1,610
2-3	Stk. (Std. Racks) 9'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	6,240	1,635
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,950	1,390
2-3	Ch/Cb	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,410	1,555
2-3	Platform 9'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	N. A.	1,630
2-3	Stk. (Std. Racks) 9'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	6,285	1,655
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,995	1,410
2-3	Ch/Cb	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,455	1,575
2-3	Platform 12'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	N. A.	1,665
2-3	Stk. (Std. Racks) 12'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	6,505	1,695
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,065	1,430
2-3	Ch/Cb	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,525	1,595
2-3	Platform 14'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	N. A.	1,715
2-3	Stk. (Std. Racks) 14'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	6,725	1,745
2-3	Ch/Cowl (2SRA)	KS-7	501-510	7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,030	1,655
2-3	Ch/Cb (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,490	1,720
2-3	Platform (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	N. A.	1,795
2-3	Stk. (Std. Racks) (2SRA).	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	6,365	1,820
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,075	1,575
2-3	Ch/Cb (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,535	1,740
2-3	Platform 9' (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	N. A.	1,815
2-3	Stk. (Std. Racks) 9' (2SRA).	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	6,410	1,840
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,120	1,595
2-3	Ch/Cb (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,580	1,760
2-3	Platform 12' (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	N. A.	1,850
2-3	Stk. (Std. Racks) 12' (2SRA).	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	6,630	1,880
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,200	1,615
2-3	Ch/Cb (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,550	1,780
2-3	Platform 14' (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	N. A.	1,900
2-3	Stk. (Std. Racks) 14' (2SRA).	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	6,425	1,925
3-4	Ch/Cowl	D-50	3307 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,245	1,975
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,680	2,120
3-4	Ch/Cowl	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,275	2,010
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,710	2,155
3-4	Ch/Cowl	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,305	2,035
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,740	2,180
3-4	Ch/Cowl	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,365	2,060
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,800	2,205
3-4	Ch/Cowl (2SRA)	DS-50	967 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,245	2,185
3-4	Ch/Cb (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,680	2,330
3-4	Ch/Cowl (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,275	2,220
3-4	Ch/Cb (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,710	2,365
3-4	Ch/Cowl (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,305	2,245
3-4	Ch/Cb (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,740	2,390
3-4	Ch/Cowl (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,365	2,270
3-4	Ch/Cb (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,800	2,415
3-4	Ch/Cowl (DR)	DR-50	1396 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,380	2,140
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,815	2,285
3-4	Ch/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,410	2,175
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,845	2,320
3-4	Ch/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,440	2,200
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,875	2,345
3-4	Cr/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,500	2,225
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,935	2,370
3-4	Ch/Cowl	K-8	501-615	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,250	1,910
3-4	Ch/Cb	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,710	2,075
3-4	Ch/Cowl	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,310	1,930

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(7) 1940—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
3-4	Ch/Cb	K-8	501-505	7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,770	$2,095
3-4	Ch/Cowl	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,370	1,970
3-4	Ch/Cb	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,820	2,115
3-4	Ch/Cowl	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,450	1,970
3-4	Ch/Cb	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,920	2,135
3-4	Ch/Cowl	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	6,550	1,990
3-4	Ch/Cb	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	7,010	2,155
3-4	Ch/Cowl (DR)	KR-8	501-533	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,335	2,070
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,845	2,275
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	143	6,445	2,070
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	143	6,905	2,235
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,505	2,090
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,965	2,255
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,595	2,110
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	7,055	2,275
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	6,635	2,130
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	7,145	2,295
3½-4½	Ch/Cowl	D-60	973 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	143	7,190	2,795
3½-4½	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	143	7,625	2,940
3½-4½	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,265	2,820
3½-4½	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,700	2,955
3½-4½	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,320	2,845
3½-4½	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,755	2,990
3½-4½	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,375	2,870
3½-4½	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,810	3,015
3½-4½	Ch/Cowl (2 SRA)	DS-60	506 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	143	7,830	3,195
3½-4½	Ch/Cb (2 SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	143	8,025	3,243
3½-4½	Ch/Cowl (2 SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,605	3,220
3½-4½	Ch/Cb (2 SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	8,100	3,355
3½-4½	Ch/Cowl (2SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,720	3,235
3½-4½	Ch/Cb (2SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	8,155	3,390
3½-4½	Ch/Cowl (2SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,775	3,270
3½-4½	Ch/Cb (2SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	8,210	3,415
4-5	Ch/Cowl (DR)	DR-60	2121 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	143	7,265	2,945
4-5	Ch/Cb (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	143	7,700	3,090
4-5	Ch/Cowl (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,340	2,970
4-5	Ch/Cb (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,775	3,115
4-5	Ch/Cowl (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,395	2,995
4-5	Ch/Cb (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,830	3,140
4-5	Ch/Cowl (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,450	3,020
4-5	Ch/Cb (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,885	3,165
3½-4½	Ch/Cowl	K-10	501-511	9.00/20 10 ply	9.00/20 10 ply	6	6	143	7,195	2,700
3½-4½	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	143	7,655	2,855
3½-4½	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,250	2,720
3½-4½	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,710	2,885
3½-4½	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,320	2,740
3½-4½	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,790	2,905
3½-4½	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,415	2,760
3½-4½	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,875	2,925
3½-4½	Ch/Cowl (DR)	KR-10	501-519	9.00/20 10 ply	9.00/20 10 ply	6	6	143	7,225	2,880
3½-4½	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	143	7,700	3,015
3½-4½	Ch/Cowl (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,265	2,820
3½-4½	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,755	3,035
3½-4½	Ch/Cowl (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,375	2,890
3½-4½	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,835	3,055
3½-4½	Ch/Cowl (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,470	2,910
3½-4½	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,920	3,075
4-6	Ch/Cowl (DR)	DR-70	1034 and up	30/8 12 ply	30/8 12 ply	6	6	143	8,100	4,195
4-6	Ch/Cb (DR)	DR-70		30/8 12 ply	30/8 12 ply	6	6	143	8,585	4,340
4-6	Ch/Cowl (DR)	DR-70		30/8 12 ply	30/8 12 ply	6	6	161	8,175	4,220
4-6	Ch/Cb (DR)	DR-70		30/8 12 ply	30/8 12 ply	6	6	161	8,610	4,365
4-6	Ch/Cowl (DR)	DR-70		30/8 12 ply	30/8 12 ply	6	6	179	8,220	4,245
4-6	Ch/Cb (DR)	DR-70		30/8 12 ply	30/8 12 ply	6	6	179	8,685	4,390
4-6	Ch/Cowl (DR)	DR-70		30/8 12 ply	30/8 12 ply	6	6	197	8,235	4,270
4-6	Ch/Cb (DR)	DR-70		30/8 12 ply	30/8 12 ply	6	6	197	8,720	4,415
4-6	Ch/Cowl (DR)	KR-11	N. A.	9.00/20 12 ply	9.00/20 12 ply	6	6	143	8,195	3,900
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	143	8,655	4,055
4-6	Ch/Cowl (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	8,230	3,920
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	8,690	4,085
4-6	Ch/Cowl (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	8,295	3,949
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	8,755	4,105
4-6	Ch/Cowl (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	8,360	3,960
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	8,820	4,195
7½	Ch/Cowl (DR)	A-8	1018-1072	9.75/20	9.75/20	6	6	160	12,035	6,200
7½	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	160	12,630	6,525
7½	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	180	12,205	6,250
7½	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	180	12,880	6,575
7½	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	200	12,435	6,300
7½	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	200	13,080	6,625
7½	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	225	12,635	6,350
7½	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	225	13,300	6,625

CONVENTIONAL—(3D AXLE)

1½-3½	Ch/Cowl (6 x 2)	D-186-T	521 and up	6.50/20 6 ply	6.50/20 6 ply	10	6	143	5,330	$1,475
1½-3½	Ch/Cb (6 x 2)	D-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	143	5,825	1,583
1½-3½	Ch/Cowl (6 x 2)	D-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	173	5,520	1,420
1½-3½	Ch/Cb (6 x 2)	D-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	173	5,955	1,558
1½-3½	Ch/Cowl (6 x 2)	D-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	5,585	1,505
1½-3½	Ch/Cb (6 x 2)	D-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	6,020	1,613
1½-3½	Ch/Cowl (6 x 2-2SRA)	DS-186-T	522 and up	6.50/20 6 ply	6.50/20 6 ply	10	6	143	5,490	1,550
1½-3½	Ch/Cb (6 x 2-2SRA)	DS-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	143	5,925	1,623
1½-3½	Ch/Cowl (6 x 2-2SRA)	DS-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	173	5,620	1,605
1½-3½	Ch/Cb (6 x 2-2SRA)	DS-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	173	6,055	1,713
1½-3½	Ch/Cowl (6 x 2-2SRA)	DS-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	5,685	1,620

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(7) 1940—Continued

CONVENTIONAL—(3D AXLE)—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½-3½	Ch/Cb (6 x 2-2SRA)	DS-186-T	522 and up	6.50/20 6 ply	6.50/20 6 ply	10	6	191	6,120	$1,723
2-4	Ch/Cowl (6 x 2)	D-216-T	679 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,370	1,760
2-4	Ch/Cb (6 x 2)	D-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,805	1,950
2-4	Ch/Cowl (6 x 2)	D-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,430	1,775
2-4	Ch/Cb (6 x 2)	D-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,865	1,920
2-4	Ch/Cowl (6 x 2-2SRA)	DS-216-T	749 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,370	1,945
2-4	Ch/Cb (6 x 2-2SRA)	DS-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,805	2,090
2-4	Ch/Cowl (6 x 2-2SRA)	DS-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,430	1,960
2-4	Ch/Cb (6 x 2-2SRA)	DS-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,865	2,105
2-4	Ch/Cowl (6 x 4)	D-216-F	509 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	151	6,620	2,185
2-4	Ch/Cb (6 x 4)	D-216-F		7.00/20 8 ply	7.00/20 8 ply	10	6	151	7,055	2,330
2-4	Ch/Cowl (6 x 4)	D-216-F		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,650	2,200
2-4	Ch/Cb (6 x 4)	D-216-F		7.00/20 8 ply	7.00/20 8 ply	10	6	176	7,085	2,345
2-4	Ch/Cowl (6 x 4)	D-216-F		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,710	2,215
2-4	Ch/Cb (6 x 4)	D-216-F		7.00/20 8 ply	7.00/20 8 ply	10	6	194	7,145	2,360
2½-5	Ch/Cowl (6 x 2)	D-246-T	597 and up	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,215	2,850
2½-5	Ch/Cb (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,650	2,995
2½-5	Ch/Cowl (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,335	2,875
2½-5	Ch/Cb (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,770	3,020
2½-5	Ch/Cowl (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	6	6	197	8,535	2,900
2½-5	Ch/Cb (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	6	6	197	8,970	3,045
2½-5	Ch/Cowl (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	6	6	215	8,665	2,925
2½-5	Ch/Cb (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	6	6	215	9,100	3,070
2½-5	Ch/Cowl (6 x 2-2SRA)	DS-246-T	531 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	161	8,215	3,060
2½-5	Ch/Cb (6 x 2-2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	6	6	161	8,650	3,205
2½-5	Ch/Cowl (6 x 2-2 SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	6	6	179	8,335	3,085
2½-5	Ch/Cb (6 x 2-2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	6	6	179	8,770	3,230
2½-5	Ch/Cowl (6 x 2-2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	6	6	197	8,535	3,110
2½-5	Ch/Cb (6 x 2-2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	6	6	197	8,970	3,255
2½-5	Ch/Cowl (6 x 2-2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	6	6	215	8,665	3,135
2½-5	Ch/Cb (6 x 2-2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	6	6	215	9,100	3,280
2½-5	Ch/Cowl (6 x 2-DR)	DR-246-T	533 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	161	8,320	3,015
2½-5	Ch/Cb (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	6	6	161	8,765	3,160
2½-5	Ch/Cowl (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	6	6	179	8,535	3,040
2½-5	Ch/Cb (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	6	6	179	8,970	3,185
2½-5	Ch/Cowl (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	6	6	197	8,635	3,065
2½-5	Ch/Cb (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	6	6	197	9,070	3,210
2½-5	Ch/Cowl (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	6	6	215	8,770	3,090
2½-5	Ch/Cb (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	6	6	215	9,205	3,235
2½-5½	Ch/Cowl (6 x 4)	D-246-F	1012 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	161	8,470	3,150
2½-5½	Ch/Cb (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	6	6	161	8,905	3,295
2½-5½	Ch/Cowl (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	6	6	179	8,595	3,175
2½-5½	Ch/Cb (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	6	6	179	9,030	3,320
2½-5½	Ch/Cowl (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	6	6	197	8,880	3,200
2½-5½	Ch/Cb (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	6	6	197	9,315	3,345
2½-5½	Ch/Cowl (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	6	6	215	9,160	3,225
2½-5½	Ch/Cb (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	6	6	215	9,595	3,370
3½-7	Ch/Cowl (6 x 2-DR)	DR-346-T	548 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	161	10,245	5,000
3½-7	Ch/Cb (6 x 2-DR)	DR-346-T		9.00/20 10 ply	9.00/20 10 ply	6	6	161	10,680	5,145
3½-7	Ch/Cowl (6 x 2-DR)	DR-346-T		9.00/20 10 ply	9.00/20 10 ply	6	6	197	10,515	5,025
3½-7	Ch/Cb (6 x 2-DR)	DR-346-T		9.00/20 10 ply	9.00/20 10 ply	6	6	197	10,950	5,170
3½-7	Ch/Cowl (6 x 2-DR)	DR-346-T		9.00/20 10 ply	9.00/20 10 ply	6	6	215	10,645	5,050
3½-7	Ch/Cb (6 x 2-DR)	DR-346-T		9.00/20 10 ply	9.00/20 10 ply	6	6	215	11,080	5,195
3½-7	Ch/Cowl (6 x 4)	D-346-F	671 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	161	11,200	5,750
3½-7	Ch/Cb (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	6	6	161	11,635	5,895
3½-7	Ch/Cowl (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	6	6	197	11,700	5,775
3½-7	Ch/Cb (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	6	6	197	12,135	5,920
3½-7	Ch/Cowl (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	6	6	215	12,000	5,800
3½-7	Ch/Cb (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	6	6	215	12,435	5,945
5-8	Ch/Cowl (6 x 4-DR)	DR-426-F	566 and up	9.75/20 12 ply	9.75/20 12 ply	6	6	161	13,200	7,500
5-8	Ch/Cb (6 x 4-DR)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	6	6	161	13,635	7,645
5-8	Ch/Cowl (6 x 4-DR)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	6	6	215	13,900	7,525
5-8	Ch/Cb (6 x 4-DR)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	6	6	215	14,335	7,670
5-8	Ch/Cowl (6 x 4-DR)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	6	6	233	14,300	7,550
5-8	Ch/Cb (6 x 4-DR)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	6	6	233	14,735	7,695
10-15	Ch/Cowl (6 x 4)	AR-426-F	547	9.75/24 12 ply	9.75/24 12 ply	6	6	180	18,355	12,500
10-15	Ch/Cb (6 x 4)	AR-426-F		9.75/24 12 ply	9.75/24 12 ply	6	6	180	18,970	12,825
10-15	Ch/Cowl (6 x 4)	AR-426-F		9.75/24 12 ply	9.75/24 12 ply	6	6	253	18,770	12,500
10-15	Ch/Cb (6 x 4)	AR-426-F		9.75/24 12 ply	9.75/24 12 ply	6	6	253	19,385	12,825

CONVENTIONAL—(DIESEL)

3-4	Ch/Cowl	DD-50	554 and up	7.50/20 8 ply	7.50/20 8 ply	6	4	137	7,205	$3,275
3-4	Ch/Cowl	DD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	149	7,235	3,310
3-4	Ch/Cowl	DD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	161	7,265	3,335
3-4	Ch/Cowl	DD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	179	7,325	3,360
3-4	Ch/Cowl (2SRA)	DSD-50	512 and up	7.50/20 8 ply	7.50/20 8 ply	6	4	137	7,205	3,485
3-4	Ch/Cowl (2SRA)	DSD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	149	7,235	3,520
3-4	Ch/Cowl (2SRA)	DSD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	161	7,265	3,545
3-4	Ch/Cowl (2SRA)	DSD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	179	7,325	3,570
3-4	Ch/Cowl (DR)	DRD-50	508 and up	7.50/20 8 ply	7.50/20 8 ply	6	4	137	7,340	3,440
3-4	Ch/Cowl (DR)	DRD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	149	7,370	3,475
3-4	Ch/Cowl (DR)	DRD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	161	7,400	3,500
3-4	Ch/Cowl (DR)	DRD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	179	7,460	3,525
3½-4½	Ch/Cowl	DD-60	504 and up	9.00/20	9.00/20	6	4	149	8,045	4,095
3½-4½	Ch/Cowl	DD-60		9.00/20	9.00/20	6	4	161	8,120	4,120
3½-4½	Ch/Cowl	DD-60		9.00/20	9.00/20	6	4	179	8,175	4,145
3½-4½	Ch/Cowl	DD-60		9.00/20	9.00/20	6	4	197	8,230	4,170
3½-4½	Ch/Cowl (DR)	DRD-60	512 and up	9.00/20	9.00/20	6	4	149	8,045	4,245
3½-4½	Ch/Cowl (DR)	DRD-60		9.00/20	9.00/20	6	4	161	8,120	4,270
3½-4½	Ch/Cowl (DR)	DRD-60		9.00/20	9.00/20	6	4	179	8,175	4,295
3½-4½	Ch/Cowl (DR)	DRD-60		9.00/20	9.00/20	6	4	197	8,230	4,320
4-6	Ch/Cowl (DR)	DRD-70	531 and up	36/8	36/8	6	4	149	9,215	5,495
4-6	Ch/Cowl (DR)	DRD-70		36/8	36/8	6	6	149	9,695	5,725
4-6	Ch/Cowl (DR)	DRD-70		36/8	36/8	6	4	161	9,290	5,520

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(7) 1940—Continued

CONVENTIONAL—(DIESEL)—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
4-6	Ch/Cowl (DR)	DRD-70	531 and up	32/8	32/8	6	6	161	9,770	$5,750
4-6	Ch/Cowl (DR)	DRD-70		32/8	32/8	6	4	179	9,345	5,545
4-6	Ch/Cowl (DR)	DRD-70		32/8	32/8	6	6	179	9,825	5,775
4-6	Ch/Cowl (DR)	DRD-70		32/8	32/8	6	4	197	9,400	5,570
4-6	Ch/Cowl (DR)	DRD-70		32/8	32/8	6	6	197	9,880	5,850
5-7½	Ch/Cowl (DR)	AD-8	510-511	9.75/20	9.75/20	6	6	160	12,485	7,185
5-7½	Ch/Cowl (DR)	AD-8		9.75/20	9.75/20	6	6	180	12,715	7,235
5-7½	Ch/Cowl (DR)	AD-8		9.75/20	9.75/20	6	6	200	12,835	7,285
5-7½	Ch/Cowl (DR)	AD-8		9.75/20	9.75/20	6	6	225	13,135	7,335

CONVENTIONAL—(DIESEL—3D AXLE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
2½-5	Ch/Cowl (6 x 2)	DD-246-T	505 and up	7.50/20	7.50/20	10	4	161	9,175	$4,150
2½-5	Ch/Cowl (6 x 2)	DD-246-T		7.50/20	7.50/20	10	4	179	9,295	4,175
2½-5	Ch/Cowl (6 x 2)	DD-246-T		7.50/20	7.50/20	10	4	197	9,435	4,200
2½-5	Ch/Cowl (6 x 2)	DD-246-T		7.50/20	7.50/20	10	4	215	9,635	4,225
2½-5	Ch/Cowl (6 x 4)	DD-246-F	507 and up	7.50/20	7.50/20	10	4	161	9,270	4,450
2½-5	Ch/Cowl (6 x 4)	DD-246-F		7.50/20	7.50/20	10	4	179	9,415	4,475
2½-5	Ch/Cowl (6 x 4)	DD-246-F		7.50/20	7.50/20	10	4	197	9,760	4,500
2½-5	Ch/Cowl (6 x 4)	DD-246-F		7.50/20	7.50/20	10	4	215	9,930	4,525
3½-7	Ch/Cowl (6 x 2-DR)	DRD-346 T	503 and up	9.00/20	9.00/20	10	6	161	11,850	6,520
3½-7	Ch/Cowl (6 x 2-DR)	DRD-346-T		9.00/20	9.00/20	10	6	197	12,460	6,555
3½-7	Ch/Cowl (6 x 2-DR)	DRD-346-T		9.00/20	9.00/20	10	6	215	12,700	6,590
3½-7	Ch/Cowl (6 x 4)	DD-346-F	512 and up	9.00/20	9.00/20	10	6	161	12,430	7,280
3½-7	Ch/Cowl (6 x 4)	DD-346-F		9.00/20	9.00/20	10	6	197	13,000	7,305
3½-7	Ch/Cowl (6 x 4)	DD-346-F		9.00/20	9.00/20	10	6	215	13,270	7,320
5-8	Ch/Cowl (6 x 4-DR)	DRD-426-F	503 and up	9.75/20	9.75/20	10	6	161	14,700	9,020
5-8	Ch/Cowl (6 x 4-DR)	DRD-426-F		9.75/20	9.75/20	10	6	215	15,100	9,055
5-8	Ch/Cowl (6 x 4-DR)	DRD-426-F		9.75/20	9.75/20	10	6	233	15,260	9,080
10-15	Ch/Cowl (6 x 4-DR)	ARD-626-F	505-531	9.75/24	9.75/24	10	6	180	18,530	13,435
10-15	Ch/Cowl (6 x 4-DR)	ARD-626-F		9.75/24	9.75/24	10	6	233	19,260	13,485

METROPOLITAN

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
½	Panel	D-2-M	716-1691	6.00/16 4 ply	6.00/16 4 ply	4	6	102	3,620	$1,100
½	Panel	D-2-M		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,865	1,170
¾-1	Panel	D-15-M	797-2075	7.00/16 6 ply	7.00/16 6 ply	4	6	102	3,930	1,240
¾-1	Panel	D-15-M		7.00/16 6 ply	7.00/16 6 ply	4	6	113	4,175	1,310

CAB OVER ENGINE

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
1½-2	Ch/Cowl	D-300	4277-5355	30/5-TT	32/6-TT	4	6	87	3,270	$715
1½-2	Ch/Cowl and w/s	D-300		30/5-TT	32/6-TT	4	6	87	N. A.	920
1½-2	Ch/Cb	D-300		30/5-TT	32/6-TT	4	6	87	3,920	1,040
1½-2	Ch/Cowl	D-300		30/5-TT	32/6-TT	4	6	99	3,345	715
1½-2	Ch/Cowl and w/s	D-300		30/5-TT	32/6-TT	4	6	99	N. A.	920
1½-2	Ch/Cb	D-300		30/5-TT	32/6-TT	4	6	99	4,025	1,040
1½-2	Ch/Cowl	D-300		30/5-TT	32/6-TT	4	6	117	3,450	750
1½-2	Ch/Cowl and w/s	D-300		30/5-TT	32/6-TT	4	6	117	N. A.	955
1½-2	Ch/Cb	D-300		30/5-TT	32/6-TT	4	6	117	4,120	1,075
1½-2	Ch/Cowl (2SRA)	DS-300	827-1076	30/5-TT	32/6-TT	4	6	87	3,370	830
1½-2	Ch/Cowl and w/s (2SRA)	DS-300		30/5-TT	32/6-TT	4	6	87	N. A.	1,035
1½-2	Ch/Cb (2SRA)	DS-300		30/5-TT	32/6-TT	4	6	87	4,050	1,155
1½-2	Ch/Cowl (2SRA)	DS-300		30/5-TT	32/6-TT	4	6	99	3,445	830
1½-2	Ch/Cowl and w/s (2SRA)	DS-300		30/5-TT	32/6-TT	4	6	99	N. A.	1,035
1½-2	Ch/Cb (2SRA)	DS-300		30/5-TT	32/6-TT	4	6	99	4,125	1,155
1½-2	Ch/Cowl (2SRA)	DS-300		30/5-TT	32/6-TT	4	6	117	3,550	865
1½-2	Ch/Cowl and w/s (2SRA)	DS-300		30/5-TT	32/6-TT	4	6	117	N. A.	1,070
1½-2	Ch/Cb (2SRA)	DS-300		30/5-TT	32/6-TT	4	6	117	4,220	1,190
2-3	Ch/Cowl	D-400	501-959	7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,000	1,240
2-3	Ch/Cowl and w/s	D-400		7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,450	1,545
2-3	Ch/Cb	D-400		7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,800	1,605
2-3	Ch/Cowl	D-400		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,025	1,255
2-3	Ch/Cowl and w/s	D-400		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,475	1,560
2-3	Ch/Cb	D-400		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,825	1,620
2-3	Ch/Cowl	D-400		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,155	1,370
2-3	Ch/Cowl and w/s	D-400		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,605	1,675
2-3	Ch/Cb	D-400		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,955	1,695
2-3	Ch/Cowl (2SRA)	DS-400	501-707	7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,125	1,525
2-3	Ch/Cowl and w/s (2SRA).	DS-400		7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,575	1,730
2-3	Ch/Cb (2SRA)	DS-400		7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,925	1,850
2-3	Ch/Cowl (2SRA)	DS-400		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,150	1,540
2-3	Ch/Cowl and w/s (2SRA).	DS-400		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,600	1,745
2-3	Ch/Cb (2SRA)	DS-400		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,950	1,865
2-3	Ch/Cowl (2SRA)	DS-400		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,290	1,555
2-3	Ch/Cowl and w/s (2SRA).	DS-400		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,730	1,760
2-3	Ch/Cb (2SRA)	DS-400		7.00/20 8 ply	7.00/20 8 ply	6	6	117	6,080	1,880
2-3	Ch/Cowl	K-7-COE	501-519	7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,200	1,610
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,550	1,825
2-3	Platform 9'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	N. A.	1,900
2-3	Stk. (Std. Racks) 9'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	6,425	1,925
2-3	Ch/Cowl	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,270	1,620
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,620	1,845
2-3	Platform 12'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	N. A.	1,935
2-3	Stk. (Std. Racks) 12'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	6,070	1,965
2-3	Ch/Cowl	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,235	1,650
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,705	1,885
2-3	Platform 14'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	N. A.	1,935

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(7) 1940—Continued

CAB OVER ENGINE—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
2-3	Stk. (Std. Racks) 14'	K-7-COE	501-519	7.00/20 8 ply	7.00/20 8 ply	6	6	117	6,905	$2,015
2-3	Ch/Cowl (2SRA)	KS-7-COE	501-508	7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,325	1,795
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,675	2,010
2-3	Platform 9' (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	N. A.	2,085
2-3	Stk. (Std. Racks) 9' (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	6,550	2,110
2-3	Ch/Cowl (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,395	1,815
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,745	2,030
2-3	Platform (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	N. A.	2,120
2-3	Stk. (Std. Racks) (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	6,795	2,160
2-3	Ch/Cowl (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,480	1,835
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,830	2,050
2-3	Platform 14' (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	N. A.	2,170
2-3	Stk. (Std. Racks) 14' (2SRA).	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	7,000	2,200
3-4	Ch/Cowl	D-500	617-895	7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,160	2,210
3-4	Ch/Cowl & w/s	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,830	2,410
3-4	Ch/Cb	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,390	2,560
3-4	Ch/Cowl	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	6,350	2,235
3-4	Ch/Cowl & w/s	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,020	2,435
3-4	Ch/Cb	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,580	2,585
3-4	Ch/Cowl	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	6,510	2,260
3-4	Ch/Cowl & w/s	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,180	2,460
3-4	Ch/Cb	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,740	2,610
3-4	Ch/Cowl (2SRA)	DS-500	539-715	7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,160	2,420
3-4	Ch/Cowl & w/s (2SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,830	2,620
3-4	Ch/Cb (2SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,390	2,770
3-4	Ch/Cowl (2SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	6,350	2,445
3-4	Ch/Cowl & w/s (2SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,020	2,645
3-4	Ch/Cb (2SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,580	2,795
3-4	Ch/Cowl (2SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	6,510	2,470
3-4	Ch/Cowl and w/s (2SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,180	2,670
3-4	Ch/Cb (2SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,740	2,820
3-4	Ch/Cowl (DR)	DR-500	550-614	7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,205	2,375
3-4	Ch/Cowl and w/s (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,965	2,575
3-4	Ch/Cb (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,525	2,725
3-4	Ch/Cowl (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	6,485	2,400
3-4	Ch/Cowl and w/s (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,165	2,600
3-4	Ch/Cb (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,715	2,750
3-4	Ch/Cowl (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	6,645	2,425
3-4	Ch/Cowl and w/s (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,315	2,625
3-4	Ch/Cb (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,875	2,775
4-6	Ch/Cowl (DR)	DR-700	515-572	36/8 12 ply	36/8 12 ply	6	6	94	7,860	4,250
4-6	Ch/Cowl and w/s (DR)	DR-700		36/8 12 ply	38/8 12 ply	6	6	94	8,530	4,450
4-6	Ch/Cb (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	94	9,090	4,600
4-6	Ch/Cowl (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	106	7,975	4,275
4-6	Ch/Cowl and w/s (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	106	8,645	4,475
4-6	Ch/Cb (DR)	DR-700		36/8 12 ply	37/8 12 ply	6	6	106	9,205	4,625
4-6	Ch/Cowl (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	121	8,085	4,300
4-6	Ch/Cowl and w/s (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	121	8,755	4,500
4-6	Ch/Cb (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	124	9,315	4,650
4-6	Ch/Cowl (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	142	8,260	4,325
4-6	Ch/Cowl and w/s (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	142	8,930	4,525
4-6	Ch/Cb (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	142	9,490	4,675

(8) 1941

CONVENTIONAL

½	Ch/Cowl	K-1	5469-26490	6.00/16-PC	6.00/16-PC	4	6	113	2,250	$550
½	Ch/Cb	K-1		6.00/16-PC	6.00/16-PC	4	6	113	2,645	663
½	Pick-up	K-1		6.00/16-PC	6.00/16-PC	4	6	113	2,923	710
½	Canopy	K-1		6.00/16-PC	6.00/16-PC	4	6	113	3,350	900
½	Panel	K-1		6.00/16-PC	6.00/16-PC	4	6	113	3,170	815
½	KM/Milk	K-1		6.00/16-PC	6.00/16-PC	4	6	113	3,255	970
½	Station Wagon	K-1		6.00/16-PC	6.00/16-PC	4	6	113	3,350	1,140
½	Ch/Cowl	K-1		6.00/16-PC	6.00/16-PC	4	6	125	2,275	570
½	Ch/Cb	K-1		6.00/16-PC	6.00/16-PC	4	6	125	2,670	693
½	Pick-up	K-1		6.00/16-PC	6.00/16-PC	4	6	125	2,978	745
½	Canopy	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,400	930
½	Panel	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,275	850
½	Stk. (Std. Racks)	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,201	753
½	KB/Bakery	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,280	1,015
¾	Ch/Cowl	K-2	3092-13906	6.00/16-PC	6.00/16-PC	4	6	125	2,285	680
¾	Ch/Cb	K-2		6.00/16-PC	6.00/16-PC	4	6	125	2,680	693
¾	Pick-up	K-2		6.00/16-PC	6.00/16-PC	4	6	125	2,988	755
¾	Canopy	K-2		6.00/16-PC	6.00/16-PC	4	6	125	3,410	940
¾	Panel	K-2		6.00/16-PC	6.00/16-PC	4	6	125	3,235	860
¾	Stk. (Std. Racks)	K-2		6.00/16-PC	6.00/16-PC	4	6	125	3,211	763
¾	KB/Bakery	K-2		6.00/16-PC	6.00/16-PC	4	6	125	3,290	1,025
1	Ch/Cowl	K-3	2309-12617	6.00/16-TT	6.00/16-TT	4	6	113	3,000	680
1	Ch/Cb	K-3		6.00/16-TT	6.00/16-TT	4	6	113	3,395	793
1	Pick-up	K-3		6.00/16-TT	6.00/16-TT	4	6	113	3,673	840
1	KM/Milk	K-3		6.00/16-TT	6.00/16-TT	4	6	113	4,005	1,110
1	Ch/Cowl	K-3		6.00/16-TT	6.00/16-TT	4	6	130	3,030	680
1	Ch/Cb	K-3		6.00/16-TT	6.00/16-TT	4	6	130	3,425	793
1	Pick-up	K-3		6.00/16-TT	6.00/16-TT	4	6	130	3,798	875
1	Canopy	K-3		6.00/16-TT	6.00/16-TT	4	6	130	4,205	1,060
1	Panel	K-3		6.00/16-TT	6.00/16-TT	4	6	130	4,230	980
1	Stk. (Std. Racks)	K-3		6.00/16-TT	6.00/16-TT	4	6	130	4,049	873
1	Station Wagon	K-3		6.00/16-TT	6.00/16-TT	4	6	130	4,330	1,520

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(8) 1941—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch/Cowl	K-4	1255-4187	6.00/20-TT	6.00/20-TT	4	6	113	3,250	$710
1½	Ch/Cb	K-4		6.00/20-TT	6.00/20-TT	4	6	113	3,644	823
1½	Ch/Cowl	K-4		6.00/20-TT	6.00/20-TT	4	6	135	3,200	710
1½	Ch/Cb	K-4		6.00/20-TT	6.00/20-TT	4	6	135	3,633	823
1½	Platform	K-4		6.00/20-TT	6.00/20-TT	4	6	135	N. A.	893
1½	Stk. (Std. Racks) 9'	K-4		6.00/20-TT	6.00/20-TT	4	6	135	4,570	923
1½	Ch/Cowl	K-4		6.00/20-TT	6.00/20-TT	4	6	147	3,320	730
1½	Ch/Cb	K-4		6.00/20-TT	6.00/20-TT	4	6	147	3,755	843
1½	Platform	K-4		6.00/20-TT	6.00/20-TT	4	6	147	N. A.	918
1½	Stk. (Std. Racks) 9'	K-4		6.00/20-TT	6.00/20-TT	4	6	147	4,620	943
1½	Ch/Cowl	K-4		6.00/20-TT	6.00/20-TT	4	6	159	3,410	750
1½	Ch/Cb	K-4		6.00/20-TT	6.00/20-TT	4	6	159	3,805	853
1½	Platform 12'	K-4		6.00/20-TT	6.00/20-TT	4	6	159	N. A.	933
1½	Stk. (Std. Racks) 12'	K-4		6.00/20-TT	6.00/20-TT	4	6	159	4,855	933
1½	Ch/Cowl (2SRA)	KS-4	501-666	6.00/20-TT	6.00/20-TT	4	6	135	3,355	810
1½	Ch/Cb (2SRA)	KS-4		6.00/20-TT	6.00/20-TT	4	6	135	3,750	923
1½	Platform (2SRA)	KS-4		6.00/20-TT	6.00/20-TT	4	6	135	N.A.	998
1½	Stk. (Std. Racks) (2SRA)	KS-4		6.00/20-TT	6.00/20-TT	4	6	135	4,625	1,023
1½	Ch/Cowl (2SRA)	KS-4		6.00/20-TT	6.00/20-TT	4	6	147	3,415	830
1½	Ch/Cb (2SRA)	KS-4		6.00/20-TT	6.00/20-TT	4	6	147	3,810	943
1½	Platform (2SRA)	KS-4		6.00/20-TT	6.00/20-TT	4	6	147	N. A.	1,018
1½	Stk. (Std. Rack) (2SRA)	KS-4		6.00/20-TT	6.00/20-TT	4	6	147	4,635	1,043
1½	Ch/Cowl (2SRA)	KS-4		6.00/20-TT	6.00/20-TT	4	6	159	3,485	850
1½	Ch/Cb (2SRA)	KS-4		6.00/20-TT	6.00/20-TT	4	6	159	3,880	963
1½	Platform (2SRA)	KS-4		6.00/20-TT	6.00/20-TT	4	6	159	N. A.	1,033
1½	Stk. (Std. Racks) (2SRA)	KS-4		6.00/20-TT	6.00/20-TT	4	6	159	4,910	1,083
1½	Ch/Cowl	K-5	3603-34740	6.00/20-TT	6.00/20-TT	6	6	135	3,660	770
1½	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	135	4,055	853
1½	Platform	K-5		6.00/20-TT	6.00/20-TT	6	6	135	N. A.	953
1½	Stk. (Std. Racks) 9'	K-5		6.00/20-TT	6.00/20-TT	6	6	135	4,600	983
1½	Ch/Cowl	K-5		6.00/20-TT	6.00/20-TT	6	6	147	3,725	790
1½	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	147	4,120	903
1½	Platform	K-5		6.00/20-TT	6.00/20-TT	6	6	147	N. A.	973
1½	Stk. (Std. Racks) 9'	K-5		6.00/20-TT	6.00/20-TT	6	6	147	4,595	1,003
1½	Ch./Cowl	K-5		6.00/20-TT	6.00/20-TT	6	6	159	3,770	810
1½	Ch./Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	159	4,165	923
1½	Platform	K-5		6.00/20-TT	6.00/20-TT	6	6	159		1,013
1½	Stk. (Std. Racks) 12'	K-5		6.00/20-TT	6.00/20-TT	6	6	159	5,215	1,043
1½	Ch./Cowl	K-5		6.00/20-TT	6.00/20-TT	6	6	177	3,820	820
1½	Ch./Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	177	4,215	943
1½	Platform	K-5		6.00/20-TT	6.00/20-TT	6	6	177	N. A.	1,063
1½	Stk. (Std. Racks) 14'	K-5		6.00/20-TT	6.00/20-TT	6	6	177	5,415	1,093
1½	Ch/Cowl (2SRA)	KS-5	1055-9025	6.00/20-TT	6.00/20-TT	6	6	135	3,770	830
1½	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	4,165	923
1½	Platform (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	N. A.	1,003
1½	Stk. (Std. Racks) (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	5,040	1,093
1½	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	3,825	900
1½	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	4,220	1,013
1½	Platform (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	N. A.	1,083
1½	Stk. (Std. Rack) (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	5,105	1,113
1½	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	3,820	920
1½	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	4,275	1,033
1½	Platform (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	N. A	1,123
1½	Stk. (Std. Racks) (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	5,325	1,153
1½	Ch Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	3,920	940
1½	Ch Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	4,325	1,033
1½	Platform (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	N. A.	1,173
1½	Stk. (Std. Racks) (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	5,525	1,203
1½-2	Ch/Cowl	K-6	1326-10601	6.00/20-TT	6.00/20-TT	6	6	124	4,475	1,125
1½-2	Ch/Cb	K-6		6.00/20-TT	6.00/20-TT	6	6	124	4,935	1,225
1½-2	Platform	K-6		6.00/20-TT	6.00/20-TT	6	6	124	N. A.	1,370
1½-2	Stk. (Std. Racks) 9'	K-6		6.00/20-TT	6.00/20-TT	6	6	124	5,810	1,395
1½-2	Ch/Cowl	K-6		6.00/20-TT	6.00/20-TT	6	6	146	4,515	1,145
1½-2	Ch/Cb	K-6		6.00/20-TT	6.00/20-TT	6	6	146	4,975	1,315
1½-2	Platform	K-6		6.00/20-TT	6.00/20-TT	6	6	146	N.A.	1,390
1½-2	Stk. (Std. Racks) 9'	K-6		6.00/20-TT	6.00/20-TT	6	6	146	5,530	1,415
1½-2	Ch/Cowl	K-6		6.00/20-TT	6.00/20-TT	6	6	153	4,580	1,165
1½-2	Ch/Cb	K-6		6.00/20-TT	6.00/20-TT	6	6	153	5,020	1,325
1½-2	Platform	K-6		6.00/20-TT	6.00/20-TT	6	6	153	N. A.	1,425
1½-2	Stk. (Std. Racks) (12')	K-6		6.00/20-TT	6.00/20-TT	6	6	153	6,070	1,455
1½-2	Ch/Cowl	K-6		6.00/20-TT	6.00/20-TT	6	6	176	4,620	1,185
1½-2	Ch/Cb	K-6		6.00/20-TT	6.00/20-TT	6	6	176	5,080	1,355
1½-2	Platform	K-6		6.00/20-TT	6.00/20-TT	6	6	176	N. A.	1,475
1½-2	Stk. (Std. Rack) (14')	K-6		6.00/20-TT	6.00/20-TT	6	6	176	6,280	1,505
1½-2	Ch/Cowl (2SRA)	KS-6	652-6683	6.00/20-TT	6.00/20-TT	6	6	124	4,505	1,240
1½-2	Ch/Cb (2SRA)	KS-6		6.00/20-TT	6.00/20-TT	6	6	124	4,965	1,410
1½-2	Platform (2SRA)	KS-6		6.00/20-TT	6.00/20-TT	6	6	124	N. A.	1,435
1½-2	Stk. (Std. Racks) (2SRA) 9'	KS-6		6.00/20-TT	6.00/20-TT	6	6	124	5,840	1,510
1½-2	Ch/cowl (2SRA)	KS-6		6.00/20-TT	6.00/20-TT	6	6	146	4,545	1,260
1½-2	Ch/Cb (2SRA)	KS-6		6.00/20-TT	6.00/20-TT	6	6	146	5,005	1,430
1½-2	Platform (2SRA)	KS-6		6.00/20-TT	6.00/20-TT	6	6	146	N. A.	1,505
1½-2	Stk. (Std. Racks) (2SRA) (9').	KS-6		6.00/20-TT	6.00/20-TT	6	6	146	5,830	1,630
1½-2	Ch/Cowl (2SRA)	KS-6		6.00/20-TT	6.00/20-TT	6	6	153	4,590	1,230
1½-2	Ch/Cb (2SRA)	KS-6		6.00/20-TT	6.00/20-TT	6	6	153	5,020	1,430
1½-2	Platform (2SRA)	KS-6		6.00/20-TT	6.00/20-TT	6	6	153	N. A.	1,540
1½-2	Stk. (Std. Rack) 12' (2SRA).	KS-6		6.00/20-TT	6.00/20-TT	6	6	153	6,100	1,570
1½-2	Ch/Cowl (2SRA)	KS-6		6.00/20-TT	6.00/20-TT	6	6	176	4,630	1,300
1½-2	Ch/Cb (2SRA)	KS-6		6.00/20-TT	6.00/20-TT	6	6	176	5,110	1,470
1½-2	Platform (2SRA)	KS-6		6.00/20-TT	6.00/20-TT	6	6	176	N. A.	1,590
1½-2	Stk. (Std. Racks) (2SRA)	KS-6		6.00/20-TT	6.00/20-TT	6	6	176	6,310	1,620
2-3	Ch/Cowl	K-7	1175-7918	7.00/20 8 ply	7.00/20 8 ply	6	6	124	4,905	1,430
2-3	Ch/Cb	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	124	5,365	1,600
2-3	Platform	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	124	N. A.	1,735
2-3	Stk. (Std. Racks) 9'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	124	6,240	1,760

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(8) 1941—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
2-3	Ch/Cowl	K-7	1175-7018	7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,950	$1,510
2-3	Ch/Cb	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,410	1,680
2-3	Platform	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	N. A.	1,755
2-3	Stk. (Std. Rack) 9'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	6,285	1,780
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,995	1,530
2-3	Ch/Cb	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,455	1,700
2-3	Platform	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	N. A.	1,790
2-3	Stk. (Std. Rack) 12'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	6,505	1,820
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,065	1,550
2-3	Ch/Cb	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,525	1,720
2-3	Platform	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	N. A.	1,840
2-3	Stk. (Std. Rack) 14'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	6,725	1,870
2-3	Ch/Cowl (2SRA)	KS-7	511-2363	7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,030	1,675
2-3	Ch/Cb (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,490	1,845
2-3	Platform (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	N. A.	1,920
2-3	Stk. (Std. Rack) 9' (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	6,365	1,945
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,075	1,695
2-3	Ch/Cb (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,535	1,865
2-3	Platform(2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	N.A.	1,940
2-3	Stk. (Std. Racks) (2-SRA).	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	6,410	1,965
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,120	1,715
2-3	Ch/Cb (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,580	1,885
2-3	Platform (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	N. A.	1,975
2-3	Stk.(Std.Rack)12'(2SRA).	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	6,630	2,005
2-3	Ch./Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,190	1,735
2-3	Ch/Cb (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,650	1,905
2-3	Platform (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	N. A.	2,025
2-3	Stk.(Std.Rack)14'(2SRA).	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	6,850	2,055
2-3	Ch/Cowl	K-7-spec	501-616	7.00/20 8 ply	7.00/20 8 ply	6	6	137	N. A.	1,770
2-3	Ch/Cb	K-7-spec		7.00/20 8 ply	7.00/20 8 ply	6	6	137	N. A.	1,940
2-3	Ch/Cowl	K-7-spec	501-516	7.00/20 8 ply	7.00/20 8 ply	6	6	149	N. A.	1,790
2-3	Ch/Cb	K-7-spec		7.00/20 8 ply	7.00/20 8 ply	6	6	149	N. A.	1,960
2-3	Ch/Cowl	K-7-spec		7.00/20 8 ply	7.00/20 8 ply	6	6	161	N. A.	1,810
2-3	Ch/Cb	K-7-spec		7.00/20 8 ply	7.00/20 8 ply	6	6	161	N. A.	1,980
2-3	Ch/Cowl	K-7-spec	501-616	7.00/20 8 ply	7.00/20 8 ply	6	6	179	N. A.	1,830
2-3	Ch/Cb	K-7-spec		7.00/20 8 ply	7.00/20 8 ply	6	6	179	N. A.	2,000
2-3	Ch/Cowl	K-7-spec	501-516	7.00/20 8 ply	7.00/20 8 ply	6	6	197	N. A.	1,850
2-3	Ch/Cb	K-7-spec		7.00/20 8 ply	7.00/20 8 ply	6	6	197	N. A.	2,020
2-3	Ch/Cowl (2SRA)	KS-7-spec	501-616	7.00/20 8 ply	7.00/20 8 ply	6	6	137	N. A.	1,955
2-3	Ch/Cb (2SRA)	KS-7-spec		7.00/20 8 ply	7.00/20 8 ply	6	6	137	N. A.	2,125
2-3	Ch/Cowl (2SRA)	KS-7-spec		7.00/20 8 ply	7.00/20 8 ply	6	6	149	N. A.	1,975
2-3	Ch/Cb (2SRA)	KS-7-spec		7.00/20 8 ply	7.00/20 8 ply	6	6	149	N. A.	2,145
2-3	Ch/Cowl (2SRA)	KS-7-spec		7.00/20 8 ply	7.00/20 8 ply	6	6	161	N. A.	1,995
2-3	Ch/Cb (2SRA)	KS-7-spec		7.00/20 8 ply	7.00/20 8 ply	6	6	161	N. A.	2,165
2-3	Ch/Cowl (2SRA)	KS-7-spec		7.00/20 8 ply	7.00/20 8 ply	6	6	179	N. A.	2,015
2-3	Ch Cb (2SRA)	KS-7-spec		7.00/20 8 ply	7.00/20 8 ply	6	6	179	N. A.	2,185
2-3	Ch/Cowl (2SRA)	KS-7-spec		7.00/20 8 ply	7.00/20 8 ply	6	6	197	N. A.	2,035
2-3	Ch/Cb (2SRA)	KS-7-spec		7.00/20 8 ply	7.00/20 8 ply	6	6	197	N. A.	2,205
3-4	Ch/Cowl	K-8	616-2956	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,250	2,155
3-4	Ch/Cb	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,710	2,325
3-4	Ch/Cowl	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,310	2,175
3-4	Ch/Cb	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,770	2,345
3-4	Ch/Cowl	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,370	2,195
3-4	Ch/Cb	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,830	2,365
3-4	Ch/Cowl	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,460	2,215
3-4	Ch/Cb	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,920	2,335
3-4	Ch/Cowl	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	6,550	2,235
3-4	Ch/Cb	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	7,010	2,405
3-4	Ch/Cowl (2SRA)	KS-8	501-1705	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,295	2,335
3-4	Ch/Cb (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,755	2,505
3-4	Ch/Cowl (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,355	2,355
3-4	Ch/Cb (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,815	2,525
3-4	Ch/Cowl (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,415	2,375
3-4	Ch/Cb (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,875	2,545
3-4	Ch/Cowl (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,505	2,395
3-4	Ch/Cb (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,965	2,565
3-4	Ch/Cowl (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	6,595	2,415
3-4	Ch/Cb (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	7,055	2,585
3-4	Ch/Cowl (DR)	KR-8	534-1900	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,385	2,295
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,845	2,465
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,445	2,315
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,905	2,485
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,505	2,335
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,965	2,505
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,595	2,355
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	7,055	2,525
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	6,685	2,375
3-4	ChC/b (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	7,145	2,545
3½-4½	Ch/Cowl	K-10	512-618	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,195	3,025
3½-4½	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,655	3,195
3½-4½	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,250	3,045
3½-4½	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,710	3,215
3½-4½	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,330	3,065
3½-4½	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,790	3,235
3½-4½	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,415	3,085
3½-4½	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,875	3,255
3½-4½	Ch/Cowl (2SRA)	KS-10	501-573	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,595	3,400
3½-4½	Ch/Cb (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	149	8,055	3,570
3½-4½	Ch/Cowl (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,650	3,420
3½-4½	Ch/Cb (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	8,110	3,590
3½-4½	Ch/Cowl (2SRA)	KS-10		9.00/20 10 ply	6.00/20 10 ply	6	6	179	7,730	3,440
3½-4½	Ch/Cb (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	8,190	3,610
3½-4½	Ch/Cowl (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,815	3,460
3½-4½	Ch/Cb (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	8,275	3,630

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(8) 1941—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
3½-4½	Ch/Cowl (DR)	KR-10	520-1202	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,235	$3,175
3½-4½	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,700	3,245
3½-4½	Ch/Cowl (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,295	3,195
3½-4½	Ch/Cb (DR)	KR-10		9.00/20 29 ply	9.00/20 10 ply	6	6	161	7,755	3,265
3½-4½	Ch/Cowl (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,375	3,215
3½-4½	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,835	3,335
3½-4½	Ch/Cowl (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,460	3,235
3½-4½	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,920	3,405
4-6	Ch/Cowl (2SRA)	KS-11	501-510	9.00/20 12 ply	9.00/20 12 ply	6	6	149	8,555	4,330
4-6	Ch/Cb (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	149	8,835	4,550
4-6	Ch/Cowl (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	8,420	4,410
4-6	Ch/Cb (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	8,880	4,580
4-6	Ch/Cowl (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	8,495	4,430
4-6	Ch/Cb (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	8,955	4,600
4-6	Ch/Cowl (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	8,560	4,450
4-6	Ch/Cb (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	9,020	4,620
4-6	Ch/Cowl (DR)	KR-11	502-1043	9.00/20 12 ply	9.00/20 12 ply	6	6	149	8,195	4,225
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	149	8,655	4,395
4-6	Ch/Cowl (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	8,260	4,245
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	8,690	4,415
4-6	Ch/Cowl (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	8,295	4,265
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	8,755	4,435
4-6	Ch/Cowl (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	8,360	4,285
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	8,820	4,455
7½	Ch/Cowl (DR)	A-8	1073-1081	9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,035	6,450
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,600	6,850
7½	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,265	6,500
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,650	6,900
7½	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	200	12,435	6,550
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	200	13,050	6,950
7½	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,635	6,600
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	225	13,200	7,000

CONVENTIONAL—(SCHOOL BUS)

1½	Ch/Cowl	K-5	3669-37740	6.00/20-TT	6.00/20-TT	6	6	155	3,835	$320
1½	Ch/Cowl (2SRA)	KS-5	1655-9025	6.00/20-TT	6.00/20-TT	6	6	155	4,020	920
1½-2	Ch/Cowl	K-6	1320-10601	6.50/20-TT	6.50/20-TT	6	6	194	4,760	1,145
1½-2	Ch/Cowl	K-6		6.50/20-TT	6.50/20-TT	6	6	212	5,050	1,185
1½-2	Ch/Cowl (2SRA)	KS-6	652-6683	6.50/20-TT	6.50/20-TT	6	6	194	4,790	1,260
1½-2	Ch/Cowl (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	212	5,080	1,300
2-3	Ch/Cowl	K-7	1175-7918	7.00/20 8 ply	7.00/20 8 ply	6	6	212	5,620	1,535
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	220	5,850	1,595
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	213	6,055	1,635
2-3	Ch/Cowl (2SRA)	KS-7	511-2303	7.00/20 8 ply	7.00/20 8 ply	6	6	212	5,745	1,740
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	220	5,985	1,730
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	213	6,190	1,870
3-4	Ch/Cowl	K-8	616-2956	7.50/20 8 ply	7.50/20 8 ply	6	6	251	6,850	2,215
3-4	Ch/Cowl (2SRA)	KS-8	501-1705	7.50/20 8 ply	7.50/20 8 ply	6	6	251	6,895	2,335

CONVENTIONAL—(3D AXLE)

2-4	Ch/Cowl (6 x 2)	K-6-T	501-553	7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,370	$1,995
2-4	Ch/Cb (6 x 2)	K-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,830	2,105
2-4	Cb/Cowl (6 x 2)	K-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,430	2,015
2-4	Ch/Cb (6 x 2)	K-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,890	2,135
2-4	Ch/Cowl (6 x 2-2 SRA)	KS-6-T	501-577	7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,495	2,130
2-4	Ch/Cb (6 x 2-2 SRA)	KS-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,955	2,250
2-4	Ch/Cowl (6 x 2-2 SRA)	KS-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,555	2,200
2-4	Ch/Cb (6 x 2-2 SRA)	KS-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	7,015	2,370
2-4	Ch/Cowl (6 x 4)	K-6-F	501-553	7.00/20 8 ply	7.00/20 8 ply	10	6	151	6,750	2,445
2-4	Ch/Cb (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	151	7,210	2,615
2-4	Ch/Cowl (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,875	2,485
2-4	Ch/Cb (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	176	7,335	2,635
2-4	Ch/Cowl (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	194	7,000	2,485
2-4	Ch/Cb (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	194	7,460	2,655
2½-5	Ch/Cowl (6 x 2)	K-8-T	501-503	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,215	3,115
2½-5	Ch/Cb (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,675	3,285
2½-5	Ch/Cowl (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,335	3,125
2½-5	Ch/Cb (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,795	3,305
2½-5	Ch/Cowl (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,535	3,155
2½-5	Ch/Cb (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,995	3,325
2½-5	Ch/Cowl (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	8,663	3,175
2½-5	Ch/Cb (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,125	3,345
2½-5	Ch/Cowl (6 x 2-2SRA)	KS-8-T	501-503	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,260	3,295
2½-5	Ch/Cb (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,720	3,465
2½-5	Ch/Cowl (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,380	3,315
2½-5	Ch/Cb (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,840	3,485
2½-5	Ch/Cowl (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,580	3,335
2½-5	Ch/Cb (6 x 2-2SRA	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	9,040	3,505
2½-5	Ch/Cowl (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	8,710	3,355
2½-5	Ch/Cb (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,170	3,525
2½-5	Ch/Cowl (6 x 2-DR)	KR-8-T	501-506	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,350	3,255
2½-5	Ch/Cb (6 x 2-DR)	KR-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,810	3,425
2½-5	Ch/Cowl (6 x 2-DR)	KR-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,470	3,275
2½-5	Ch/Cb (6 x 2-DR)	KR-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,930	3,445
2½-5	Ch/Cowl (6 x 2-DR)	KR-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,670	3,295
2½-5	Ch/Cb (6 x 2-DR)	KR-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	9,130	3,465
2½-5	Ch/Cowl (6 x 2-DR)	KR-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	8,800	3,315
2½-5	Ch/Cb (6 x 2-DR)	KR-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,260	3,485

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(8) 1941—Continued

CONVENTIONAL—(3D AXLE)—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
2½-5	Ch/Cowl (6 x 4)	K8-F	501-833	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,470	$3,525
2½-5	Ch/Cb (6 x 4)	K8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,930	3,695
2½-5	Ch/Cowl (6 x 4)	K8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,600	3,545
2½-5	Ch/Cb (6 x 4)	K8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	179	9,060	3,715
2½-5	Ch/Cowl (6 x 4)	K8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,880	3,565
2½-5	Ch/Cb (6 x 4)	K8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	197	9,340	3,735
2½-5	Ch/Cowl (6 x 4)	K8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,160	3,585
2½-5	Ch/Cb (6 x 4)	K8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,620	3,755
3½-7	Ch/Cowl (6 x 2-DR)	KR-11-T	501-503	9.00/20 10 ply	9.00/20 10 ply	10	6	161	10,450	4,785
3½-7	Ch/Cb (6 x 2-DR)	KR-11-T		9.00/20 10 ply	9.00/20 10 ply	10	6	161	10,910	4,955
3½-7	Ch/Cowl (6 x 2-DR)	KN-11-T	501-504	9.00/20 10 ply	9.00/20 10 ply	10	6	197	10,950	4,825
3½-7	Ch/Cb (6 x 2-DR)	KR-11-T		9.00/20 10 ply	9.00/20 10 ply	10	6	197	11,410	4,995
3½-7	Ch/Cowl (6 x 2-DR)	KR-11-T	501-503	9.00/20 10 ply	9.00/20 10 ply	10	6	215	11,260	4,845
3½-7	Ch/Cb (6 x 2-DR)	KR-11-T		9.00/20 10 ply	9.00/20 10 ply	10	6	215	11,710	5,015
3½-7	Ch/Cowl (6 x 4)	K-11-F	501-518	9.00/20 10 ply	9.00/20 10 ply	10	6	161	10,925	5,420
3½-7	Ch/Cb (6 x 4)	K-11-F		9.00/20 10 ply	9.00/20 10 ply	10	6	161	11,385	5,590
3½-7	Ch/Cowl (6 x 4)	K-11-F		9.00/20 10 ply	9.00/20 10 ply	10	6	197	11,425	5,460
3½-7	Ch/Cb (6 x 4)	K-11-F		9.00/20 10 ply	9.00/20 10 ply	10	6	197	11,885	5,630
3½-7	Ch/Cowl (6 x 4)	K-11-F		9.00/20 10 ply	9.00/20 10 ply	10	6	215	11,725	5,480
3½-7	Ch/Cb (6 x 4)	K-11-F		9.00/20 10 ply	9.00/20 10 ply	10	6	215	12,185	5,650
10-15	Ch/Cowl (6 x 4)	AR-426 F	547	9.75/24 12 ply	9.75/24 12 ply	10	6	180	18,355	12,500
10-15	Ch/Cb (6 x 4)	AR-426 F		9.75/24 12 ply	9.75/24 12 ply	10	6	180	18,970	12,825
10-15	Ch/Cowl (6 x 4)	AR-426 F		9.75/24 12 ply	9.75/24 12 ply	10	6	253	18,770	12,500
10-15	Ch/Cb (6 x 4)	AR-425 F		9.75/24 12 ply	9.75/24 12 ply	10	6	253	19,385	12,825

CONVENTIONAL—(DIESEL)

3-4	Ch/Cowl	KD-8	501-507	7.50/20	7.50/20	6	4	137	7,690	$3,585
3-4	Ch/Cowl	KD-8		7.50/20	7.50/20	6	4	149	7,750	3,605
3-4	Ch/Cowl	KD-8		7.50/20	7.50/20	6	4	161	7,810	3,625
3-4	Ch/Cowl	KD-8		7.50/20	7.50/20	6	4	179	7,905	3,645
3-4	Ch/Cowl	KD-8		7.50/20	7.50/20	6	4	197	7,995	3,665
3-4	Ch/Cowl (2SRA)	KSD-8	501-702	7.50/20	7.50/20	6	4	137	7,735	3,765
3-4	Ch/Cowl (2SRA)	KSD-8		7.50/20	7.50/20	6	4	149	7,795	3,785
3-4	Ch/Cowl (2SRA)	KSD-8		7.50/20	7.50/20	6	4	161	7,855	3,805
3-4	Ch/Cowl (2SRA)	KSD-8		7.50/20	7.50/20	6	4	179	7,950	3,825
3-4	Ch/Cowl (2SRA)	KSD-8		7.50/20	7.50/20	6	4	197	8,040	3,845
3-4	Ch/Cowl (DR)	KRD-8	501-504	7.50/20	7.50/20	6	4	137	7,825	3,725
3-4	Ch/Cowl (DR)	KRD-8		7.50/20	7.50/20	6	4	149	7,885	3,745
3-4	Ch/Cowl (DR)	KRD-8		7.50/20	7.50/20	6	4	161	7,945	3,765
3-4	Ch/Cowl (DR)	KRD-8		7.50/20	7.50/20	6	4	179	8,040	3,785
3-4	Ch/Cowl (DR)	KRD-8		7.50/20	7.50/20	6	4	197	8,130	3,805
3½-4½	Ch/Cowl	KD-10	500-501	9.00/20	9.00/20	6	4	149	8,855	4,455
3½-4½	Ch/Cowl	KD-10		9.00/20	9.00/20	6	4	161	8,635	4,475
3½-4½	Ch/Cowl	KD-10		9.00/20	9.00/20	6	4	179	8,690	4,495
3½-4½	Ch/Cowl	KD-10	501-502	9.00/20	9.00/20	6	4	197	8,770	4,515
3½-4½	Ch/Cowl (2SRA)	KSD-10	502-up	9.00/20	9.00/20	6	4	161	9,090	4,850
3½-4½	Ch/Cowl (DR)	KRD-10	501-510	9.00/20	9.00/20	6	4	149	8,680	4,605
3½-4½	Ch/Cowl (DR)	KRD-10		9.00/20	9.00/20	6	4	161	8,735	4,625
3½-4½	Ch/Cowl (DR)	KRD-10		9.00/20	9.00/20	6	4	179	8,815	4,645
3½-4½	Ch/Cowl (DR)	KRD-10		9.00/20	9.00/20	6	4	197	8,900	4,665
3½-7	Ch/Cowl (2SRA)	KSD-11	501	9.00/20 12 ply	9.00/20 12 ply	6	6	149	10,505	6,075
3½-7	Ch/Cowl (2SRA)	KSD-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	10,565	6,095
3½-7	Ch/Cowl (2SRA)	KSD-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	10,625	6,115
3½-7	Ch/Cowl (2SRA)	KSD-11	500-501	9.00/20 12 ply	9.00/20 12 ply	6	6	197	10,695	6,135
3½-7	Ch/Cowl (DR)	KRD-11	501-522	9.00/20 12 ply	9.00/20 12 ply	6	4	149	10,305	5,655
3½-7	Ch/Cowl (DR)	KRD-11		9.00/20 12 ply	9.00/20 12 ply	6	4	161	10,365	5,675
3½-7	Ch/Cowl (DR)	KRD-11		9.00/20 12 ply	9.00/20 12 ply	6	4	179	10,425	5,695
3½-7	Ch/Cowl (DR)	KRD-11		9.00/20 12 ply	9.00/20 12 ply	6	4	197	10,495	5,715
5-7½	Ch/Cowl (DR)	AD-8	512-515	9.75/20	9.75/20	6	6	160	12,485	7,185
5-7½	Ch/Cowl (DR)	AD-8		9.75/20	9.75/20	6	6	180	12,715	7,285
5-7½	Ch/Cowl (DR)	AD-8		9.75/20	9.75/20	6	6	200	12,885	7,285
5-7½	Ch/Cowl (DR)	AD-8		9.75/20	9.75/20	6	6	225	13,135	7,335

CONVENTIONAL—(DIESEL—3D AXLE)

2½-5	Ch/Cowl (6 x 2)	KD-8-T	500-501	7.50/20	7.50/20	10	4	161	9,655	$4,445
2½-5	Ch/Cowl (6 x 2)	KD-8-T		7.50/20	7.50/20	10	4	179	9,975	4,565
2½-5	Ch/Cowl (6 x 2)	KD-8-T		7.50/20	7.50/20	10	4	197	9,975	4,585
2½-5	Ch/Cowl (6 x 2)	KD-8-T		7.50/20	7.50/20	10	4	215	10,105	4,605
2½-5	Ch/Cowl (6 x 4)	KD-8-F	501-502	7.50/20	7.50/20	10	4	161	9,910	4,955
2½-5	Ch/Cowl (6 x 4)	KD-8-F		7.50/20	7.50/20	10	4	179	10,045	4,975
2½-5	Ch/Cowl (6 x 4)	KD-8-F		7.50/20	7.50/20	10	4	197	10,320	4,995
2½-5	Ch/Cowl (6 x 4)	KD-8-F		7.50/20	7.50/20	10	4	215	10,600	5,015
3½-7	Ch/Cowl (6 x 4)	KD-11-F		9.00/20 10 ply	9.00/20 10 ply	10	6	161	13,035	6,470
3½-7	Ch/Cowl (6 x 4)	KD-11-F		9.00/20 10 ply	9.00/20 10 ply	10	6	197	13,535	6,510
3½-7	Ch/Cowl (6 x 4)	KD-11-F		9.00/20 10 ply	9.00/20 10 ply	10	6	227	13,835	6,530
10-15	Ch/Cowl (6 x 4)	ARD-626-F	532-576	9.75/24	9.75/24	10	6	180	18,500	13,485
10-15	Ch/Cowl (6 x 4)	ARD-626-F		9.75/24	9.75/24	10	6	253	19,300	13,485

METROPOLITAN

½	Panel	D-2-M	1592 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	102	3,620	$1,100
½	Panel	D-2-M		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,805	1,170
½	Chassis	K-1-M	501-1959	6.00/16 P-O	6.00/16 P-O	4	6	102	2,160	560
½	Panel	K-1-M		6.00/16 P-O	6.00/16 P-O	4	6	102	3,800	1,170
½	Chassis	K-1-M		6.00/16 P-O	6.00/16 P-O	4	6	113	2,160	560
½	Panel	K-1-M		6.00/20 P-O	6.00/16 P-O	4	6	113	4,010	1,215
¾-1	Panel	D-15-M	2076 and up	7.00/16 6 ply	7.00/16 6 ply	4	6	102	3,900	1,240
¾-1	Panel	D-15-M		7.00/16 6 ply	7.00/16 6 ply	4	6	113	4,175	1,310

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(5) 1941—Continued

METROPOLITAN—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1	Chassis	K-3-M	501-2320	7.00/16-PC	7.00/16-PC	4	6	102	2,535	$870
1	Panel	K-3-M		7.00/16-PC	7.00/16-PC	4	6	102	4,235	1,230
1	Chassis	K-3-M		7.00/16-PC	7.00/16-PC	4	6	113	2,635	670
1	Panel	K-3-M		7.00/16-PC	7.00/16-PC	4	6	113	4,535	1,325

CAB OVER ENGINE

1½-2	Ch/Cowl	D-300	5356 and up	30 x 5-TT	32 x 6-TT	4	6	87	3,270	$715
1½-2	Ch/Cowl/w/sFr./Sect	D-300		30 x 5-TT	32 x 6-TT	4	6	87	N. A.	920
1½-2	Ch/Cb	D-300		30 x 5-TT	32 x 6-TT	4	6	87	3,950	1,040
1½-2	Ch/Cb	D-300		30 x 5-TT	32 x 6-TT	4	6	99	3,345	715
1½-2	Ch/Cowl/w/sFr. Sect	D-300		30 x 5-TT	32 x 6-TT	4	6	99	N. A.	920
1½-2	Ch/Cb	D-300		30 x 5-TT	32 x 6-TT	4	6	99	4,025	1,040
1½-2	Ch/Cowl	D-300		30 x 5-TT	32 x 6-TT	4	6	117	3,420	750
1½-2	Ch/Cowl/w/s Fr. Sect	D-300		30 x 5-TT	32 x 6-TT	4	6	117	N. A.	955
1½-2	Ch/Cb	D-300		30 x 5-TT	32 x 6-TT	4	6	117	4,130	1,075
1½-2	Ch/Cowl (2SRA)	DS-300	1077 and up	30 x 5-TT	32 x 6-TT	4	6	87	3,370	830
1½-2	Ch/Cowl w/s (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	87	N. A.	1,035
1½-2	Ch/Cb (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	87	4,030	1,155
1½-2	Ch/Cowl (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	99	3,445	830
1½-2	Ch/Cowl/w/s Fr. Sect. (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	99	N. A.	1,035
1½-2	Ch/Cb (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	99	4,125	1,155
1½-2	Ch/Cowl (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	117	3,550	855
1½-2	Ch/Cowl/w/s Fr. Sect. (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	117	N. A.	1,070
1½-2	Ch/Cb (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	117	4,230	1,190
1½-2T	Ch/Cowl	K-5-COE	501-1479	6.00/20-TT	6.00/20-TT	6	6	87	3,625	965
1½-2T	Ch/Cb	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	87	3,975	1,140
1½-2T	Platform	K-B-5OE		6.00/20-TT	6.00/20-TT	6	6	87	N. A.	1,215
1½-2T	Stk. (Std. Racks) 9'	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	87	4,850	1,240
1½-2T	Ch/Cowl	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	3,700	965
1½-2T	Ch/Cb	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	4,050	1,140
1½-2T	Platform	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	N. A.	1,220
1½-2T	Stk. (Std. Racks) 12'	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	5,100	1,260
1½-2T	Ch/Cowl	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	3,805	985
1½-2T	Ch/Cb	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	4,155	1,160
1½-2T	Platform	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	N. A.	1,280
1½-2T	Stk. (Std. Racks) 14'	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	5,355	1,310
1½-2	Ch/Cowl (2SRA)	KS-5-COE	501-602	6.00/20-TT	6.00/20-TT	6	6	87	3,735	1,075
1½-2	Ch/Cb (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	87	4,085	1,250
1½-2	Platform (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	87	N. A.	1,325
1½-2	Stk. (Std. Racks) 9' (2SRA).	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	87	4,060	1,350
1½-2	Ch/Cowl (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	3,810	1,075
1½-2	Ch/Cb (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	4,160	1,250
1½-2	Platform (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	N. A.	1,340
1½-2	Stk. (Std. Racks) 12' (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	5,210	1,370
1½-2	Ch/Cowl (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	3,915	1,095
1½-2	Ch/Cb (2SRA)	KS-5-COE		7.00/20-TT	6.00/20-TT	6	6	117	4,225	1,270
1½-2	Platform (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	N. A.	1,350
1½-2	Stk. (Std. Racks) (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	5,425	1,420
2-3	Ch/Cowl	D-400	960 and up	6.00/20	7.00/20	6	6	87	5,025	1,355
2-3	Ch/Cowl/w/sFr. Sect	D-400		7.00/20	7.00/20	6	6	87	5,475	1,520
2-3	Ch/Cb	D-400		7.00/20	7.00/20	6	6	87	5,825	1,680
2-3	Ch/Cowl	D-400		7.00/20	7.00/20	6	6	99	5,000	1,340
2-3	Ch/Cowl/w/sFr. Sect	D-400		7.00/20	7.00/20	6	6	99	5,450	1,545
2-3	Ch/Cb	D-400		7.00/20	7.00/20	6	6	99	5,850	1,665
2-3	Ch/Cowl (2SRA)	DS-400	708 and up	7.00/20	7.00/20	6	6	87	5,125	1,525
2-3	Ch/Cowl/w/sFr. Sect. (2SRA).	DS-400		7.00/20	7.00/20	6	6	87	5,575	1,760
2-3	Ch/Cb (2SRA)	DS-400		7.00x20	7.00 x 20	6	6	87	5,925	1,830
2-3	Ch/Cowl (2SRA)	DS-400		7.00x20	7.00 x 20	6	6	99	5,150	1,540
2-3	Ch/Cowl/w/sFr. Sect, (2SRA).	DS-400		7.00x20	7.00 x 20	6	6	99	5,600	1,745
2-3	Ch/Cb (2SRA)	DS-400		7.00x20	7.00 x 20	6	6	99	5,950	1,865
2-3	Ch/Cowl (2SRA)	DS-400		7.00x20	7.00 x 20	6	6	117	5,280	1,555
2-3	Ch/Cowl/w/s (2SRA)	DS-400		7.00x20	7.00 x 20	6	6	117	5,730	1,700
2-3	Ch/Cb (2SRA)	DS-400		7.00x20	7.00 x 20	6	6	117	6,080	1,880
2-3	Ch/Cowl	K-7-COE	530-1278	7.00/20 8 Ply	7.00/20 8 Ply	6	6	87	5,200	1,730
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,550	1,965
2-3	Platform	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	N. A.	2,040
2-3	Stk. (Std. Racks) 9'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	6,425	2,035
2-3	Ch/Cowl	K-7-COE		7.00/20 8 ply	8.00/20 8 ply	6	6	99	5,270	1,760
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,620	1,985
2-3	Platform	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	N. A.	2,075
2-3	Stk. (Std. Racks) 12'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	6,670	2,105
2-3	Ch/Cowl	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,335	1,770
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,705	2,005
2-3	Platform	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	N. A.	2,125
2-3	Stk. (Std. Racks) 14'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	6,905	2,155
2-3	Ch/Cowl	K-7-COE		7.00/20 8 ply	7.00/20 8 p.y	6	6	153	5,610	1,810
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	153	5,950	2,045
2-3	Ch/Cowl (2SRA)	KS-7-COE	500-754	7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,325	1,915
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,675	2,150
2-3	Platform (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	N. A.	2,225
2-3	Stk. (Std. Racks) 9' (2SRA).	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	6,550	2,250
2-3	Ch/Cowl (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,335	1,935
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,745	2,170
2-3	Platform (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	N. A.	2,260
2-3	Stk. (Std. Racks) 12' (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	6,795	2,220
2-3	Ch/Cowl (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,480	1,955

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(8) 1941—Continued

CAB OVER ENGINE—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
2-3	Ch/Cb (2SRA)	KS-7-COE	509-754	7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,830	$2,190
2-3	Platform (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	N. A.	2,310
2-3	Stk. (Std. Racks) 14' (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	7,090	2,340
2-3	Ch/Cowl (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	153	5,725	1,995
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	153	6,075	2,230
3-4	Ch/Cowl	D-500	896 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,160	2,210
3-4	Ch/Cowl/w/s Fr. Sect.	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,830	2,410
3-4	Ch/Cb	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,390	2,560
3-4	Ch/Cowl	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	6,350	2,235
3-4	Ch/Cowl/w/s Fr. Sect.	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,020	2,435
3-4	Ch/Cb	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,580	2,585
3-4	Ch/Cowl	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	6,510	2,260
3-4	Ch/Cowl w/s	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,180	2,460
3-4	Ch/Cb	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,740	2,610
3-4	Ch/Cowl (2SRA)	DS-500	716 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,160	2,420
3-4	Ch/Cowl and w/s Fr. Sect. (2SRA).	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,830	2,620
3-4	Ch/Cb (2SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,390	2,770
3-4	Ch/Cowl (2SRA)	DS-500	715 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	106	6,350	2,445
3-4	Ch/Cowl and w/s (2SRA).	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,020	2,645
3-4	Ch/Cb (2SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,580	2,795
3-4	Ch/Cowl (2SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	6,510	2,470
3-4	Ch/Cowl and w/s Fr. Sect. (2SRA).	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,180	2,670
3-4	Ch/Cb (2SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,740	2,820
3-4	Ch/Cowl (DR)	DR-500	615 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,295	2,375
3-4	Ch/Cowl and w/s Fr. Sect. (DR).	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,965	2,575
3-4	Ch/Cb (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,525	2,725
3-4	Ch/Cowl (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	6,485	2,400
3-4	Ch/Cowl and w/s Fr. Sect. (DR).	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,155	2,600
3-4	Ch/Cb (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,715	2,750
3-4	Ch/Cowl (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	6,645	2,425
3-4	Ch/Cowl and w/s Fr. Sect. (DR).	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,315	2,625
3-4	Ch/Cb (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,875	2,775
3-4	Ch/Cowl	K-8-COE	501-631	7.50/20, 8 ply	7.50/20, 8 ply	6	6	94	6,810	2,530
3-4	Ch/Cb	K-8-COE		7.50/20, 8 ply	7.50/20, 8 ply	6	6	94	7,370	2,805
3-4	Ch/Cowl	K-8-COE		7.50/20, 8 ply	7.50/20, 8 ply	6	6	106	7,000	2,550
3-4	Ch/Cb	K-8-COE		7.50/20, 8 ply	7.50/20, 8 ply	6	6	106	7,560	2,825
3-4	Ch/Cowl	K-8-COE		7.50/20, 8 ply	7.50/20, 8 ply	6	6	124	7,160	2,570
3-4	Ch/Cb	K-8-COE		7.50/20, 8 ply	7.50/20, 8 ply	6	6	124	7,720	2,845
3-4	Ch/Cowl	K-8-COE		7.50/20, 8 ply	7.50/20, 8 ply	6	6	142	7,330	2,590
3-4	Ch/Cb	K-8-COE		7.50/20, 8 ply	7.50/20, 8 ply	6	6	142	7,890	2,865
3-4T	Ch/Cowl (2SRA)	KS-8-COE	501-536	7.50/20, 8 ply	7.50/20, 8 ply	6	6	94	6,855	2,710
3-4T	Ch/Cb (2SRA)	KS-8-COE		7.50/20, 8 ply	7.50/20, 8 ply	6	6	94	7,415	2,935
3-4T	Ch/Cowl (2SRA)	KS-8-COE		7.50/20, 8 ply	7.50/20, 8 ply	6	6	106	7,045	2,730
3-4T	Ch/Cb (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,605	3,005
3-4T	Ch/Cowl (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,205	2,750
3-4T	Ch/Cb (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,765	3,025
3-4T	Ch/Cowl (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	7,375	2,770
3-4T	Ch/Cb (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	7,935	3,045
3-4T	Ch/Cowl (DR)	KR-8-COE	501-539	7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,945	2,670
3-4T	Ch/Cb (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,505	2,945
3-4T	Ch/Cowl (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,135	2,690
3-4T	Ch/Cb (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,695	2,965
3-4T	Ch/Cowl (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,295	2,710
3-4T	Ch/Cb (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,855	2,985
3-4T	Ch/Cowl (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	7,465	2,730
3-4T	Ch/Cb (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	8,025	3,005
4-6T	Ch/Cowl (DR)	DR-700	573 and up	36/8 12 ply	36/8 12 ply	6	6	94	7,860	4,250
4-6T	Ch/Cowl and w/s (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	94	8,530	4,450
4-6T	Ch/Cb (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	94	9,090	4,600
4-6T	Ch/Cowl (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	106	7,975	4,275
4-6T	Ch/Cowl and w/s Fr. Sect. (DR).	DR-700		36/8 12 ply	36/8 12 ply	6	6	106	8,645	4,475
4-6T	Ch/Cb (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	106	9,205	4,625
4-6T	Ch/Cowl (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	124	8,085	4,300
4-6T	Ch/Cowl and w/s Fr. Sect. (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	124	8,755	4,500
4-6T	Ch/Cb (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	124	9,315	4,650
4-6T	Ch/Cowl (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	142	8,260	4,325
4-6T	Ch/Cowl and w/s Fr. Sect. (DR).	DR-700		36/8 12 ply	36/8 12 ply	6	6	142	8,930	4,525
4-6T	Ch/Cb (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	142	9,490	4,675
4-6T	Ch/Cowl (DR)	KR-11-COE	501-625	9.00/20 12 ply	9.00/20 12 ply	6	6	94	8,530	4,650
4-6T	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	94	9,090	4,925
4-6T	Ch/Cowl (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	106	8,645	4,670
4-6T	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	106	9,205	4,945
4-6T	Ch/Cowl (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	124	8,755	4,690
4-6T	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	124	9,315	4,965
4-6	Ch/Cowl (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	124	8,930	4,710
4-6	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	124	9,490	4,935

CAB OVER ENGINE—(DIESEL)

3-4T	Ch/Cowl (2SRA)	KDS-8-COE	501-503	7.50/20	7.50/20	6	4	94	8,255	$4,335
3-4T	Ch/Cowl (2SRA)	KDS-8-COE		7.50/20	7.50/20	6	4	106	8,445	4,355
3-4T	Ch/Cowl (2SRA)	KDS-8-COE		7.50/20	7.50/20	6	4	124	8,605	4,375
3-4T	Ch/Cowl (2SRA)	KDS-8-COE		7.50/20	7.50/20	6	4	142	8,775	4,395

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(9) 1942

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
¾	Ch/Cowl	K-1	26491-28610	6.00/16-PC	6.00/16-PC	4	6	113	2,250	$550
¾	Ch/Cb	K-1		6.00/16-PC	6.00/16-PC	4	6	113	2,645	663
¾	Pick-Up	K-1		6.00/16-PC	6.00/16-PC	4	6	113	2,923	710
¾	Canopy	K-1		6.00/16-PC	6.00/16-PC	4	6	113	3,330	960
¾	Panel	K-1		6.00/16-PC	6.00/16-PC	4	6	113	3,170	815
¾	K M Milk Body	K-1		6.00/16-PC	6.00/16-PC	4	6	113	3,235	970
¾	Station Wagon	K-1		6.00/16-PC	6.00/16-PC	4	6	113	3,350	1,140
¾	Ch/Cowl	K-1		6.00/16-PC	6.00/16-PC	4	6	125	2,275	570
¾	Ch/Cb	K-1		6.00/16-PC	6.00/16-PC	4	6	125	2,670	683
¾	Pick-Up	K-1		6.00/16-PC	6.00/16-PC	4	6	125	2,973	745
¾	Canopy	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,400	930
¾	Panel	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,275	850
¾	Stk. (Std. Racks)	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,201	753
¾	K-B (Bakery)	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,280	1,015
¾	Ch/Cowl	K-2	13907-14455	6.00/16-PC	6.00/16-PC	4	6	125	2,285	580
¾	Ch/Cb	K-2		6.00/16-PC	6.00/16-PC	4	6	125	2,680	693
¾	Pick-Up	K-2		6.00/16-PC	6.00/16-PC	4	6	125	2,983	755
¾	Canopy	K-2		6.00/16-PC	6.00/16-PC	4	6	125	3,410	940
¾	Panel	K-2		6.00/16-PC	6.00/16-PC	4	6	125	3,285	860
¾	Stk. (Std. Racks)	K-2		6.00/16-PC	6.00/16-PC	4	6	125	3,211	763
¾	K-B (Bakery)	K-2		6.00/16-PC	6.00/16-PC	4	6	125	3,290	1,025
1	Ch/Cowl	K-3	12618-13605	6.00/16-TT	6.00/16-TT	4	6	113	3,000	630
1	Ch/Cb	K-3		6.00/16-TT	6.00/16-TT	4	6	113	3,395	793
1	Pick-Up	K-3		6.00/16-TT	6.00/16-TT	4	6	113	3,673	840
1	K-M (Milk)	K-3		6.00/16-TT	6.00/16-TT	4	6	113	4,005	1,110
1	Ch/Cowl	K-3		6.00/16-TT	6.00/16-TT	4	6	130	3,020	680
1	Ch/Cb	K-3		6.00/16-TT	6.00/16-TT	4	6	130	3,425	792
1	Pick-Up	K-3		6.00/16-TT	6.00/16-TT	4	6	130	3,796	875
1	Canopy	K-3		6.00/16-TT	6.00/16-TT	4	6	130	4,205	1,060
1	Panel	K-3		6.00/16-TT	6.00/16-TT	4	6	130	4,220	980
1	Stk. (Std. Racks)	K-3		6.00/16-TT	6.00/16-TT	4	6	130	4,049	873
1	Station Wagon	K-3		6.00/16-TT	6.00/16-TT	4	6	130	4,330	1,520
1¼	Ch/Cowl	K-4	4188-5111	6.50/20-TT	6.50/20-TT	4	6	113	3,250	710
1¼	Ch/Cb	K-4		6.50/20-TT	6.50/20-TT	4	6	113	3,644	823
1¼	Ch/Cowl	K-4		6.50/20-TT	6.50/20-TT	4	6	135	3,300	710
1¼	Ch/Cb	K-4		6.50/20-TT	6.50/20-TT	4	6	135	3,695	823
1¼	Platform	K-4		6.50/20-TT	6.50/20-TT	4	6	135	N. A.	833
1¼	Stk. (Std. Racks) 9'	K-4		6.50/20-TT	6.50/20-TT	4	6	135	4,570	923
1¼	Ch/Cowl	K-4		6.50/20-TT	6.50/20-TT	4	6	147	3,360	720
1¼	Ch/Cb	K-4		6.50/20-TT	6.50/20-TT	4	6	147	3,755	843
1¼	Platform	K-4		6.50/20-TT	6.50/20-TT	4	6	147	N. A.	918
1¼	Stk. (Std. Racks) 9'	K-4		6.50/20-TT	6.50/20-TT	4	6	147	4,630	943
1¼	Ch/Cowl	K-4		6.50/20-TT	6.50/20-TT	4	6	159	3,410	750
1¼	Ch/Cb	K-4		6.50/20-TT	6.50/20-TT	4	6	159	3,805	863
1¼	Platform 12'	K-4		6.50/20-TT	6.50/20-TT	4	6	159	N. A.	933
1¼	Stk. (Std. Racks) 12'	K-4		6.50/20-TT	6.50/20-TT	4	6	159	4,835	933
1¼	Ch/Cowl (2SRA)	KS-4	607-759	6.50/20-TT	6.50/20-TT	4	6	135	3,355	810
1¼	Ch/Cb (2 SRA)	KS-4		6.50/20-TT	6.50/20-TT	4	6	135	3,750	923
1¼	Platform (2SRA)	KS-4		6.50/20-TT	6.50/20-TT	4	6	135	N. A.	993
1¼	Stk. (Std. Racks) (2 SRA).	KS-4		6.50/20-TT	6.50/20-TT	4	6	135	4,625	1,023
1¼	Ch/Cowl (2SRA)	KS-4		6.50/20	6.50/20	4	6	147	3,415	820
1¼	Ch/Cb (2SRA)	KS-4		6.50/20	6.50/20	4	6	147	3,810	943
1¼	Platform (2SRA)	KS-4		6.50/20	6.50/20	4	6	147	N. A.	1,018
1¼	Stk. (Std. Racks) (2 SRA).	KS-4		6.50/20	6.50/20	4	6	147	4,635	1,043
1¼	Ch/Cowl (2SRA)	KS-4		6.50/20	6.50/20	4	6	159	3,435	850
1¼	Ch/Cb (2SRA)	KS-4		6.50/20	6.50/20	4	6	159	3,860	963
1¼	Platform (2SRA)	KS-4		6.50/20	6.50/20	4	6	159	N. A.	1,053
1¼	Stk. (Std. Racks) (2 SRA).	KS-4		6.50/20	6.50/20	4	6	159	4,910	1,083
1½	Ch/Cowl	K-5	34741-44345	6.00/20-TT	6.00/20-TT	6	6	135	3,600	770
1½	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	135	4,055	883
1½	Platform	K-5		6.00/20-TT	6.00/20-TT	6	6	135	N. A.	958
1½	Stk. (Std. Racks) 9'	K-5		6.00/20-TT	6.00/20-TT	6	6	135	4,930	983
1½	Ch/Cowl	K-5		6.00/20-TT	6.00/20-TT	6	6	147	3,725	790
1½	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	147	4,120	903
1½	Platform 9'	K-5		6.00/20-TT	6.00/20-TT	6	6	147	N. A.	978
1½	Stk. (Std. Racks) 9'	K-5		6.00/20-TT	6.00/20-TT	6	6	147	4,995	1,003
1½	Ch/Cowl	K-5		6.00/20-TT	6.00/20-TT	6	6	159	3,770	810
1½	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	159	4,165	923
1½	Platform	K-5		6.00/20-TT	6.00/20-TT	6	6	159	N. A.	1,013
1½	Stk. (Std. Racks) 12'	K-5		6.00/20-TT	6.00/20-TT	6	6	159	5,215	1,043
1-1½	Ch/Cowl	K-5		6.00/20-TT	6.00/20-TT	6	6	177	3,820	820
1-1½	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	177	4,215	943
1-1½	Platform	K-5		6.00/20-TT	6.00/20-TT	6	6	177	N. A.	1,063
1-1½	Stk. (Std. Racks) 14'	K-5		6.00/20-TT	6.00/20-TT	6	6	177	5,415	1,093
1½	Ch/Cowl (2SRA)	KS-5	9026-13343	6.00/20-TT	6.00/20-TT	6	6	135	3,770	880
1½	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	4,165	923
1½	Platform (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	N. A.	1,063
1½	Stk. (Std. Racks) (2SRA).	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	5,140	1,093
1½	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	3,835	900
1½	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	4,230	1,013
1½	Platform (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	N. A.	1,083
1½	Stk. (Std. Racks) (2SRA).	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	5,105	1,113
1½	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	3,830	920
1½	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	4,275	1,033
1½	Platform (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	N. A.	1,123
1½	Stk. (Std. Racks) (2SRA).	KS-5		6.00/20-TT	6.00/20-TT	6	5	159	5,325	1,153
1½	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	3,920	940
1½	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	4,325	1,053
1½	Platform (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	N. A.	1,173
1½	Stk. (Std. Racks) (2SRA).	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	5,525	1,203
1½-2	Ch/Cowl	K-6	10602-14571	6.50/20-TT	6.50/20-TT	6	6	134	4,475	1,125
1½-2	Ch/Cb	K-6		6.50/20-TT	6.50/20-TT	6	6	134	4,935	1,295
1½-2	Platform	K-6		6.50/20-TT	6.50/20-TT	6	6	134	N. A.	1,370

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(9) 1942—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½-2	Stk. (Std. Racks)	K-6	10602-14571	6.50/20-TT	6.50/20-TT	6	6	134	5,810	$1,395
1½-2	Ch/Cowl	K-6		6.50/20-TT	6.50/20-TT	6	6	146	4,515	1,145
1½-2	Ch/Cb	K-6		6.50/20-TT	6.50/20-TT	6	6	146	4,975	1,315
1½-2	Platform	K-6		6.50/20-TT	6.50/20-TT	6	6	146	N. A.	1,390
1½-2	Stk. (Std. Racks) 9'	K-6		6.50/20-TT	6.50/20-TT	6	6	146	5,850	1,415
1½-2	Ch/Cowl	K-6		6.50/20-TT	6.50/20-TT	6	6	158	4,560	1,165
1½-2	Ch/Cb	K-6		6.50/20-TT	6.50/20-TT	6	6	158	5,020	1,335
1½-2	Platform	K-6		6.50/20-TT	6.50/20-TT	6	6	158	N. A.	1,425
1½-2	Stk. (Std. Racks) 12'	K-6		6.50/20-TT	6.50/20-TT	6	6	158	6,070	1,455
1½-2	Ch/Cowl	K-6		6.50/20-TT	6.50/20-TT	6	6	176	4,620	1,185
1½-2	Ch/Cb	K-6		6.50/20-TT	6.50/20-TT	6	6	176	5,080	1,355
1½-2	Platform	K-6		6.50/20-TT	6.50/20-TT	6	6	176	N. A.	1,475
1½-2	Stk. (Std. Racks) 14'	K-6		6.50/20-TT	6.50/20-TT	6	6	176	6,280	1,505
1½-2	Ch. Cowl (2SRA)	KS-6	6684-9159	6.50/20-TT	6.50/20-TT	6	6	134	4,505	1,240
1½-2	Ch/Cb (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	134	4,965	1,410
1½-2	Platform (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	134	N. A.	1,485
1½-2	Stk. (Std. Racks) 9' (2SRA).	KS-6		6.50/20-TT	6.50/20-TT	6	6	134	5,840	1,510
1½-2	Ch/Cowl (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	146	4,545	1,260
1½-2	Ch/Cb (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	146	5,005	1,430
1½-2	Platform (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	146	N. A.	1,505
1½-2	Stk. (Std. Racks) 9' (2SRA).	KS-6		6.50/20-TT	6.50/20-TT	6	6	146	5,880	1,630
1½-2	Ch/Cowl (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	158	4,590	1,280
1½-2	Ch/Cb (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	158	5,050	1,450
1½-2	Platform (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	158	N. A.	1,540
1½-2	Stk. (Std. Racks) 12' (2SRA).	KS-6		6.50/20-TT	6.50/20-TT	6	6	158	6,100	1,670
1½-2	Ch/Cowl (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	176	4,650	1,300
1½-2	Ch/Cb (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	176	5,110	1,470
1½-2	Platform (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	176	N. A.	1,590
1½-2	Stk. (Std. Racks) (2SRA).	KS-6		6.50/20-TT	6.50/20-TT	6	6	176	6,310	1,620
2-3	Ch/Cowl	K-7	7919-11910	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,905	1,490
2-3	Ch/Cb	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,365	1,660
2-3	Platform	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	N. A.	1,735
2-3	Stk. (Std. Racks) 9'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	6,240	1,760
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,950	1,510
2-3	Ch/Cb	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,410	1,630
2-3	Platform	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	N. A.	1,755
2-3	Stk. (Std. Racks) 9'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	6,235	1,780
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,995	1,530
2-3	Ch/Cb	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,455	1,700
2-3	Platform	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	N. A.	1,790
2-3	Stk. (Std. Racks) 12'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	6,505	1,820
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,065	1,550
2-3	Ch/Cb	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,525	1,720
2-3	Platform	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	N. A.	1,840
2-3	Stk. (Std. Racks) 14'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	6,725	1,870
2-3	Ch/Cowl (2SRA)	KS-7	2869-3339	7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,030	1,675
2-3	Ch/Cb (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,490	1,845
2-3	Platform (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	N. A.	1,920
2-3	Stk. (Std. Racks) 9' (2SRA).	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	6,365	1,945
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,075	1,695
2-3	Ch/Cb (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,535	1,865
2-3	Platform (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	N. A.	1,940
2-3	Stk. (Std. Racks) (2SRA).	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	6,410	1,965
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,120	1,715
2-3	Ch/Cb (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,580	1,885
2-3	Platform (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	N. A.	1,975
2-3	Stk. (Std. Racks) 12' (2SRA).	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	6,630	2,005
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,190	1,735
2-3	Ch/Cb (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,650	1,905
2-3	Platform (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	N. A.	2,025
2-3	Stk. (Std. Racks) 14' (2SRA).	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	6,850	2,055
2-3	Ch/Cowl	K-7-spec	617-621	7.00/20	7.00/20	6	6	137	N. A.	1,770
2-3	Ch/Cb	K-7-spec		7.00/20	7.00/20	6	6	137	N. A.	1,940
2-3	Ch/Cowl	K-7-spec		7.00/20	7.00/20	6	6	149	N. A.	1,790
2-3	Ch/Cb	K-7-spec		7.00/20	7.00/20	6	6	149	N. A.	1,900
2-3	Ch/Cowl	K-7-spec		7.00/20	7.00/20	6	6	161	N. A.	1,810
2-3	Ch/Cb	K-7-spec		7.00/20	7.00/20	6	6	161	N. A.	1,980
2-3	Ch/Cowl	K-7-spec		7.00/20	7.00/20	6	6	170	N. A.	1,830
2-3	Ch/Cb	K-7-spec		7.00/20	7.00/20	6	6	170	N. A.	2,000
2-3	Ch/Cowl	K-7-spec		7.00/20	7.00/20	6	6	197	N. A.	1,850
2-3	Ch/Cb	K-7-spec		7.00/20	7.00/20	6	6	197	N. A.	2,020
2-3	Ch/Cowl (2SRA)	KS-7-spec		7.00/20	7.00/20	6	6	137	N. A.	1,955
2-3	Ch/Cb (2SRA)	KS-7-spec		7.00/20	7.00/20	6	6	137	N. A.	2,125
2-3	Ch/Cowl (2SRA)	KS-7-spec		7.00/20	7.00/20	6	6	149	N. A.	1,975
2-3	Ch/Cb (2SRA)	KS-7-spec		7.00/20	7.00/20	6	6	149	N. A.	2,145
2-3	Ch/Cowl (2SRA)	KS-7-spec		7.00/20	7.00/20	6	6	161	N. A.	1,995
2-3	Ch/Cb (2SRA)	KS-7-spec		7.00/20	7.00/20	6	6	161	N. A.	2,165
2-3	Ch/Cowl (2SRA)	KS-7-spec		7.00/20	7.00/20	6	6	179	N. A.	2,015
2-3	Ch/Cb (2SRA)	KS-7-spec		7.00/20	7.00/20	6	6	179	N. A.	2,185
2-3	Ch/Cowl (2SRA)	KS-7-spec		7.00/20	7.00/20	6	6	197	N. A.	2,035
2-3	Ch/Cb (2SRA)	KS-7-spec		7.00/20	7.00/20	6	6	197	N. A.	2,205
3-4	Ch/Cowl	K-8	2957-3232	7.50/20, 8 ply	7.50/20, 8 ply	6	6	137	6,250	2,155
3-4	Ch/Cb	K-8		7.50/20, 8 ply	7.50/20, 8 ply	6	6	137	6,710	2,325
3-4	Ch/Cowl	K-8		7.50/20, 8 ply	7.50/20, 8 ply	6	6	149	6,310	2,175
3-4	Ch/Cb	K-8		7.50/20, 8 ply	7.50/20, 8 ply	6	6	149	6,770	2,345
3-4	Ch/Cowl	K-8		7.50/20, 8 ply	7.50/20, 8 ply	6	6	161	6,370	2,195
3-4	Ch/Cb	K-8		7.50/20, 8 ply	7.50/20, 8 ply	5	6	161	6,830	2,365
3-4	Ch/Cowl	K-8		7.50/20, 8 ply	7.50/20, 8 ply	6	6	179	6,460	2,215
3-4	Ch/Cb	K-8		7.50/20, 8 ply	7.50/20, 8 ply	6	6	179	6,920	2,385

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(7) 1942—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
3-4	Ch/Cowl	K-8	2957-3232	7.50/20 8 ply	7.50/20 8 ply	6	6	197	6,650	$2,235
3-4	Ch/Cb	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	7,010	2,405
3-4	Ch/Cowl (2SRA)	KS-8	1706-1901	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,205	2,335
3-4	Ch/Cb (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,755	2,505
3-4	Ch/Cowl (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,355	2,355
3-4	Ch/Cb (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,815	2,525
3-4	Ch/Cowl (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,415	2,375
3-4	Ch/Cb (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,875	2,545
3-4	Ch/Cowl (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,505	2,325
3-4	Ch/Cb (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,965	2,205
3-4	Ch/Cowl (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	6,535	2,415
3-4	Ch/Cb (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	7,055	2,585
3-4	Ch/Cowl (DR)	KR-8	1901-2320	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,325	2,225
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,845	2,425
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,445	2,315
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,905	2,485
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,505	2,335
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,965	2,505
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,595	2,355
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	7,055	2,525
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	6,625	2,375
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	7,145	2,545
3½-4½	Ch/Cowl	K-10	619-640	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,105	3,025
3½-4½	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,655	3,125
3½-4½	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,250	3,045
3½-4½	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,710	3,215
3½-4½	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,320	3,065
3½-4½	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,790	3,235
3½-4½	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,415	3,085
3½-4½	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,875	3,255
3½-4½	Ch/Cowl (2SRA)	KS-10	574-617	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,655	3,430
3½-4½	Ch/Cb (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	149	8,055	3,570
3½-4½	Ch/Cowl (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,650	3,420
3½-4½	Ch/Cb (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	8,110	3,590
3½-4½	Ch/Cowl (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,720	3,440
3½-4½	Ch/Cb (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	8,120	3,610
3½-4½	Ch/Cowl (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,815	3,450
3½-4½	Ch/Cb (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	8,275	3,620
3½-4½	Ch/Cowl (DR)	KR-10	1203-1465	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,235	3,175
3½-4½	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,700	3,345
3½-4½	Ch/Cowl (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,205	3,135
3½-4½	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,755	3,325
3½-4½	Ch/Cowl (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,375	3,215
3½-4½	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,835	3,385
3½-4½	Ch/Cowl (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,420	3,235
3½-4½	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,920	3,405
4-6	Ch/Cowl (2SRA)	KS-11	511-513	9.00/20 12 ply	9.00/20 12 ply	6	6	149	8,335	4,200
4-6	Ch/Cb (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	149	8,855	4,370
4-6	Ch/Cowl (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	8,420	4,410
4-6	Ch/Cb (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	8,870	4,580
4-6	Ch/Cowl (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	8,435	4,420
4-6	Ch/Cb (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	8,955	4,600
4-6	Ch/Cowl (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	8,560	4,450
4-6	Ch/Cb (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	9,020	4,620
4-6	Ch/Cowl (DR)	KR-11	1044-1655	9.00/20 12 ply	9.00/20 12 ply	6	6	149	8,195	4,225
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	149	8,655	4,395
4-6	Ch/Cowl (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	8,220	4,215
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	8,690	4,415
4-6	Ch/Cowl (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	8,295	4,255
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	8,755	4,435
4-6	Ch/Cowl (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	8,360	4,285
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	8,820	4,455
7½	Ch/Cowl (DR)	A-8	1032-1037	9.75/20	9.75/20	6	6	160	12,035	6,450
7½	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	160	12,600	6,650
7½	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	180	12,285	6,500
7½	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	180	12,650	6,900
7½	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	200	12,435	6,550
7½	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	200	13,050	6,950
7½	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	225	12,635	6,600
7½	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	225	13,300	7,000

CONVENTIONAL—(SCHOOL BUS)

1½	Ch/Cowl	K-5	37741-44340	6.00/20	6.00/20	6	6	195	3,835	$820
1½	Ch/Cowl (2SRA)	KS-5	9023-13343	6.00/20	6.00/20	6	6	195	4,030	930
1½-2	Ch/Cowl	K-6	10002-14571	6.50/20	6.50/20	6	6	194	4,760	1,145
1½-2	Ch/Cowl	K-6		6.50/20	6.50/20	6	6	212	5,050	1,135
1½-2	Ch/Cowl (2SRA)	KS-6	6684-9159	6.50/20	6.50/20	6	6	194	4,790	1,260
1½-2	Ch/Cowl (2SRA)	KS-6		6.50/20	6.50/20	6	6	212	5,080	1,300
2-3	Ch/Cowl	K-7	7919-11910	7.00/20 8 ply	7.00/20 8 ply	6	6	212	5,620	1,535
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	220	5,860	1,595
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	248	6,065	1,635
2-3	Ch/Cowl (2SRA)	KS-7	2869-3339	7.00/20 8 ply	7.00/20 8 ply	6	6	212	5,745	1,740
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	220	5,935	1,730
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	243	6,190	1,870
3-4	Ch/Cowl	KS-8	2957-3232	7.50/20 8 ply	7.50/20 8 ply	6	6	251	6,850	2,215
3-4	Ch/Cowl (2SRA)	KS-8	1706-1901	7.50/20 8 ply	7.50/20 8 ply	6	6	251	6,835	2,335

CONVENTIONAL—(3D AXLE)

2-4	Ch/Cowl (6 x 2)	K-6-T	539-547	7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,370	$1,995
2-4	Ch/Cb (6 x 2)	K-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,830	2,165
2-4	Ch/Cowl (6 x 2)	K-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,430	2,015

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(9) 1942—Continued

CONVENTIONAL—(3D AXLE)—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
2-4	Ch/Cb (6 x 2)	K-6-T	539-547	7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,390	$2,185
2-4	Ch/Cowl (6 x 2-2SRA)	KS-6-T	578-592	7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,495	2,180
2-4	Ch/Cb (6 x 2-2SRA)	KS-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,955	2,350
2-4	Ch/Cowl (6 x 2-2SRA)	KS-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,555	2,200
2-4	Cb/Cb (6 x 2-2SRA)	KS-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	7,015	2,370
2-4	Ch/Cowl (6 x 4)	K-6-F	534-611	7.00/20 8 ply	7.00/20 8 ply	10	6	151	6,750	2,445
2-4	Ch/Cb (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	151	7,210	2,615
2-4	Ch/Cowl (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,875	2,465
2-4	Ch/Cb (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	176	7,335	2,635
2-4	Ch/Cowl (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	194	7,000	2,485
2-4	Ch/Cb (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	194	7,460	2,655
2½-5	Ch/Cowl (6 x 2)	K-8-T	507-509	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,215	3,115
2½-5	Ch/Cb (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,675	3,285
2½-5	Ch/Cowl (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,335	3,135
2½-5	Ch/Cb (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,795	3,305
2½-5	Ch/Cowl (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,535	3,155
2½-5	Ch/Cb (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,995	3,325
2½-5	Ch/Cowl (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	8,665	3,175
2½-5	Ch/Cb (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,125	3,345
2½-5	Ch/Cowl (6 x 2-2SRA)	KS-8-T	509-527	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,260	3,205
2½-5	Ch/Cb (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,720	3,465
2½-5	Ch/Cowl (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,380	3,315
2½-5	Ch/Cb (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,840	3,485
2½-5	Ch/Cowl (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,580	3,335
2½-5	Ch/Cb (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	9,040	3,505
2½-5	Ch/Cowl (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	8,710	3,355
2½-5	Ch/Cb (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,170	3,525
2½-5	Ch/Cowl (6 x 2-DR)	KR-8-T	507-506	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,350	3,255
2½-5	Ch/Cb (6 x 2-DR)	KR-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,810	3,425
2½-5	Ch/Cowl (6 x 2-DR)	KR-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,470	3,275
2½-5	Cb/Cb (6 x 2-DR)	KR-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,930	3,445
2½-5	Ch/Cowl (6 x 2-DR)	KR-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,670	3,295
2½-5	Ch/Cb (6 x 2-DR)	KR-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	9,130	3,465
2½-5	Ch/Cowl (6 x 2-DR)	KR-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	8,800	3,315
2½-5	Cb/Cb (6 x 2-DR)	KR-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,260	3,485
2½-5	Ch/Cowl (6 x 4)	K-8-F	534-872	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,470	3,525
2½-5	Ch/Cb (6 x 4)	K-8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,930	3,695
2½-5	Ch/Cowl (6 x 4)	K-8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,600	3,545
2½-5	Ch/Cb (6 x 4)	K-8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	179	9,060	3,715
2½-5	Ch/Cowl (6 x 4)	K-8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,880	3,565
2½-5	Ch/Cb (6 x 4)	K-8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	197	9,340	3,760
2½-5	Ch/Cowl (6 x 4)	K-8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,160	3,585
2½-5	Ch/Cb (6 x 4)	K-8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,620	3,765
3½-7	Ch/Cowl (6 x 2-DR)	KR-11-T	504 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	161	10,450	4,785
3½-7	Ch/Cowl (6 x 2-DR)	KR-11-T		9.00/20 10 ply	9.00/20 10 ply	10	6	161	10,910	4,955
3½-7	Ch/Cowl (6 x 2-DR)	KR-11-T		9.00/20 10 ply	9.00/20 10 ply	10	6	197	10,950	4,823
3½-7	Ch/Cb (6 x 2-DR)	KR-11-T		9.00/20 10 ply	9.00/20 10 ply	10	6	197	11,410	4,993
3½-7	Cb/Cowl (6 x 2-DR)	KR-11-T		9.00/20 10 ply	9.00/20 10 ply	10	6	215	11,250	4,845
3½-7	Ch/Cb (6 x 2-DR)	KR-11-T		9.00/20 10 ply	9.00/20 10 ply	10	6	215	11,710	5,015
3½-7	Ch/Cowl (6 x 4)	K-11-F	519-603	9.00/20 10 ply	9.00/20 10 ply	10	6	161	10,925	5,420
3½-7	Ch/Cb (6 x 4)	K-11-F		9.00/20 10 ply	9.00/20 10 ply	10	6	161	11,385	5,590
3½-7	Ch/Cowl (6 x 4)	K-11-F		9.00/20 10 ply	9.00/20 10 ply	10	6	197	11,425	5,460
3½-7	Ch/Cb (6 x 4)	K-11-F		9.00/20 10 ply	9.00/20 10 ply	10	6	197	11,885	5,630
3½-7	Ch/Cowl (6 x 4)	K-11-F		9.00/20 10 ply	9.00/20 10 ply	10	6	215	11,725	5,480
3½-7	Ch/Cb (6 x 4)	K-11-F		9.00/20 10 ply	9.00/20 10 ply	10	6	215	12,185	5,650
10-15	Ch/Cowl (6 x 4)	AR-426-F	548	9.75/24 12 ply	9.75/24 12 ply	10	6	180	18,355	12,500
10-15	Ch/Cb (6 x 4)	AR-426-F		9.75/24 12 ply	9.75/24 12 ply	10	6	180	18,970	12,825
10-15	Ch/Cowl (6 x 4)	AR-426-F		9.75/24 12 ply	9.75/24 12 ply	10	6	253	19,770	12,500
10-15	Ch/Cb (6 x 4)	AR-426-F		9.75/24 12 ply	9.75/24 12 ply	10	6	253	19,385	12,825

CONVENTIONAL—(DIESEL)

3-4	Ch/Cowl	KD-8	503-552	7.50/20	7.50/20	6	4	137	7,630	$3,585
3-4	Ch/Cowl	KD-8		7.50/20	7.50/20	6	4	149	7,250	3,650
3-4	Ch/Cowl	KD-8		7.50/20	7.50/20	6	4	161	7,810	3,625
3-4	Ch/Cowl	KD-8		7.50/20	7.50/20	6	4	179	7,905	3,645
3-4	Ch/Cowl	KD-8		7.50/20	7.50/20	6	4	197	7,995	3,665
3-4	Ch/Cowl (2SRA)	KSD-8	703 and up	7.50/20	7.50/20	6	4	137	7,735	3,765
3-4	Ch/Cowl (2SRA)	KSD-8		7.50/20	7.50/20	6	4	149	7,795	3,785
3-4	Ch/Cowl (2SRA)	KSD-8		7.50/20	7.50/20	6	4	161	7,855	3,805
3-4	Ch/Cowl (2SRA)	KSD-8		7.50/20	7.50/20	6	4	179	7,950	3,825
3-4	Ch/Cowl (2SRA)	KSD-8		7.50/20	7.50/20	6	4	197	8,040	3,845
3-4	Ch/Cowl (DR)	KRD-8	505-560	7.50/20	7.50/20	6	4	137	7,825	3,725
3-4	Ch/Cowl (DR)	KRD-8		7.50/20	7.50/20	6	4	149	7,885	3,745
3-4	Ch/Cowl (DR)	KRD-8		7.50/20	7.50/20	6	4	161	7,945	3,765
3-4	Ch/Cowl (DR)	KRD-8		7.50/20	7.50/20	6	4	179	8,040	3,785
3-4	Ch/Cowl (DR)	KRD-8		7.50/20	7.50/20	6	4	197	8,130	3,805
3½-4½	Ch/Cowl	KD-10	501 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	149	8,555	4,455
3½-4½	Ch/Cowl	KD-10	502 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	161	8,635	4,475
3½-4½	Ch/Cowl	KD-10		9.00/20 10 ply	9.00/20 10 ply	6	4	179	8,690	4,495
3½-4½	Ch/Cowl (DR)	KRD-10	511-556	9.00/20 10 ply	9.00/20 10 ply	6	4	149	8,680	4,605
3½-4½	Ch/Cowl (DR)	KRD-10		9.00/20 10 ply	9.00/20 10 ply	6	4	161	8,735	4,625
3½-4½	Ch/Cowl (DR)	KRD-10		9.00/20 10 ply	9.00/20 10 ply	6	4	179	8,815	4,645
3½-4½	Ch/Cowl (DR)	KRD-10		9.00/20 10 ply	9.00/20 10 ply	6	4	197	8,990	4,665
3½-7	Ch/Cowl (2SRA)	KSD-11	502-503	9.00/20 10 ply	9.00/20 10 ply	6	6	149	10,505	6,075
3½-7	Ch/Cowl (2SRA)	KSD-11		9.00/20 10 ply	9.00/20 10 ply	6	6	161	10,565	6,095
3½-7	Ch/Cowl (2SRA)	KSD-11		9.00/20 10 ply	9.00/20 10 ply	6	6	179	10,625	6,115
3½-7	Ch/Cowl (2SRA)	KSD-11		9.00/20 10 ply	9.00/20 10 ply	6	6	197	10,695	6,135
3½-7	Ch/Cowl (DR)	KRD-11	522-525	9.00/20 12 ply	9.00/20 12 ply	6	6	149	10,305	5,655
3½-7	Ch/Cowl (DR)	KRD-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	10,365	5,675
3½-7	Ch/Cowl (DR)	KRD-11		9.00/20 12 ply	9.00/20 12 ply	4	6	179	10,425	5,695
3½-7	Ch/Cowl (DR)	KRD-11		9.00/20 12 ply	9.00/20 12 ply	4	6	197	10,495	5,715

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(9) 1942—Continued

CONVENTIONAL—(DIESEL)—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
5-7½	Ch/Cowl (DR)	AD-8	516 and up	9.75/20 12 ply	9.75/20 12 ply	4	6	160	12,435	$7,185
5-7½	Ch/Cowl (DR)	AD-8		9.75/20 12 ply	9.75/20 12 ply	4	6	189	12,715	7,235
5-7½	Ch/Cowl (DR)	AD-8		9.75/20 12 ply	9.75/20 12 ply	4	6	200	12,835	7,285
5-7½	Ch/Cowl (DR)	AD-8		9.75/20 12 ply	9.75/20 12 ply	4	6	225	13,135	7,335
CONVENTIONAL—(DIESEL—3D AXLE)										
2½-5	Ch/Cowl (6 x 2)	KD-8-T	502-503	7.50/20	7.50/20	10	4	161	9,635	$4,445
2½-5	Ch/Cowl (6 x 2)	KD-8-T		7.50/20	7.50/20	10	4	179	9,775	4,565
2½-5	Ch/Cowl (6 x 2)	KD-8-T		7.50/20	7.50/20	10	4	197	9,975	4,885
2½-5	Ch/Cowl (6 x 2)	KD-8-T		7.50/20	7.50/20	10	4	215	10,105	4,605
2½-5	Ch/Cowl (6 x 4)	KD-8-F	503-504	7.50/20	7.50/20	10	4	161	9,910	4,655
2½-5	Ch/Cowl (6 x 4)	KD-8-F		7.50/20	7.50/20	10	4	179	10,045	4,975
2½-5	Ch/Cowl (6 x 4)	KD-8-F		7.50/20	7.50/20	10	4	197	10,320	4,955
2½-5	Ch/Cowl (6 x 4)	KD-8-F		7.50/20	7.50/20	10	4	215	10,600	5,015
3½-7	Ch/Cowl (6 x 4)	KD-11-F	503 and up	9.00/20 10 ply	9.00/20 10 ply	10	4	161	13,635	6,470
3½-7	Ch/Cowl (6 x 4)	KD-11-F		9.00/20 10 ply	9.00/20 10 ply	10	4	197	13,535	6,510
3½-7	Ch/Cowl (6 x 4)	KD-11-F	502 and up	9.00/20 10 ply	9.00/20 10 ply	10	4	227	13,835	6,530
10-15	Ch/Cowl (6 x 4)	ARD-626-F	577	9.75/24	9.75/24	10	4	150	18,500	13,435
10-15	Ch/Cowl (6 x 4)	ARD-626-F		9.75/24	9.75/24	10	4	253	19,300	13,485
METROPOLITAN										
½	Ch	K-1-M	1960-2003	6.00/16-PO	6.00/16-PO	4	6	102	2,150	$560
½	Panel	K-1-M		6.00/16-PO	6.00/16-PO	4	6	102	3,800	1,170
½	Ch	K-1-M		6.00/16-PO	6.00/16-PO	4	6	113	2,160	560
½	Panel	K-1-M		6.00/16-PO	6.00/16-PO	4	6	113	4,010	1,215
1	Ch	K-3-M	2021-2050	7.00/16-PO	7.00/16-PO	4	6	102	2,535	670
1	Panel	K-3-M		7.00/16-PO	7.00/16-PO	4	6	102	4,235	1,280
1	Ch	K-3-M		7.00/16-PO	7.00/16-PO	4	6	113	2,635	670
1	Panel	K-3-M		7.00/16-PO	7.00/16-PO	4	6	113	4,535	1,325
CAB OVER ENGINE										
1½-2	Ch/Cowl	K-5-COE	1459-1601	6.00/20-TT	6.00/20-TT	6	6	87	3,625	$965
1½-2	Ch/Cb	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	87	3,975	1,140
1½-2	Platform	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	87	N. A.	1,215
1½-2	Stk. (Std. Racks) 9'	K-5-CPE		6.00/20-TT	6.00/20-TT	6	6	87	4,850	1,240
1½-2	Ch/Cowl	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	3,700	965
1½-2	Ch/Cb	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	4,050	1,140
1½-2	Platform	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	N. A.	1,220
1½-2	Stk. (Std. Racks) 12'	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	5,100	1,260
1½-2	Ch/Cowl	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	3,805	985
1½-2	Ch./Cb	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	4,155	1,160
1½-2	Platform	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	N. A.	1,280
1½-2	Stk. (Std. Racks) 14'	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	5,355	1,310
1½-2	Ch/Cowl (2SRA)	KS-5-COE	603-639	6.00/20-TT	6.00/20-TT	6	6	87	3,735	1,075
1½-2	Ch/Cb (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	87	4,035	1,250
1½-2	Platform (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	87	N. A.	1,325
1½-2	Stk. (High Racks) 9' (2SRA).	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	87	4,960	1,350
1½-2	Ch/Cowl (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	3,810	1,075
1½-2	Ch/Cb (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	4,160	1,250
1½-2	Platform (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	N. A.	1,340
1½-2	Stk. (Std. Racks) 12' (2SRA).	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	5,210	1,370
1½-2	Ch/Cowl (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	3,915	1,095
1½-2	Ch/Cb (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	4,265	1,270
1½-2	Platform (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	N. A.	1,330
1½-2	Stk. (Std. Racks) (2SRA).	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	5,465	1,420
2-3	Ch/Cowl	K-7-COE	1279-1461	7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,290	1,730
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,550	1,965
2-3	Platform	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	N. A.	2,040
2-3	Stk. (Std. Racks) 9'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	6,425	2,065
2-3	Ch/Cowl	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,270	1,750
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,620	1,935
2-3	Platform	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	N. A.	2,075
2-3	Stk. (Std. Racks) 12'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	6,670	2,105
2-3	Ch/Cowl	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,335	1,770
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,705	2,005
2-3	Platform	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	N. A.	2,125
2-3	Stk. (Std. Racks) 14'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	6,905	2,155
2-3	Ch/Cowl	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	153	5,600	1,810
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	153	5,950	2,045
2-3	Ch/Cowl (2SRA)	KS-7-COE	755-820	7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,325	1,915
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,675	2,150
2-3	Platform (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	N. A.	2,225
2-3	Stk. (Std. Racks) (2SRA).	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	6,550	2,250
2-3	Ch/Cowl (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,365	1,935
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,745	2,170
2-3	Platform (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	N. A.	2,250
2-3	Stk. (Std. Racks) (2SRA).	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	6,735	2,280
2-3	Ch/Cowl (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,450	1,935
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,830	2,190
2-3	Platform (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	N. A.	2,310
2-3	Stk. (Std. Racks) 14' (2SRA).	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	7,690	2,340
2-3	Ch/Cowl (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	153	7,525	1,995
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	153	6,075	2,220

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(9) 1942—Continued

CAB OVER ENGINE—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
3-4	Ch/Cowl	K-8-COE	632-639	7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,810	$2,530
3-4	Ch/Cb	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,370	2,805
3-4	Ch/Cowl	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,000	2,550
3-4	Ch/Cb	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,560	2,825
3-4	Ch/Cowl	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,160	2,570
3-4	Ch/Cb	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,720	2,845
3-4	Ch/Cowl	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	7,330	2,590
3-4	Ch/Cb	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	7,890	2,865
3-4	Ch/Cowl (2SRA)	KS-8-COE	537-539	7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,855	2,710
3-4	Ch/Cb (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,415	2,985
3-4	Ch/Cowl (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,045	2,730
3-4	Ch/Cb (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,605	3,005
3-4	Ch/Cowl (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,205	2,760
3-4	Ch/Cb (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,765	3,025
3-4	Ch/Cowl (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	7,375	2,770
3-4	Ch/Cb (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	7,935	3,045
3-4	Ch/Cowl (DR)	KR-8-COE	540-611	7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,945	2,670
3-4	Ch/Cb (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,505	2,945
3-4	Ch/Cowl (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,135	2,690
3-4	Ch/Cb (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,695	2,965
3-4	Ch/Cowl (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,295	2,710
3-4	Ch/Cb (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,855	2,985
3-4	Ch/Cowl (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	7,465	2,730
3-4	Ch/Cb (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	8,025	3,005
4-6	Ch/Cowl (DR)	KR-11-COE	626-659	9.00/20 12 ply	9.00/20 12 ply	6	6	94	8,530	4,650
4-6	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	94	9,090	4,925
4-6	Ch/Cowl (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	106	8,645	4,670
4-6	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	106	9,205	4,945
4-6	Ch/Cowl (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	124	8,755	4,690
4-6	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	124	9,315	4,965
4-6	Ch/Cowl (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	142	8,930	4,710
4-6	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	142	9,490	4,985

CAB OVER ENGINE—(DIESEL)

3-4	Ch/Cowl (2SRA)	KSD-8-COE	504 and up	7.50/20	7.50/20	4	6	94	8,255	$4,335
3-4	Ch/Cowl (2SRA)	KSD-8-COE		7.50/20	7.50/20	4	6	106	8,445	4,355
3-4	Ch/Cowl (2SRA)	KSD-8-COE		7.50/20	7.50/20	4	6	124	8,605	4,375
3-4	Ch/Cowl (2SRA)	KSD-8-COE		7.50/20	7.50/20	4	6	142	8,774	4,395

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½	Ch/Cowl	K-1	23611 and up	6.00/16-PC	6.00/16-PC	4	6	N. A.	2,250	$550
½	Ch/Cb	K-1		6.00/16-PC	6.00/16-PC	4	6	N. A.	2,645	663
½	Ch/Cb	K-1		6.00/16-PC	6.00/16-PC	4	6	N. A.	2,923	710
½	Canopy	K-1		6.00/16-PC	6.00/16-PC	4	6	N. A.	3,350	900
½	Panel	K-1		6.00/16-PC	6.00/16-PC	4	6	N. A.	3,170	815
½	KM—Milk Body	K-1		6.00/16-PC	6.00/16-PC	4	6	N. A.	3,255	970
½	Station Wagon	K-1		6.00/16-PC	6.00/16-PC	4	6	N. A.	3,350	1,140
½	Ch/Cowl	K-1		6.00/16-PC	6.00/16-PC	4	6	125	2,275	570
½	Ch/Cb	K-1		6.00/16-PC	6.00/16-PC	4	6	125	2,670	683
½	Pick-up	K-1		6.00/16-PC	6.00/16-PC	4	6	125	2,978	745
½	Canopy	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,400	930
½	Panel	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,275	850
½	Stk. (Std. Racks)	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,201	753
½	K-B (Bakery)	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,280	1,015
¾	Ch/Cowl	K-2	14456 and up	6.00/16-PC	6.00/16-PC	4	6	125	2,235	580
¾	Ch/Cb	K-2		6.00/16-PC	6.00/16-PC	4	6	125	2,680	693
¾	Pick-Up	K-2		6.00/16-PC	6.00/16-PC	4	6	125	2,938	755
¾	Canopy	K-2		6.00/16-PC	6.00/16-PC	4	6	125	3,410	940
¾	Panel	K-2		6.00/16-PC	6.00/16-PC	4	6	125	3,235	860
¾	Stk. (Std. Racks)	K-2		6.00/16-PC	6.00/16-PC	4	6	125	3,211	763
¾	K-B (Bakery)	K-2		6.00/16-PC	6.00/16-PC	4	6	125	3,290	1,025
1	Ch/Cowl	K-3	13606 and up	6.00/16-TT	6.00/16-TT	4	6	113	3,090	680
1	Ch/Cb	K-3		6.00/16-TT	6.00/16-TT	4	6	113	3,395	793
1	Pick-Up	K-3		6.00/16-TT	6.00/16-TT	4	6	113	3,673	840
1	K-M (Milk)	K-3		6.00/16-TT	6.00/16-TT	4	6	113	4,005	1,110
1	Ch/Cowl	K-3		6.00/16-TT	6.00/16-TT	4	6	130	3,030	680
1	Ch/Cb	K-3		6.00/16-TT	6.00/16-TT	4	6	130	3,425	793
1	Pick-Up	K-3		6.00/16-TT	6.00/16-TT	4	6	130	3,796	875
1	Canopy	K-3		6.00/16-TT	6.00/16-TT	4	6	130	4,205	1,060
1	Panel	K-3		6.00/16-TT	6.00/16-TT	4	6	130	4,230	980
1	Stk. (Std. Racks)	K-3	1306 and up	6.00/16-TT	6.00/16-TT	4	6	130	4,049	873
1	Station Wagon	K-3		6.00/16-TT	6.00/16-TT	4	6	130	4,330	1,620
1¼	Ch/Cowl	K-4	5112 and up	6.50/20-TT	6.00/20-TT	4	6	113	3,250	710
1¼	Ch/Cb	K-4		6.50/20-TT	6.00/20-TT	4	6	113	3,644	823
1¼	Ch/Cowl	K-4		6.50/20-TT	6.00/20-TT	4	6	135	3,300	710
1¼	Ch/Cb	K-4		6.50/20-TT	6.00/20-TT	4	6	135	3,695	823
1¼	Platform	K-4		6.50/20-TT	6.00/20-TT	4	6	135	N. A.	898
1¼	Stk (Std. Racks) 9'	K-4		6.50/20-TT	6.00/20-TT	4	6	135	4,570	923
1¼	Ch/Cowl	K-4		6.50/20-TT	6.00/20-TT	4	6	147	3,360	730
1¼	Ch/Cb	K-4		6.50/20-TT	6.00/20-TT	4	6	147	3,755	843
1¼	Platform	K-4		6.50/20-TT	6.00/20-TT	4	6	147	N. A.	918
1¼	Stk (Std. Racks) 9'	K-4		6.50/20-TT	6.00/20-TT	4	6	147	4,630	943
1¼	Ch/Cowl	K-4		6.50/20 TT	6.00/20-TT	4	6	159	3,410	750
1¼	Ch/Cb	K-4		6.50/20-TT	6.00/20-TT	4	6	159	3,805	863
1¼	Platform 12'	K-4		6.50/20-TT	6.00/20-TT	4	6	159	N. A.	953
1¼	Stk (Std. Racks) 12'	K-4		6.50/20-TT	6.00/20-TT	4	6	159	4,855	983
1¼	Ch/Cowl (2SRA)	KS-4	760 and up	6.50/20-TT	6.00/20-TT	4	6	135	3,355	810

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CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1¼	Ch/Cb (2SRA)	KS-4	700 and up	6.50/20-TT	6.00/20-TT	4	6	135	3,750	$923
1¼	Platform (2SRA)	KS-4		6.50/20-TT	6.00/20-TT	4	6	135	N. A.	993
1¼	Stk. (Std. Racks) (2SRA).	KS-4		6.50/20-TT	6.00/20-TT	4	6	135	4,625	1,023
1¼	Ch/Cowl (2SRA)	KS-4		6.50/20-TT	6.00/20-TT	4	6	147	3,415	820
1¼	Platform (2SRA)	KS-4		6.50/20-TT	6.00/20-TT	4	6	147	3,810	943
1¼	Platform (2SRA)	KS-4		6.50/20-TT	6.00/20-TT	4	6	147	N. A.	1,013
1¼	Stk. (Std. Racks) (2SRA)	KS-4		6.50/20-TT	6.00/20-TT	4	6	147	4,635	1,043
1¼	Ch/Cowl (2SRA)	KS-4		6.50/20-TT	6.00/20-TT	4	6	159	3,425	850
1¼	Ch/Cb (2SRA)	KS-4		6.50/20-TT	6.00/20-TT	4	6	159	3,860	963
1¼	Platform (2SRA)	KS-4		6.50/20-TT	6.00/20-TT	4	6	159	N. A.	1,033
1¼	Stk. (Std. Racks) (2SRA).	KS-4		6.50/20-TT	6.00/20-TT	4	6	159	4,910	1,033
1½	Ch/Cowl	K-5	44347 and up	6.00/20-TT	6.00/20-TT	6	6	135	3,660	770
1½	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	135	4,055	853
1½	Platform	K-5		6.00/20-TT	6.00/20-TT	6	6	135	N. A.	933
1½	Stk. (Std. Racks) 9'	K-5		6.00/20-TT	6.00/20-TT	6	6	135	4,920	933
1½	Ch/Cowl	K-5		6.00/20-TT	6.00/20-TT	6	6	147	3,725	790
1½	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	147	4,120	903
1½	Platform	K-5		6.00/20-TT	6.00/20-TT	6	6	147	N. A.	973
1½	Stk. (Std. Racks) 9'	K-5		6.00/20-TT	6.00/20-TT	6	6	147	4,695	1,003
1½	Ch/Cowl	K-5		6.00/20-TT	6.00/20-TT	6	6	159	3,770	810
1½	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	159	4,165	923
1½	Platform	K-5		6.00/20-TT	6.00/20-TT	6	6	159	N. A.	1,013
1½	Stk. (Std. Racks) 12'	K-5		6.00/20-TT	6.00/20-TT	6	6	159	5,215	1,043
1½	Ch/Cowl	K-5		6.00/20-TT	6.00/20-TT	6	6	177	3,820	820
1½	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	177	4,215	943
1½	Platform	K-5		6.00/20-TT	6.00/20-TT	6	6	177	N. A.	1,063
1½	Stk. (Std. Racks) 14'	K-5		6.00/20-TT	6.00/20-TT	6	6	177	5,415	1,093
1½	Ch/Cowl (2SRA)	KS-5	13344 and up	6.00/20-TT	6.00/20-TT	6	6	135	3,770	880
1½	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	4,165	993
1½	Platform (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	N. A.	1,063
1½	Stk. (Std. Rack) (2SRA).	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	5,040	1,093
1½	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	3,835	900
1½	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	4,220	1,013
1½	Platform (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	N. A.	1,083
1½	Stk. (Std. Rack) (2SRA).	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	5,105	1,113
1½	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	3,830	920
1½	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	4,275	1,033
1½	Platform (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	N. A.	1,123
1½	Stk. (Std. Racks) (2SRA).	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	5,325	1,153
1½	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	3,920	940
1½	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	4,325	1,053
1½	Platform (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	N. A.	1,173
1½	Stk. (Std. Racks) (2SRA).	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	5,525	1,203
1½-2	Ch/Cowl	K-6	14572 and up	6.50/20-TT	6.50/20-TT	6	6	134	4,475	1,125
1½-2	Ch/Cb	K-6		6.50/20-TT	6.50/20-TT	6	6	134	4,935	1,295
1½-2	Platform	K-6		6.50/20-TT	6.50/20-TT	6	6	134	N. A.	1,370
1½-2	Stk. (Std. Racks) 9'	K-6		6.50/20-TT	6.50/20-TT	6	6	134	5,810	1,355
1½-2	Ch/Cowl	K-6		6.50/20-TT	6.50/20-TT	6	6	146	4,515	1,145
1½-2	Ch/Cb	K-6		6.50/20-TT	6.50/20-TT	6	6	146	4,975	1,315
1½-2	Platform	K-6		6.50/20-TT	6.50/20-TT	6	6	146	N. A.	1,390
1½-2	Stk. (Std. Racks) 9'	K-6		6.50/20-TT	6.50/20-TT	6	6	146	5,850	1,415
1½-2	Ch/Cowl	K-6		6.50/20-TT	6.50/20-TT	6	6	158	4,560	1,165
1½-2	Ch/Cb	K-6		6.50/20-TT	6.50/20-TT	6	6	158	5,020	1,335
1½-2	Platform	K-6		6.50/20-TT	6.50/20-TT	6	6	158	N. A.	1,425
1½-2	Stk. (Std. Racks) 12'	K-6		6.50/20-TT	6.50/20-TT	6	6	158	6,070	1,455
1½-2	Ch/Cowl	K-6		6.50/20-TT	6.50/20-TT	6	6	176	4,620	1,185
1½-2	Ch/Cb	K-6		6.50/20-TT	6.50/20-TT	6	6	176	5,080	1,355
1½-2	Platform	K-6		6.50/20-TT	6.50/20-TT	6	6	176	N. A.	1,475
1½-2	Stk. (Std. Racks) 14'	K-6		6.50/20-TT	6.50/20-TT	6	6	176	6,280	1,505
1½-2	Ch/Cowl (2SRA)	KS-6	9160 and up	6.50/20-TT	6.50/20-TT	6	6	134	4,505	1,240
1½-2	Ch/Cb (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	134	4,965	1,410
1½-2	Platform (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	134	N. A.	1,435
1½-2	Stk. (Std. (2SRA) Racks) 9'.	KS-6		6.50/20-TT	6.50/20-TT	6	6	134	5,840	1,510
1½-2	Ch/Cowl (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	146	4,545	1,260
1½-2	Ch/Cb (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	146	5,005	1,420
1½-2	Platform (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	146	N. A.	1,505
1½-2	Stk. (Std. Racks) 9' (2SRA).	KS-6		6.50/20-TT	6.50/20-TT	6	6	146	5,830	1,620
1½-2	Ch/Cowl (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	158	4,590	1,280
1½-2	Ch/Cowl W/S (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	158	5,050	1,450
1½-2	Platform (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	158	N. A.	1,540
1½-2	Stk. (Std. Racks) 12' (2SRA).	KS-6		6.50/20-TT	6.50/20-TT	6	6	158	6,100	1,570
1½-2	Ch/Cowl (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	176	4,650	1,300
1½-2	Ch/Cab (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	176	5,110	1,470
1½-2	Platform (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	176	N. A.	1,590
1½-2	Stk. (Std. Racks) (2SRA).	KS-6		6.50/20-TT	6.50/20-TT	6	6	176	6,310	1,620
2-3	Ch/Cowl	K-7	11911 and up	7.00/20, 8 ply	7.00/20, 8 ply	6	6	134	4,905	1,490
2-3	Ch/Cb	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	134	5,365	1,660
2-3	Platform	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	134	N. A.	1,735
2-3	Stk. (Std. Racks) 9'	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	134	6,240	1,760
2-3	Ch/Cowl	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	146	4,950	1,510
2-3	Ch/Cb	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	146	5,410	1,680
2-3	Platform	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	146	N. A.	1,755
2-3	Stk. (Std. Racks) 9'	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	146	6,285	1,780
2-3	Ch/Cowl	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	158	4,995	1,530
2-3	Ch/Cb	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	158	5,455	1,700
2-3	Platform	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	158	N. A.	1,790
2-3	Stk. (Std. Racks) 12'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	6,505	1,820

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(10) 1943—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
2-3	Ch/Cowl	K-7	11911 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,665	$1,550
2-3	Ch/Cb	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,625	1,720
2-3	Platform	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	N. A.	1,640
2-3	Stk. (Std. Racks) 14'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	6,725	1,870
2-3	Ch/Cowl (2SRA)	KS-7	3340 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,030	1,675
2-3	Ch/Cb (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,490	1,845
2-3	Platform (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	N. A.	1,920
2-3	Stk. (Std. Racks) 9' (2SRA).	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	6,395	1,945
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,075	1,695
2-3	Ch/Cb (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,535	1,865
2-3	Platform (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	N. A.	1,940
2-3	Stk. (Std. Racks) (2SRA).	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	6,410	1,965
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,120	1,716
2-3	Ch/Cb (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,580	1,885
2-3	Platform (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	N. A.	1,976
2-3	Stk. (Std. Racks) 12' (2SRA).	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	6,630	2,005
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20-TT	7.00/20-TT	6	6	176	5,190	1,735
2-3	Ch/Cb (2SRA)	KS-7		7.00/20-TT	7.00/20-TT	6	6	176	5,650	1,905
2-3	Platform (2SRA)	KS-7		7.00/20-TT	7.00/20-TT	6	6	176	N. A.	2,025
2-3	Stk. (Std. Racks) 14' (2SRA).	KS-7		7.00/20-TT	7.00/20-TT	6	6	176	6,850	2,055
2-3	Ch/Cowl	K-7 spec	622 and up	7.00/20	7.00/20	6	6	137	N. A.	1,770
2-3	Ch/Cb	K-7 spec		7.00/20	7.00/20	6	6	137	N. A.	1,940
2-3	Ch/Cowl	K-7 spec		7.00/20	7.00/20	6	6	149	N. A.	1,790
2-3	Ch/Cb	K-7 spec		7.00/20	7.00/20	6	6	149	N. A.	1,960
2-3	Ch/Cowl	K-7 spec		7.00/20	7.00/20	6	6	161	N. A.	1,810
2-3	Ch/Cb	K-7 spec		7.00/20	7.00/20	6	6	161	N. A.	1,980
2-3	Ch/Cowl	K-7 spec		7.00/20	7.00/20	6	6	179	N. A.	1,830
2-3	Ch/Cb	K-7 spec		7.00/20	7.00/20	6	6	179	N. A.	2,000
2-3	Ch/Cowl	K-7 spec		7.00/20	7.00/20	6	6	197	N. A.	1,850
2-3	Ch/Cb	K-7 spec		7.00/20	7.00/20	6	6	197	N. A.	2,020
2-3	Ch/Cowl (2SRA)	KS-7 spec		7.00/20	7.00/20	6	6	137	N. A.	1,955
2-3	Ch/Cb (2SRA)	KS-7 spec		7.00/20	7.00/20	6	6	137	N. A.	2,125
2-3	Ch/Cowl (2SRA)	KS-7 spec		7.00/20	7.00/20	6	6	149	N. A.	1,975
2-3	Ch/Cb (2SRA)	KS-7 spec		7.00/20	7.00/20	6	6	149	N. A.	2,145
2-3	Ch/Cowl (2SRA)	KS-7 spec		7.00/20	7.00/20	6	6	161	N. A.	1,995
2-3	Ch/Cb (2SRA)	KS-7 spec		7.00/20	7.00/20	6	6	161	N. A.	2,165
2-3	Ch/Cowl (2SRA)	KS-7 spec		7.00/20	7.00/20	6	6	179	N. A.	2,015
2-3	Ch/Cb (2SRA)	KS-7 spec		7.00/20	7.00/20	6	6	179	N. A.	2,185
2-3	Ch/Cowl (2SRA)	KS-7 spec		7.00/20	7.00/20	6	6	197	N. A.	2,035
2-3	Ch/Cb (2SRA)	KS-7 spec		7.00/20	7.00/20	6	6	197	N. A.	2,205
3-4	Ch/Cowl	K-8	3233 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,250	2,155
3-4	Ch/Cb	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,710	2,325
3-4	Ch/Cowl	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,310	2,175
3-4	Ch/Cb	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,770	2,345
3-4	Ch/Cowl	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,370	2,195
3-4	Ch/Cb	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,830	2,365
3-4	Ch/Cowl	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,460	2,215
3-4	Ch/Cb	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,920	2,385
3-4	Ch/Cowl	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	6,550	2,235
3-4	Ch/Cb	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	7,010	2,405
3-4	Ch/Cowl (2SRA)	KS-8	1902 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,295	2,335
3-4	Ch/Cb (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,755	2,505
3-4	Ch/Cowl (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,355	2,355
3-4	Ch/Cb (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,815	2,525
3-4	Ch/Cowl (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,415	2,375
3-4	Ch/Cb (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,875	2,545
3-4	Ch/Cowl (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,505	2,395
3-4	Ch/Cb (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,965	2,565
3-4	Ch/Cowl (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	6,595	2,415
3-4	Ch/Cb (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	7,055	2,585
3-4	Ch/Cowl (DR)	KR-8	2321 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,385	2,295
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,845	2,465
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,445	2,315
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,905	2,485
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,505	2,335
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,965	2,505
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,595	2,355
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	7,055	2,525
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	6,685	2,375
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	7,145	2,545
3½-4½	Ch/Cowl	K-10	641 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,195	3,025
3½-4½	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,655	3,195
3½-4½	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,250	3,045
3½-4½	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,710	3,215
3½-4½	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,330	3,065
3½-4½	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,790	3,235
3½-4½	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,415	3,085
3½-4½	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,875	3,235
3½-4½	Ch/Cowl (2SRA)	KS-10	618 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,595	3,400
3½-4½	Ch/Cb (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	149	8,055	3,570
3½-4½	Ch/Cowl (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,650	3,420
3½-4½	Ch/Cb (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	8,110	3,590
3½-4½	Ch/Cowl (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,750	3,440
3½-4½	Ch/Cb (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	8,190	3,610
3½-4½	Ch/Cowl (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,815	3,460
3½-4½	Ch/Cb (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	8,275	3,630
3½-4½	Ch/Cowl (DR)	KR-10	1466 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,235	3,175
3½-4½	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,700	3,345
3½-4½	Ch/Cowl (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,295	3,195
3½-4½	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,755	3,365
3½-4½	Ch/Cowl (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,375	3,215
3½-4½	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,835	3,385
3½-4½	Ch/Cowl (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,460	3,235
3½-4½	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,920	3,405

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(10) 1943—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
4-6	Ch/Cowl (2SRA)	KS-11	514 and up	9.00/20 12 ply	9.00/20 12 ply	6	6	149	8,335	$4,390
4-6	Ch/Cb (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	149	8,835	4,560
4-6	Ch/Cowl (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	8,420	4,410
4-6	Ch/Cb (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	8,830	4,580
4-6	Ch/Cowl (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	8,435	4,430
4-6	Ch/Cb (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	8,935	4,600
4-6	Ch/Cowl (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	8,560	4,450
4-6	Ch/Cb (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	9,020	4,620
4-6	Ch/Cowl (DR)	KR-11	1656 and up	9.00/20 12 ply	9.00/20 12 ply	6	6	149	8,195	4,225
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	149	8,655	4,395
4-6	Ch/Cowl (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	8,220	4,245
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	8,690	4,415
4-6	Ch/Cowl (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	8,295	4,265
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	8,755	4,435
4-6	Ch/Cowl (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	8,360	4,285
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	8,820	4,455
7½	Ch/Cowl (DR)	A-8	1028 and up	9.75/20	9.75/20	6	6	160	12,035	6,450
7½	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	160	12,650	6,850
7½	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	180	12,285	6,500
7½	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	180	12,650	6,900
7½	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	200	12,435	6,550
7½	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	200	13,050	6,950
7½	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	225	12,635	6,600
7½	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	225	13,300	7,000

CONVENTIONAL—(SCHOOL BUS)

1½	Ch/Cowl	K-5	44347 and up	6.00/20-TT	6.00/20-TT	6	6	195	3,895	$820
1½	Ch/Cowl (2SRA)	KS-5	13344 and up	6.00/20-TT	6.00/20-TT	6	6	195	4,030	930
1½-2	Ch/Cowl	K-6	14572 and up	6.50/20-TT	6.50/20-TT	6	6	194	4,760	1,145
1½-2	Ch/Cowl	K-6		6.50/20-TT	6.50/20-TT	6	6	212	5,050	1,185
1½-2	Ch/Cowl (2SRA)	KS-6	9160 and up	6.50/20-TT	6.50/20-TT	6	6	194	4,790	1,260
1½-2	Ch/Cowl (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	212	5,080	1,300
2-3	Ch/Cowl	K-7	11911 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	212	5,620	1,555
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	220	5,860	1,595
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	248	6,065	1,635
2-3	Ch/Cowl (2SRA)	KS-7	3340 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	212	5,745	1,740
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	220	5,935	1,780
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	248	6,190	1,870
3-4	Ch/Cowl	K-8	3233 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	251	6,850	2,215
3-4	Ch/Cowl (2SRA)	KS-8	1902 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	251	6,895	2,395

CONVENTIONAL—(3D AXLE)

2-4	Ch/Cowl (6 x 2)	K-6-T	543 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,370	$1,995
2-4	Ch/Cb (6 x 2)	K-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,820	2,165
2-4	Ch/Cowl (6 x 2)	K-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,420	2,015
2-4	Ch/Cb (6 x 2)	K-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,890	2,185
2-4	Ch/Cowl (6 x 2-2SRA)	KS-6-T	693 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,435	2,190
2-4	Ch/Cb (6 x 2-2SRA)	KS-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,955	2,350
2-4	Ch/Cowl (6 x 2-2SRA)	KS-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,555	2,200
2-4	Ch/Cb (6 x 2-2SRA)	KS-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	7,015	2,370
2-4	Ch/Cowl (6 x 4)	K-6-F	612 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	151	6,750	2,445
2-4	Ch/Cb (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	151	7,210	2,615
2-4	Ch/Cowl (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,875	2,435
2-4	Ch/Cb (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	176	7,335	2,635
2-4	Ch/Cowl (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	194	7,000	2,435
2-4	Ch/Cb (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	194	7,460	2,655
2½-5	Ch/Cowl (6 x 2)	K-8-T	510 and up	N. A.	N. A.	10	6	161	8,215	3,115
2½-5	Ch/Cb (6 x 2)	K-8-T		N. A.	N. A.	10	6	161	8,675	3,225
2½-5	Ch/Cowl (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,335	3,135
2½-5	Ch/Cb (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,795	3,205
2½-5	Ch/Cowl (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,535	3,155
2½-5	Ch/Cb (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,995	3,325
2½-5	Ch/Cowl (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	8,665	3,175
2½-5	Ch/Cb (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,125	3,345
2½-5	Ch/Cowl (6 x 2-2SRA)	KS-8-T	523 and up	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,260	3,265
2½-5	Ch/Cb (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,720	3,435
2½-5	Ch/Cowl (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,280	3,315
2½-5	Ch/Cb (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,840	3,485
2½-5	Ch/Cowl (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,540	3,335
2½-5	Ch/Cb (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	9,040	3,505
2½-5	Ch/Cowl (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	8,710	3,375
2½-5	Ch/Cb (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,170	3,555
2½-5	Ch/Cowl (6 x 2-DR)	KR-8-T	507 and up	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,350	3,275
2½-5	Ch/Cb (6 x 2-DR)	KR-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,810	3,445
2½-5	Ch/Cowl (6 x 2-DR)	KR-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,470	3,275
2½-5	Ch/Cb (6 x 2-DR)	KR-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,930	3,445
2½-5	Ch/Cowl (6 x 4)	K-8-F	873 and up	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,470	3,525
2½-5	Ch/Cb (6 x 4)	K-8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,930	3,695
2½-5	Ch/Cowl (6 x 4)	K-8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,600	3,545
2½-5	Ch/Cb (6 x 4)	K-8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	179	9,060	3,715
2½-5	Ch/Cowl (6 x 4)	K-8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,880	3,585
2½-5	Ch/Cb (6 x 4)	K-8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	197	9,340	3,735
2½-5	Ch/Cowl (6 x 4)	K-8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,160	3,595
2½-5	Ch/Cb (6 x 4)	K-8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,620	3,755
2½-5	Ch/Cowl (6 x 4)	K-11-F	604 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	161	10,925	5,420
2½-5	Ch/Cb (6 x 4)	K-11-F		9.00/20 10 ply	9.00/20 10 ply	10	6	161	11,335	5,590
2½-5	Ch/Cowl (6 x 4)	K-11-F		9.00/20 10 ply	9.00/20 10 ply	10	6	197	11,425	5,430
2½-5	Ch/Cb (6 x 4)	K-11-F		9.00/20 10 ply	9.00/20 10 ply	10	6	197	11,835	5,620
2½-5	Ch/Cowl (6 x 4)	K-11-F		9.00/20 10 ply	9.00/20 10 ply	10	6	215	11,725	5,480
2½-5	Ch/Cb (6 x 4)	K-11-F		9.00/20 10 ply	9.00/20 10 ply	10	6	215	12,185	5,650

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(10) 1943

CONVENTIONAL—(DIESEL)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	Pounds	
3-4	Ch/Cowl	KD-8	553 and up	7.50/20	7.50/20	6	4	137	7,690	$3,585
3-4	Ch/Cowl	KD-8		7.50/20	7.50/20	6	4	149	7,750	3,605
3-4	Ch/Cowl	KD-8		7.50/20	7.50/20	6	4	161	7,810	3,625
3-4	Ch/Cowl	KD-8		7.50/20	7.50/20	6	4	179	7,905	3,645
3-4	Ch/Cowl	KD-8		7.50/20	7.50/20	6	4	197	7,995	3,665
3-4	Ch/Cowl (2SRA)	KSD-8	703 and up	7.50/20	7.50/20	6	4	137	7,735	3,705
3-4	Ch/Cowl (DR)	KRD-8	561 and up	7.50/20	7.50/20	6	4	137	7,825	3,725
3-4	Ch/Cowl (DR)	KRD-8		7.50/20	7.50/20	6	4	149	7,885	3,745
3-4	Ch/Cowl (DR)	KRD-8		7.50/20	7.50/20	6	4	161	7,945	3,765
3-4	Ch/Cowl (DR)	KRD-8		7.50/20	7.50/20	6	4	179	8,040	3,785
3-4	Ch/Cowl (DR)	KRD-8		7.50/20	7.50/20	6	4	197	8,130	3,805
3½-4½	Ch/Cowl	KD-10	502 and up	9.00/20	9.00/20	6	4	197	8,770	4,515
3½-4½	Ch/Cowl (2SRA)	KS-D-10		9.00/20	9.00/20	6	4	149	9,035	4,830
3½-4½	Ch/Cowl (2SRA)	KS-D-10		9.00/20	9.00/20	6	4	179	9,170	4,870
3½-4½	Ch/Cowl (2SRA)	KS-D-10		9.00/20	9.00/20	6	4	197	9,255	4,890
3½-4½	Ch/Cowl (DR)	KRD-10	557 and up	9.00/20	9.00/20	6	4	149	8,680	4,605
3½-4½	Ch/Cowl (DR)	KRD-10		9.00/20	9.00/20	6	4	161	8,735	4,625
3½-4½	Ch/Cowl (DR)	KRD-10		9.00/20	9.00/20	6	4	179	8,815	4,645
3½-7	Ch/Cowl (2SRA)	KSD-11	503 and up	9.00/20 12 ply	9.00/20 12 ply	6	6	149	10,505	6,075
3½-7	Ch/Cowl (2SRA)	KSD-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	10,663	6,095
3½-7	Ch/Cowl (2SRA)	KSD-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	10,625	6,115
3½-7	Ch/Cowl (DR)	KRD-11	526 and up	9.00/20 12 ply	9.00/20 12 ply	6	4	149	10,303	5,655
3½-7	Ch/Cowl (DR)	KRD-11		9.00/20 12 ply	9.00/20 12 ply	6	4	161	10,363	5,675
3½-7	Ch/Cowl (DR)	KRD-11		9.00/20 12 ply	9.00/20 12 ply	6	4	179	10,425	5,695
3½-7	Ch/Cowl (DR)	KRD-11		9.00/20 12 ply	9.00/20 12 ply	6	4	197	10,495	5,715

CONVENTIONAL—(DIESEL—3D AXLE)

2½-5	Ch/Cowl (6 x 2)	KD-8-T	503 and up	7.50/20	7.50/20	10	4	179	9,775	$4,565
2½-5	Ch/Cowl (6 x 2)	KD-8-T		7.50/20	7.50/20	10	4	197	9,975	4,585
2½-5	Ch/Cowl (6 x 2)	KD-8-T		7.50/20	7.50/20	10	4	215	10,105	4,605
2½-5	Ch/Cowl (6 x 4)	KD-8-F	504 and up	7.50/20	7.50/20	10	4	161	9,910	4,955
2½-5	Ch/Cowl (6 x 4)	KD-8-F		7.50/20	7.50/20	10	4	197	10,320	4,995
2½-5	Ch/Cowl (6 x 4)	KD-8-F		7.50/20	7.50/20	10	4	215	10,600	5,015
10-15	Ch/Cowl (6 x 4)	ARD-626-F	578 and up	9.75/24	9.75/20	10	6	180	18,500	13,485
10-15	Ch/Cowl (6 x 4)	ARD-626-F		9.75/24	9.75/20	10	6	253	19,300	13,485

METROPOLITAN

½	Chassis	K-1-M	2009 and up	6.00/16-PC	6.00/16-PC	4	6	102	2,150	$560
½	Panel	K-1-M		6.00/16-PC	6.00/16-PC	4	6	102	3,800	1,170
½	Chassis	K-1-M		6.00/16-PC	6.00/16-PC	4	6	113	2,160	560
½	Panel	K-1-M		6.00/16-PC	6.00/16-PC	4	6	113	4,010	1,215
1	Chassis	K-3-M	2651 and up	7.00/16-PC	7.00/16-PC	4	6	102	2,535	670
1	Panel	K-3-M		7.00/16-PC	7.00/16-PC	4	6	102	4,235	1,230
1	Chassis	K-3-M		7.00/16-PC	7.00/16-PC	4	6	113	2,685	670
1	Panel	K-3-M		7.00/16-PC	7.00/16-PC	4	6	113	4,535	1,325

CAB-OVER ENGINE

1½-2	Ch/Cowl	K-5-COE	1662 and up	6.00/20 TT	6.00/20 TT	6	6	87	3,625	$965
1½-2	Ch/Cb	K-5-COE		6.00/20 TT	6.00/20 TT	6	6	87	3,975	1,140
1½-2	Platform	K-5-COE		6.00/20 TT	6.00/20 TT	6	6	87	N. A.	1,215
1½-2	Stk. (Std. Racks) 9'	K-5-COE		6.00/20 TT	6.00/20 TT	6	6	87	4,850	1,210
1½-2	Ch/Cowl	K-5-COE		6.00/20 TT	6.00/20 TT	6	6	99	3,700	965
1½-2	Ch/Cb	K-5-COE		6.00/20 TT	6.00/20 TT	6	6	99	4,050	1,140
1½-2	Platform	K-5-COE		6.00/20 TT	6.00/20 TT	6	6	99	N. A.	1,230
1½-2	Std. (Std. Racks) 12'	K-5-COE		6.00/20 TT	6.00/20 TT	6	6	99	5,100	1,260
1½-2	Ch/Cowl	K-5-COE		6.00/20 TT	6.00/20 TT	6	6	117	3,805	985
1½-2	Ch/Cb	K-5-COE		6.00/20 TT	6.00/20 TT	6	6	117	4,155	1,160
1½-2	Platform	K-5-COE		6.00/20 TT	6.00/20 TT	6	6	117	N. A.	1,280
1½-2	Stk. (Std. Racks)	K-5-COE		6.00/20 TT	6.00/20 TT	6	6	117	5,355	1,310
1½-2	Ch/Cowl (2SRA)	KS-5-COE	640 and up	6.00/20 TT	6.00/20 TT	6	6	87	3,735	1,075
1½-2	Ch/Cb (2SRA)	KS-5-COE		6.00/20 TT	6.00/20 TT	6	6	87	4,085	1,250
1½-2	Platform (2SRA)	KS-5-COE		6.00/20 TT	6.00/20 TT	6	6	87	N. A.	1,325
1½-2	Stk. (Std. Racks) 9' (2SRA)	KS-5-COE		6.00/20 TT	6.00/20 TT	6	6	87	4,960	1,360
1½-2	Ch/Cowl (2SRA)	KS-5-COE		6.00/20 TT	6.00/20 TT	6	6	99	3,810	1,075
1½-2	Ch/Cb (2SRA)	KS-5-COE		6.00/20 TT	6.00/20 TT	6	6	99	4,160	1,250
1½-2	Platform (2SRA)	KS-5-COE		6.00/20 TT	6.00/20 TT	6	6	99	N. A.	1,340
1½-2	Stk. (Std. Racks) 12' (2SRA)	KS-5-COE		6.00/20 TT	6.00/20 TT	6	6	99	5,210	1,370
1½-2	Ch/Cowl (2SRA)	KS-5-COE		6.00/20 TT	6.00/20 TT	6	6	117	3,915	1,092
1½-2	Ch/Cb (2SRA)	KS-5-COE		6.00/20 TT	6.00/20 TT	6	6	117	4,265	1,270
1½-2	Platform (2SRA)	KS-5-COE		6.00/20 TT	6.00/20 TT	6	6	117	N. A.	1,390
1½-2	Stk. (Std. Racks) (2SRA)	KS-5-COE		6.00/20 TT	6.00/20 TT	6	6	117	5,465	1,420
2-3	Ch/Cowl	K-7-COE	1462 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,200	1,730
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,550	1,902
2-3	Platform	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	N. A.	2,040
2-3	Stk. (Std. Racks) 9'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	6,425	2,092
2-3	Ch/Cowl	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,270	1,760
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,620	1,932
2-3	Platform	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	N. A.	2,075
2-3	Stk. (Std. Racks) 12'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	6,670	2,102
2-3	Ch/Cowl	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,355	1,770
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,705	2,003
2-3	Platform	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	N. A.	2,123
2-3	Stk. (Std. Racks) 14'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	6,905	2,153
2-3	Ch/Cowl	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	153	5,600	1,810

(p) INTERNATIONAL HARVESTER COMPANY—Continued

(10) 1943—Continued

CAB OVER ENGINE—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
2-3	Ch/Cb	K-7-COE	1462 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	153	5,950	$2,045
2-3	Ch/Cowl (2SRA)	KS-7-COE	827 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,325	1,915
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,675	2,150
2-3	Platform (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	N. A.	2,225
2-3	Stk. (Std. Racks) 9' (2SRA).	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	6,550	2,250
2-3	Ch/Cowl (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,395	1,935
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,745	2,170
2-3	Platform (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	N. A.	2,250
2-3	Stk. (Std. Racks) 12' (2SRA).	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	6,795	2,290
2-3	Ch/Cowl (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,480	1,955
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,820	2,190
2-3	Platform (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	N. A.	2,310
2-3	Stk. (Std. Racks) 14' (2SRA).	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	7,090	2,340
2-3	Ch/Cowl (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	153	5,725	1,995
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	153	6,075	2,220
3-4	Ch/Cowl	K-8-COE	640 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,810	2,520
3-4	Ch/Cb	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,370	2,865
3-4	Ch/Cowl	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,000	2,550
3-4	Ch/Cb	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,560	2,825
3-4	Ch/Cowl	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,160	2,570
3-4	Ch/Cb	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,720	2,845
3-4	Ch/Cowl	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	7,330	2,590
3-4	Ch/Cb	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	7,890	2,865
3-4	Ch/Cowl (2SRA)	KS-8-COE	540 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,855	2,710
3-4	Ch/Cb (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,415	2,935
3-4	Ch/Cowl (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,045	2,720
3-4	Ch/Cb (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,605	3,005
3-4	Ch/Cowl (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,205	2,750
3-4	Ch/Cb (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,765	3,025
3-4	Ch/Cowl (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	7,375	2,770
3-4	Ch/Cb (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	7,935	3,045
3-4	Ch/Cowl (DR)	KR-8-COE	612 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,945	2,670
3-4	Ch/Cb (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,505	2,945
3-4	Ch/Cowl (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,135	2,690
3-4	Ch/Cb (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,695	2,965
3-4	Ch/Cowl (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,295	2,710
3-4	Ch/Cb (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,855	2,935
3-4	Ch/Cowl (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	7,465	2,730
3-4	Ch/Cb (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	8,025	3,005
4-6	Ch/Cowl (2SRA)	KS-11-COE	502 and up	9.00/20 12 ply	9.00/20 12 ply	6	6	94	8,730	4,815
4-6	Ch/Cb (2SRA)	KS-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	94	9,290	5,090
4-6	Ch/Cowl (2SRA)	KS-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	106	8,845	4,835
4-6	Ch/Cb (2SRA)	KS-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	106	9,405	5,110
4-6	Ch/Cowl (2SRA)	KS-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	124	8,955	4,855
4-6	Ch/Cb (2SRA)	KS-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	124	9,515	5,120
4-6	Ch/Cowl (2SRA)	KS-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	142	9,120	4,875
4-6	Ch/Cb (2SRA)	KS-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	142	9,680	5,150
4-6	Ch/Cowl (DR)	KR-11-COE	660 and up	9.00/20 12 ply	9.00/20 12 ply	6	6	94	8,520	4,650
4-6	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	94	9,080	4,925
4-6	Ch/Cowl (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	106	8,645	4,670
4-6	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	106	9,205	4,945
4-6	Ch/Cowl (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	124	8,755	4,690
4-6	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	124	9,315	4,965
4-6	Ch/Cowl (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	142	8,930	4,710
4-6	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	142	9,490	4,985

(q) MACK

[Manufacturer: Mack International Motor Truck Corp. Principal plant: Allentown, Pennsylvania]

(1) 1935

CONVENTIONAL—(CHAIN DRIVE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
	Ch	AB	N. A. for any model	34 x 7	34 x 7	6	4	156	6,900	$4,000
	Tr. Ch	AB		34 x 7	34 x 7	6	4	133	N. A.	4,150
	Ch	BX		9.75/22	9.75/22	6	6	171	9,400	5,750
	Tr. Ch	BX		9.75/22	9.75/22	6	6	136	N. A.	5,900
	Ch	AC		36 x 6 solid	40 x 6 solid	6	4	174	10,200	5,750
	Tr. Ch	AC		36 x 6 solid	40 x 6 solid	6	4	133	N. A.	5,900

CONVENTIONAL—(GEAR DRIVE)

	Ch. (SR)	BG	N. A. for any model	32 x 6 8 ply	32 x 6 8 ply	6	6	133	5,200	$3,000
	Tr. Ch. (SR)	BG		8.25/20	8.25/20	6	6	148	5,200	3,150
	Ch. (SR)	BF		8.25/20	8.25/20	6	6	156	5,300	3,750
	Ch. (DR)	BF		8.25/20	8.25/20	6	6	156	6,700	4,000
	Tr. Ch. (DR)	BF		8.25/20	8.25/20	6	6	133	N. A.	4,150
	Ch. (DR)	AB		34 x 7 10 ply	34 x 7 10 ply	6	4	156	6,900	4,200
	Tr. Ch. (DR)	AB		34 x 7 10 ply	34 x 7 10 ply	6	4	133	N. A.	4,350
	Ch. (DR)	BM		9.00/20	9.00/20	6	6	157	N. A.	4,700
	Tr. Ch. (DR)	BM		9.00/20	9.00/20	6	6	133	N. A.	4,850
	Ch. (DR)	BX		9.75/22	9.75/22	6	6	171	9,400	5,600

(q) MACK—Continued

(1) 1935—Continued

CONVENTIONAL—(GEAR DRIVE)—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
	Tr. Ch. (DR)	BX	N. A. for any model	9.75/22	9.75/22	6	6	136	N. A.	$5,750
	Ch.-(DR)	BQ		10.50/22	10.50/22	6	6	176	10,800	6,800
	Tr. Ch.-(DR)	BQ		10.50/22	10.50/22	6	6	141	N. A.	6,950
	Ch.-(DR)	AK		36 x 5 solid	36 x 5 solid	6	4	162	9,400	5,250
	Tr. Ch.-(DR)	AK		36 x 5 solid	36 x 5 solid	6	4	143	N. A.	5,400
	Ch.-(DR)	AK		10.50/22	10.50/22	6	6	174	N. A.	6,800
	Tr. Ch.-(DR)	AK		10.50/22	10.50/22	6	6	155	N. A.	6,950

CONVENTIONAL—(3D AXLE—GEAR DRIVE)

	Ch.-6 x 2-(DR)	BX	N. A. for any model	8.25/22	8.25/22	10	6	180	N. A.	$7,500
	Ch.-6 x 4-(DR)	BX		8.25/22	8.25/22	10	6	178	N. A.	7,950
	Ch.-6 x 2-(DR)	BQ		9.75/22	9.75/22	10	6	187	N. A.	8,850
	Ch.-6 x 4-(DR)	BQ		9.75/22	9.75/22	10	6	185	N. A.	9,350

CAB OVER ENGINE—(GEAR DRIVE)

	Ch.-(DR)	CH	N. A. for any model	9.00/20	9.00/20	6	6	132	8,400	$5,200
	Tr. Ch.-(DR)	CH		9.00/20	9.00/20	6	6	104	N. A.	5,350
	Ch.-(DR)	CJ		9.75/22	9.75/22	6	6	132	9,600	6,100
	Tr. Ch.-(DR)	CJ		9.75/22	9.75/22	6	6	104	N. A.	6,250

(2) 1936

CONVENTIONAL—(CHAIN DRIVE)

	Ch	BF	N. A. for any model	8.25/20	8.25/20	6	6	144	N. A.	$4,200
	Tr. Ch	BF		8.25/20	8.25/20	6	6	138	N. A.	4,350
	Ch	AB		9.00/20	9.00/20	6	6	144	N. A.	4,000
	Tr. Ch	AB		9.00/20	9.00/20	6	6	138	N. A.	4,150
	Ch	BX		9.75/22	9.75/22	6	6	160	N. A.	6,250
	Tr. Ch	BX		9.75/22	9.75/22	6	6	136	N. A.	6,400
	Ch	AC		9.75/24	9.75/24	6	4	156	N. A.	6,150
	Tr. Ch	AC		9.75/24	9.75/24	6	4	138	N. A.	6,300
	Ch	AC		10.50/24	10.50/24	6	6	165	N. A.	8,250
	Tr. Ch	AC		10.50/24	10.50/24	6	6	145	N. A.	8,400
	Ch	AP		10.50/24	10.50/24	6	6	174	N. A.	9,000
	Tr. Ch	AP		10.50/24	10.50/24	6	6	156	N. A.	9,150

CONVENTIONAL—(3D AXLE—CHAIN DRIVE)

	Ch. - 6 x 4	BX	N. A. for any model	8.25/22	8.25/22	10	6	178	N. A.	$7,500

CONVENTIONAL—(GEAR DRIVE)

	Ch. -(SR)	EH	N. A. for any model	7.00/20	7.00/20	6	6	146	N. A.	$2,095
	Tr. Ch. -(SR)	EH		7.00/20	7.00/20	6	6	139	N. A.	2,245
	Ch. -(SR)	BG		32 x 6 8 ply	32 x 6 8 ply	6	6	138	N. A.	2,500
	Tr. Ch. -(SR)	BG		32 x 6 8-ply	32 x 6 8 ply	6	6	148	N. A.	2,650
	Ch. -(DR)	BF		8.25/20	8.25/20	6	6	144	N. A.	3,450
	Tr. Ch. -(DR)	BF		8.25/20	8.20/20	6	6	138	N. A.	3,600
	Ch. -(DR)	BM		9.00/20	9.00/20	6	6	157	N. A.	4,250
	Tr. Ch. -(DR)	BM		9.00/20	9.00/20	6	6	138	N. A.	4,400
	Ch. -(DR)	BX		9.75/22	9.75/22	6	6	171	N. A.	5,250
	Tr. Ch. -(DR)	BX		9.75/22	9.75/22	6	6	136	N. A.	5,400
	Ch. -(DR)	AB		9.00/20	9.00/20	6	6	144	N. A.	4,200
	Tr. Ch. -(DR)	AB		9.00/20	9.00/20	6	6	138	N. A.	4,350
	Ch. -(DR)	BQ		10.50/24	10.50/24	6	6	176	N. A.	7,600
	Tr. Ch. -(DR)	BQ		10.50/24	10.50/24	6	6	141	N. A.	7,750
	Ch. -(DR)	AK		9.75/24	9.75/24	6	4	156	N. A.	5,500
	Tr. Ch.-(DR)	AK		9.75/24	9.75/24	6	4	138	N. A.	5,650
	Ch.-(DR)	AK		10.50/24	10.50/24	6	6	165	N. A.	7,600
	Tr. Ch.-(DR)	AK		10.50/24	10.50/24	6	6	145	N. A.	7,750

CONVENTIONAL—(3D AXLE—GEAR DRIVE)

	Ch.-6 x 2-(DR)	BX	N. A. for any model	8.25/22	8.25/22	10	6	189	N. A.	$7,000
	Ch.-6 x 2-(DR)	BQ		9.75/22	9.75/22	10	6	187	N. A.	8,850
	Ch.-6 x 4-(DR)	BQ		9.75/22	9.75/22	10	6	185	N. A.	9,350

CAB OVER ENGINE—(GEAR DRIVE)

	Ch.-(SR)	EC	N. A. for any model	32 x 6 8 ply	32 x 6 8 ply	6	6	108	N. A.	$3,600
	Tr. Ch.-(SR)	EC		32 x 6 8 ply	32 x 6 8 ply	6	6	96	N. A.	3,750
	Ch.-(DR)	EB		8.25/20	8.25/20	6	6	103	N. A.	4,250
	Tr. Ch.-(DR)	EB		8.25/20	8.25/20	6	6	96	N. A.	4,400
	Ch.-(DR)	CH		9.00/20	9.00/20	6	6	110	N. A.	5,150
	Tr. Ch.-(DR)	CH		9.00/20	9.00/20	6	6	93	N. A.	5,300
	Ch.-(DR)	CJ		9.75/22	9.75/22	6	6	112	N. A.	6,100
	Tr. Ch.-(DR)	CJ		9.75/22	9.75/22	6	6	93	N. A.	6,250

(q) MACK—Continued

(2) 1936—Continued

CAB OVER ENGINE—(3D AXLE—GEAR DRIVE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
	Ch.-6 x 2-(DR)	CJ	N. A. for any model	8.25/22	8.25/22	10	6	126	N. A.	$7,850
	Ch.-6 x 4-(DR)	CJ		8.25/22	8.25/22	10	6	134	N. A.	8,350

(3) 1937

CONVENTIONAL—(CHAIN DRIVE)

	Ch.	ER	N. A. for any model	8.25/20	8.25/20	6	6	146	7,350	$2,950
	Ch.	BF		8.25/20	8.25/20	6	6	144	8,100	4,200
	Tr. Ch.	BF		8.25/20	8.25/20	6	6	138	N. A.	4,350
	Ch.	BX		9.75/22	9.75/22	6	6	160	N. A.	6,250
	Tr. Ch.	BX		9.75/22	9.75/22	6	6	136	N. A.	6,400
	Ch.	AC		9.75/24	9.75/24	6	4	156	N. A.	6,150
	Tr. Ch.	AC		9.75/24	9.75/24	6	4	133	N. A.	6,300
	Ch.	AC		10.50/24	10.50/24	6	6	165	N. A.	8,250
	Tr. Ch.	AC		10.50/24	10.50/24	6	6	141	N. A.	8,400
	Ch.	AP		10.50/24	10.50/24	6	6	174	N. A.	9,000
	Tr. Ch.	AP		10.50/24	10.50/24	6	6	156	N. A.	9,150
	Ch.	FC		10.50/24	10.50/24	6	6	N. A.	N. A.	9,250

CONVENTIONAL—(GEAR DRIVE)

	Ch.-(SR)	EE	N. A. for any model	6.00/20	6.00/20	4	6	132	N. A.	$955
	Tr. Ch.-(SR)	EE		6.00/20	6.00/20	4	6	132	N. A.	1,135
	Ch.-(SR)	EF		6.00/20	6.00/20	6	6	132	N. A.	1,195
	Tr. Ch.-(SR)	EF		6.00/20	6.00/20	6	6	132	N. A.	1,255
	Ch.-(SR)	EJ		6.50/20	6.50/20	6	6	146	N. A.	1,625
	Tr. Ch.-(SR)	EJ		6.50/20	6.50/20	6	6	139	N. A.	1,775
	Ch.-(SR)	EH		7.00/20	7.00/20	6	6	146	N. A.	2,095
	Tr. Ch.-(SR)	EH		7.00/20	7.00/20	6	6	139	N. A.	2,245
	Ch.-(SR)	EM		7.50/20	7.50/20	6	6	146	7,350	2,750
	Tr. Ch.-(SR)	EM		7.50/20	7.50/20	6	6	141	N. A.	2,900
	Ch.-(DR)	EQ		8.25/20	8.25/20	6	6	146	8,100	3,250
	Tr. Ch.-(DR)	EQ		8.25/20	8.25/20	6	6	141	N. A.	3,400
	Ch.-(DR)	BM		9.00/20	9.00/20	6	6	157	N. A.	4,250
	Tr. Ch.-(DR)	BM		9.00/20	9.00/20	6	6	138	N. A.	4,400
	Ch.-(DR)	BX		9.75/22	9.75/22	6	6	171	N. A.	5,250
	Tr. Ch.-(DR)	BX		9.75/22	9.75/22	6	6	136	N. A.	5,400
	Ch.-(DR)	BQ		10.50/24	10.50/24	6	6	163	N. A.	7,600
	Tr. Ch.-(DR)	BQ		10.50/24	10.50/24	6	6	141	N. A.	7,750
	Ch.-(DR)	AK		10.50/24	10.50/24	6	6	165	N. A.	7,600
	Tr. Ch.-(DR)	AK		10.50/24	10.50/24	6	6	145	N. A.	7,750

CONVENTIONAL—(3D AXLE—GEAR DRIVE)

	Ch.-6 x 2-(DR)	BX	N. A. for any model	8.25/22	8.25/22	10	6	180	N. A.	$7,000
	Ch.-6 x 4-(DR)	BX		8.25/22	8.25/22	10	6	178	N. A.	7,500
	Ch.-6 x 2-(DR)	BQ		9.75/22	9.75/22	10	6	187	N. A.	8,850
	Ch.-6 x 4-(DR)	BQ		9.75/22	9.75/22	10	6	185	N. A.	9,350

CAB OVER ENGINE—(GEAR DRIVE)

	Ch-(SR)	EC	N. A. for any model	7.50/20	7.50/20	6	6	108	N. A.	$3,600
	Tr. Ch.-(SR)	EC		7.50/20	7.50/22	6	6	96	N. A.	3,750
	Ch.-(DR)	EB		8.25/20	8.25/20	6	6	108	N. A.	4,250
	Tr. Ch.-(DR)	EB		8.25/20	8.25/20	6	6	96	N. A.	4,400
	Ch.-(DR)	CH		9.00/20	9.00/20	6	6	119	N. A.	5,150
	Tr. Ch.-(DR)	CH		9.00/20	9.00/20	6	6	98	N. A.	5,300
	Ch.-(DR)	CJ		9.75/22	9.75/22	6	6	119	N. A.	6,100
	Tr. Ch.-(DR)	CJ		9.75/22	9.75/22	6	6	93	N. A.	6,250

CAB OVER ENGINE—(3D AXLE—GEAR DRIVE)

	Ch.-6 x 2-(DR)	CJ	N. A. for any model	8.25/22	8.25/22	10	6	126	N. A.	$7,850
	Ch.-6 x 4-(DR)	CJ		8.25/22	8.25/22	10	6	134	N. A.	8,350

(4) 1938

CONVENTIONAL—(CHAIN DRIVE)

	Ch.	ER	N. A. for any model	8.25/20	8.25/20	6	6	146	N. A.	$2,950
	Ch.	ES		8.25/20	8.25/20	6	6	153	N. A.	4,000
	Tr. Ch.	ES		8.25/20	8.25/20	6	6	153	N. A.	4,000
	Ch.	BX		9.75/22	9.75/22	6	6	160	N. A.	6,250
	Tr. Ch.	BX		9.75/22	9.75/22	6	6	136	N. A.	6,250
	Ch.	AC		9.75/24	9.75/24	6	4	156	N. A.	6,150
	Tr. Ch.	AC		9.75/24	9.75/24	6	4	133	N. A.	6,150
	Ch.	AC		10.50/24	10.50/24	6	6	165	N. A.	8,250
	Tr. Ch.	AC		10.50/24	10.50/24	6	6	141	N. A.	8,250

(q) MACK—Continued

(4) 1938—Continued

CONVENTIONAL—(GEAR DRIVE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
	Ch.—(SR)	ED	N. A. for any model	6.00/17	6.00/17	4	6	120	N. A.	$675
	Ch.—(SR)	EE		6.00/20	6.00/20	4	6	132	4,650	935
	Tr. Ch.—(SR)	EE		6.00/20	6.00/20	4	6	132	4,650	935
	Ch.—(SR)	EF		6.00/20	6.00/20	6	6	132	4,900	1,195
	Tr. Ch.—(SR)	EFT		6.00/20	6.00/20	6	6	132	N. A.	1,345
	Ch.—(SR)	EG		6.50/20	6.50/20	6	6	132	5,150	1,495
	Tr. Ch.—(SR)	EG		6.50/20	6.50/20	6	6	132	5,150	1,495
	Ch.—(SR)	EH		7.00/20	7.00/20	6	6	146	N. A.	2,095
	Tr. Ch.—(SR)	EH		7.00/20	7.00/20	6	6	139	N. A.	2,095
	Ch.—(SR)	EM		7.50/20	7.50/20	6	6	146	N. A.	2,495
	Tr. Ch.—(SR)	EM		7.50/20	7.50/20	6	6	141	N. A.	2,495
	Ch.—(DR)	EQ		8.25/20	8.25/20	6	6	146	N. A.	2,995
	Tr. Ch.—(DR)	EQ		8.25/20	8.25/20	6	6	141	N. A.	2,995
	Ch.—(DR)	BM		9.00/20	9.00/20	6	6	153	N. A.	4,250
	Tr. Ch.—(DR)	BM		9.00/20	9.00/20	6	6	134	N. A.	4,250
	Ch.—(DR)	BX		9.75/22	9.75/22	6	6	171	N. A.	5,250
	Tr. Ch.—(DR)	BX		9.75/22	9.75/22	6	6	136	N. A.	5,250
	Ch.—(DR)	BQ		10.50/24	10.50/24	6	6	163	N. A.	7,600
	Tr. Ch.—(DR)	BQ		10.50/24	10.50/24	6	6	141	N. A.	7,600
	Ch.—(DR)	AK		10.50/24	10.50/24	6	6	165	N. A.	7,600
	Tr. Ch.—(DR)	AK		10.50/24	10.50/24	6	6	145	N. A.	7,600
	CONVENTIONAL—(3D AXLE—GEAR DRIVE)									
	Ch.—6 x 4—(DR)	BX	N. A. for any model	8.25/22	8.25/22	10	6	178	N. A.	$7,500
	CAB OVER ENGINE—(GEAR DRIVE)									
	Ch.-(SR)	EEU	N. A. for any model	6.00/20	6.00/20	4	6	107	4,800	$1,180
	Tr. Ch.-(SR)	EEU		6.00/20	6.00/20	4	6	107	4,800	1,180
	Ch.-(SR)	EFU		6.00/20	6.00/20	6	6	107	5,000	1,390
	Tr. Ch.-(SR)	EFUT		6.00/20	6.00/20	6	6	107	N. A.	1,540
	Ch.-(SR)	EGU		6.50/20	6.50/20	6	6	107	5,200	1,690
	Tr. Ch.-(SR)	EGU		6.50/20	6.50/20	6	6	107	5,200	1,690
	Ch.-(SR)	EHU		7.00/20	7.00/20	6	6	108	N. A.	2,320
	Tr. Ch.-(SR)	EHU		7.00/20	7.00/20	6	6	108	N. A.	2,320
	Ch.-(SR)	EMU		7.50/20	7.50/20	6	6	108	N. A.	2,720
	Tr. Ch.-(SR)	EMU		7.50/20	7.50/20	6	6	108	N. A.	2,720
	Ch.-(SR)	EC		7.50/20	7.50/20	6	6	108	N. A.	3,600
	Tr. Ch.-(SR)	EC		7.50/20	7.50/20	6	6	96	N. A.	3,600
	Ch.-(DR)	EQU		8.25/20	8.25/20	6	6	108	N. A.	3,220
	Tr. Ch.-(DR)	EQU		8.25/20	8.25/20	6	6	108	N. A.	3,220
	Ch.-(DR)	EB		8.25/20	8.25/20	6	6	108	N. A.	4,250
	Tr. Ch.-(DR)	EB		8.25/20	8.25/20	6	6	96	N. A.	4,250
	Ch.-(DR)	CH		9.00/20	9.00/20	6	6	119	N. A.	5,150
	Tr. Ch.-(DR)	CH		9.00/20	9.00/20	6	6	98	N. A.	5,150
	Ch.-(DR)	CJ		9.75/22	9.75/22	6	6	119	N. A.	6,100
	Tr. Ch.-(DR)	CJ		9.75/22	9.75/22	6	6	93	N. A.	6,100
	CAB OVER ENGINE—(3D AXLE—GEAR DRIVE)									
	Ch.-6 x 4-(DR)	CJ	N. A. for any model	8.25/22	8.25/22	10	6	134	N. A.	$8,350
	(5) 1939									
	CONVENTIONAL—(GEAR DRIVE)									
	Ch.-(SR)	ED	N. A. for any model	6.00/17	6.00/17	4	6	120	3,800	$675
	Ch.-(SR)	DE		6.00/20	6.00/20	4	6	136	N. A.	790
	Ch.-(SR)	EE		6.00/20	6.00/20	4	6	132	4,800	935
	Ch.[D]-(SR)	EED		6.00/20	6.00/20	4	4	132	5,350	1,785
	Ch.[D]-(SR)	EED		6.00/20	6.00/20	4	6	132	5,350	2,385
	Ch.-(SR)	EF		6.00/20	6.00/20	6	6	132	5,275	1,195
	Tr. Ch.-(SR)	EFT		6.00/20	6.00/20	6	6	132	N. A.	1,345
	Ch.[D]-(SR)	EFD		6.00/20	6.00/20	6	6	132	6,000	2,595
	Ch.-(SR)	EG		6.50/20	6.50/20	6	6	132	5,500	1,495
	Tr. Ch.-(SR)	EG		6.50/20	6.50/20	6	6	132	5,500	1,495
	Ch.[D]-(SR)	EGD		6.50/20	6.50/20	6	6	132	6,250	2,995
	Ch.-(SR)	EH		7.00/20	7.00/20	6	6	132	N. A.	2,095
	Tr. Ch.-(SR)	EH		7.00/20	7.00/20	6	6	146	6,350	2,095
	Ch.[D]-(SR)	EHD		7.00/20	7.00/20	6	6	139	N. A.	4,075
	Ch.-(SR)	EM		7.50/20	7.50/20	6	6	146	7,850	2,495
	Tr. Ch.-(SR)	EM		7.50/20	7.50/20	6	6	146	7,850	2,495
	Ch.[D]-(SR)	EMD		7.50/20	7.50/20	6	6	141	N. A.	4,295
	Ch.-(DR)	EQ		8.25/20	8.25/20	6	6	146	7,950	2,995
	Tr. Ch.-(DR)	EQ		8.25/20	8.25/20	6	6	146	7,950	2,995
	Ch.[D]-(DR)	EQD		8.25/20	8.25/20	6	6	146	8,850	4,725
	Ch.-(DR)	BM		9.00/20	9.00/20	6	6	153	9,550	4,500
	Tr. Ch.-(DR)	BM		9.00/20	9.00/20	6	6	134	N. A.	4,500
	Ch.-(DR)	BX		9.75/22	9.75/22	6	6	171	N. A.	5,500
	Tr. Ch.-(DR)	BX		9.75/22	9.75/22	6	6	136	N. A.	5,500
	CONVENTIONAL—(3D AXLE—GEAR DRIVE)									
	Ch.-6 x 4-(DR)	BX	N. A. for any model	8.25/22	8.25/22	10	6	178	14,500	$7,500

[D]Diesel engines.

(q) MACK—Continued

(5) 1939—Continued

CAB OVER ENGINE—(GEAR DRIVE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
	Ch.-(SR)	EEU	N. A. for any model	6.00/20	6.00/20	4	6	107	5,125	$1,180
	Ch.D-(SR)	EEUD		6.00/20	6.00/20	4	4	107	5,675	1,980
	Ch.D-(SR)	EEUD		6.00/20	6.00/20	4	6	107	5,675	2,580
	Ch.-(SR)	EFU		6.00/20	6.00/20	6	6	107	5,500	1,330
	Tr. Ch.-(SR)	EFUT		6.00/20	6.00/20	6	6	107	N. A.	1,540
	Ch.D-(SR)	EFUD		6.00/20	6.00/20	6	6	107	6,200	2,730
	Ch.-(SR)	EGU		6.50/20	6.50/20	6	6	107	5,625	1,630
	Tr. Ch.-(SR)	EGU		6.50/20	6.50/20	6	6	107	5,625	1,650
	Ch.D-(SR)	EGUD		6.50/20	6.50/20	6	6	107	6,375	3,190
	Ch.-(SR)	EHU		7.00/20	7.00/20	6	6	103	6,500	2,320
	Tr. Ch.-(SR)	EHU		7.00/20	7.00/20	6	6	103	6,550	2,320
	Ch.D-(SR)	EHUD		7.00/20	7.00/20	6	6	103	7,150	4,300
	Ch.-(SR)	EMU		7.50/20	7.50/20	6	6	103	7,775	2,720
	Tr. Ch.-(SR)	EMU		7.50/20	7.50/20	6	6	103	7,775	2,720
	Ch.D-(SR)	EMUD		7.50/20	7.50/20	6	6	103	8,525	4,500
	Ch.-(DR)	EQU		8.25/20	8.25/20	6	6	103	8,000	3,220
	Tr. Ch.-(DR)	EQU		8.25/20	8.25/20	6	6	103	8,000	3,220
	Ch.D-(DR)	EQUD		8.25/20	8.25/20	6	6	103	8,900	4,950
	Ch.-(DR)	CH		9.00/20	9.00/20	6	6	119	N. A.	5,150
	Tr. Ch.-(DR)	CH		9.00/20	9.00/20	6	6	93	N. A.	5,150
	Ch.-(DR)	CJ		9.75/22	9.75/22	6	6	119	N. A.	6,100
	Tr. Ch.-(DR)	CJ		9.75/22	9.75/22	6	6	93	N. A.	6,100

CAB OVER ENGINE—(3D AXLE—GEAR DRIVE)

	Ch. 6 x 4-(DR)	CJ	N. A. for any model	8.25/22	8.25/22	10	6	134	N. A.	$3,350

(5) 1940

CONVENTIONAL—(GEAR DRIVE)

	Ch.-(SR)	ED	N. A. for any model	6.00/17	6.00/17	4	6	120	3,800	$675
	Ch.-(SR)	DE		6.00/20	6.00/20	4	6	126	4,800	730
	Ch.-(SR)	EE		6.00/20	6.00/20	4	6	132	4,800	985
	Ch.D-(SR)	EED		6.00/20	6.00/20	4	4	132	5,350	1,825
	Ch.-(SR)	EF		6.00/20	6.00/20	6	6	132	5,275	1,195
	Tr. Ch.-(SR)	EFT		6.00/20	6.00/20	6	6	132	N. A.	1,430
	Ch.D-(SR)	EFD		6.00/20	6.00/20	6	6	132	6,000	2,757
	Tr. Ch.D-(SR)	EFTD		6.00/20	6.00/20	6	6	132	N. A.	3,000
	Ch.-(SR)	EG		6.50/20	6.50/20	6	6	132	5,500	1,495
	Ch.D-(SR)	EGD		6.50/20	6.50/20	6	6	132	6,250	3,045
	Ch.-(SR)	EH		7.00/20	7.00/20	6	6	145	6,300	2,095
	Tr. Ch.-(SR)	EHT		7.00/20	7.00/20	6	6	141	N. A.	2,200
	Ch.D-(SR)	EHD		7.00/20	7.00/20	6	6	145	7,050	4,150
	Tr. Ch.D-(SR)	EHTD		7.00/20	7.00/20	6	6	141	N. A.	4,255
	Ch.-(SR)	EM		7.50/20	7.50/20	6	6	145	7,850	2,495
	Tr. Ch.-(SR)	EMT		7.50/20	7.50/20	6	6	141	N. A.	2,700
	Ch.D-(SR)	EMD		7.50/20	7.50/20	6	6	145	8,600	4,375
	Tr. Ch.D-(SR)	EMTD		7.50/20	7.50/20	6	6	141	N. A.	4,750
	Ch.-(DR)	EQ		8.25/20	8.25/20	6	6	145	7,950	2,695
	Ch.D-(DR)	EQD		8.25/20	8.25/20	6	6	145	8,850	4,850
	Ch.-(DR)	LF		9.00/20	9.00/20	6	6	176	N. A.	3,700
	Tr. Ch.-(DR)	LFT		9.00/20	9.00/20	6	6	149	N. A.	4,350
	Ch.-(DR)	BM		9.00/20	9.00/20	6	6	153	9,500	4,500
	Tr. Ch.-(DR)	BM		9.00/20	9.00/20	6	6	134	N. A.	4,500
	Ch.-(DR)	LJ		10.00/20	10.00/20	6	6	176	N. A.	4,900
	Tr. Ch.-(DR)	LJT		10.00/20	10.00/20	6	6	149	N. A.	5,600
	Ch.-(DR)	LM		11.00/22	11.00/22	6	6	176	N. A.	6,150
	Tr. Ch.-(DR)	LMT		11.00/22	11.00/22	6	6	149	N. A.	6,850

CONVENTIONAL—(3D AXLE—GEAR DRIVE)

	Ch.-6 x 4-(DR)	LF	N. A. for any model	9.00/20	9.00/20	10	6	165	N. A.	$6,775
	Ch.-6 x 4-(DR)	LM		9.75/20	9.75/20	10	6	165	N. A.	8,650

CAB OVER ENGINE—(GEAR DRIVE)

	Ch.-(SR)	EEU	N. A. for any model	6.00/20	6.00/20	4	6	107	5,125	$1,125
	Ch.D-(SR)	EEUD		6.00/20	6.00/20	4	4	107	5,675	1,925
	Ch.-(SR)	EFU		6.00/20	6.00/20	6	6	107	5,500	1,335
	Tr. Ch.-(SR)	EFUT		6.00/20	6.00/20	6	6	107	N. A.	1,590
	Ch.D-(SR)	EFUD		6.00/20	6.00/20	6	6	107	6,200	2,835
	Tr. Ch.D-(SR)	EFUTD		6.00/20	6.00/20	6	6	107	N. A.	3,140
	Ch.-(SR)	EGU		6.50/20	6.50/20	6	6	107	5,625	1,635
	Ch.D-(SR)	EGUD		6.50/20	6.50/20	6	6	107	6,375	3,185
	Ch.-(SR)	EHU		7.00/20	7.00/20	6	6	103	6,500	2,265
	Tr. Ch.-(SR)	EHUT		7.00/20	7.00/20	6	6	103	N. A.	2,370
	Ch.D-(SR)	EHUD		7.00/20	7.00/20	6	6	103	7,150	4,320
	Tr. Ch.D-(SR)	EHUTD		7.00/20	7.00/20	6	6	103	N. A.	4,425
	Ch.-(SR)	EMU		7.50/20	7.50/20	6	6	103	7,775	2,605
	Tr. Ch.-(SR)	EMUT		7.50/20	7.50/20	6	6	103	N. A.	2,870
	Ch.D-(SR)	EMUD		7.50/20	7.50/20	6	6	103	8,525	4,545
	Tr. Ch.D-(SR)	EMUTD		7.50/20	7.50/20	6	6	103	N. A.	4,950
	Ch.-(DR)	EQU		8.25/20	8.25/20	6	6	103	8,000	3,165
	Ch.D-(DR)	EQUD		8.25/20	8.25/20	6	6	103	8,900	5,020
	Ch.-(DR)	CH		9.00/20	9.00/20	6	6	119	11,000	5,150
	Tr. Ch.-(DR)	CH		9.00/20	9.00/20	6	6	93	N. A.	5,150
	Ch.-(DR)	CJ		11.00/22	11.00/22	6	6	119	11,450	6,750
	Tr. Ch.-(DR)	CJ		11.00/22	11.00/22	6	6	93	N. A.	6,750

D Diesel Engine.

(q) MACK—Continued

(6) 1940—Continued

CAB OVER ENGINE—(3D AXLE—GEAR DRIVE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
	Ch.-6 x 4-(DR)	CJ	N. A. for any model	10.00/20	10.00/20	10	6	134	N. A.	$9,250

(7) 1941-42

CONVENTIONAL—(GEAR DRIVE)

	Ch.-(SR)	ED	N. A. for any model	6.00/17	6.00/17	4	6	120	3,500	$655
	Ch.-(SR)	DE		6.00/20	6.00/20	4	6	136	4,800	765
	Ch.-(SR)	EE		6.00/20	6.00/20	4	6	132	4,850	1,025
	Ch.-(SR)	EF		6.00/20	6.00/20	6	6	132	5,275	1,245
	Tr. Ch.-(SR)	EFT		6.00/20	6.00/20	6	6	132	N. A.	1,500
	Ch.-(SR)	EG		6.50/20	6.50/20	6	6	132	5,550	1,545
	Ch.-(SR)	EH		7.00/20	7.00/20	6	6	146	6,350	2,170
	Tr. Ch.-(SR)	EHT		7.00/20	7.00/20	6	6	141	N. A.	2,275
	Ch.-(SR)	EM		7.50/20	7.50/20	6	6	146	7,850	2,595
	Tr. Ch.-(SR)	EMT		7.50/20	7.50/20	6	6	141	N. A.	2,800
	Ch.-(DR)	EQ		8.25/20	8.25/20	6	6	146	7,950	3,120
	Ch.-(DR)	LF		9.00/20	9.00/20	6	6	176	N. A.	3,700
	Tr. Ch.-(DR)	LFT		9.00/20	9.00/20	6	6	140	N. A.	4,350
	Ch.-(DR)	LJ		10.00/20	10.00/20	6	6	176	N. A.	4,900
	Tr. Ch.-(DR)	LJT		10.00/20	10.00/20	6	6	140	N. A.	5,650
	Ch.-(DR)	LM		11.00/22	11.00/22	6	6	176	N. A.	6,150
	Tr. Ch.-(DR)	LMT		11.00/22	11.00/22	6	6	140	N. A.	6,850

CONVENTIONAL—(3D AXLE—GEAR DRIVE)

	Ch.-6 x 4-(DR)	LF	N. A. for any model	9.00/20	9.00/20	10	6	165	N. A.	$9,575
	Ch.-6 x 4-(DR)	LM		10.00/20	10.00/20	10	6	165	N. A.	8,650

CAB OVER ENGINE (GEAR DRIVE)

	Ch.-(SR)	EEU	N. A. for any model	6.00/20	6.00/20	4	6	107	5,125	$1,165
	Ch.-(SR)	EFU		6.00/20	6.00/20	6	6	107	5,500	1,335
	Tr. Ch.-(SR)	EFUT		6.00/20	6.00/20	6	6	107	N. A.	1,640
	Ch.-(SR)	EGU		6.50/20	6.50/20	6	6	107	5,625	1,635
	Ch.-(SR)	EHU		7.00/20	7.00/20	6	6	108	6,500	2,340
	Tr. Ch.-(SR)	EHUT		7.00/20	7.00/20	6	6	108	N. A.	2,445
	Ch.-(SR)	EMU		7.50/20	7.50/20	6	6	108	7,775	2,765
	Tr. Ch.-(SR)	EMUT		7.50/20	7.50/20	6	6	108	N. A.	2,970
	Ch.-(DR)	EQU		8.25/20	8.25/20	6	6	108	8,000	3,290
	Ch.-(DR)	LJU		10.00/20	10.00/20	6	6	135	N. A.	5,550
	Tr. Ch.-(DR)	LJUT		10.00/20	10.00/20	6	6	112	N. A.	6,300
	Ch.-(DR)	LMU		11.00/22	11.00/22	6	6	135	N. A.	6,750
	Tr. Ch.-(DR)	LMUT		11.00/22	11.00/22	6	6	112	N. A.	7,450

CAB OVER ENGINE—(3D AXLE—GEAR DRIVE)

	Ch.-6 x 4-(DR.)	LMU	N. A. for any model	10.00/20	10.00/20	10	6	134	N. A.	$9,250

(r) PLYMOUTH

[Manufacturer: Chrysler Corporation. Principal Plant: Detroit, Michigan]

(1) 1935

CONVENTIONAL—(COMMERCIAL)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
	Sed. Dly	PJ	1039101 up L. A. 3151501 up	5.25/17 4 ply	5.25/17 4 ply	5	6	113	2,735	$635

(2) 1936

CONVENTIONAL—(COMMERCIAL)

	Sed. Dly	P1	1111701 up L. A. 3157151 Evans 9000101 up	5.25/17 4 ply	5.25/17 4 ply	5	6	113	2,735	$605

(3) 1937

	Sed. Dly	PT50	8850101 up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,750	$629
	Ch. Cowl	PT50	L. A. 9266601 up	6.00/16 4 ply	6.00/16 4 ply	5	6	116		374
	Ch. Cb	PT50	Evans 9182701 up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,400	472
	Pickup	PT50		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,640	502

(c) PLYMOUTH—Continued

(4) 1933

CONVENTIONAL—(COMMERCIAL)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
	Sed. Dly	PT57	8518701 up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,800	[illegible]
	Ch. Cb	PT57	L. A. 9208201 up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,000	[illegible]
	Pickup	PT57	Evans 9185301 up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,800	[illegible]

(5) 1932

CONVENTIONAL—(COMMERCIAL)

	Sed. Dly	PT81	8924201 up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,800	$[illegible]
	Ch. Cb	PT81	L. A. 9208351 up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,000	[illegible]
	Pickup	PT81		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,800	[illegible]

(6) 1940

CONVENTIONAL—(COMMERCIAL)

	Panel	P9	1376001 to 1474205 L. A. 3114501 to 3121353.	5.00/16 4 ply	5.00/16 4 ply	5	6	117	2,800	$[illegible]
	Ch. Cb	PT105	8631001 to 8637311	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,000	[illegible]
	Pickup		L. A. 9209351 to 9210351	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,800	[illegible]

(7) 1941

CONVENTIONAL—(COMMERCIAL)

½	Panel	P11	1509101 to 1513031 L. A. 3121501 to 3133353.	6.00/16 4 ply	6.00/16 4 ply	5	6	117	2,800	$710
½	Ch. Cb	PT125	8109101 to 8109272 L. A.	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,000	[illegible]
½	Pickup	PT125	L. A. 9210101 to 9210701.	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,800	[illegible]
½	Panel	PT125		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,800	720

(8) REO

[Manufacturer: Reo Motors, Incorporated. Principal Plant: Lansing, Michigan]

(1) 1935

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
½	Ch	S4	SP-100 and up	6.25/16 4 ply	6.25/16 4 ply	4	6	117	2,655	$[illegible]
½	Ch	6AP	6AP-	6.00/16 4 ply	6.00/16 4 ply	4	6	N. A.	2,250	[illegible]
¾	Ch	BN	BN8860 and up			4	6	131	2,850	[illegible]
1	Ch	1BY	1BY-1553 and up	6.00/20 6 ply	32/6 8 ply	4	6	140	2,985	[illegible]
1	Ch	1B4Y	1-4BY-100 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	2,955	[illegible]
1	Ch	1A4	1-4A-100 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	139	2,865	[illegible]
1	Ch	1C4	1-4C-100 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	165	2,920	[illegible]
1½	Ch	1B	1B-20020 and up	6.00/20 6 ply	32/6 8 ply	4	6	140	3,200	[illegible]
1½	Ch	1D	1D-45199 and up	6.00/20 6 ply	32/6 8 ply	4	6	164	3,350	[illegible]
1½	Ch	1B4	1-4B-100 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,293	[illegible]
1½	Ch	1D4	1-4D-100 and up	6.00/20 6 ply	32/6 8 ply	4	6	165	3,233	[illegible]
2	Ch	2B	2B-5497 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	N. A.	3,815	845
2	Ch	2D	2D-13208 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	N. A.	4,025	[illegible]
2	Ch	2L	2L-4150 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	N. A.	3,970	[illegible]
2	Ch	2B4	2-4B-100 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	N. A.	3,735	845
2	Ch	2D4	2-4D-100 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	N. A.	3,910	[illegible]
2½	Ch	2H	2H-1876 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,475	[illegible]
2½	Ch	2J	2J-9272 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,650	[illegible]
2½	Ch	2K	2K-2357 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,765	[illegible]
3	Ch	2HR	2HR-1478 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	4,865	[illegible]
3	Ch	2JR	2JR-1670 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,010	[illegible]
3	Ch	2KR	2KR-1193 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,225	[illegible]
3	Ch	3H	3H-1639 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,125	[illegible]
3	Ch	3J	3J-2483 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,285	1,845
3	Ch	3K	3K-2692 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,400	[illegible]
3	Ch	3M	3M-1360 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,510	[illegible]
3	Ch	3LC	3-LC-1205 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	6,200	2,170
3½	Ch	3HR	3HR-1141 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	5,495	2,275
3½	Ch	3JR	3-JR-1176 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	5,645	[illegible]
3½	Ch	KR	3KR-1172 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	5,760	2,375
3½	Ch	MR	3MR-1132 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	5,900	2,455
4	Ch	4H	4H-1498 and up	9.00/20 10 ply	9.00/20 10 ply	6	8	N. A.	6,210	[illegible]
4	Ch	4J	4J-1515 and up	9.00/20 10 ply	9.00/20 10 ply	6	8	N. A.	6,340	2,670

(s) REO—Continued

(1) 1935—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
4	Ch	4K	4K-1731 and up	9.00/20 10 ply	9.00/20 10 ply	6	8	N. A.	6,455	$2,745
4	Ch	4M	4M-1206 and up	9.00/20 10 ply	9.00/20 10 ply	6	8	N. A.	6,570	2,865
21-25 PS	Ch	3L-8	3L8-1177 and up	8.25/20 10 ply	8.25/20 10 ply	6	8	N. A.	6,515	2,755
21-25 PS	Ch	3L-6	3L6-1585 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	6,375	2,425

(2) 1936

CONVENTIONAL

½	Ch	6AP	6AP-573 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	118	2,060	$445
1	Ch	1A4Y	1-4AY-261 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	2,805	575
1½	Ch	1A4	1-4A-5697 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	139	2,805	595
1½	Ch	1C4	1-4C-5681	6.00/20 6 ply	32/6 8 ply	4	6	166	2,910	635
1½	Ch	1A4H	1-4AH-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,070	641
1½	Ch	1C4H	1-4CH-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,245	681
1½	Ch	1B4H	1-4BH-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,323	775
1½	Ch	1D4H	1-4DH-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,450	825
1½	Ch	2B4	2-4B-2394	6.50/20 6 ply	6.50/20 6 ply	6	6	142	3,700	925
1½	Ch	2D4	2-4D-11213	6.50/20 6 ply	6.50/20 6 ply	6	6	166	3,700	985
1½	Ch	2D4R	2-4DR-144 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	142	3,815	1,101
1½	Ch	2D4R	2-4DR-175 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	142	3,940	1,101
1½	Ch	2H	2H-2252	7.00/20 8 ply	7.00/20 8 ply	6	6	142	4,875	1,435
1½	Ch	2J	2J-7285	7.00/20 8 ply	7.00/20 8 ply	6	6	166	5,050	1,485
1½	Ch	2K	2K-4235	7.00/20 8 ply	7.00/20 8 ply	6	6	184	5,165	1,560
2½	Ch	2H5	2-5H-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	142	4,211	1,195
2½	Ch	2J5	2-5J-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	166	4,338	1,235
2½	Ch	2HR	2-HR-1651	7.50/20 8 ply	7.50/20 8 ply	6	6	142	4,950	1,740
2½	Ch	2JR	2-JR-2405	7.50/20 8 ply	7.50/20 8 ply	6	6	166	5,125	1,790
2½	Ch	2KR	2-KR-1405	7.50/20 8 ply	7.50/20 8 ply	6	6	184	5,240	1,865
3	Ch	3H	3H-2112	7.50/20 8 ply	7.50/20 8 ply	6	6	153	5,125	2,055
3	Ch	3J	3J-3734	7.50/20 8 ply	7.50/20 8 ply	6	6	170	N. A.	2,105
3	Ch	3K	3K-3767	7.50/20 8 ply	7.50/20 8 ply	6	6	185	N. A.	2,175
3	Ch	3M	3M-1609	7.50/20 8 ply	7.50/20 8 ply	6	6	205	N. A.	2,245
3	Ch	3H5	3-5H-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	153	5,300	1,745
3	Ch	3J5	3-5J-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	170	5,400	1,795
3	Ch	3K5	3-5K-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	185	5,500	1,865
3½	Ch	3HR	3HR-1303	8.25/20 10 ply	8.25/20 10 ply	6	6	153	5,400	2,570
3½	Ch	3JR	3JR-1332	8.25/20 10 ply	8.25/20 10 ply	6	6	170	5,560	2,620
3½	Ch	3KR	3KR-1457	8.25/20 10 ply	8.25/20 10 ply	6	6	185	5,675	2,690
3½	Ch	3MR	3MR-1202	8.25/20 10 ply	8.25/20 10 ply	6	6	190	5,815	2,760
3½	Ch	3HR5	3-5HR-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	153	5,375	2,065
3½	Ch	3JR5	3-5JR-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	170	5,475	2,115
3½	Ch	3KR5	3-5KR-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	185	5,575	2,185
4	Ch	4H	4H-1727	9.00/20 10 ply	9.00/20 10 ply	6	8	160	6,230	3,080
4	Ch	4J	4J-1812	9.00/20 10 ply	9.00/20 10 ply	6	8	170	N. A.	3,165
4	Ch	4K	4K-2002	9.00/20 10 ply	9.00/20 10 ply	6	8	190	N. A.	3,235
4	Ch	4M	4M-1501	9.00/20 10 ply	9.00/20 10 ply	6	8	205	N. A.	3,325
4	Ch	4H5	4-5H-101 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	156	6,400	2,775
4	Ch	4J5	4-5J-101 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,500	2,850
4	Ch	4K5	4-5K-101 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	190	6,600	2,930

BUS CHASSIS

1½	Ch	1L5	1-5L-179	6.00/20 6 ply	6.00/20 6 ply	6	6	166½	3,635	$885
2	Ch	2L4	2-4L-3064	6.50/20 6 ply	6.50/20 6 ply	6	6	166	4,100	1,155
2	Ch	2LM	2-LM-629	7.00/20 8 ply	7.00/20 8 ply	6	6	166	4,200	1,330
2	Ch	2L4H	2-LH-3064	7.00/20 8 ply	7.00/20 8 ply	6	6	166	4,350	1,420
2	Ch	2LMH	2-LMH-487	7.50/20 8 ply	7.50/20 8 ply	6	6	166	4,460	1,665
3	Ch	3L6	3L6-2265	8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,550	2,495
3	Ch	3L8	3L8-1353 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,750	2,825

CAB OVER ENGINE

2	Ch	2D4M	2-4DM-103 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	166	4,050	$1,325
2	Ch	2D4MH	2-4DMH-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	166	4,060	1,405

(3) 1937

CONVENTIONAL

½	Ch. Cab	6AP	6AP-1415 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	118	2,060	$445
½	Ch	4-50	4-50-101 to 470	6.00/16 4 ply	6.00/16 4 ply	4	4	114	1,973	545
½	Ch	4-50L	4-50-L-101 to 183	6.00/16 4 ply	6.00/16 4 ply	4	4	120	2,053	570
½	Ch	6-50	6-50-101 to 870	6.00/16 4 ply	6.00/16 4 ply	4	6	114	2,053	545
½	Ch	6-50L	6-50L-101 to 896	6.00/16 4 ply	6.00/16 4 ply	4	6	120	2,133	570
¾	Ch	4-75	4-75-101 to 123	6.50/16 4 ply	6.50/16 4 ply	4	4	114	2,105	605
¾	Ch	4-75L	4-75-L-101 to 175	6.50/16 4 ply	6.50/16 4 ply	4	4	120	2,185	630
¾	Ch	6-75	6-75-101 to 164	6.50/16 4 ply	6.50/16 4 ply	4	6	114	2,185	605
¾	Ch	6-75L	6-75L-101 to 702	6.50/16 4 ply	6.50/16 4 ply	4	6	120	2,265	630
1	Ch	1A4Y	14AY-276 to 2309	6.00/20 6 ply	32/6 8 ply	4	6	139	2,785	605
1	Ch	1C4Y	14CY-133 to 2200	6.00/20 6 ply	32/6 8 ply	4	6	166	3,060	645
1	Ch	1A4HY	14AHY-105 to 2204	6.00/20 6 ply	32/6 8 ply	4	6	139	3,070	635
1	Ch	1C4HY	14CHY-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,345	635
1	Ch	1B4Y	14BY 229 to 2209	6.00/20 6 ply	32/6 8 ply	4	6	139	3,240	635
1	Ch	1D4Y	14DY 139 to 2199	6.00/20 6 ply	32/6 8 ply	4	6	166	3,325	745
1½	Ch	1A4	14A-6816 to 9436	6.00/20 6 ply	32/6 8 ply	4	6	139	2,785	605
1½	Ch	1C4	14C 6491 to 9124	6.00/20 6 ply	32/6 8 ply	4	6	166	3,060	645

(6) REO—Continued

(3) 1937—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch	1A4H	14AH 215 to 2392	6.00/20 6 ply	32/6 8 ply	4	6	139	3,070	$945
1½	Ch	1C4H	14CH 231 to 2602	6.00/20 6 ply	32/6 8 ply	4	6	166	3,215	685
1½	Ch	1B4	14B-14415 to 16821	6.00/20 6 ply	32/6 8 ply	4	6	139	3,210	695
1½	Ch	1D4	14D 23052 to 26197	6.00/20 6 ply	32/6 8 ply	4	6	166	3,325	745
1½	Ch	1B4H	14BH 145 to 2237	6.00/20 6 ply	32/6 8 ply	4	6	139	3,323	775
1½	Ch	1D4H	14DH 230 to 2464	6.00/20 6 ply	32/6 8 ply	4	6	166	3,430	825
2	Ch	2B4	2-4B-2450 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	142	3,720	925
2	Ch	2D4	2-4-D-12155 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166	3,875	985
2½	Ch	2H5	2-5-H-169 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	142	4,235	1,195
2½	Ch	2J5	2-5-J-293 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166	4,410	1,265
3	Ch	3H5	3-5-H-106 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	153	6,230	1,745
3	Ch	3J5	3-5-J-143 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	170	6,160	1,795
3	Ch	3K5	3-5-K-123 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	195	6,200	1,865
3½	Ch	3HR5	3-5HR-110 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	153	6,330	2,065
3½	Ch	3JR5	3-5JR-106 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	170	6,470	2,115
3½	Ch	3KR5	3-5KR-109 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	195	6,490	2,195
4	Ch	4H5	4-5H-103 and up	8.25/20	8.25/20	6	6	156	7,150	2,775
4	Ch	4J5	4-5J-103 and up	8.25/20	8.25/20	6	6	170	7,270	2,850
4	Ch	4K5	4-5K-107 and up	8.25/20	8.25/20	6	6	190	7,375	2,930
			BUS CHASSIS							
1½	Ch	1L5	15L-103 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	160½	3,535	$795
2	Ch	2L4	24L-3261 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	160½	4,190	1,155
2	Ch	2LM	2LM-694 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166	4,220	1,350
2½	Ch	2L4M	2-4LM-3294 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	160½	4,300	1,555
2½	Ch	2LMH	2LMH-511 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	166	4,460	1,735
3	Ch	3L6H	3L6H-2282 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	183	6,850	2,695
			CAB OVER ENGINE							
2	Ch	2D4M	2-4DM-122 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166	3,970	$1,075
2	Ch	2D4MH	2-4DMH-139 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166	4,020	1,155

(4) 1933

CONVENTIONAL

½	Ch. Cab Pickup	4-50	4-50 471 and up	6.00/16 4 ply	6.00/16 4 ply	4	4	114	1,973	$637
½	Ch. Cab Pickup	4-50-L	4-50-L 184 and up	6.00/16 4 ply	6.00/16 4 ply	4	4	120	2,033	671
½	Ch. Cab Pickup	6-50	6-50-871 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	114	2,063	660
½	Ch. Cab Pickup	6-50-L	6-50-L 897 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	120	2,143	695
¾	Ch. Cab	4-75	4-75-124 and up	6.50/16 4 ply	6.50/16 4 ply	4	4	114	2,031	705
¾	Ch. Cab	4-75L	4-75-L-176 and up	6.50/16 4 ply	6.50/16 4 ply	4	4	120	2,161	728
¾	Ch. Cab	6-75	6-75-165 and up	6.50/16 4 ply	6.50/16 4 ply	4	6	114	2,171	730
¾	Ch. Cab	6-75L	6-75-L 703 and up	6.50/16 4 ply	6.50/16 4 ply	4	6	120	2,251	764
1	Ch	1A4Y	14-AY-2310 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	2,920	790
1	Ch	1C4Y	14CY-2201 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,150	745
1	Ch	1A4HY	14AHY 2205 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,315	745
1	Ch	1C4HY	14CHY 2201 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,370	790
1	Ch	1B4Y	14BY 2200 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,405	793
1	Ch	1D4Y	14DY 2200 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,520	840
1½	Ch	1A4	14A-9437 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	2,920	700
1½	Ch	1C4	14C-9125 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,150	745
1½	Ch	1A4H	14AH-2093 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,315	745
1½	Ch	1C4H	14CH-2003 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,370	790
1½	Ch	1B4	14B-16822 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,405	793
1½	Ch	1D4	14D-26198 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,530	840
1½	Ch	1B4H	14BH-2218 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,425	833
1½	Ch	1D4H	14DH-2165 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,550	880
2	Ch	2B4	24B-7770 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	142	3,860	1,099
2	Ch	2D4	24D-14938 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166	3,935	1,168
2½	Ch	2H5	25H-2250 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	142	4,250	1,268
2½	Ch	2J5	25J-2527 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166	4,525	1,445
2	Ch	2H5Z		6.50/20 6 ply	6.50/20 6 ply	6	6	142	4,260	1,317
2	Ch	2J5Z		6.50/20 6 ply	6.50/20 6 ply	6	6	166	4,525	1,389
3	Ch	3H5	35-H 131 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	153	6,280	1,981
3	Ch	3J5	35J-182 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	170	6,320	2,037
3	Ch	3K5	35K-175 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	195	6,345	2,115
3½	Ch	3HR5	35-HR127 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	153	6,470	2,353
3½	Ch	3JR5	35-JR-123 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	170	6,430	2,394
3½	Ch	3KR5	35-KR-122 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	195	6,535	2,472
4	Ch	4H5	45H-123 and up	8.25/20	8.25/20	6	6	156	7,270	3,133
4	Ch	4J5	45J-125 and up	8.25/20	8.25/20	6	6	170	7,320	3,210
4	Ch	4K5	45K-115 and up	8.25/20	8.25/20	6	6	190	7,375	3,303
			BUS CHASSIS							
1½	Ch	1-L-5	15L-2316 and up	6.00/20 6 ply	32/6 8 ply	4	6	160½	3,535	$812
1½	Ch	1L5H	15LH-128 and up	6.00/20 6 ply	32/6 8 ply	4	6	160½	3,850	957
2	Ch	2L4	24-L-5394 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	160½	4,190	1,327
2	Ch	2LM	2LM-725 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166	4,220	1,543
2	Ch	2L7M	2L7M-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	142	4,655	1,693
2	Ch	2L7MF	2L7MF-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	175	4,760	1,769
2½	Ch	2L4H	24LH-5394 and up	7.00/20 6 ply	7.00/20 6 ply	6	6	160½	4,500	1,777
2½	Ch	2LMH	2LMH-534 and up	7.00/20 6 ply	7.00/20 6 ply	6	6	166	4,420	1,977
2½	Ch	2L7MH	2L7MH-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	142	4,930	2,132
2½	Ch	2L7MHF	2L7MHF-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	175	5,000	2,203
3	Ch	3L64	3L6H-2297 and up	8.25/20	8.25/20	6	6	183	6,450	3,032
3	Ch	3L6HW	3L6HW-102 and up	8.25/20	8.25/20	6	6	183	6,800	3,535

(3) REO—Continued

(4) 1938—Continued

CAB OVER ENGINE

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinder	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1	Ch	1B7MY	1B7MY-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	105	3,915	$967
1	Ch	1B7MY		6.00/20 6 ply	32/6 8 ply	4	6	125	4,015	1,002
1	Ch	1B7MY		6.00/20 6 ply	32/6 8 ply	4	6	147	4,040	1,037
1	Ch	1B7MY		6.00/20 6 ply	32/6 8 ply	4	6	166	4,065	1,072
1½	Ch	1B7M	1B7M-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	105	3,915	967
1½	Ch	1B7M		6.00/20 6 ply	32/6 8 ply	4	6	125	4,015	1,002
1½	Ch	1B7M		6.00/20 6 ply	32/6 8 ply	4	6	147	4,040	1,037
1½	Ch	1B7M		6.00/20 6 ply	32/6 8 ply	4	6	166	4,065	1,072
2½	Ch	2B7M		6.50/20 6 ply	6.50/20 6 ply	6	6	105	4,095	1,269
2½	Ch	2B7M		6.50/20 6 ply	6.50/20 6 ply	6	6	125	4,195	1,313
2½	Ch	2B7M		6.50/20 6 ply	6.50/20 6 ply	6	6	147	4,270	1,349
2½	Ch	2B7M		6.50/20 6 ply	6.50/20 6 ply	6	6	166	4,295	1,385

(5) 1939

CONVENTIONAL

½	Ch	4-50	4-50-998 and up	6.00/16 4 ply	6.00/16 4 ply	4	4	114	1,973	$579
½	Ch	4-50L	4-50-L-257 and up	6.00/16 4 ply	6.00/16 4 ply	4	4	120	2,053	606
½	Ch	6-50	6-50-1604 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	114	2,063	613
½	Ch	6-50L	6-50-L-1569 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	120	2,143	641
¾	Ch	4-75	4-75-141 and up	6.50/16 4 ply	6.50/16 4 ply	4	4	114	2,081	661
¾	Ch	4-75L	4-75L-326 and up	6.50/16 4 ply	6.50/16 4 ply	4	4	120	2,161	689
¾	Ch	6-75	6-75-241 and up	6.50/16 4 ply	6.50/16 4 ply	4	6	114	2,171	696
¾	Ch	6-75L	6-75-L-1266 and up	6.50/16 4 ply	6.50/16 4 ply	4	6	120	2,251	723
1	Ch	1A4Y	14AY-2323 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	2,930	657
1	Ch	1C4Y	14CY-2202 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,150	711
1	Ch	1A4HY	14AHY-2269 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,315	702
1	Ch	1C4HY	14CHY-2693 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,370	756
1	Ch	1B4Y	14BY-2306 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,405	732
1	Ch	1D4Y	14DY-267 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,530	789
1½	Ch	1A4	14A-10162 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	2,930	657
1½	Ch	1C4	14C-9864 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,150	711
1½	Ch	1A4H	14AH-2465 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,315	702
1½	Ch	1C4H	14CH-2693 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,370	756
1½	Ch	1B4	14B-17432 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,405	732
1½	Ch	1D4	14D-27613 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,530	789
1½	Ch	1B4H	14BH-2290 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,425	823
1½	Ch	1D4H	14DH-2525 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,550	870
2	Ch	2B4	24B-7989 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	142	3,800	989
2	Ch	2D4	24D-15629 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166	3,935	1,061
2½	Ch	2H5Z	25HZ-2318 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	142	4,260	1,317
2½	Ch	2J5Z	25JZ-2754 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166	4,525	1,389
3	Ch	3H-5	35H-144 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	153	6,280	1,909
3	Ch	3J5	35J-216 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	170	6,300	1,965
3	Ch	3K5	35K-195 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	185	6,345	2,043
3½	Ch	3HR5	35HR-138 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	153	6,470	2,266
3½	Ch	3JR5	35JR-134 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	170	6,490	2,322
3½	Ch	3KR5	35KR-130 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	185	6,535	2,400
4	Ch	4H5	45H-130 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	156	7,270	2,988
4	Ch	4J5	45J-134 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	170	7,320	3,072
4	Ch	4K5	45K-119 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	190	7,375	3,161

BUS CHASSIS

2	Ch	2L4C	24LC-2304 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166½	3,850	$1,206
2	Ch	2L4	24L-5593 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166½	4,100	1,327
2	Ch	2L7M	2L7M-148 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	142	4,655	1,698
2	Ch	2L7MF	2L7MF-148 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	175	4,700	1,769
2½	Ch	2L4H	24LH-5593 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	166½	4,560	1,777
2½	Ch	2L7MH	2L7MH-147 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	142	4,970	2,132
2½	Ch	2L7MHF	2L7MHF-147 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	175	5,000	2,203
2½	Ch	3L6H	3L6H-2308 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,400	3,062
2½	Ch	3L6HW	3L6HW-104 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,800	3,472

CAB OVER ENGINE

1	Ch. Cowl	1B7MY	1B7MY-267 and up	6.00/20 6 ply	32/6 8 ply	4	6	105	3,915	$967
1	Ch. Cowl	1B7MY		6.00/20 6 ply	32/6 8 ply	4	6	125	4,015	1,002
1	Ch. Cowl	1B7MY		6.00/20 6 ply	32/6 8 ply	4	6	147	4,040	1,037
1	Ch. Cowl	1B7MY		6.00/20 6 ply	32/6 8 ply	4	6	166	4,065	1,072
1½	Ch. Cowl	1B7M		6.00/20 6 ply	32/6 8 ply	4	6	105	3,915	967
1½	Ch. Cowl	1B7M		6.00/20 6 ply	32/6 8 ply	4	6	125	4,015	1,002
1½	Ch. Cowl	1B7M		6.00/20 6 ply	32/6 8 ply	4	6	147	4,040	1,037
1½	Ch. Cowl	1B7M		6.00/20 6 ply	32/6 8 ply	4	6	166	4,065	1,072
2½	Ch. Cowl	2B7M	2B7M-189 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	105	4,095	1,269
2½	Ch. Cowl	2B7M		6.50/20 6 ply	6.50/20 6 ply	6	6	125	4,195	1,313
2½	Ch. Cowl	2B7M		6.50/20 6 ply	6.50/20 6 ply	6	6	147	4,270	1,349
2½	Ch. Cowl	2B7M		6.50/20 6 ply	6.50/20 6 ply	6	6	166	4,295	1,385

(6) 1940

CONVENTIONAL

1½	Ch	19A	19A-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	120	3,760	$891
1½	Ch	19B	19B-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	145	3,933	921
1½	Ch	19C	19C-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	165	3,953	951
1½	Ch	19R	19R-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	120	3,960	941
2	Ch	20A	20A-101 and up	6.00/20 6 ply	32/6 8 ply	6	6	120	4,320	1,142

(5) REO—Continued

(6) 1940—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
2	Ch	20B	20B-101 and up	6.00/20 6 ply	32/6 8 ply	6	6	145	4,445	$1,178
2	Ch	20C	20C-101 and up	6.00/20 6 ply	32/6 8 ply	6	6	165	4,514	1,206
2½	Ch	21A	21A-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	120	4,820	1,443
2½	Ch	21B	21B-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	145	4,945	1,479
2½	Ch	21C	21C-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	165	5,014	1,503
2½	Ch	21R	21R-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	120	4,970	1,530
3	Ch	22A	22A-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	120	5,825	1,871
3	Ch	22B	22B-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	145	5,957	1,903
3	Ch	22C	22C-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	165	6,024	1,937
3	Ch	22R	22R-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	120	6,025	1,980
4	Ch	23A	23A-101 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	120	6,525	2,427
4	Ch	23B	23B-101 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	145	6,657	2,503
4	Ch	23C	23C-101 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	165	6,737	2,533
4	Ch	23R	23R-101 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	120	6,815	2,673

SCHOOL BUS

	Ch	119B	119B-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	145	3,834	$971
	Ch	120C	120C-101 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	165	4,400	1,256
	Ch	121D	121D-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	195	5,174	1,629
	Ch	122E	122E-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	215	6,264	2,125
	Ch	123F	123F-101 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	235	6,364	2,253

(7) 1941

CONVENTIONAL

1½	Ch	19A	19A-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	120	3,760	$931
1½	Ch	19B	19B-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	145	3,933	964
1½	Ch	19C	19C-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	165	3,968	991
1½	Ch	19AR	19AR-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	120	3,820	981
1½	Ch	19BR	19BR-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	145	4,033	1,014
1½	Ch	19CR	19CR-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	165	4,068	1,041
2	Ch	20A	20A-101 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	120	4,320	1,191
2	Ch	20B	20B-101 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	145	4,445	1,227
2	Ch	20C	20C-101 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	165	4,514	1,256
2½	Ch	21A	21A-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	120	4,820	1,550
2½	Ch	21B	21B-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	145	4,945	1,586
2½	Ch	21C	21C-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	165	5,014	1,614
2½	Ch	21AH	21AH-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	N. A.	1,673
2½	Ch	21AR	21AR-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	N. A.	1,657
3	Ch	22A	22A-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	120	5,825	1,933
3	Ch	22B	22B-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	145	5,957	2,025
3	Ch	22C	22C-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	165	6,034	2,054
3	Ch	22AH	22AH-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	N. A.	2,054
3	Ch	22AR	22AR-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	N. A.	2,097
4	Ch	23A	23A-101 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	120	6,525	2,591
4	Ch	23B	23B-101 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	145	6,657	2,623
4	Ch	23C	23C-101 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	165	6,737	2,657
4	Ch	23AH	23AH-101 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	N. A.	3,050
4	Ch	23AR	23AR-101 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	N. A.	2,800
4-6	Ch	OSL41B	OSL-41-B 101 and up	9.00/20	9.00/20	6	6	145	6,250	2,729
4-6	Ch	OSL41C	OSL-41-C 101 and up	9.00/20	9.00/20	6	6	N. A.	N. A.	2,753
4-6	Ch	NWL41B	NWL-41-B 101 and up	10.00/20	10.00/20	6	6	145	8,126	3,338
4-6	Ch	NWL41C	NWL-41-C 101 and up	10.00/20	10.00/20	6	6	N. A.	N. A.	3,427

SCHOOL BUS

	Ch	119B	119B-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	145	3,843	$1,011
	Ch	120C	120C-101 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	165	4,449	1,306
	Ch	121D	121D-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	195	5,174	1,736
	Ch	122E	122E-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	215	6,264	2,243
	Ch	123F	123F-101 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	235	6,364	2,382

(8) 1942

CONVENTIONAL

1½	Ch	19A	19A-3124 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	120	3,760	$949
1½	Ch	19B	19B-3124 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	145	3,933	980
1½	Ch	19C	19C-3124 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	165	3,968	1,007
2	Ch	20A	20A-3124 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	120	4,320	1,211
2	Ch	20B	20B-3124 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	145	4,445	1,247
2	Ch	20C	20C-3124 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	165	4,514	1,276
2½	Ch	21A	21A-3124 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	120	4,820	1,550
2½	Ch	21B	21B-3124 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	145	4,945	1,586
2½	Ch	21C	21C-3124 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	165	5,014	1,614
2-4	Ch	21A	21A-5700 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	120	4,844	1,730
2-4	Ch	21B	21B-5700 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	145	4,967	1,766
2-4	Ch	21C	21C-5700 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	165	5,036	1,794
3	Ch	22A	22A-3124 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	120	5,825	1,933
3	Ch	22B	22B-3124 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	145	5,957	2,025
3	Ch	22C	22C-3124 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	165	6,024	2,054
3	Ch	22A	22A-5700 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	120	5,825	2,103
3	Ch	22B	22B-5700 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	145	5,957	2,140
3	Ch	22C	22C-5700 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	165	6,034	2,169
4	Ch	23A	23A-3124 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	120	6,525	2,591
4	Ch	23B	23B-3124 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	145	6,657	2,623

(s) REO—Continued

(8) 1942—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
4	Ch	23C	23C-3124 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	165	6,737	$2,657
4-6	Ch	23AH	23AH-3124 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	120	6,630	3,050
4-6	Ch	23BH	23BH-3124 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	145	6,762	3,037
4-6	Ch	23CH	23CH-3124 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	165	6,842	3,110
5-7	Ch	25A	25A-3124 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	120	7,539	3,768
5-7	Ch	25B	25B-3124 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	145	7,631	3,800
5-7	Ch	25C	25C-3124 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	165	7,751	3,837
6-8	Ch	27A	27A-3124 and up	10.00/20 12 ply	10.00/20 12 ply	6	6	132	8,586	5,792
6-8	Ch	27B	27B-3124 and up	10.00/20 12 ply	10.00/20 12 ply	6	6	157	8,718	5,831
6-8	Ch	27C	27C-3124 and up	10.00/20 12 ply	10.00/20 12 ply	6	6	177	8,793	5,862
3-5	Ch	OSL41B	OSL-41-B-3124 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	145	6,250	3,137
3-5	Ch	OSL41C	OSL-41-C-3124 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	165	6,350	3,163
4-6	Ch	NWL41B	NWL-41-B-3124 and up	10.00/20 12 ply	10.00/20 12 ply	6	6	145	8,126	3,792
4-6	Ch	NWL41C	NWL-41-C-3124 and up	10.00/20 12 ply	10.00/20 12 ply	6	6	165	8,236	3,823

SCHOOL BUS

	Ch	119B	119B-3124 and up	6.00/20 6 ply	32/6 8 ply	4	6	145	3,843	$1,073
	Ch. Cowl	119B		6.00/20 6 ply	32/6 8 ply	4	6	145	3,843	1,119
	Ch	120C	120C-3124 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	165	4,440	1,383
	Ch. Cowl	120C		6.00/20 6 ply	6.00/20 6 ply	6	6	165		1,429
	Ch	121D	121D-3124 and up	7.00/20 6 ply	7.00/20 6 ply	6	6	195	5,174	1,849
	Ch. Cowl	121D		7.00/20 6 ply	7.00/20 6 ply	6	6	195		1,895
	Ch	122E	122E-3124 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	215	6,264	2,384
	Ch. Cowl	122E		7.50/20 8 ply	7.50/20 8 ply	6	6	215		2,330
	Ch	123F	123F-3124 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	235	6,364	2,550
	Ch. Cowl	123F		7.50/20 8 ply	7.50/20 8 ply	6	6	235		2,596

(t) STERLING

[Manufacturer: Sterling Motor Truck Company, Incorporated. Principal Plant: Milwaukee, Wisconsin]

(1) 1935

CONVENTIONAL—(CHAIN DRIVE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base[1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
5	Ch	FC-100	100C-629 to 648	9.75/20	9.75/20	6	6	N. A.	7,835	$4,375
5	Ch	FC-100-D		9.75/20	9.75/20	6	6	N. A.	8,935	7,135
5	Ch	FC-100-H		9.75/20	9.75/20	6	6	N. A.	9,210	7,965
5	Ch	HC-100		9.75/20	9.75/20	6	6	N. A.	8,085	4,595
6	Ch	FC-135	135C-687 to 6123	9.75/20	9.75/20	6	6	N. A.	8,835	4,905
6	Ch	FC-135-H		9.75/20	9.75/20	6	6	N. A.	9,835	8,070
7	Ch	HC-140	140C-648 to 670	9.75/20	9.75/20	6	6	N. A.	9,485	5,295
7	Ch	HC-140-D		9.75/22	9.75/22	6	6	N. A.	10,585	7,800
9	Ch	HC-170	170C-609 to 613	10.50/22	10.50/22	6	6	N. A.	10,485	7,175
9	Ch	HC-170-H		10.50/22	10.50/22	6	6	N. A.	11,085	9,345

CONVENTIONAL—(CHAIN DRIVE—3D AXLE)

12	Ch	FCT-200	200C-615 to 626	9.75/20	9.75/20	10	6	N. A.	11,985	$7,645
12	Ch	FCT-200-H		9.75/20	9.75/20	10	6	N. A.	12,985	10,640
12	Ch	FCS-210	200CS-617 to 621	40 x 8	40 x 8	10	6	N. A.	14,435	10,435
12	Ch	HCS-210-H		40 x 8	40 x 8	10	6	N. A.	15,285	12,900

CONVENTIONAL—(GEAR DRIVE)

2	Ch./De L	FB-50	50B-608S to 609S	7.00/20	7.00/20	6	6	N. A.	4,900	$1,905
2½	Ch./De L	FB-60	60B-629S to 635S	7.00/20	7.00/20	6	6	N. A.	5,150	2,055
3	Ch./De L	FB-70	70B-609S to 643S	7.50/20	7.50/20	6	6	N. A.	5,475	2,305
3½	Ch./De L	FB-80	80B-649 to 657	8.25/20	8.25/20	6	6	N. A.	6,525	2,915
4	Ch./De L	FD-90	90D-628 to 636	9.00/20	9.00/20	6	6	N. A.	7,175	3,175
5	Ch./De L	FD-97	97D-652 to 660	9.75/20	9.75/20	6	6	N. A.	8,235	4,825
5	Ch./De L	FD-97-D		9.75/20	9.75/20	6	6	N. A.	8,985	7,155
5	Ch./De L	FD-97-H		9.75/20	9.75/20	6	6	N. A.	9,335	7,985
6	Ch./De L	FD-115	115D-683 to 693	9.75/20	9.75/20	6	6	N. A.	8,685	5,225
6	Ch./De L	FD-115-H		9.75/20	9.75/20	6	6	N. A.	9,685	8,220

CONVENTIONAL—(GEAR DRIVE—3D AXLE)

7	Ch	FBT-130	130B-601 to 604	8.25/20	8.25/20	10	6	N. A.	7,325	$4,105
12	Ch	FDT-200	200DF-603 to 605	9.75/20	9.75/20	10	6	N. A.	11,985	7,920

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(t) STERLING—Continued

(2) 1939

CONVENTIONAL—(CHAIN DRIVE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
4½	Ch.	FC-95	95C-601 to 602, 95D-601 to 610.	9.75/20	9.75/20	6	6	177	7,775	$4,035
5	Ch.	FC-100	100C-643 to 672	9.75/20	9.75/20	6	6	151	7,835	4,375
5	Ch.	FC-100-H		9.75/20	9.75/20	6	6	161	9,210	7,965
6	Ch.	FC-135	135C-6123 to 6193	9.75/22	9.75/22	6	6	151	8,835	4,905
6	Ch.	FC-135-H		9.75/22	9.75/22	6	6	161	9,210	8,070
7	Ch.	HC-140	140C-670 to 6151	9.75/22	9.75/22	6	6	145	9,485	5,205
9	Ch.	HC-170	170C-613 to 623	10.50/22	10.50/22	6	6	155	10,485	7,175
9	Ch.	HC-170-H		10.50/22	10.50/22	6	6	155	11,635	9,345

CONVENTIONAL—(GEAR DRIVE)

2	Ch./De L.	FB-50	50B-609S to 614S	7.00/20	7.00/20	6	6	162	4,900	$1,905
2½	Ch./De L.	FB-60	60B-635S to 647S	7.00/20	7.00/20	6	6	162	5,150	2,055
3	Ch./De L.	FB-70	70B-643S to 670S	7.50/20	7.50/20	6	6	162	5,475	2,305
3½	Ch./De L.	FB-80	80B-657 to 670	8.25/20	8.25/20	6	6	155	6,525	2,915
4	Ch./De L.	FD-90	90C-609 to 618	9.00/20	9.00/20	6	6	155	7,175	3,175
			90D-636 to 647							
5	Ch./De L.	FD-97	97D-660 to 677	9.75/20	9.75/20	6	6	151	8,235	4,825
5	Ch./De L.	FD-97-H		9.75/20	9.75/20	6	6	161	9,335	7,985
6	Ch./De L.	FD-115	115D-693 to 693	9.75/20	9.75/20	6	6	151	8,335	5,225
6	Ch./De L.	FD-115-H		9.75/20	9.75/20	6	6	161	9,635	8,220

CONVENTIONAL—(GEAR DRIVE—3D AXLE)

8	Ch.	FTB-152	152BT-603 to 603	9.00/20	9.00/20	10	6	177	9,475	$4,640

(3) 1937

CONVENTIONAL—(CHAIN DRIVE)

4	Ch.	FC-90	90C-618 to 627	8.25/20	8.25/20	6	6	177	6,775	$3,250
4½	Ch.	FC-95	95C-602 to 617	9.75/20	9.75/20	6	6	177	7,775	4,035
			95D-610 to 617							
5	Ch.	FC-100	100C-672 to 6110	9.75/20	9.75/20	6	6	195	8,185	5,245
6	Ch.	FC-135	135C-6198 to 6202	9.75/22	9.75/22	6	6	195	9,135	5,415
6	Ch.	FC-135-H		9.75/22	9.75/22	6	6	203	10,135	8,470
7	Ch.	HC-140	140C-6151 to 6202	9.75/22	9.75/22	6	6	189	9,435	5,550
9	Ch.	HC-170	170C-623 to 649	10.50/22	10.50/22	6	6	199	10,335	6,755
9	Ch.	HC-170-H		10.50/22	10.50/22	6	6	199	11,085	9,625
12	Ch.	HC-250-H	250C-601 to 604	11.25/24	13.50/24	6	6	177	18,000	12,720

CONVENTIONAL—(CHAIN DRIVE—3D AXLE)

12	Ch.	HCS-210	210CS-623 to 635	40 x 8	40 x 8	10	6	182	14,835	$11,595
12	Ch.	HCS-210-H		40 x 8	40 x 8	10	6	182	15,285	13,520

CONVENTIONAL—(GEAR DRIVE)

2	Ch.	FB-50	50B-614S to 620S	7.00/20	7.00/20	6	6	177	4,900	$1,915
2½	Ch.	FB-60	60B-647S to 656S	7.00/20	7.00/20	6	6	177	5,150	2,065
3	Ch.	FB-70	70B-670S to 684S	7.50/20	7.50/20	6	6	177	5,540	2,315
			70D-621 to 626							
3½	Ch.	FB-80	80D-670 to 676	8.25/20	8.25/20	6	6	177	6,525	3,070
4	Ch.	FD-90	90D-647 to 666	9.00/20	9.00/20	6	6	177	7,175	3,320
5	Ch.	FD-97	97D-678 to 697	9.75/20	9.75/20	6	6	195	8,235	5,320
5	Ch.	FD-97-H	97D-677 to 697	9.75/20	9.75/20	6	6	203	9,335	8,260
6	Ch.	FD-115	115D-698 to 6102	9.75/20	9.75/20	6	6	195	8,725	5,590
6	Ch.	FD-115-H		9.75/20	9.75/20	6	6	203	9,685	8,615
7	Ch.	FD-140	140D-607 to 609	10.50/20	10.50/20	6	6	195	9,850	7,625

CONVENTIONAL—(GEAR DRIVE—3D AXLE)

8	Ch.	FBT-152	152BT-606 to 615	9.00/20	9.00/20	10	6	177	9,515	$4,105
8	Ch.	FBT-152-WS	152WS-606 to 614	9.00/20	9.00/20	10	6	154	9,475	4,500
10	Ch.	FBS-180	180DS-601	9.75/20	9.75/20	10	6	181	13,500	8,420

(4) 1938

CONVENTIONAL—(CHAIN DRIVE)

4	Ch.	FC-90	90C-623 and up	8.25/20	8.25/20	6	6	177	6,775	$3,250
4½	Ch.	FC-95	95C-618 and up	9.75/20	9.75/20	6	6	177	7,775	4,035
5	Ch.	FC-100	100C-6111 and up	9.75/20	9.75/20	6	6	195	8,185	5,245
5	Ch.	FC-100-H		9.75/20	9.75/20	6	6	203	9,210	8,305
6	Ch.	FC-135	135C-6203 and up	9.75/20	9.75/20	6	6	195	9,135	5,550
6	Ch.	FC-135-H		9.75/20	9.75/20	6	6	203	10,135	8,470

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(t) STERLING—Continued

(4) 1938—Continued

CONVENTIONAL—(CHAIN DRIVE)—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
7	Ch	HC-140	140C-6263 and up	9.75/22	9.75/22	6	6	189	9,235	$5,550
9	Ch	HC-185	185HC-601 and up	10.50/24	12.00/24	6	6	195	11,785	9,450
9	Ch	HC-200	200HC-601 and up	10.50/24	12.75/24	6	6	195	14,985	10,090
9	Ch	HC-250	250HC-605 and up	11.25/24	13.50/24	6	6	177	16,935	11,510

CONVENTIONAL—(CHAIN DRIVE—3D AXLE)

12	Ch	HCS-210	210CS-636 and up	40 x 8	40 x 8	10	6	177	14,835	$11,595
12	Ch	HCS-210-H		40 x 8	40 x 8	10	6	177	17,485	13,520

CONVENTIONAL—(GEAR DRIVE).

2	Ch	FB-50	50B-261S and up	7.00/20	7.00/20	6	6	177	4,900	$1,915
2½	Ch	FB-60	60B-651S and up	7.00/20	7.00/20	6	6	177	5,150	2,065
3	Ch	FB-70	70B-633S and up	7.50/20	7.50/20	6	6	177	5,470	2,315
			70D-627 and up							
3½	Ch	FB-80	80B-677 and up	8.25/20	8.25/20	6	6	177	6,525	3,070
4	Ch	FD-90	90D-667 and up	9.00/20	9.00/20	6	6	177	7,175	3,340
4½	Ch	FD-95	95D 613 and up	9.75/20	9.75/20	6	6	177	8,325	3,840
5	Ch	FD-97	97D-698 and up	9.75/20	9.75/20	6	6	195	8,235	5,300
6	Ch	FD-115	115D-6103 and up	9.75/20	9.75/20	6	6	195	8,825	5,745
7	Ch	FD-140	140D-610 and up	10.50/20	10.50/20	6	6	195	9,850	6,860

CONVENTIONAL—(GEAR DRIVE—3D AXLE)

8	Ch	FBT-152	152BT-616 and up	9.00/20	9.00/20	10	6	177	9,515	$4,105
8	Ch	FWS-152	152SW-615 and up	9.00/20	9.00/20	10	6	177	9,865	4,560
8	Ch	FDS-180	180DS-602 and up	9.00/20	9.00/20	10	6	177	12,935	8,490

(5) 1939

CONVENTIONAL—(CHAIN DRIVE)

4½-7	Ch	MC-96	96MC-601 to 607	9.00/20	9.00/20	6	6	N. A.	7,875	$3,460
5-8	Ch	HC-105	105HC-606 to 614	9.75/20	9.75/20	6	6	N. A.	8,825	4,035
6-9	Ch	HC-115	115HC-604 to 647	9.75/20	9.75/20	6	6	N. A.	9,375	5,185
6-9	Ch	HC-115-H		9.75/20	9.75/20	6	6	N. A.	10,215	6,900
6-9	Ch	JC-115	115JC-603 to 631	9.75/20	9.75/20	6	6	N. A.	10,650	7,370
6-10	Ch	HC-137	137HC-610 to 658	9.75/20	9.75/20	6	6	N. A.	9,750	5,715
6-10	Ch	HC-137-H		9.75/20	9.75/20	6	6	N. A.	11,150	7,825
6-10	Ch	JC-137	137 JC-610 to 658	9.75/20	9.75/20	6	6	N. A.	11,150	7,825
7-8	Ch	HC-140	140C-6352 to 6358	9.75/22	9.75/22	6	6	N. A.	9,485	5,715
7-11	Ch	HC-145	145HC-602 to 661	9.75/22	9.75/22	6	6	N. A.	10,375	5,575
7-11	Ch	HC-145-H	145HC-602 to 661	9.75/22	9.75/22	6	6	N. A.	12,375	8,400
7-11	Ch	JC-145	145JC-602 to 661	9.75/20	9.75/20	6	6	N. A.	12,375	7,930
7-11	Ch	HC-147	147HC-612 to 639	9.75/22	9.75/22	6	6	N. A.	10,600	5,910
8-12	Ch	HC-156	156HC-601 to 605	10.50/24	10.50/24	6	6	N. A.	11,050	6,130
8-12	Ch	HC-165	165HC-601 to 605	10.50/24	10.50/24	6	6	N. A.	11,275	6,480
8-12	Ch	HC-165-H		10.50/24	10.50/24	6	6	N. A.	12,925	9,170
9-14	Ch	HC-175	175HC-602 to 638	10.50/24	11.25/24	6	6	N. A.	12,600	7,360
9-14	Ch	HC-175-H		10.50/24	11.25/24	6	6	N. A.	13,500	9,430
9-14	Ch	HC-185	185HC-603 to 611	10.50/24	12.00/24	6	6	N. A.	14,400	9,930

CONVENTIONAL—(CHAIN DRIVE—3D AXLE)

10-15	Ch	HCS-225	225HCS-601 to 604	9.75/20	9.75/20	10	6	N. A.	14,600	$9,900
10-15	Ch	HCS-225-H		9.75/20	9.75/20	10	6	N. A.	15,750	11,985
12-18	Ch	HCS-255	255HCS-613 to 625	10.50/20	10.50/20	10	6	N. A.	16,425	12,545
12-18	Ch	GCS-255	255GCS-613 to 625	10.50/20	10.50/20	10	6	N. A.	N. A.	13,700
15-20	Ch	HCS-285	285HCS-602 to 606	10.50/24	11.25/24	10	6	N. A.	N. A.	14,205
18-25	Ch	HCS-300	300HCS-601 to 620	10.50/24	12.00/24	10	6	N. A.	N. A.	15,065

CONVENTIONAL—(GEAR DRIVE)

2½-3	Ch	FB-60	60B-653S to 654S	7.00/20	7.00/20	6	6	N. A.	5,150	$2,065
3-4	Ch	FB-70	70B-695S to 695S	7.50/20	7.50/20	6	6	N. A.	5,470	2,635
3-5	Ch	MB-75	75MB-601 to 602	7.50/20	7.50/20	6	6	N. A.	6,350	2,520
3½-5½	Ch	MD-85	85MB-601 to 604	8.25/20	8.25/20	6	6	N. A.	6,675	2,770
4-6½	Ch	HD-90	90HD-601 to 601	8.25/20	8.25/20	6	6	N. A.	7,650	3,485
4-6½	Ch	NB-90-B	90NB-603 to 603	8.25/20	8.25/20	6	4	N. A.	N. A.	5,045
5-8	Ch	HD-105	105HD-603 to 611	9.75/20	9.75/20	6	6	N. A.	8,600	4,895
5-8	Ch	JD-105-A	105JD-602 to 602	9.75/20	9.75/20	6	6	N. A.	9,050	5,385
5-8½	Ch	HD-110	110HD-605 to 607	9.75/20	9.75/20	6	6	N. A.	9,070	4,895
5-8½	Ch	HD-110-H	110HD-603 to 603	9.75/20	9.75/20	6	6	N. A.	10,700	7,115
6-9	Ch	JD-115	115JD-601 to 601	9.75/20	9.75/20	6	6	N. A.	9,245	5,210
6-9	Ch	HD-115-H	115HD-602 to 602	9.75/20	9.75/20	6	6	N. A.	10,875	7,300
6-10	Ch	HD-135	135HD-603 to 603	9.75/20	9.75/20	6	6	N. A.	10,025	5,900
6-10	Ch	ND-135	135ND-601 to 602	9.75/20	9.75/20	6	6	N. A.	11,200	7,890
6-10	Ch	HD-137-H	137HD-604 to 613	9.75/20	9.75/20	6	6	N. A.	11,150	8,060
6-10	Ch	JD-137-H	137JD-604 to 613	9.75/20	9.75/20	6	6	N. A.	11,150	8,060
7-11	Ch	HD-145	145HD-604 to 608	10.50/20	10.50/20	6	6	N. A.	10,750	6,565
7-11	Ch	HD-145-H		10.50/20	10.50/20	6	6	N. A.	12,025	8,615
8-12	Ch	HD-165	165HD-601 to 601	10.50/24	10.50/24	6	6	N. A.	12,900	9,025

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(t) STERLING—Continued

(5) 1939—Continued

CONVENTIONAL—(GEAR DRIVE—3D AXLE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
7-10	Ch	JWS-128	128JWS-601 to 601	9.00/20	9.00/20	10	6	N. A.	10,775	$5,325
7-10	Ch	HNS-128	128HNS-602 to 602	9.00/20	9.00/20	10	6	N. A.	10,775	5,325
7-10	Ch	HWS-128	128HWS-603 to 603	9.00/20	9.00/20	10	6	N. A.	10,775	5,325
8-12	Ch	JWS-160	160JWS-602 to 614	9.75/20	9.75/20	10	6	N. A.	13,050	10,240
8-12	Ch	NWS-160	160NWS-602 to 614	9.75/20	9.75/20	10	6	N. A.	13,050	10,240
8-12	Ch	RWS-160	160RWS-602 to 614	9.75/20	9.75/20	10	6	N. A.	13,050	10,240
10-15	Ch	HWS-235	235HWS-601 to 601	10.50/20	10.50/20	10	6	N. A.	14,750	11,165

(6) 1940

CONVENTIONAL—(CHAIN DRIVE)

4-6	Ch	MC-87	87MC-601 to 601	8.25/20	8.25/20	6	6	N. A.	7,950	$3,240
4½-7	Ch	MC-96	96MC-608 to 614	9.00/20	9.00/20	6	6	N. A.	7,825	3,600
4½-7	Ch	MC-96A		9.00/20	9.00/20	6	6	N. A.	8,425	5,200
5-8	Ch	HC-105	105HC-615 to 620	9.75/20	9.75/20	6	6	N. A.	8,825	4,095
5-8	Ch	HC-105-A		9.75/20	9.75/20	6	6	N. A.	9,375	5,095
5-8½	Ch	HC-110	110HC-601 to 601	9.75/20	9.75/20	6	4	N. A.	10,200	5,695
6-9	Ch	HC-115	115HC-649 to 623	9.75/20	9.75/20	6	6	N. A.	9,445	5,310
6-9	Ch	HC-115-B		9.75/20	9.75/20	6	6	N. A.	10,125	6,900
6-9	Ch	JC-115-H	115JC-648 to 650	9.75/20	9.75/20	6	6	N. A.	10,650	7,370
6-10	Ch	HC-137	137HC-659 to 691	9.75/20	9.75/20	6	6	N. A.	9,750	5,715
6-10	Ch	HC-137-H		9.75/20	9.75/20	6	6	N. A.	11,150	7,825
6-10	Ch	JC-137-H	137JC-602 to 601	9.75/20	9.75/20	6	6	N. A.	11,150	7,825
7-11	Ch	HC-144	144HC-601 to 607	9.75/22	9.75/22	6	6	N. A.	10,175	5,520
7-11	Ch	HC-145	145HC-602 and up	9.75/22	9.75/22	6	6	N. A.	10,375	5,565
7-11	Ch	HC-145-H		9.75/22	9.75/22	6	6	N. A.	12,375	8,400
7-11	Ch	HC-147	147HC-640 to 641	9.75/22	9.75/22	6	6	N. A.	10,000	5,910
8-12	Ch	HC-156	156HC-600 to 610	10.50/24	10.50/24	6	6	N. A.	11,050	6,120
8-12	Ch	HC-165	165HC-629 to 633	10.50/24	10.50/24	6	6	N. A.	12,925	9,170
9-12½	Ch	HC-175	175HC-639 to 649	10.50/24	11.00/24	6	6	N. A.	13,500	9,430
9-14	Ch	HC-185	185HC-612 to 619	10.50/24	11.00/24	6	6	N. A.	14,400	9,920
12-18	Ch	HC-250	250HC-601 to 602	11.00/24	14.00/24	6	6	N. A.	16,000	12,425

CONVENTIONAL—(CHAIN DRIVE—3D AXLE)

10-15	Ch	HCS-235	235HCS-601 to 609	10.50/20	10.50/20	10	6	N. A.	15,425	$11,770
10-15	Ch	HCS-235-H		10.50/20	10.50/20	10	6	N. A.	16,050	12,830
12-18	Ch	GCS-255	255GCS-626 to 627	10.50/20	10.50/20	10	6	N. A.	16,425	13,500
12-18	Ch	HCS-265	265HCS-601 to 609	10.50/20	10.50/20	10	6	N. A.	16,300	12,300
12-18	Ch	HCS-265-H		10.50/20	10.50/20	10	6	N. A.	16,025	13,430
12-18	Ch	HCS-297	297HCS-601 to 607	11.00/24	12.00/24	10	6	N. A.	18,825	15,600

CONVENTIONAL—(GEAR DRIVE)

2½-4	Ch	MB-65	65MB-602 to 602	7.50/20	7.50/20	6	6	N. A.	6,100	$2,130
3-5	Ch	MB-75	75MB-603 to 605	7.50/20	7.50/20	6	6	N. A.	6,300	2,520
3-5	Ch	MD-75	75MD-602 to 604	7.50/20	7.50/20	6	6	N. A.	6,675	2,770
3-5	Ch	MD-75-A		7.50/20	7.50/20	6	4	N. A.	8,320	3,900
3½-5½	Ch	MB-85	85MB-601 to 604	8.25/20	8.25/20	6	6	N. A.	6,575	2,630
3½-5½	Ch	MD-85	85MD-605 to 603	8.25/20	8.25/20	6	6	N. A.	6,675	2,770
4-6½	Ch	HB-90	90HB-604 to 608	8.25/20	8.25/20	6	6	N. A.	7,600	3,335
4-6½	Ch	HB-90-H		8.25/20	8.25/20	6	6	N. A.	8,350	4,740
4-6½	Ch	RB-90	90RB-600 to 603	8.25/20	8.25/20	6	6	N. A.	9,500	5,950
4-6½	Ch	HD-90	90HD-603 to 603	8.25/20	8.25/20	6	6	N. A.	7,650	3,435
4-6½	Ch	JD-90	90JD-602 to 602	8.25/20	8.25/20	6	6	N. A.	7,650	3,435
4-6½	Ch	MB-90	90MB-601 to 602	8.25/20	8.25/20	6	6	N. A.	6,650	2,910
4-6½	Ch	MD-90	90MD-601 to 603	8.25/20	8.25/20	6	6	N. A.	7,010	2,982
4½-7	Ch	MD-96	96MD-601 to 603	9.00/20	9.00/20	6	6	N. A.	7,550	3,280
5-8	Ch	HD-105	105HD-613 to 617	9.75/20	9.75/20	6	6	N. A.	8,000	3,770
5-8	Ch	HD-105-D		9.75/20	9.75/20	6	6	N. A.	10,500	5,535
5-8	Ch	JD-105	105JD-612 to 612	9.75/20	9.75/20	6	6	N. A.	8,035	4,070
5-8½	Ch	HD-110	110HD-603 to 618	9.75/20	9.75/20	6	6	N. A.	9,000	4,835
5-8½	Ch	HD-110-H		9.75/20	9.75/20	6	6	N. A.	10,700	7,115
5-8½	Ch	GD-110	110GD-613 to 613	9.75/20	9.75/20	6	6	N. A.	9,435	5,840
6-9	Ch	HD-115	115-HD-603 to 623	9.75/20	9.75/20	6	6	N. A.	9,175	5,085
6-9	Ch	HD-115-H		9.75/20	9.75/20	6	6	N. A.	10,875	7,230
6-10	Ch	HD-135	135HD-604 to 604	9.75/20	9.75/20	6	6	N. A.	11,200	7,820
6-10	Ch	RD-135	135RD-605 to 603	9.75/20	9.75/20	6	6	N. A.	11,200	7,820
6-10	Ch	HD-137-H	137HD-614 to 614	9.75/20	9.75/20	6	6	N. A.	11,150	8,080
7-11	Ch	HD-145-H	145HD-609 to 613	10.50/20	10.50/20	6	6	N. A.	12,025	8,615

CONVENTIONAL—(GEAR DRIVE—3D AXLE)

7-10	Ch	NWS-128	128NWS-604 to 604	9.00/20	9.00/20	10	6	N. A.	10,775	$5,325
7-10	Ch	HWS-128	128HWS-605 to 610	9.00/20	9.00/20	10	6	N. A.	10,775	5,325
7-10	Ch	HDS-128-A	128HDS-603 to 603	9.00/20	9.00/20	10	6	N. A.	11,200	7,200
8-12	Ch	HDS-160	160HDS-602 to 602	10.00/20	10.00/20	10	6	N. A.	12,875	8,165
8-12	Ch	JWS-160	160JWS-615 to 619	10.00/20	10.00/20	10	6	N. A.	12,775	8,165
8-12	Ch	JWS-160-H		10.00/20	10.00/20	10	6	N. A.	13,050	10,240
8-12	Ch	HWS-160-HA	160HWS-616 to 633	10.00/20	10.00/20	10	6	N. A.	13,000	9,765
8-12	Ch	NWS-160	160NWS-617 to 617	10.00/20	10.00/20	10	6	N. A.	13,050	10,240
8-12	Ch	RWS-160	160RWS-620 to 633	10.00/20	10.00/20	10	6	N. A.	13,050	10,240
10-15	Ch	HWS-235	235HWS-602 to 603	10.50/20	10.50/20	10	6	N. A.	14,750	11,165

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(t) STERLING—Continued

(7) 1941

CONVENTIONAL—(CHAIN DRIVE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
									Pounds	
4-6	Ch	MC-87	87MC-602 to 606	8.25/20	8.25/20	6	6	N. A.	7,250	$3,175
4½-7	Ch	MC-96	96MC-615 to 654	9.00/20	9.00/20	6	6	N. A.	8,000	3,605
5-8	Ch	HC-105	105HC-621 to 633	10.00/20	10.00/20	6	6	N. A.	8,900	5,420
5-8	Ch	HC-105-A		10.00/20	10.00/20	6	6	N. A.	9,600	7,660
6-9	Ch	HC-115	115HC-699 to 6196	10.00/20	10.00/20	6	6	N. A.	9,985	6,180
6-9	Ch	HC-115-D		10.00/20	10.00/20	6	4	N. A.	10,625	7,800
6-9	Ch	HC-115-H	115HC-699 to 6196	10.00/20	10.00/20	6	6	N. A.	11,300	8,800
6-10	Ch	HC-137	137HC-692 to 692	10.00/20	10.00/20	6	6	N. A.	11,150	7,825
7-11	Ch	HC-144	144HC-608 to 680	10.00/22	10.00/22	6	6	N. A.	10,475	6,540
7-11	Ch	HC-145	145HC-6147 to 6297	10.00/22	10.00/22	6	6	N. A.	10,475	6,540
7-11	Ch	HC-145-H		10.00/22	10.00/22	6	6	N. A.	12,375	8,400
7-11	Ch	HC-147	147HC-642 to 650	10.00/22	10.00/22	6	6	N. A.	10,900	6,670
8-12	Ch	HC-156	156HC-611 to 616	11.00/24	11.00/24	6	6	N. A.	11,925	7,600
8-12	Ch	HC-156-H		11.00/24	11.00/24	6	6	N. A.	13,300	10,050
8-12	Ch	HC-165	165HC-634 to 644	11.00/24	11.00/24	6	6	N. A.	12,000	7,600
8-12	Ch	HC-165-H		11.00/24	11.00/24	6	6	N. A.	13,350	10,050
9-12½	Ch	HC-175-H	175HC-650 to 659	11.00/24	12.00/24	6	6	N. A.	14,100	10,320
9-14	Ch	HC-185-H	185HC-620 to 623	11.00/24	12.00/24	6	6	N. A.	14,625	11,000
12-18	Ch	HC-250-H	250HC-607 to 608	12.00/24	14.00/24	6	6	N. A.	17,950	13,200

CONVENTIONAL—(CHAIN DRIVE—3D AXLE)

10-15	Ch	HCS-235	235HCS-610 to 617	10.00/22	10.00/22	10	6	N. A.	15,380	$11,770
10-15	Ch	HCS-235-H		10.00/22	10.00/22	10	6	N. A.	16,200	12,880
12-18	Ch	HCS-265	265HCS-610 to 613	11.00/20	11.00/20	10	6	N. A.	16,300	12,800
12-18	Ch	HCS-265-H		11.00/20	11.00/20	10	6	N. A.	N. A.	14,250

CONVENTIONAL—(GEAR DRIVE)

2-3½	Ch	MB-60	60MB-601 to 607	7.00/20	7.00/20	6	6	N. A.	5,900	$2,270
2½-4	Ch	MB-65	65MB-603 to 608	7.00/20	7.00/20	6	6	N. A.	6,175	2,385
3-5	Ch	MB-75	75MB-606 to 609	7.00/20	7.00/20	6	6	N. A.	6,450	2,560
3-5	Ch	MB-75-C		7.00/20	7.00/20	6	6	N. A.	7,450	4,060
3½-5	Ch	MB-85	85MB-609 to 618	8.25/20	8.25/20	6	6	N. A.	6,700	2,760
3½-5	Ch	MD-85	85MD-609 to 618	8.25/20	8.25/20	6	6	N. A.	6,700	2,760
4-6½	Ch	MB-90	90MB-603 to 619	8.25/20	8.25/20	6	6	N. A.	7,100	3,020
4-6½	Ch	MD-90	90MD-603 to 619	8.25/20	8.25/20	6	6	N. A.	7,100	3,020
4-6½	Ch	MB-90-A	90MB-603 to 619	8.25/20	8.25/20	6	6	N. A.	7,775	4,980
4-6½	Ch	MD-90-A	90MD-603 to 619	8.25/20	8.25/20	6	6	N. A.	7,775	4,980
4½-7	Ch	MD-96	96MD-604 to 604	9.00/20	9.00/20	6	6	N. A.	7,700	3,420
5-8	Ch	HD-105	105HD-618 to 619	10.00/20	10.00/20	6	6	N. A.	8,650	4,890
5-8	Ch	HD-105-B		10.00/20	10.00/20	6	6	N. A.	9,375	7,060
5-8½	Ch	HD-110	110HD-619 to 628	10.00/20	10.00/20	6	6	N. A.	9,085	5,020
6-9	Ch	DD-115	115DD-601 to 601	10.00/20	10.00/20	6	6	N. A.	10,800	7,250
6-9	Ch	HD-115	115HD-624 to 6114	10.00/20	10.00/20	6	6	N. A.	9,600	6,060
6-9	Ch	HD-115-H		10.00/20	10.00/20	6	6	N. A.	11,150	8,330
6-10	Ch	HD-135	135HD-607 to 617	10.00/20	10.00/20	6	6	N. A.	11,200	7,890
6-10	Ch	GD-135	135GD-607 to 617	10.00/20	10.00/20	6	6	N. A.	11,665	8,700
7-11	Ch	DD-145	145DD-601 to 601	11.00/20	11.00/20	6	6	N. A.	13,400	10,650
7-11	Ch	HD-145	145HD-614 to 619	11.00/20	11.00/20	6	6	N. A.	10,600	6,650
7-11	Ch	HD-145-H		11.00/20	11.00/20	6	6	N. A.	12,200	8,900
8-12	Ch	HD-156	156HD-617 to 617	11.00/24	11.00/24	6	6	N. A.	13,000	9,040

CONVENTIONAL—(GEAR DRIVE—3D AXLE)

6-8	Ch	MBS-120	120MBS-601 to 606	8.25/20	8.25/20	10	6	N. A.	9,750	$4,720
7-10	Ch	GWS-128	128GWS-611 to 611	10.00/20	10.00/20	6	6	N. A.	11,240	6,125
7-10	Ch	HDS-128	128HDS-612 to 624	10.00/20	10.00/20	6	6	N. A.	10,775	5,325
7-10	Ch	HWS-128	128HWS-612 to 624	10.00/20	10.00/20	6	6	N. A.	10,775	5,325
7-10	Ch	HDS-140	140HDS-601 to 606	9.00/20	9.00/20	10	6	N. A.	10,975	6,900
7-10	Ch	HDS-140-A		9.00/20	9.00/20	10	6	N. A.	11,550	9,300
7-10	Ch	HWS-140	140HWS-601 to 606	9.00/20	9.00/20	10	6	N. A.	10,975	6,900
7-10	Ch	HWS-140-A		9.00/20	9.00/20	10	6	N. A.	11,550	9,300
8-12	Ch	HWS-160	160HWS-637 to 6111	10.00/20	10.00/20	10	6	N. A.	13,325	9,115
8-12	Ch	HWS-160-A		10.00/20	10.00/20	10	6	N. A.	13,950	10,240
8-12	Ch	HWS-160-H		10.00/20	10.00/20	10	6	N. A.	12,650	10,600
8-12	Ch	RWS-160	160RWS-637 to 6111	10.00/20	10.00/20	10	6	N. A.	13,325	9,115
8-12	Ch	RWS-160-A		10.00/20	10.00/20	10	6	N. A.	13,950	10,240
8-12	Ch	RWS-160-H		10.00/20	10.00/20	10	6	N. A.	12,650	10,600
10-15	Ch	HCS-235	235HCS-610 to 617	10.00/22	10.00/22	10	6	N. A.	16,050	12,880
10-15	Ch	HDS-235	235HDS-605 to 606	11.00/20	11.00/20	10	6	N. A.	13,275	10,400
10-15	Ch	HDS-235-H		11.00/20	11.00/20	10	6	N. A.	14,825	11,850

(8) 1942

CONVENTIONAL—(CHAIN DRIVE)

4-6	Ch	MC-87	87MC-607 and up	8.25/20	8.25/20	6	6	N. A.	7,250	$3,175
4½-7	Ch	MC-96	96MC-655 and up	9.00/20	9.00/20	6	6	N. A.	8,000	3,605
5-8	Ch	HC-105	105HC-634 and up	10.00/20	10.00/20	6	6	N. A.	8,900	5,420
6-9	Ch	HC-115	115HC-6196 and up	10.00/20	10.00/20	6	6	N. A.	10,025	6,180
7-11	Ch	HC-144	144HC-686 and up	10.00/22	10.00/22	6	6	N. A.	10,475	6,540
7-11	Ch	HC-145	145HC-6298 and up	10.00/22	10.00/22	6	6	N. A.	10,475	6,540
7-11	Ch	HC-147	147HC-651 and up	10.00/22	10.00/22	6	6	N. A.	10,900	6,670
7-12	Ch	HC-148	148HC-601 and up	10.00/24	10.00/24	6	6	N. A.	10,800	6,900
7-12	Ch	HC-150	150HC-601 and up	10.00/24	10.00/24	6	6	N. A.	10,875	7,050
7-12	Ch	HC-152	152HC-601 and up	10.00/24	10.00/24	6	6	N. A.	11,225	7,050

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(t) STERLING—Continued

(8) 1942—Continued

CONVENTIONAL—(CHAIN DRIVE)—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
8-12	Ch	HC-155	155HC-618 and up	11.00/24	11.00/24	6	6	N. A.	11,925	$7,000
8-12	Ch	HC-165	165HC-645 and up	11.00/24	11.00/24	6	6	N.A.	12,000	7,600
9-12½	Ch	HC-175	175HC-660 and up	11.00/24	12.00/24	6	6	N.A.	13,725	8,420
9-14	Ch	HC-185	185HC-624 and up	11.00/24	12.00/24	6	6	N.A.	14,275	9,500
10-15	Ch	HC-200	200HC-601 and up	11.00/24	13.00/24	6	6	N.A.	15,325	10,250
12-18	Ch	HC-250	250HC-609 and up	12.00/24	14.00/24	6	6	N.A.	17,600	11,620
CONVENTIONAL—(3D AXLE—CHAIN DRIVE)										
10-15	Ch	HCS-235-H	235HCS-618 and up	10.00/22	10.00/22	10	6	N.A.	15,800	$12,850
12-18	Ch	HCS-265	265HCS-614 and up	11.00/20	11.00/20	10	6	N.A.	17,100	12,800
15-20	Ch	HCS-297	297HCS-649 and up	11.00/24	12.00/24	10	6	N.A.	20,025	14,250
18-25	Ch	HCS-330	330HCS-604 and up	11.00/24	12.00/24	10	6	N.A.	21,425	15,600
CONVENTIONAL—(GEAR DRIVE)										
2-3½	Ch	MB-60	60MB-608 and up	7.00/20	7.00/20	6	6	N. A.	5,900	$2,270
2½-4	Ch	MB-65	65MB-609 and up	7.50/20	7.50/20	6	6	N. A.	6,175	2,335
3-5	Ch	MB-75	75MB-610 and up	7.50/20	7.50/20	6	6	N. A.	6,450	2,500
3½-5½	Ch	MB-85	85MB-619 and up	8.25/20	8.25/20	6	6	N. A.	6,700	2,760
4-6½	Ch	MB-90	90MB-620 and up	8.25/20	8.25/20	6	6	N. A.	7,100	3,020
4½-7	Ch	MD-95	95MD-605 and up	9.00/20	9.00/20	6	6	N. A.	7,700	3,420
5-8	Ch	HD-105	105HD-620 and up	10.00/20	10.00/20	6	6	N. A.	8,650	4,890
6-9	Ch	HD-115	115HD-6115 and up	10.00/20	10.00/20	6	6	N. A.	9,600	6,000
7-11	Ch	HD-145	145HD-620 and up	11.00/20	11.00/20	6	6	N. A.	10,500	6,650
9-12½	Ch	HD-175	175HD-601 and up	11.00/20	12.00/24	6	6	N. A.	13,425	9,050
CONVENTIONAL—(3D AXLE GEAR DRIVE)										
6-8	Ch	MBS-120	120MBS-607 and up	8.25/20	8.25/20	10	6	N. A.	9,750	$4,720
7-10	Ch	HDS-140	140HDS-607 and up	9.00/20	9.00/20	10	6	N. A.	10,975	6,900
7-10	Ch	HWS-140	140HWS-607 and up	9.00/20	9.00/20	10	6	N. A.	10,975	6,900
8-12	Ch	HDS-160	160HDS-6112 and up	10.00/20	10.00/20	10	6	N. A.	11,475	8,420
8-12	Ch	HWS-160	160HWS-6112 and up	10.00/20	10.00/20	10	6	N. A.	11,475	8,420
10-15	Ch	HDS-235	235HDS-607 and up	11.00/20	11.00/20	10	6	N. A.	14,525	10,400
10-15	Ch	HWS-235	235HWS-607 and up	11.00/20	11.00/20	10	6	N. A.	14,525	10,400

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(u) STUDEBAKER

[Manufacturer: The Studebaker Corporation. Principal plant: South Bend, Indiana]

(1) 1935

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch	1-T-230	1-T-2-1801 to 1-T-2-4335	6.00/20 6 ply	32 x 6 8 ply	4	6	120	3,025	$571
1½	Ch	1-T-230		6.00/20 6 ply	6.00/20 6 ply	6	6	120	3,130	593
1½	Ch. Cb	1-T-230		6.00/20 6 ply	32 x 6 8 ply	4	6	120	3,425	682
1½	Ch. Cb	1-T-230		6.00/20 6 ply	6.00/20 6 ply	6	6	120	3,530	704
1½	Ch	1-T-241		6.00/20 6 ply	32 x 6 8 ply	4	6	141	3,005	605
1½	Ch	1-T-241		6.00/20 6 ply	6.00/20 6 ply	6	6	141	3,190	623
1½	Ch. Cb	1-T-241		6.00/20 6 ply	32 x 6 8 ply	4	6	141	3,475	716
1½	Ch. Cb	1-T-241		6.00/20 6 ply	6.00/20 6 ply	6	6	141	3,580	733
1½	Ch	1-T-265		6.00/20 6 ply	32 x 6 8 ply	4	6	165	3,115	621
1½	Ch	1-T-265		6.00/20 6 ply	6.00/20 6 ply	6	6	165	3,240	643
1½	Ch	1-T-265		6.00/20 6 ply	32 x 6 8 ply	4	6	165	3,515	731
1½	Ch	1-T-265		6.00/20 6 ply	6.00/20 6 ply	6	6	165	3,040	753
2-3	Ch	1-T-641	1-T-6-1001 to 1-T-6-1704	6.50/20 6 ply	6.50/20 6 ply	6	6	141	3,970	951
2-3	Ch. Cb	1-T-641		6.50/20 6 ply	6.50/20 6 ply	6	6	141	4,370	1,071
2-3	Ch	1-T-653		6.50/20 6 ply	6.50/20 6 ply	6	6	153	4,010	970
2-3	Ch. Cb	1-T-653		6.50/20 6 ply	6.50/20 6 ply	6	6	153	4,410	1,096
2-3	Ch	1-T-665		6.50/20 6 ply	6.50/20 6 ply	6	6	165	4,035	1,001
2-3	Ch. Cb	1-T-665		6.50/20 6 ply	6.50/20 6 ply	6	6	165	4,435	1,121
2-3	Ch	1-T-683		6.50/20 6 ply	6.50/20 6 ply	6	6	183	4,270	1,051
2-3	Ch. Cb	1-T-683		6.50/20 6 ply	6.50/20 6 ply	6	6	183	4,670	1,171
2½-3½	Ch	1-W-741	1-W-7-101 to 1-W-7-600	6.50/20 6 ply	32 x 6 10 ply	6	6	141	5,070	1,751
2½-3½	Ch. Cb	1-W-741		6.50/20 6 ply	32 x 6 10 ply	6	6	141	5,470	1,870
2½-3½	Ch	1-W-765		6.50/20 6 ply	32 x 6 10 ply	6	6	165	5,110	1,601
2½-3½	Ch. Cb	1-W-765		6.50/20 6 ply	32 x 6 10 ply	6	6	165	5,510	1,720
2½-3½	Ch	1-W-783		6.50/20 6 ply	32 x 6 10 ply	6	6	183	5,220	1,625
2½-3½	Ch. Cb	1-W-783		6.50/20 6 ply	32 x 6 10 ply	6	6	183	5,600	1,751
3-4	Ch	1-W-841	1-W-8-501 to 1-W-8-700	6.50/20 6 ply	32 x 6 10 ply	6	6	141	5,015	1,851
3-4	Ch. Cb	1-W-841		6.50/20 6 ply	32 x 6 10 ply	6	6	141	6,015	1,976
3-4	Ch	1-W-865		6.50/20 6 ply	32 x 6 10 ply	6	6	165	5,035	1,901
3-4	Ch. Cb	1-W-865		6.50/20 6 ply	32 x 6 10 ply	6	6	165	6,035	2,026
3-4	Ch	1-W-883		6.50/20 6 ply	32 x 6 10 ply	6	6	183	5,775	1,926
3-4	Ch. Cb	1-W-883		6.50/20 6 ply	32 x 6 10 ply	6	6	183	6,175	2,051

(n) STUDEBAKER—Continued

(2) 1936

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Ch. (Ace)	2-T-225	2-T-2-4401 to 2-T-2-7045	6.00/20 6 ply	32 x 6 8 ply	4	6	125	3,230	$601
1½	Ch. (Ace)	2-T-225		6.00/20 6 ply	6.00/20 6 ply	6	6	125	3,360	628
1½	Ch. Cb. (Ace)	2-T-225		6.00/20 6 ply	32 x 6 8 ply	4	6	125	3,690	719
1½	Ch. Cb. (Ace)	2-T-225		6.00/20 6 ply	6.00/20 6 ply	6	6	125	3,820	746
1½	Ch. (Ace)	2-T-233		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,270	641
1½	Ch. (Ace)	2-T-233		6.00/20 6 ply	6.00/20 6 ply	6	6	133	3,400	668
1½	Ch. Cb. (Ace)	2-T-233		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,730	759
1½	Ch. Cb. (Ace)	2-T-233		6.00/20 6 ply	6.00/20 6 ply	6	6	133	3,860	786
1½	Ch. (Ace)	2-T-257		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,390	691
1½	Ch. (Ace)	2-T-257		6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,520	688
1½	Ch. Cb. (Ace)	2-T-257		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,850	779
1½	Ch. Cb. (Ace)	2-T-257		6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,980	806
1½	Ch. (Ace) (Bus)	2-TB-257	2-T-2B-101 to 2-T-2B-198	6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,540	771
1½	Ch. (Ace) (Bus)	2-TB-257		6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,670	798
2-3	Ch. (Boss)	2-W-633	2-W-6-101 to 2-W-6-1025	6.50/20 6 ply	6.50/20 6 ply	6	6	133	4,140	931
2-3	Ch. Cb. (Boss)	2-W-633		6.50/20 6 ply	6.50/20 6 ply	6	6	133	4,600	1,071
2-3	Ch. (Boss)	2-W-657		6.50/20 6 ply	6.50/20 6 ply	6	6	157	4,225	1,001
2-3	Ch. Cb. (Boss)	2-W-657		6.50/20 6 ply	6.50/20 6 ply	6	6	157	4,685	1,121
2-3	Ch. (Boss)	2-W-675		6.50/20 6 ply	6.50/20 6 ply	6	6	175	4,265	1,051
2-3	Ch. Cb. (Boss)	2-W-675		6.50/20 6 ply	6.50/20 6 ply	6	6	175	4,725	1,171
2½-3½	Ch. (Mogul)	2-W-741	2-W-7-401 to 2-W-7-578	6.50/20 6 ply	32 x 6 10 ply	6	6	141	5,200	1,481
2½-3½	Ch. Cb. (Mogul)	2-W-741		6.50/20 6 ply	32 x 6 10 ply	6	6	141	5,660	1,606
2½-3½	Ch. (Mogul)	2-W-765		6.50/20 6 ply	32 x 6 10 ply	6	6	165	5,270	1,531
2½-3½	Ch. Cb. (Mogul)	2-W-765		6.50/20 6 ply	32 x 6 10 ply	6	6	165	5,730	1,656
2½-3½	Ch. (Mogul)	2-W-783		6.50/20 6 ply	32 x 6 10 ply	6	6	183	5,345	1,556
2½-3½	Ch. Cb. (Mogul)	2-W-783		6.50/20 6 ply	32 x 6 10 ply	6	6	183	5,805	1,681
3-4	Ch. (Chief)	2-W-841	2-W-8-801 to 2-W-8-1268	6.50/20 6 ply	32 x 6 10 ply	6	6	141	6,035	1,851
3-4	Ch. Cb. (Chief)	2-W-841		6.50/20 6 ply	32 x 6 10 ply	6	6	141	6,495	1,970
3-4	Ch. (Chief)	2-W-865		6.50/20 6 ply	32 x 6 10 ply	6	6	165	6,090	1,901
3-4	Ch. Cb. (Chief)	2-W-865		6.50/20 6 ply	32 x 6 10 ply	6	6	165	6,570	2,026
3-4	Ch. (Chief)	2-W-883		6.50/20 6 ply	32 x 6 10 ply	6	6	183	6,195	1,926
3-4	Ch. Cb. (Chief)	2-W-883		6.50/20 6 ply	32 x 6 10 ply	6	6	183	6,655	2,051

CAB OVER ENGINE

1½	Ch. (Ace)	2-M-201	2-M-2-201 to 2-M-2-1405	6.00/20 6 ply	32 x 6 8 ply	4	6	101	3,030	$641
1½	Ch. (Ace)	2-M-201		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,160	668
1½	Ch. Cb. (Ace)	2-M-201		6.00/20 6 ply	32 x 6 8 ply	4	6	101	3,630	855
1½	Ch. Cb. (Ace)	2-M-201		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,760	882
1½	Ch. (Ace)	2-M-225		6.00/20 6 ply	32 x 6 8 ply	4	6	125	3,130	661
1½	Ch. (Ace)	2-M-225		6.00/20 6 ply	6.00/20 6 ply	6	6	125	3,260	688
1½	Ch. Cb. (Ace)	2-M-225		6.00/20 6 ply	32 x 6 8 ply	4	6	125	3,730	875
1½	Ch. Cb. (Ace)	2-M-225		6.00/20 6 ply	6.00/20 6 ply	6	6	125	3,860	902
2-3	Ch. (Boss)	2-M-601	2-M-6-101 to 2-M-6-959	6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,885	951
2-3	Ch. Cb. (Boss)	2-M-601		6.00/20 6 ply	6.00/20 6 ply	6	6	101	4,485	1,176
2-3	Ch. (Boss)	2-M-625		6.00/20 6 ply	6.00/20 6 ply	6	6	125	3,970	1,001
2-3	Ch. Cb. (Boss)	2-M-625		6.00/20 6 ply	6.00/20 6 ply	6	6	125	4,570	1,226
2-3	Ch. (Boss)	2-M-657		6.00/20 6 ply	6.00/20 6 ply	6	6	157	4,090	1,051
2-3	Ch. Cb. (Boss)	2-M-657		6.00/20 6 ply	6.00/20 6 ply	6	6	157	4,690	1,277
2-3	Ch. (Boss) (Bus)	2-MB-667	2-M-6-B-101 to 2-M-6-B-191	6.00/20 6 ply	6.00/20 6 ply	6	6	167	4,230	1,201

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CONVENTIONAL

	Coupe, Express Cb.	J-5	J-5-001 to J-5-3127	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,840	$647
	Suburban 8 (Curtains)	J-5		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,175	917
	Suburban 8 (Safety Glass)	J-5		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,215	1,037
1½-2	Ch.	J-15-38	J-15-001 to J-15-4828	6.00/20 6 ply	32 x 6 8 ply	4	6	138	3,405	705
1½-2	Ch.	J-15-38		6.00/20 6 ply	6.00/20 6 ply	6	6	138	3,535	735
1½-2	Ch. Cb.	J-15-38		6.00/20 6 ply	32 x 6 8 ply	4	6	138	3,805	840
1½-2	Ch. Cb.	J-15-38		6.00/20 6 ply	6.00/20 6 ply	6	6	138	3,935	870
1½-2	Ch.	J-15-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,485	735
1½-2	Ch.	J-15-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	3,615	765
1½-2	Ch. Cb.	J-15-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,885	870
1½-2	Ch. Cb.	J-15-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	4,015	900
1½-2	Ch. (Bus)	J-15B-87	J-15-B-001 to J-15-B-143	6.00/20 6 ply	32 x 6 8 ply	4	6	187	3,682	875
1½-2	Ch. (Bus)			6.00/20 6 ply	6.00/20 6 ply	6	6	187	3,950	905
2-3	Ch.	J-20-38	J-20-001 to J-20-944	6.50/20 6 ply	6.50/20 6 ply	6	6	138	4,210	1,013
2-3	Ch. Cb.	J-20-38		6.50/20 6 ply	6.50/20 6 ply	6	6	138	4,610	1,163
2-3	Ch.	J-20-62	J-20-001 to J-20-944	6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,290	1,063
2-3	Ch. Cb.	J-20-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,690	1,203
2-3	Ch.	J-20-80		6.50/20 6 ply	6.50/20 6 ply	6	6	180	4,350	1,113
2-3	Ch. Cb.	J-20-80		6.50/20 6 ply	6.50/20 6 ply	6	6	180	4,750	1,253
2½-4	Ch.	J-25-38	J-25-001 to J-25-137	7.00/20	7.00/20	6	6	138	5,075	1,561
2½-4	Ch. Cb.	J-25-38		7.00/20	7.00/20	6	6	138	5,475	1,706
2½-4	Ch.	J-25-62		7.00/20	7.00/20	6	6	162	5,125	1,611
2½-4	Ch. Cb.	J-25-62		7.00/20	7.00/20	6	6	162	5,525	1,756
2½-4	Ch.	J-25-80		7.00/20	7.00/20	6	6	180	5,300	1,661
2½-4	Ch. Cb.	J-25-80		7.00/20	7.00/20	6	6	180	5,700	1,806
3-5	Ch.	J-30-42	J-30-001 to J-30-319	7.00/20	32 x 6 10 ply	6	6	142	5,885	1,950
3-5	Ch. Cb.	J-30-42		7.00/20	32 x 6 10 ply	6	6	142	6,285	2,101
3-5	Ch.	J-30-66		7.00/20	32 x 6 10 ply	6	6	166	6,050	2,006
3-5	Ch. Cb.	J-30-66		7.00/20	32 x 6 10 ply	6	6	166	6,450	2,151
3-5	Ch.	J-30-84		7.00/20	32 x 6 10 ply	6	6	184	6,085	2,056
3-5	Ch. Cb.	J-30-84		7.00/20	32 x 6 10 ply	6	6	184	6,485	2,201

(n) STUDEBAKER—Continued

(3) 1937—Continued

CAB OVER ENGINE

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½-2	Ch	J-15M-01	J-15-M-001 to J-15-M-754	6.00/20 6 ply	32 x 6 8 ply	4	6	101	3,140	$705
1½-2	Ch	J-15M-01		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,270	735
1½-2	Ch. Cb	J-15M-01		6.00/20 6 ply	32 x 6 8 ply	4	6	101	3,740	930
1½-2	Ch. Cb	J-15M-01		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,870	930
1½-2	Ch	J-15M-38		6.00/20 6 ply	32 x 6 8 ply	4	6	123	3,270	735
1½-2	Ch	J-15M-38		6.00/20 6 ply	6.00/20 6 ply	6	6	123	3,400	765
1½-2	Ch. Cb	J-15M-38		6.00/20 6 ply	32 x 6 8 ply	4	6	123	3,870	930
1½-2	Ch. Cb	J-15M-38		6.00/20 6 ply	6.00/20 6 ply	6	6	123	4,000	960
1½-2	Ch	J-15M-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,335	775
1½-2	Ch	J-15M-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	3,485	805
1½-2	Ch. Cb	J-15M-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,955	910
1½-2	Ch. Cb	J-15M-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	4,085	1,000
2-3	Ch	J-20M-01	J-20-M-001 to J-20-M-315	6.50/20 6 ply	6.50/20 6 ply	6	6	101	4,115	1,013
2-3	Ch. Cb	J-20M-01		6.50/20 6 ply	6.50/20 6 ply	6	6	101	4,715	1,213
2-3	Ch	J-20M-38		6.50/20 6 ply	6.50/20 6 ply	6	6	133	4,175	1,063
2-3	Ch. Cb	J-20M-38		6.50/20 6 ply	6.50/20 6 ply	6	6	133	4,775	1,263
2-3	Ch	J-20M-62	J-20-M-001 to J-20-M-315	6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,290	1,113
2-3	Ch. Cb	J-20M-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,890	1,313
2-3	Ch. (Bus)	J-20M-87	J-20-M-B-001 to J-20-M-B-060.	6.50/20 6 ply	6.50/20 6 ply	6	6	187	4,407	1,253
2½-4	Ch	J-25M-01	J-25-M-001 to J-25-M-065	7.00/20	7.00/20	6	6	101	4,935	1,561
2½-4	Ch. Cb	J-25M-01		7.00/20	7.00/20	6	6	101	5,535	1,771
2½-4	Ch	J-25M-38		7.00/20	7.00/20	6	6	133	5,045	1,671
2½-4	Ch. Cb	J-25M-38		7.00/20	7.00/20	6	6	133	5,645	1,821
2½-4	Ch	J-25M-62		7.00/20	7.00/20	6	6	162	5,100	1,661
2½-4	Ch. Cb	J-25M-62		7.00/20	7.00/20	6	6	162	5,700	1,871
2½-4	Ch. (Bus)	J-25MB-87	J-25-M-B-001 to J-25-M-B-025.	7.00/20	7.00/20	6	6	187	5,247	1,701
3-5	Ch	J-30M-01	J-30-M-001 to J-30-M-009	7.00/20	32 x 6 10 ply	6	6	101	5,800	1,955
3-5	Ch. Cb	J-30M-01		7.00/20	32 x 6 10 ply	6	6	101	6,400	2,155
3-5	Ch	J-30M-42		7.00/20	32 x 6 10 ply	6	6	142	5,900	2,005
3-5	Ch. Cb	J-30M-42		7.00/20	32 x 6 10 ply	6	6	142	6,500	2,215
3-5	Ch	J-30M-66		7.00/20	32 x 6 10 ply	6	6	166	6,000	2,055
3-5	Ch. Cb	J-30M-66		7.00/20	32 x 6 10 ply	6	6	166	6,600	2,265

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CONVENTIONAL

½	Ch. Cb	K-5-16	K-5-001 to K-5-1001	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,900	$742
½	Ch. Cb. Exp	K-5-16		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,250	797
½	Suburban 8	K-5-16		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,335	1,227
1	Ch	K-10-30	K-10-001 to K-10-887	6.50/16 6 ply	6.50/16 6 ply	4	6	120	2,700	634
1	Ch. Cb	K-10-30		6.50/20 6 ply	6.50/20 6 ply	4	6	120	3,100	829
1	Narrow Exp	K-10-30		6.50/20 6 ply	6.50/20 6 ply	4	6	120	N. A.	906
1	Wide Exp	K-10-30		6.50/20 6 ply	6.50/20 6 ply	4	6	120	N. A.	944
1	Ch. Cb. Stk	K-10-30		6.50/20 6 ply	6.50/20 6 ply	4	6	130	N. A.	929
1	Custom Panel	K-10-30		6.50/20 6 ply	6.50/20 6 ply	4	6	120	N. A.	1,204
1½-2	Ch	K-15-33	K-15-001 to K-15-1229	6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,405	745
1½-2	Ch	K-15-33		6.00/20 6 ply	6.00/20 6 ply	6	6	133	3,535	780
1½-2	Ch. Cb	K-15-33		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,805	830
1½-2	Ch. Cb	K-15-33		6.00/20 6 ply	6.00/20 6 ply	6	6	133	3,935	925
1½-2	Ch	K-15-62	K-15-001 to K-15-1229	6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,485	775
1½-2	Ch	K-15-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	3,615	810
1½-2	Ch. Cb	K-15-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,885	920
1½-2	Ch. Cb	K-15-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	4,015	955
1½-2	Ch. (Bus)	K-15B-87	K-15-B-001 to K-15-B-029	6.00/20 6 ply	32 x 6 8 ply	4	6	187	3,770	915
1½-2	Ch. (Bus)	K-15B-87		6.00/20 6 ply	6.00/20 6 ply	6	6	187	3,900	950
2-3	Ch	K-20-33	K-20-001 to K-20-270	6.50/20 6 ply	6.50/20 6 ply	6	6	133	4,210	1,053
2-3	Ch. Cb	K-20-33		6.50/20 6 ply	6.50/20 6 ply	6	6	133	4,610	1,203
2-3	Ch	K-20-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,200	1,103
2-3	Ch. Cb	K-20-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,690	1,253
2-3	Ch	K-20-80		6.50/20 6 ply	6.50/20 6 ply	6	6	180	4,350	1,133
2-3	Ch. Cb	K-20-80		6.50/20 6 ply	6.50/20 6 ply	6	6	180	4,750	1,303
2½-4	Ch	K-25-33	K-25-001 to K-25-033	7.00/20	7.00/20	6	6	133	5,077	1,611
2½-4	Ch. Cb	K-25-33		7.00/20	7.00/20	6	6	133	5,477	1,766
2½-4	Ch	K-25-62		7.00/20	7.00/20	6	6	162	5,127	1,661
2½-4	Ch. Cb	K-25-62		7.00/20	7.00/20	6	6	162	5,527	1,816
2½-4	Ch	K-25-80		7.00/20	7.00/20	6	6	180	5,297	1,711
2½-4	Ch. Cb	K-25-80		7.00/20	7.00/20	6	6	180	5,697	1,866
3-5	Ch	K-30-42	K-30-001 to K-30-035	7.00/20	32 x 6 10 ply	6	6	142	5,836	2,011
3-5	Ch. Cb	K-30-42		7.00/20	32 x 6 10 ply	6	6	142	6,286	2,166
3-5	Ch	K-30-66		7.00/20	32 x 6 10 ply	6	6	166	6,045	2,061
3-5	Ch. Cb	K-30-66		7.00/20	32 x 6 10 ply	6	6	166	6,445	2,216
3-5	Ch	K-30-80		7.00/20	32 x 6 10 ply	6	6	180	6,085	2,111
3-5	Ch. Cb	K-30-80		7.00/20	32 x 6 10 ply	6	6	180	6,485	2,265

CAB OVER ENGINE

1½-2	Ch	K-15M-01	K-15-M-001 to K-15-M-213	6.00/20 6 ply	32 x 6 8 ply	4	6	101	3,140	$745
1½-2	Ch	K-15M-01		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,270	780
1½-2	Ch. Cb	K-15M-01		6.00/20 6 ply	32 x 6 8 ply	4	6	101	3,740	980
1½-2	Ch. Cb	K-15M-01		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,870	985
1½-2	Ch	K-15M-38		6.00/20 6 ply	32 x 6 8 ply	4	6	123	3,270	775
1½-2	Ch	K-15M-38		6.00/20 6 ply	6.00/20 6 ply	6	6	123	3,400	810
1½-2	Ch. Cb	K-15M-38		6.00/20 6 ply	32 x 6 8 ply	4	6	123	3,870	980
1½-2	Ch. Cb	K-15M-38	K-15-M-001 to K-15-M-213	6.00/20 6 ply	6.00/20 6 ply	6	6	123	4,000	1,015
1½-2	Ch	K-15M-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,355	815
1½-2	Ch	K-15M-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	3,485	850
1½-2	Ch. Cb	K-15M-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,955	1,020
1½-2	Ch. Cb	K-15M-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	4,035	1,055

(n) STUDEBAKER—Continued

(4) 1938—Continued

CAB OVER ENGINE—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
2-3	Ch	K-20M-01	K-20M-001 to K-20M-147	6.50/20 6 ply	6.50/20 6 ply	6	6	101	4,117	$1,058
2-3	Ch. Cb	K-20M-01		6.50/20 6 ply	6.50/20 6 ply	6	6	101	4,717	1,268
2-3	Ch	K-20M-38		6.50/20 6 ply	6.50/20 6 ply	6	6	138	4,177	1,108
2-3	Ch. Cb	K-20M-38		6.50/20 6 ply	6.50/20 6 ply	6	6	138	4,777	1,318
2-3	Ch	K-20M-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,257	1,158
2-3	Ch. Cb	K-20M-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,857	1,368
2-3	Ch. (Bus)	K-20MB-87	K-20-M-B-001 to K-20-M-B-016.	6.50/20 6 ply	6.50/20 6 ply	6	6	187	4,407	1,298
2½-4	Ch	K-25M-01	K-25-M-001 to K-25-M-018	7.00/20	7.00/20	6	6	101	4,987	1,611
2½-4	Ch. Cb	K-25M-01		7.00/20	7.00/20	6	6	101	5,587	1,831
2½-4	Ch	K-25M-38		7.00/20	7.00/20	6	6	138	5,047	1,661
2½-4	Ch. Cb	K-25M-38		7.00/20	7.00/20	6	6	138	5,647	1,881
2½-4	Ch	K-25M-62		7.00/20	7.00/20	6	6	162	5,097	1,711
2½-4	Ch. Cb	K-25M-62		7.00/20	7.00/20	6	6	162	5,697	1,931
2½-4	Ch. (Bus)	K-25MB-87	K-25-MB-001 to K-25-MB-012.	7.00/20	7.00/20	6	6	187	5,247	1,751
3-5	Ch	K-30M-01	K-30-M-001 to K-30-M-017	7.00/20	32 x 6 10 ply	6	6	101	5,800	2,011
3-5	Ch. Cb	K-30M-01		7.00/20	32 x 6 10 ply	6	6	101	6,400	2,231
3-5	Ch	K-30M-42		7.00/20	32 x 6 10 ply	6	6	142	5,900	2,061
3-5	Ch. Cb	K-30M-42		7.00/20	32 x 6 10 ply	6	6	142	6,500	2,281
3-5	Ch	K-30M-66		7.00/20	32 x 6 10 ply	6	6	166	6,060	2,110
3-5	Ch. Cb	K-30M-66		7.00/20	32 x 6 10 ply	6	6	166	6,660	2,331

(5) 1939

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½	Ch. Cb	L-5	L-5-001 to L-5-1201	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,900	$658
½	Ch. Exp	L-5		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,270	703
1	Ch	K-10-30	K-10-388 to K-10-629	6.50/16 6 ply	6.50/16 6 ply	4	6	130	2,840	630
1	Ch. Cb	K-10-30		6.50/16 6 ply	6.50/16 6 ply	4	6	130	3,240	765
1	Narrow Exp	K-10-30		6.50/16 6 ply	6.50/16 6 ply	4	6	130	3,700	842
1	Wide Exp	K-10-30	K-10-388 to K-10-629	6.50/16 6 ply	6.50/16 6 ply	4	6	130	3,775	880
1	Ch. Cb. Stk	K-10-30		6.50/16 6 ply	6.50/16 6 ply	4	6	130	3,775	895
1	Panel	K-10-30		6.50/16 6 ply	6.50/16 6 ply	4	6	130	4,000	1,140
1½	Ch	K-15-38	K-15-1300 to K-15-3071	6.00/20 6 ply	32 x 6 8 ply	4	6	138	3,405	720
1½	Ch	K-15-38		6.00/20 6 ply	6.00/20 6 ply	6	6	138	3,535	755
1½	Ch. Cb	K-15-38		6.00/20 6 ply	32 x 6 8 ply	4	6	138	3,805	805
1½	Ch. Cb	K-15-38		6.00/20 6 ply	6.00/20 6 ply	6	6	138	3,935	900
1½	Ch	K-15-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,485	760
1½	Ch	K-15-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	3,615	785
1½	Ch. Cb	K-15-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,885	895
1½	Ch. Cb	K-15-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	4,015	930
1½	Ch. (Bus)	K-15B-87	K-15-B-030 to K-15-B-144	6.00/20 6 ply	32 x 6 8 ply	4	6	187	3,770	890
1½	Ch. (Bus)	K-15B-87		6.00/20 6 ply	6.00/20 6 ply	6	6	187	3,900	925
2	Ch	K-20-38	K-20-271 to K-20-638	6.50/20 6 ply	6.50/20 6 ply	6	6	138	4,210	1,058
2	Ch. Cb	K-20-38		6.50/20 6 ply	6.50/20 6 ply	6	6	138	4,610	1,208
2	Ch	K-20-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,290	1,108
2	Ch. Cb	K-20-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,690	1,258
2	Ch	K-20-80		6.50/20 6 ply	6.50/20 6 ply	6	6	180	4,360	1,158
2	Ch. Cb	K-20-80		6.50/20 6 ply	6.50/20 6 ply	6	6	180	4,760	1,308
2½	Ch	K-25-38	K-25-039 to K-25-164	7.00/20	7.00/20	6	6	138	5,077	1,611
2½	Ch. Cb	K-25-38		7.00/20	7.00/20	6	6	138	5,477	1,766
2½	Ch	K-25-62		7.00/20	7.00/20	6	6	162	5,127	1,661
2½	Ch. Cb	K-25-62		7.00/20	7.00/20	6	6	162	5,527	1,816
2½	Ch	K-25-80		7.00/20	7.00/20	6	6	180	5,207	1,711
2½	Ch. Cb	K-25-80		7.00/20	7.00/20	6	6	180	5,697	1,866
3	Ch	K-30-42	K-30-036 to K-30-090	7.00/20	32 x 6 10 ply	6	6	142	5,836	2,011
3	Ch. Cb	K-30-42		7.00/20	32 x 6 10 ply	6	6	142	6,286	2,166
3	Ch	K-30-66		7.00/20	32 x 6 10 ply	6	6	166	6,046	2,061
3	Ch. Cb	K-30-66		7.00/20	32 x 6 10 ply	6	6	166	6,446	2,216
3	Ch	K-30-84		7.00/20	32 x 6 10 ply	6	6	184	6,086	2,111
3	Ch. Cb	K-30-84		7.00/20	32 x 6 10 ply	6	6	184	6,486	2,266

CAB OVER ENGINE

1½	Ch	K-15M-01	K-15-M-214 to K-15-M-533	6.00/20 6 ply	32 x 6 8 ply	4	6	101	3,140	$720
1½	Ch	K-15M-01		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,270	755
1½	Ch. Cb	K-15M-01		6.00/20 6 ply	32 x 6 8 ply	4	6	101	3,740	925
1½	Ch. Cb	K-15M-01		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,870	960
1½	Ch	K-15M-38		6.00/20 6 ply	32 x 6 8 ply	4	6	138	3,270	760
1½	Ch	K-15M-38		6.00/20 6 ply	6.00/20 6 ply	6	6	138	3,400	785
1½	Ch. Cb	K-15M-38		6.00/20 6 ply	32 x 6 8 ply	4	6	138	3,870	955
1½	Ch. Cb	K-15M-38		6.00/20 6 ply	6.00/20 6 ply	6	6	138	4,000	990
1½	Ch	K-15M-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,355	790
1½	Ch	K-15M-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	3,485	825
1½	Ch. Cb	K-15M-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,955	995
1½	Ch. Cb	K-15M-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	4,085	1,030
2	Ch	K-20M-01	K-20-M-148 to K-20-M-248	6.50/20 6 ply	6.50/20 6 ply	6	6	101	4,117	1,058
2	Ch. Cb	K-20M-01		6.50/20 6 ply	6.50/20 6 ply	6	6	101	4,717	1,268
2	Ch	K-20M-38		6.50/20 6 ply	6.50/20 6 ply	6	6	138	4,177	1,108
2	Ch. Cb	K-20M-38		6.50/20 6 ply	6.50/20 6 ply	6	6	138	4,777	1,318
2	Ch	K-20M-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,257	1,158
2	Ch. Cb	K-20M-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,857	1,368
2	Ch. (Bus)	K-20MB-87	K-20-M-B-017 to K-20-M-B-037.	6.50/20 6 ply	6.50/20 6 ply	6	6	187	4,407	1,298
2½	Ch	K-25M-01	K-25-M-019 to K-25-M-034	7.00/20	7.00/20	6	6	101	4,987	1,611
2½	Ch. Cb	K-25M-01		7.00/20	7.00/20	6	6	101	5,587	1,831
2½	Ch	K-25M-38		7.00/20	7.00/20	6	6	138	5,047	1,661
2½	Ch. Cb	K-25M-38		7.00/20	7.00/20	6	6	138	5,647	1,881
2½	Ch	K-25M-62		7.00/20	7.00/20	6	6	162	5,097	1,711
2½	Ch. Cb	K-25M-62		7.00/20	7.00/20	6	6	162	5,697	1,931

(u) STUDEBAKER—Continued

(5) 1940—Continued

CAB OVER ENGINE—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
2½	Ch. (Bus)	K-25M-B-87	K-25-MB-013 to K-25-MB-025.	7.00/20	7.00/20	6	6	187	5,247	$1,751
3	Ch	K-30M-01	K-30-M-018 to K-30-M-051	7.00/20	32 x 6 10 ply	6	6	101	5,800	2,011
3	Ch. Cb	K-30M-01		7.00/20	32 x 6 10 ply	6	6	101	6,400	2,231
3	Ch	K-30M-42		7.00/20	32 x 6 10 ply	6	6	142	5,900	2,061
3	Ch. Cb	K-30M-42		7.00/20	32 x 6 10 ply	6	6	142	6,500	2,231
3	Ch	K-30M-66		7.00/20	32 x 6 10 ply	6	6	166	6,000	2,111
3	Ch. Cb	K-30M-66		7.00/20	32 x 6 10 ply	6	6	166	6,600	2,331

(6) 1940

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
½	Sed. Dly	2GF3	G-30501 and up	5.50/15 4 ply	5.50/15 4 ply	5	6	113	2,300	$707
½	Coupe Dly	2GQ1		5.50/15 4 ply	5.50/15 4 ply	5	6	113	2,300	650
1	Ch	K-10-30	K-10-383 to K-10-629	6.50/16 6 ply	6.50/16 6 ply	4	6	130	2,840	620
1	Ch. Cb	K-10-30		6.50/16 6 ply	6.50/16 6 ply	4	6	130	3,240	765
1	Narrow Exp	K-10-30		6.50/16 6 ply	6.50/16 6 ply	4	6	130	3,700	842
1	Wide Exp	K-10-30		6.50/16 6 ply	6.50/16 6 ply	4	6	130	3,775	830
1	Ch. Cb. Stk	K-10-30		6.50/16 6 ply	6.50/16 6 ply	4	6	130	3,775	835
1	Panel	K-10-30		6.50/16 6 ply	6.50/16 6 ply	4	6	130	4,000	1,140
1½	Ch	K-15-38	K-15-3072 to K-15-4453	6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,405	720
1½	Ch	K-15-38		6.00/20 6 ply	6.00/20 6 ply	6	6	133	3,535	785
1½	Ch. Cb	K-15-38		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,805	865
1½	Ch. Cb	K-15-38		6.00/20 6 ply	6.00/20 6 ply	6	6	133	3,935	900
1½	Ch	K-15-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,485	750
1½	Ch	K-15-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	3,615	785
1½	Ch. Cb	K-15-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,835	895
1½	Ch. Cb	K-15-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	4,015	930
1½	Ch. (Bus)	K-15B-87	K-15-B-145 to K-15-B-217	6.00/20 6 ply	32 x 6 8 ply	4	6	187	3,770	890
1½	Ch. (Bus)			6.00/20 6 ply	6.00/20 6 ply	6	6	187	3,900	925
2	Ch	K-20-38	K-20-639 to K-20-1060	6.50/20 6 ply	6.50/20 6 ply	6	6	133	4,210	1,058
2	Ch. Cb	K-20-38		6.50/20 6 ply	6.50/20 6 ply	6	6	133	4,610	1,203
2	Ch	K-20-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,290	1,103
2	Ch. Cb	K-20-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,690	1,258
2	Ch	K-20-80		6.50/20 6 ply	6.50/20 6 ply	6	6	180	4,350	1,158
2	Ch. Cb	K-20-80		6.50/20 6 ply	6.50/20 6 ply	6	6	180	4,750	1,303
2½	Ch	K-25-38	K-25-165 to K-25-2200	7.00/20	7.00/20	6	6	133	5,077	1,611
2½	Ch. Cb	K-25-38		7.00/20	7.00/20	6	6	133	5,477	1,766
2½	Ch	K-25-62		7.00/20	7.00/20	6	6	162	5,127	1,661
2½	Ch. Cb	K-25-62		7.00/20	7.00/20	6	6	162	5,527	1,816
2½	Ch	K-25-80		7.00/20	7.00/20	6	6	180	5,297	1,711
2½	Ch. Cb	K-25-80		7.00/20	7.00/20	6	6	180	5,697	1,866
3	Ch	K-30-42	K-30-091 to K-30-116	7.00/20	32 x 6 10 ply	6	6	142	5,836	2,011
3	Ch. Cb	K-30-42		7.00/20	32 x 6 10 ply	6	6	142	6,236	2,166
3	Ch	K-30-66		7.00/20	32 x 6 10 ply	6	6	166	6,046	2,061
3	Ch. Cb	K-30-66		7.00/20	32 x 6 10 ply	6	6	166	6,446	2,216
3	Ch	K-30-84		7.00/20	32 x 6 10 ply	6	6	184	6,086	2,111
3	Ch. Cb	K-30-84		7.00/20	32 x 6 10 ply	6	6	184	6,436	2,266

CAB OVER ENGINE

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
1½	Ch	K-15M-01	K-15-M-634 to K-15-M-864	6.00/20 6 ply	32 x 6 8 ply	4	6	101	3,140	$720
1½	Ch	K-15M-01		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,270	755
1½	Ch. Cb	K-15M-01		6.00/20 6 ply	32 x 6 8 ply	4	6	101	3,740	925
1½	Ch. Cb	K-15M-01		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,870	960
1½	Ch	K-15M-38		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,270	750
1½	Ch	K-15M-38		6.00/20 6 ply	6.00/20 6 ply	6	6	133	3,400	785
1½	Ch. Cb	K-15M-38		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,870	955
1½	Ch. Cb	K-15M-38		6.00/20 6 ply	6.00/20 6 ply	6	6	133	4,000	990
1½	Ch	K-15M-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,355	790
1½	Ch	K-15M-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	3,485	825
1½	Ch. Cb	K-15M-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,955	995
1½	Ch. Cb	K-15M-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	4,085	1,020
2	Ch	K-20M-01	K-20-M-249 to K-20-M-372	6.50/20 6 ply	6.50/20 6 ply	6	6	101	4,117	1,058
2	Ch. Cb	K-20M-01		6.50/20 6 ply	6.50/20 6 ply	6	6	101	4,717	1,263
2	Ch	K-20M-38		6.50/20 6 ply	6.50/20 6 ply	6	6	133	4,177	1,103
2	Ch. Cb	K-20M-38		6.50/20 6 ply	6.50/20 6 ply	6	6	133	4,777	1,318
2	Ch	K-20M-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,257	1,153
2	Ch. Cb	K-20M-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,857	1,368
2	Ch. (Bus)	K-20MB-87	K-20-M-B-033 to K-20-M-B-068.	6.50/20 6 ply	6.50/20 6 ply	6	6	187	4,407	1,258
2½	Ch	K-25M-01	K-25-M-035 to K-25-M-037	7.00/20	7.00/20	6	6	101	4,987	1,611
2½	Ch. Cb	K-25M-01		7.00/20	7.00/20	6	6	101	5,587	1,831
2½	Ch	K-25M-38		7.00/20	7.00/20	6	6	133	5,047	1,661
2½	Ch. Cb	K-25M-38		7.00/20	7.00/20	6	6	133	5,647	1,831
2½	Ch	K-25M-62		7.00/20	7.00/20	6	6	162	5,097	1,711
2½	Ch. Cb	K-25M-62		7.00/20	7.00/20	6	6	162	5,697	1,931
2½	Ch. (Bus)	K-25MB-87	K-25-M-B-026 to K-25-M-B-030.	7.00/20	7.00/20	6	6	187	5,247	1,751
3	Ch	K-30M-01	K-30-M-052 and up	7.00/20	32 x 6 10 ply	6	6	101	5,800	2,011
3	Ch. Cb	K-30M-01		7.00/20	32 x 6 10 ply	6	6	101	6,400	2,231
3	Ch	K-30M-42		7.00/20	32 x 6 10 ply	6	6	142	5,900	2,061
3	Ch. Cb	K-30M-42		7.00/20	32 x 6 10 ply	6	6	142	6,500	2,231
3	Ch	K-30M-66		7.00/20	32 x 6 10 ply	6	6	166	6,000	2,111
3	Ch. Cb	K-30M-66		7.00/20	32 x 6 10 ply	6	6	166	6,600	2,331

(u) STUDEBAKER—Continued

(7) 1941

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
½	Ch	M-5	M-5-001 to M-5-4685	6.00/16 4 ply	6.00/16 4 ply	5	6	113	2,015	$503
½	Ch. Cb	M-5		6.00/16 4 ply	6.00/16 4 ply	5	6	113	2,415	620
½	Ch. Cb. Body	M-5		6.00/16 4 ply	6.00/16 4 ply	5	6	113	2,660	650
½	Ch. Cb. Stk. 6½'	M-5		6.00/16 4 ply	6.00/16 4 ply	5	6	113	2,903	724
1½	Ch	M-15-20	M-15-001 to M-15-1230	6.00/17 6 ply	6.00/17 6 ply	4	6	120	2,730	620
1½	Ch	M-15-20		6.00/17 6 ply	6.00/17 6 ply	6	6	120	2,850	665
1½	Ch. Cb	M-15-20		6.00/17 6 ply	6.00/17 6 ply	4	6	120	3,630	740
1½	Ch. Cb	M-15-20		6.00/17 6 ply	6.00/17 6 ply	6	6	120	3,650	785
1½	Ch. Cb. Exp	M-15-20		6.00/17 6 ply	6.00/17 6 ply	4	6	120	3,780	803
1½	Ch. Cb. Stk	M-15-20		6.00/17 6 ply	6.00/17 6 ply	6	6	120	3,730	911
1½	Ch	M-15-28		6.00/17 6 ply	6.00/17 6 ply	4	6	128	2,805	645
1½	Ch	M-15-28		6.00/17 6 ply	6.00/17 6 ply	6	6	128	2,925	690
1½	Ch. Cb	M-15-28		6.00/17 6 ply	6.00/17 6 ply	4	6	128	3,205	765
1½	Ch. Cb	M-15-28		6.00/17 6 ply	6.00/17 6 ply	6	6	128	3,725	810
1½	Ch. Cb. Stk. 9'	M-15-28		6.00/17 6 ply	6.00/17 6 ply	6	6	128	4,060	947
1½	Ch	M-15-52		6.00/17 6 ply	6.00/17 6 ply	4	6	152	2,920	670
1½	Ch	M-15-52		6.00/17 6 ply	6.00/17 6 ply	6	6	152	3,040	715
1½	Ch. Cb	M-15-52		6.00/17 6 ply	6.00/17 6 ply	4	6	152	3,720	790
1½	Ch. Cb	M-15-52		6.00/17 6 ply	6.00/17 6 ply	6	6	152	3,840	835
1½	Ch. Cb. Stk. 12'	M-15-52		6.00/17 6 ply	6.00/17 6 ply	6	6	152	4,370	989
1½	Ch	M-16-28	M-16-001 to M-16-2524	6.00/20 6 ply	32 x 6 8 ply	4	6	128	3,100	695
1½	Ch	M-16-28		6.00/20 6 ply	6.00/20 6 ply	6	6	128	3,260	740
1½	Ch. Cb	M-16-28		6.00/20 6 ply	32 x 6 8 ply	4	6	128	3,500	815
1½	Ch. Cb	M-16-28		6.00/20 6 ply	6.00/20 6 ply	6	6	128	3,660	860
1½	Ch. Cb. Stk. 9'	M-16-28		6.00/20 6 ply	6.00/20 6 ply	6	6	128	4,534	997
1½	Ch	M-16-52		6.00/20 6 ply	32 x 6 8 ply	4	6	152	3,215	720
1½	Ch	M-16-52		6.00/20 6 ply	6.00/20 6 ply	6	6	152	3,375	765
1½	Ch. Cb	M-16-52		6.00/20 6 ply	32 x 6 8 ply	4	6	152	3,615	840
1½	Ch. Cb	M-16-52		6.00/20 6 ply	6.00/20 6 ply	6	6	152	3,775	885
1½	Ch. Cb. Stk. 12'	M-16-52		6.00/20 6 ply	6.00/20 6 ply	6	6	152	4,870	1,039
1½	Ch	M-16-95		6.00/20 6 ply	32 x 6 8 ply	4	6	195	3,415	760
1½	Ch	M-16-95		6.00/20 6 ply	6.00/20 6 ply	6	6	195	3,575	805
1½	Ch. Cb	M-16-95		6.00/20 6 ply	32 x 6 8 ply	4	6	195	3,815	880
1½	Ch. Cb	M-16-95		6.00/20 6 ply	6.00/20 6 ply	6	6	195	3,975	925

(8) 1942

CONVENTIONAL

½	Ch	M-5	M-5-4686 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	113	2,015	$498
½	Ch. Cb	M-5		6.00/16 4 ply	6.00/16 4 ply	5	6	113	2,415	513
½	Ch. Cb. Body	M-5		6.00/16 4 ply	6.00/16 4 ply	5	6	113	2,660	643
½	Ch. Cb. Stk	M-5		6.00/16 4 ply	6.00/16 4 ply	5	6	113	2,903	613
1½	Ch	M-15-20	M-15-1231 and up	6.00/17 6 ply	6.00/17 6 ply	4	6	120	2,730	620
1½	Ch	M-15-20		6.00/17 6 ply	6.00/17 6 ply	6	6	120	2,850	665
1½	Ch. Cb	M-15-20		6.00/17 6 ply	6.00/17 6 ply	4	6	120	3,630	740
1½	Ch. Cb	M-15-20		6.00/17 6 ply	6.00/17 6 ply	6	6	120	3,650	785
1½	Ch. Cb. Exp	M-15-20		6.00/17 6 ply	6.00/17 6 ply	4	6	120	3,680	805
1½	Ch. Cb. Stk. 8'	M-15-20		6.00/17 6 ply	6.00/17 6 ply	6	6	120	3,730	911
1½	Ch	M-15-28		6.00/17 6 ply	6.00/17 6 ply	4	6	128	2,805	645
1½	Ch	M-15-28		6.00/17 6 ply	6.00/17 6 ply	6	6	128	2,925	690
1½	Ch. Cb	M-15-28		6.00/17 6 ply	6.00/17 6 ply	4	6	128	3,605	765
1½	Ch. Cb	M-15-28		6.00/17 6 ply	6.00/17 6 ply	6	6	128	3,725	810
1½	Ch. Cb. Stk. 9'	M-15-28		6.00/17 6 ply	6.00/17 6 ply	6	6	128	4,060	947
1½	Ch	M-15-52		6.00/17 6 ply	6.00/17 6 ply	4	6	152	2,920	670
1½	Ch	M-15-52		6.00/17 6 ply	6.00/17 6 ply	6	6	152	3,040	715
1½	Ch. Cb	M-15-52		6.00/17 6 ply	6.00/17 6 ply	4	6	152	3,720	790
1½	Ch. Cb	M-15-52		6.00/17 6 ply	6.00/17 6 ply	6	6	152	3,840	835
1½	Ch. Cb. Stk. 12'	M-15-52		6.00/17 6 ply	6.00/17 6 ply	6	6	152	4,370	989
1½	Ch	M-16-28	M-16-2525 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	128	3,100	695
1½	Ch	M-16-28		6.00/20 6 ply	6.00/20 6 ply	6	6	128	3,260	740
1½	Ch. Cb	M-16-28		6.00/20 6 ply	32 x 6 8 ply	4	6	128	3,500	815
1½	Ch. Cb	M-16-28		6.00/20 6 ply	6.00/20 6 ply	6	6	128	3,660	860
1½	Ch. Cb. Stk. 9'	M-16-28		6.00/20 6 ply	6.00/20 6 ply	6	6	128	4,534	997
1½	Ch	M-16-52		6.00/20 6 ply	32 x 6 8 ply	4	6	152	3,215	720
1½	Ch	M-16-52		6.00/20 6 ply	6.00/20 6 ply	6	6	152	3,375	765
1½	Ch. Cb	M-16-52		6.00/20 6 ply	32 x 6 8 ply	4	6	152	3,615	840
1½	Ch. Cb	M-16-52		6.00/20 6 ply	6.00/20 6 ply	6	6	152	3,775	885
1½	Ch. Cb. Stk. 12'	M-16-52		6.00/20 6 ply	6.00/20 6 ply	6	6	152	4,870	1,039
1½	Ch	M-16-95		6.00/20 6 ply	32 x 6 8 ply	4	6	195	3,415	760
1½	Ch	M-16-95		6.00/20 6 ply	6.00/20 6 ply	6	6	195	3,575	805
1½	Ch. Cb	M-16-95		6.00/20 6 ply	32 x 6 8 ply	4	6	195	3,815	880
1½	Ch. Cb	M-16-95		6.00/20 6 ply	6.00/20 6 ply	6	6	195	3,975	925

(v) TERRAPLANE

[Manufacturer: Hudson Motor Car Company. Principal Plant: Detroit, Michigan]

(1) 1933

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
½	Sed. Dly	K	364125 to 372899	5.25/17 4 ply	5.25/17 4 ply	5	6	106	2,395	$515
½	Ch	K		5.25/17 4 ply	5.25/17 4 ply	5	6	106	1,865	375
½	Pickup	K		5.25/17 4 ply	5.25/17 4 ply	5	6	106	2,330	440
½	Panel	K		5.25/17 4 ply	5.25/17 4 ply	5	6	106	2,610	530

(v) TERRAPLANE—Continued

(2) 1934

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
½	Sed. Dly	K	373000 to 416991	5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,630	$395
½	Ch	K		5.50/17 4 ply	5.50/17 4 ply	5	6	112	1,950	405
½	Ch. Cb	K		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,250	480
½	Pickup	K		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,675	515
½	Utility	K		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,560	520

(3) 1935

CONVENTIONAL

½	Utility	G	51101 to 5137772	6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,535	$565
¾	Ch	G		6.00/16 4 ply	6.00/16 4 ply	5	6	112	1,950	430
¾	Ch. Cb	G		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,305	515
¾	Pickup	G		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,605	545
¾	Panel-custom Dly	G		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,770	675

(4) 1936

CONVENTIONAL

½	Utility	61	61101 to 6169750	6.00/16 4 ply	6.00/16 4 ply	5	6	115	2,625	$530
¾	Ch	61		6.00/16 4 ply	6.00/16 4 ply	5	6	115	2,045	445
¾	Ch. Cb	61		6.00/16 4 ply	6.00/16 4 ply	5	6	115	2,390	530
¾	Pickup	61		6.00/16 4 ply	6.00/16 4 ply	5	6	115	2,790	560
¾	Panel-custom Dly	61		6.00/16 4 ply	6.00/16 4 ply	5	6	115	2,960	635

(5) 1937

CONVENTIONAL

½	Utility	70	70101 to 703001	6.00/16 4 ply	6.00/16 4 ply	5	6	117	2,855	$665
½	Utility Coach	70		6.00/16 4 ply	6.00/16 4 ply	5	6	117	2,635	640
¾	Ch	70		6.00/16 4 ply	6.00/16 4 ply	5	6	117	2,630	435
¾	Ch. Cb	70		6.00/16 4 ply	6.00/16 4 ply	5	6	117	2,445	550
¾	Pickup	70		6.00/16 4 ply	6.00/16 4 ply	5	6	117	2,680	620
¾	Panel-Custom Dly	70		6.00/16 4 ply	6.00/16 4 ply	5	6	117	3,150	745
¾	Ch	78	78101 to 781051	6.00/16 4 ply	6.00/16 4 ply	5	6	124	2,170	525
¾	Ch. Cb	78		6.00/16 4 ply	6.00/16 4 ply	5	6	124	2,540	620
¾	Pickup Exp	78		6.00/16 4 ply	6.00/16 4 ply	5	6	124	3,080	660
¾	Panel-Custom Dly	78		6.00/16 4 ply	6.00/16 4 ply	5	6	124	3,210	795

(6) 1938

CONVENTIONAL

¾	Ch	80	80101 to 8056040	6.00/16 4 ply	6.00/16 4 ply	5	6	117	2,105	$551
¾	Ch. Cb	80		6.00/16 4 ply	6.00/16 4 ply	5	6	117	2,540	650
¾	Pickup	80		6.00/16 4 ply	6.00/16 4 ply	5	6	117	2,635	650
¾	Panel-Custom Dly	80		6.00/16 4 ply	6.00/16 4 ply	5	6	117	3,135	843
¾	Ch	88	88101 to 8856040	6.00/16 4 ply	6.00/16 4 ply	5	6	124	2,210	531
¾	Ch. Cb	88		6.00/16 4 ply	6.00/16 4 ply	5	6	124	2,645	650
¾	Pickup	88		6.00/16 4 ply	6.00/16 4 ply	5	6	124	3,020	720
¾	Panel-Custom Dly	88		6.00/16 4 ply	6.00/16 4 ply	5	6	124	3,195	893

(w) WHITE

[Manufacturer: The White Motor Company. Principal plant: Cleveland, Ohio]

(1) 1935

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1¼	Ch	701	N. A. for any model	7.00/20 8 ply	7.00/20 8 ply	4	6	N. A.	4,020	$1,195
1½	Ch	702		7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,405	1,295
2½	Ch	707		7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,635	1,750
3	Ch	712		8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	6,030	2,550
3	Ch	718		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	6,830	2,950
3	Ch	730		9.75/20 12 ply	9.75/20 12 ply	6	12	N. A.	10,940	6,000
3½	Ch	731		10.50/20 12 ply	10.50/20 12 ply	6	12	N. A.	11,360	6,800
2½	Ch	620		8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	7,505	4,320
3	Ch	620K		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	8,553	4,675
3	Ch	621		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	7,955	4,630
3	Ch	621K		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	9,125	4,830
3	Ch	630		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	8,950	5,000
3	Ch	630K		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	9,205	5,200
3½	Ch	631		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,424	5,750

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(w) WHITE—Continued

(1) 1935—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base [1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
3½	Ch	631K	N. A. for any model	9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,605	$5,950
3	Ch	640		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	10,185	6,100
3	Ch	640K		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	10,365	6,300
3½	Ch	641		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	10,460	6,450
3½	Ch	641K		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	10,660	6,650
4	Ch	642		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	11,335	6,750
5	Ch	643		10.50/24 12 ply	10.50/24 12 ply	6	6	N. A.	11,655	6,950
7	Ch	691		10.50/24 12 ply	10.50/24 12 ply	6	6	N. A.	12,200	7,250
7½	Ch	58SS		10.50/24 12 ply	10.50/24 12 ply	6	4	N. A.	9,300	5,300

CONVENTIONAL—(3D AXLE)

9	Ch. (6 x 4)	630SW320W	N. A	9.00/20 10 ply	9.00/20 10 ply	10	6	N. A.	10,000	$6,657
12	Ch	643SW420		40 x 8 12 ply	40 x 8 12 ply	10	6	N. A.	14,400	8,550

CONVENTIONAL—(BUS)

	Ch	613	N. A	7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,780	$2,950
	Ch	713		7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,860	2,950
	Ch	65		8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	7,795	4,850
	Ch	65A		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	9,100	5,450
	Ch	54		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	10,600	7,500
	Ch	54A		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	11,240	8,000

(2) 1936

CONVENTIONAL

1¼	Ch	701	N. A	7.00/20 8 ply	7.00/20 8 ply	4	6	N. A.	4,020	$1,185
1½	Ch	702		7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,405	1,293
1	Ch	703		7.00/20 8 ply	7.00/20 8 ply	4	6	N. A.	4,233	1,210
1½	Ch	704		7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,608	1,350
	Ch. (TR)	704K		7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	5,520	1,850
2½	Ch	707		7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,085	1,790
2½	Ch	709		7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,547	1,940
3	Ch	712		8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	6,050	2,550
3	Ch	718		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	6,830	2,900
3½	Ch	720		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	8,460	4,175
3	Ch	730		9.75/20 12 ply	9.75/20 12 ply	6	12	N. A.	10,940	6,000
3½	Ch	731		10.50/20 12 ply	10.50/20 12 ply	6	12	N. A.	11,360	6,800
2½	Ch	620		8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	7,605	4,350
3	Ch	620K		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	8,555	4,675
3	Ch	621		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	7,955	4,650
3	Ch	621K		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	9,125	4,850
3	Ch	639		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	8,950	5,000
3	Ch	630K		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	9,205	5,200
3½	Ch	631		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,424	5,750
3½	Ch	631K		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,605	5,950
3½	Ch	640		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	10,185	6,100
3½	Ch	640K		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	10,365	6,300
3½	Ch	641		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	10,460	6,450
3½	Ch	641K		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	10,660	6,650
4	Ch	642		9.75/24 12 ply	9.75/24 12 ply	6	6	N. A.	11,335	6,750
5	Ch	643		10.50/24 12 ply	10.50/24 12 ply	6	6	N. A.	11,655	6,950
7	Ch	691		10.50/24 12 ply	10.50/24 12 ply	6	6	N. A.	12,200	7,250
7½	Ch	58SS		10.50/24 12 ply	10.50/24 12 ply	6	4	N. A.	9,300	5,300

CONVENTIONAL—(3D AXLE)

9	Ch. (6 x 4)	630SW320W	N. A	9.00/20 10 ply	9.00/20 10 ply	10	6	N. A.	10,000	$6,657
12	Ch	643SW420		40 x 8 12 ply	40 x 8 12 ply	10	6	N. A.	14,400	8,550

CONVENTIONAL—(BUS)

	Ch	706	N. A	7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,640	$1,850
	Ch	613		7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,780	2,950
	Ch	713		7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,860	2,950
	Ch	65		8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	7,795	4,850
	Ch	65A		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	9,100	5,450
	Ch	54		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	10,600	7,500
	Ch	54A		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	11,240	8,000

CAB OVER ENGINE—(BUS)

	Ch	706M	N. A	7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	10,000	$5,850

(3) 1937

CONVENTIONAL

1	Ch	700	N. A	6.50/20 6 ply	6.50/20 6 ply	4	6	N. A.	4,148	$1,025
2	Ch	700H		7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,610	1,290
	Ch. (TR)	700K		7.00/20 8 ply	7.00/20 8 ply	6	6	136	4,350	1,395

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(w) WHITE—Continued

(3) 1937—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base[1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1	Ch	703	N. A	7.00/20 8 ply	7.00/20 8 ply	4	6	N. A.	4,450	$1,350
1½	Ch	704		7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,740	1,475
2	Ch	704A		7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	4,835	1,550
	Ch. (TR)	704K		7.00/20 8 ply	7.00/20 8 ply	6	136		5,220	1,955
1½	Ch	705		7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,835	1,725
1½	Ch	709		7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,543	2,010
3	Ch	709A		7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,657	2,110
2	Ch	710		7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,959	2,290
3	Ch	712		8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	6,500	2,630
4	Ch	712A		8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	6,600	2,805
3	Ch	718		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	6,820	3,075
3½	Ch	718S		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	6,830	3,115
4½	Ch	718A		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	7,200	3,185
3½	Ch	720		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	8,200	4,350
	Ch. (TR)	720T		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	8,100	4,350
4	Ch	722		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,300	5,350
3½	Ch	730		9.75/20 12 ply	9.75/20 12 ply	6	12	N. A.	10,940	6,100
4	Ch	731		10.50/20 12 ply	10.50/20 12 ply		12	N. A.	11,300	6,900

CAB OVER ENGINE

1½	Ch	805	N. A	7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,835	$1,790
1½	Ch	809		8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	5,643	2,315
2	Ch	810		7.50/20 8 ply	7.50/20 8 ply		6	N. A.	6,010	2,590
3	Ch	812		8.25/20 10 ply	8.25/20 10 ply		6	N. A.	6,600	2,920
3	Ch	818		9.00/20 10 ply	9.00/20 10 ply		6	N. A.	6,930	3,375

(4) 1933

CONVENTIONAL

1	Ch	700	N. A	6.50/20 6 ply	6.50/20 6 ply	4	6	136	4,143	$1,095
1½	Ch	700A		6.50/20 6 ply	6.50/20 6 ply	4	6	136	4,520	1,190
1½	Ch	700H		7.00/20 8 ply	7.00/20 8 ply	6	6	136	4,610	1,390
1	Ch	703		7.00/20 8 ply	7.00/20 8 ply	4	6	136	4,450	1,450
1½	Ch	704		7.00/20 8 ply	7.00/20 8 ply	6	6	136	4,749	1,550
2	Ch	704A		7.50/20 8 ply	7.50/20 8 ply	6	6	136	4,855	1,670
2	Ch	704H		7.50/20 8 ply	7.50/20 8 ply	6	6	136	4,853	1,650
	Ch. (TR)	704K		7.00/20 8 ply	7.00/20 8 ply	6	6	136	5,520	2,050
1½	Ch	709		7.50/20 8 ply	7.50/20 8 ply	6	6	136	5,543	2,150
3	Ch	709A		7.50/20 8 ply	7.50/20 8 ply	6	6	136	5,657	2,315
2	Ch	710		7.50/20 8 ply	7.50/20 8 ply	6	6	136	5,959	2,450
3	Ch	710A		8.25/20 10 ply	8.25/20 10 ply	6	6	136	6,075	2,615
3	Ch	712		8.25/20 10 ply	8.25/20 10 ply	6	6	130	6,500	2,750
4	Ch	712A		8.25/20 10 ply	8.25/20 10 ply	6	6	130	6,600	2,915
3	Ch	718		9.00/20 10 ply	9.00/20 10 ply	6	6	130	6,820	3,175
4½	Ch	718A		9.75/20 12 ply	9.75/20 12 ply	6	6	130	7,300	3,325
5	Ch	720		9.00/20 10 ply	9.00/20 10 ply	6	6	134	8,200	4,500
	Ch, (TR)	720T		9.00/20 10 ply	9.00/20 10 ply	6	6	134	8,100	4,500
8	Ch	722		9.75/20 12 ply	9.75/20 12 ply	6	6	134	9,300	5,500
4½	Ch	750		9.00/20 10 ply	9.00/20 10 ply	6	6	136	7,552	3,600
	Ch. (TR)	750T		9.00/20 10 ply	9.00/20 10 ply	6	6	125	7,163	3,600

CONVENTIONAL—(3D AXLE)

	Ch. (6 x 4)	904	N. A	7.00/20 8 ply	7.00/20 8 ply	10	6	160	7,325	$3,185
	Ch. (6 x 4)	918		9.00/20 10 ply	9.00/20 10 ply	10	6	154	9,450	4,995
	Ch. (6 x 4)	920		9.00/20 10 ply	9.00/20 10 ply	10	6	158	12,555	7,555
	Ch. (6 x 4)	922		9.75/20 12 ply	9.75/20 12 ply	10	6	158	13,920	9,350
	Ch. (6 x 4)	942		9.75/20 12 ply	9.75/20 12 ply	10	6	172	15,570	9,800
	Ch. (6 x 4)	950		9.75/20 12 ply	9.75/20 12 ply	10	6	N. A.	10,300	5,520
	Ch. (6 x 4)	991		10.50/24 12 ply	10.50/24 12 ply	10	6	149	15,825	10,900

CONVENTIONAL—(BUS)

	Ch	706	N. A	7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,635	$2,250
	Ch	65A		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	9,150	5,850
	Ch	54		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	10,600	7,600
	Ch	54A		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	11,335	8,100

CAB OVER ENGINE

1	Ch	800	N. A	6.00/20 6 ply	6.00/20 6 ply	4	6	102	2,820	$900
1½	Ch	802		6.00/20 6 ply	6.00/20 6 ply	6	6	95	4,800	995
1½	Ch	805		7.00/20 8 ply	7.00/20 8 ply	6	6	97	4,835	1,850
1½	Ch	809		8.25/20 10 ply	8.25/20 10 ply	6	6	97	5,643	2,350
2	Ch	810		7.50/20 8 ply	7.50/20 8 ply	6	6	97	6,010	2,650
3	Ch	812		8.25/20 10 ply	8.25/20 10 ply	6	6	97	6,600	2,950
3	Ch. Cb	818		9.00/20 10 ply	9.00/20 10 ply	6	6	97	6,930	3,375
5	Ch. Cb	820		9.75/20 12 ply	9.75/20 12 ply	6	6	109	8,816	5,400
8	Ch	822		10.50/20 12 ply	10.50/20 12 ply	6	6	109	9,403	6,400

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(w) WHITE—Continued

(4) 1933—Continued

CAB OVER ENGINE—(BUS)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base[1]	Base weight	F. o. b. list price
				Front	Rear	Number				
									Pounds	
	Ch	706M	N. A	7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,800	$2,850
	Ch	805M		7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	10,000	5,200
	Ch	810M		7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	N. A.	4,270

(5) 1939

CONVENTIONAL

1	Ch	500	N. A	6.00/20 6 ply	6.00/20 6 ply	4	6	N. A.	3,695	$950
1	Ch	700		6.50/20 6 ply	6.50/20 6 ply	4	6	N. A.	4,148	1,095
1½	Ch	700H		7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,610	1,390
1½	Ch	704		7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,895	1,550
1½	Ch	708		8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	5,520	2,050
2	Ch	710		7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	6,200	2,250
3	Ch	718		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	7,630	2,975
5	Ch	720		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	8,200	4,500
5	Ch. (TR)	720T		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	8,100	4,500
8	Ch	722		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,300	5,500
4½	Ch	750		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	7,745	3,600
	Ch. (TR)	750T		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	7,168	3,600

CONVENTIONAL—(3D AXLE)

	Ch. (6 x 4)	904	N. A	7.00/20 8 ply	7.00/20 8 ply	10	6	N. A.	7,365	$3,185
	Ch. (6 x 4)	918		9.00/20 10 ply	9.00/20 10 ply	10	6	N. A.	9,450	5,520
	Ch. (6 x 4)	920		9.00/20 10 ply	9.00/20 10 ply	10	6	N. A.	12,555	7,550
	Ch. (6 x 4)	922		9.75/20 10 ply	9.75/20 10 ply	10	6	N. A.	13,920	9,350
	Ch. (6 x 4)	950		9.75/20 10 ply	9.75/20 10 ply	10	6	N. A.	10,650	5,520

STORE-DOOR DELIVERY

½	White Horse	99	N. A	7.00/16 6 ply	7.00/16 6 ply	4	4	N. A.	3,500	$1,260
½	White Horse	116		7.00/16 6 ply	7.00/16 6 ply	4	4	N. A.	3,800	1,450

CAB OVER ENGINE

1	Ch	800	N. A	6.00/20 6 ply	6.00/20 6 ply	4	6	N. A.	2,820	$975
1½	Ch	802		6.00/20 6 ply	6.00/20 6 ply	6	6	N. A.	3,527	995
1½	Ch	805		7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	5,150	1,850
2	Ch	810		7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	6,320	2,550
3	Ch	818		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	7,025	3,275
5	Ch	820		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	10,166	5,400
8	Ch	822		10.50/20 12 ply	10.50/20 12 ply	6	6	N. A.	10,693	6,400
4½	Ch	850		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	7,275	3,830

(6) 1940

CONVENTIONAL

1	Ch	500	N. A	6.00/20 6 ply	6.00/20 6 ply	4	6	N. A.	3,695	$950
1½	Ch	510		6.00/20 6 ply	6.00/20 6 ply	4	6	N. A.	3,700	995
1	Ch	700		6.50/20 6 ply	6.50/20 6 ply	4	6	N. A.	4,148	1,095
1½	Ch	700H		7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,610	1,390
1½	Ch	704		7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,895	1,550
1½	Ch	708		8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	5,520	2,050
2	Ch	710		7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	6,209	2,250
3	Ch	718		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	7,630	2,975
5	Ch	720		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	8,200	4,500
	Ch. (TR)	720T		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	8,100	4,500
8	Ch	722		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,300	5,500
4½	Ch	750		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	7,745	3,600
	Ch. (TR)	750T		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	7,168	3,600

CONVENTIONAL—(3D AXLE)

	Ch. (6 x 4)	904	N. A	7.00/20 8 ply	7.00/20 8 ply	10	6	N. A.	7,365	$3,185
	Ch. (6 x 4)	918		9.00/20 10 ply	9.00/20 10 ply	10	6	N. A.	9,450	5,520
	Ch. (6 x 4)	920		9.00/20 10 ply	9.00/20 10 ply	10	6	N. A.	12,555	7,550
	Ch. (6 x 4)	922		9.75/20 12 ply	9.75/20 12 ply	10	6	N. A.	13,920	9,350
	Ch. (6 x 4)	950		9.75/20 12 ply	9.75/20 12 ply	10	6	N. A.	10,650	5,520

STORE-DOOR DELIVERY

½	White Horse	99	N. A	7.00/16 6 ply	7.00/16 6 ply	4	4	N. A.	3,500	$1,260
½	White Horse	116		7.00/16 6 ply	7.00/16 6 ply	4	4	N. A.	3,800	1,450

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths should be added as a chassis extra.

(w) WHITE—Continued

(6) 1940—Continued

CAB OVER ENGINE

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base[1]	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1	Ch	800	N. A.	6.00/20 6 ply	6.00/20 6 ply	4	6	N. A.	2,820	$975
1½	Ch	802		6.00/20 6 ply	6.00/20 6 ply	6	6	N. A.	3,527	995
1½	Ch	804		6.00/20 6 ply	6.00/20 6 ply	6	6	N. A.	3,600	1,050
1½	Ch	805		7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	5,150	1,850
2	Ch	810		7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	6,829	2,350
3	Ch	818		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	7,625	3,275
5	Ch	820		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	10,136	5,400
8	Ch	822		10.50/20 12 ply	10.50/20 12 ply	6	6	N. A.	10,693	6,400
4½	Ch	850		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	7,275	3,820

(7) 1941 AND 1942

CONVENTIONAL

1-3½	Ch	WA-14	N. A.	6.00/20 6 ply	6.00/20 6 ply	4	6	126	4,555	$1,175
1½-4	Ch	WA-18		7.00/20 8 ply	7.00/20 8 ply	6	6	125	5,291	1,625
1½-4	Ch	WA-20		7.00/20 8 ply	7.00/20 8 ply	6	6	125	5,740	2,065
2-5	Ch	WA-22		7.50/20 8 ply	7.50/20 8 ply	6	6	125	6,310	2,540
4½-8	Ch	WA-26		9.00/20 10 ply	9.00/20 10 ply	6	6	136	7,745	3,375
5-10	Ch	WA-34		10.00/20 12 ply	10.00/20 12 ply	6	6	136	8,735	4,375
	Ch. (TR)	720		9.00/20 10 ply	9.00/20 10 ply	6	6	134	8,200	4,650
8-10	Ch	722		10.00/20 12 ply	10.00/20 12 ply	6	6	134	N. A.	5,650

CONVENTIONAL—(DIESEL)

1-3½	Ch	WA-14D	N. A.	6.50/20 6 ply	6.50/20 6 ply	4	6	136	N. A.	$2,700
1-4	Ch	WA-18D		7.00/20 8 ply	7.00/20 8 ply	6	6	136	N. A.	3,185
2-5	Ch	WA-22D		7.50/20 8 ply	7.50/20 8 ply	6	6	136	N. A.	5,150
8-10	Ch	722D		10.00/20 12 ply	10.00/20 12 ply	6	6	134	N. A.	7,650

CONVENTIONAL—(3D AXLE)

7-9	Ch. (6 x 4)	WA-2064	N. A.	7.00/20 8 ply	7.00/20 8 ply	10	6	160	N. A.	$3,600
8-12	Ch. (6 x 4)	WA-2264		9.00/20 10 ply	9.00/20 10 ply	10	6	160	N. A.	4,950
10-14	Ch. (6 x 4)	WA-3464		9.00/20 10 ply	9.00/20 10 ply	10	6	160	N. A.	5,900
12-16	Ch. (6 x 4)	920		9.00/20 10 ply	9.00/20 10 ply	10	6	153	N. A.	7,400
14-18	Ch. (6 x 4)	922		10.00/20 12 ply	10.00/20 12 ply	10	6	153	N. A.	8,900

CONVENTIONAL (BUS)

	Ch. (bus)	WA-16	N. A.	7.00/20 8 ply	7.00/20 8 ply	6	6	170	N. A.	$2,450
	Ch. (School Bus)	W-14B		7.00/20 8 ply	7.00/20 8 ply	6	6	148	N. A.	1,450
	Ch. (School Bus)	W-18B		7.50/20 8 ply	7.50/20 8 ply	6	6	166	N. A.	1,870
	Ch. (School Bus)	W-20B		8.25/20 10 ply	8.25/20 10 ply	6	6	173	N. A.	2,420

STORE-DOOR DELIVERY

¾-1½	White Horse	S99A	N. A.	7.00/16 6 ply	7.00/16 6 ply	4	6	104	3,860	$1,360
¾-1½	White Horse	S116A		7.00/16 6 ply	7.00/16 6 ply			121	4,330	1,525

CAB OVER ENGINE

1-3½	Ch	WA-114	N. A.	6.50/20 6 ply	6.50/20 6 ply	4	6	97	4,815	$1,425
1½-4	Ch	WA-118		7.00/20 8 ply	7.00/20 8 ply	6	6	97	5,150	1,825
1½-4½	Ch	WA-120		7.00/20 8 ply	7.00/20 8 ply	6	6	97	6,270	2,265
3-6	Ch	WA-122		7.50/20 8 ply	7.50/20 8 ply	6	6	109	6,660	2,750
4½-8	Ch	WA-126		9.00/20 10 ply	9.00/20 10 ply	6	6	109	7,295	3,575
5-10	Ch	WA-134		10.00/20 12 ply	10.00/20 12 ply	6	6	109	8,429	4,575
	Ch. (TR)	820		10.00/20 12 ply	10.00/20 12 ply	6	6	109	10,166	5,550
8-10	Ch	822		11.00/20 12 ply	11.00/20 12 ply	6	6	109	N. A.	6,350

[1] Only one wheel base listed for each standard tire size on a model. Any additional charge for other wheel base lengths shoul l be added as a chassis extra.

(x) WILLYS

[Manufacturer: Willys-Overland Motors, Incorporated. Principal plant: Toledo, Ohio

(1) 1935

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number of cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
½	Pickup	77	27001 and up	5.00/17	5.00/17	5	4	100	2,010	$395
½	Panel	77		5.25/17	5.25/17	5	4	100	2,195	415

(x) WILLYS—Continued

(2) 1936

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
½	Pickup	77	37426 and up	5.00/17	5.00/17	5	4	100	2,000	$395
½	Panel	77	35939 and up	5.25/17	5.25/17	5	4	100	2,130	415

(3) 1937

CONVENTIONAL

½	Pickup	77	61000 to 64467	5.00/17	5.00/17	5	4	100	2,000	$395
½	Panel	77		5.25/17	5.25/17	5	4	100	2,130	415

(4) 1938

CONVENTIONAL

½	Ch	38	65001 to 89000	5.50/16	5.50/16	4	4	100	1,285	$330
½	Ch/Cowl	38		5.50/16	5.50/16	4	4	100	1,677	400
½	Ch/Cb	38		5.50/16	5.50/16	4	4	100	1,903	490
½	Pickup	38		5.50/16	5.50/16	5	4	100	2,226	530
½	Panel	38		5.50/16	5.50/16	5	4	100	2,568	824
½	Stk. (Std. Racks)	38		5.50/16	5.50/16	5	4	100	2,220	545

(5) 1939

CONVENTIONAL

½	Ch	38	89001 to 91750	5.50/16	5.50/16	4	4	100	1,285	$330
½	Ch/Cowl	38		5.50/16	5.50/16	4	4	100	1,677	400
½	Ch/Cb	38		5.50/16	5.50/16	4	4	100	1,905	490
½	Pickup	38		5.50/16	5.50/16	5	4	100	2,226	530
½	Panel	38		5.50/16	5.50/16	5	4	100	2,568	824
½	Stk. (Std. Racks)	38		5.50/16	5.50/16	5	4	100	2,220	545
½	Pickup	48	91751 and up	5.50/16	5.50/16	5	4	100	2,226	530
½	Panel	48		5.50/16	5.50/16	5	4	100	2,568	824
½	Stk. (Std. Racks)	48		5.50/16	5.50/16	5	4	100	2,220	545

(6) 1940

CONVENTIONAL

½	Pickup	440	N. A.	5.50/16	5.50/16	5	4	100	2,207	$535
½	Panel	440P		5.50/16	5.50/16	5	4	100	2,624	709

(7) 1941

CONVENTIONAL

½	Ch	441	50001 and up	5.50/16	5.50/16	5	4	104	1,300	$360
½	Ch/Cowl	441		5.50/16	5.50/16	5	4	104	1,670	442
½	Ch/Cb	441		5.50/16	5.50/16	5	4	104	1,900	542
½	Pickup	441		5.50/16	5.50/16	5	4	104	2,207	587

CAB OVER ENGINE

½	Panel Dly	441	50001 and up	6.00/16	6.00/16	4	4	104	2,624	$869

(8) 1942

CONVENTIONAL

½	Ch./Cowl	442	80100 and up	5.50/16	5.50/16	4	4	104	1,670	$525
½	Ch./Cb	442		5.50/16	5.50/16	4	4	104	1,900	642
½	Pickup	442		5.50/16	5.50/16	4	4	104	2,238	732
½	Panel	442P		5.50/16	5.50/16	4	4	104	2,708	950

6. Appendix D is amended by changing the freight allowance rates for the distance from Springfield, Ohio, to the areas of Kansas City and Wichita, Kansas; from South Bend, Indiana, to the area of Buffalo, New York; from Lansing, Michigan to the area of Pocatello, Idaho; from all places of manufacture, except Chicago, Illinois, and Appleton and Milwaukee, Wisconsin, to the area of Boise, Idaho, and from all places of manufacture to Utah and by the addition of new freight allowance rates from all places of manufacture to the areas of Montgomery, Alabama; District of Columbia; Tampa, Florida; Amarillo and El Paso, Texas; and Superior, Wisconsin, as follows:

TABLE OF FREIGHT ALLOWANCE RATES FOR TRUCKS FROM PLACES OF MANUFACTURE TO STATES AND PARTS OF STATES NEAREST SPECIFIC CITIES

[Rates in cents per 100 pounds]

PLACE OF MANUFACTURE AND MAKE OF TRUCKS

States and part of State nearest specified cities	Butler, Pa.	Ardmore, Pa.	Cortland, N. Y.	Flint, Mich.	Chicago, Ill.	Detroit, Mich.	Dearborn, Mich.	Appleton, Wis.	Pontiac, Mich.	Springfield, Ohio	Allentown, Pa.	Lansing, Mich.	Milwaukee, Wis.	Buffalo, N. Y.	South Bend, Ind.	Cleveland, Ohio	Toledo, Ohio
	American Bantam Austin	*Auto-Car*	*Brockway*	*Chevrolet*	*Diamond T*	*Dirco Dodge Federal Hudson Plymouth Terraplane*	*Ford*	*Four wheel drive*	*General Motors*	*International*	*Mack*	*Reo*	*Sterling*	*Stewart*	*Studebaker*	*Indiana White*	*Willys*
Alabama:																	
Montgomery	203	195	215	200	170	194	194	207	195	172	195	192	187	172	170	190	183
Dist. of Columbia	82	62	88	119	131	112	112	150	114	194	68	118	157	97	121	95	112
Florida:																	
Tampa	246	224	251	264	245	228	228	252	252	220	224	252	264	260	232	255	252
Idaho:																	
Boise	455	497	497	434	408	434	434	417	434	434	497	434	493	455	434	455	434
Pocatello	*	*	*	*	*	*	*	*	*	*	*	371	*	*	*	*	*
Kansas:																	
Kansas City	*	*	*	*	*	*	*	*	*	145	*	*	*	*	*	*	*
Wichita	*	*	*	*	*	*	*	*	*	187	*	*	*	*	*	*	*
New York:																	
Buffalo	*	*	*	*	*	*	*	*	*	*		*	*	*	93	*	*
Texas:																	
Amarillo	272	312	298	256	227	250	250	246	250	247	312	245	224	281	239	262	252
El Paso	366	405	391	353	298	352	352	313	352	343	405	343	305	372	332	357	347
Utah	390	400	411	366	339	298	298	331	298	320	429	292	319	324	348	376	355
Wisconsin:																	
Madison-Milwaukee	110	145	121	78	54	83	83	59	82	91	141	73	48	197	63	97	85
Superior	170	203	178	142	123	143	143	99	143	123	197	141	113	165	137	158	147

This amendment shall become effective December 23, 1943.

(56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681)

Issued this 18th day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20243; Filed, December 20, 1943; 4:55 p. m.]

PART 1305—ADMINISTRATION

[Gen. RO 12,[1] Amdt. 2]

WAR RATION BOOK NO. 3

A rationale accompanying this amendment, issued simultaneously herewith, has been filed with the Division of the Federal Register.*

General Ration Order 12 is amended in the following respects:

1. Section 2 (a) (2) is amended to read as follows:

(2) Members of the armed forces of the United States or of the United Nations, except as provided in section 6a.

2. The second sentence of section 4 (c) is amended to read as follows: "Before issuing a War Ration Book No. 3, the Board shall remove all expired stamps and all valid stamps except the last stamp (or series of stamps) which became valid."

3. Section 6a (a) is amended to read as follows:

(a) On and after August 15, 1943, War Ration Book No. 3 may be issued to any member of the armed forces of the United States or of the United Nations who is residing in the United States for a period of 60 days or more and who is not in one of the following classes:

4. Section 6a (c) is amended to read as follows:

(c) On and after September 1, 1943, a member of the armed forces of the United States or of the United Nations who is eligible to receive War Ration Book No. 3 may apply for such book to the War Price and Rationing Board for the place where the applicant lives. Application must be made on OPA Form R-129A and OPA Form R-124 and must be filled out and signed by the applicant. The applicant, or his agent, must present the applications in person at the Board and the book is to be issued to him in accordance with the provisions of sections 4 and 5.

5. Section 8 (e) is redesignated as section 8 (f).

6. A new section 8 (e) is added to read as follows:

(e) Any member of the armed forces of the United States or of the United Nations, who has been issued a War Ration Book No. 3 in accordance with the provisions of section 6a and who is subsequently discharged from the armed forces, may apply at his local War Price and Rationing Board for a War Ration Book No. 3 containing "aeroplane" stamps Nos. 1 through 4. Such person, after surrendering his War Ration Book No. 3 to the Board, must fill out OPA Form No. R-129 and submit it to the Board together with his discharge papers (or other evidence of his discharge from the armed forces). The Board shall write "War Book No. 3" on his discharge papers (or other evidence) and return them to the applicant. The Board, in accordance with the provisions of section 5 shall issue a new War Ration Book No. 3 in exchange for the one which was originally issued to the applicant. The newly issued ration book shall contain "aeroplane" stamps Nos. 1 through 4 and the same number and kind of stamps as the original ration book at the time of the surrender, less the stamps which have expired.

This amendment shall become effective December 24, 1943.

(Pub. Law 671, 76th Cong., as amended by Pub. Laws 89, 421, 507 and 729, 77th Cong.; E.O. 9125, 7 F.R. 2719; E.O. 9334, 8 F.R. 5423; WPB Dir. 1, 7 F.R. 562; Sec. of Agr. Food Dir. 3, 8 F.R. 2005, Food Dir. 5, 8 F.R. 2251, Food Dir. 6, 8 F.R.

*Copies may be obtained from the Office of Price Administration.

[1] 8 F.R. 7453, 11514.

3471, Food Dir. 7, 8 F.R. 3471, Food Dir. 8, 8 F.R. 7093)

Issued this 20th day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20238; Filed, December 20, 1943; 5:01 p. m.]

PART 1340—FUEL

[MPR 120, Corr. to Amdt. 73]

BITUMINOUS COAL DELIVERED FROM MINE OR PREPARATION PLANT

In § 1340.215 (b) (5), the date January 31, 1943 is corrected to read February 14, 1943.

This correction to Amendment No. 73 shall become effective as of November 29, 1943.

(56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681)

Issued this 20th day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20259; Filed, December 20, 1943; 5:12 p. m.]

PART 1340—FUEL

[RMPR 122,[1] Amdt. 16]

SOLID FUELS SOLD AND DELIVERED BY DEALERS

A statement of considerations involved in the issuance of this amendment, issued simultaneously herewith, has been filed with the Division of Federal Register.*

In § 1340.254 (b), Rule 1, the last undesignated paragraph is amended to read as follows:

The maximum price for Pennsylvania anthracite yard screenings shall be the highest price charged by the dealer in December 1941 for the same fuel plus $1.00 per net ton.

This Amendment No. 16 shall become effective December 27, 1943.

(56 Stat. 23, 765; Pub. Law 151, 76th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681)

Issued this 20th day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20239; Filed, December 20, 1943; 5:03 p. m.]

PART 1351—FOOD AND FOOD PRODUCTS

[MPR 319,[2] Amdt. 8]

CERTAIN BAKERY PRODUCTS

A statement of the considerations involved in the issuance of this amendment, issued simultaneously herewith, has been filed with the Division of the Federal Register.*

Maximum Price Regulation 319 is amended in the following respects:

1. Section 1351.1918 (a) (7) is hereby revoked.

2. Section 1351.1920 is amended to read as follows:

§ 1351.1920 *Appendix A: Bakery products covered by this regulation and the appropriate base periods for calculating maximum prices.*

Bakery products:[1]	*Base period*
Fruitcake	Oct. 1 to Dec. 31, 1942.
All other cakes except cookies	March 1942.
Pastries	March 1942.
Doughnuts	March 1942.
Sweet yeast raised goods	March 1942.
Pies	Sept. 14 to Oct 11, 1941.

[1] The bakery product terms listed above shall be construed in accordance with trade understanding.

This amendment shall become effective December 27, 1943.

(56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681)

Issued this 20th day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20242; Filed, December 20, 1943; 5:01 p. m.]

PART 1361—FARM EQUIPMENT

[MPR 246,[3] Incl. Amdt. 11]

MANUFACTURERS' AND WHOLESALE PRICES FOR FARM EQUIPMENT

Sections 1361.53 (a) (1), (b) (2), 1361.54, 1361.65 amended; §§ 1361.53 (b) (5), 1361.54a, 1361.67 (b) (4), (5) added; § 1361.62a revoked by Amendment 11, effective December 27, 1943 so that Maximum Price Regulation No. 246 shall read as follows:

In the judgment of the Price Administrator, it is necessary and proper to establish manufacturers' and wholesale prices for farm equipment which differ in some respects from the maximum prices established by the General Maximum Price Regulation.[2]

The Price Administrator has ascertained and given due consideration to manufacturers' and wholesale prices of farm equipment prevailing between October 1 and 15, 1941, and has made adjustments for such relevant factors as he has determined to be of general applicability. In the judgment of the Price Administrator, the maximum prices established by this regulation are and will be generally fair and equitable and will effectuate the purposes of the Act.

A statement of the considerations involved in the issuance of this Maximum Price Regulation No. 246 has been issued simultaneously herewith, and has been filed with the Division of the Federal Register.[3]

Therefore, under the authority vested in the Price Administrator by the Emergency Price Control Act of 1942, as amended, and Executive Order No. 9250 and in accordance with Procedural Regulation No. 1[4] issued by the Office of Price Administration, Maximum Price Regulation No. 246 is hereby issued.

AUTHORITY: §§ 1361.51 to 1361.70, inclusive, issued under 56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871, and E.O. 9328, 8 F.R. 4681.

MPR 246—MANUFACTURERS' AND WHOLESALE PRICES FOR FARM EQUIPMENT

Sec.
1361.51 Prohibition against sales at higher than maximum prices.
1361.52 Maximum prices; general provisions.
1361.53 Maximum prices; items modified since March 31, 1942, sold by the manufacturer.
1361.54 Maximum prices; new or "seasonal" items sold by manufacturers.
1361.54a Maximum manufacturers' prices for farm equipment that cannot be priced under §§ 1361.52, 1361.53 or 1361.54.
1361.55 Maximum prices; contracts with other manufacturers, mail-order companies, or government agencies.
1361.55a Emergency service charges.
1361.56 Maximum prices; manufacturing services.
1361.57 Maximum prices; items sold by wholesale distributors; special cases.
1361.57a Maximum prices for wood-slat corn cribbing woven with wire.
1361.57b Maximum prices for No. 2 pitcher spout pumps.
1361.58 Export sales.
1361.59 Less than maximum prices.
1361.60 Reports and records.
1361.61 Transfer of business or stock in trade.
1361.62 Enforcement.
1361.62a Revoked.
1361.63 Evasion.
1361.64 Petitions for amendment.
1361.64a Adjustments.
1361.65 Licensing.
1361.66 Definitions.
1361.67 Coverage of Maximum Price Regulation No. 246.
1361.68 Effective date.
1361.69 Effective dates of amendments.
1361.70 Appendix A: Form for application for adjustment of maximum manufacturers' prices of farm equipment.

§ 1361.51 *Prohibition against sales at higher than maximum prices.* On and after November 15, 1942, no manufacturer or wholesale distributor of farm equipment shall sell or deliver any item of farm equipment or supply any manufacturing service in the production of any item of farm equipment at a price higher than the maximum price established by this Maximum Price Regulation No. 246, and no person in the course of trade or business shall buy or receive from a manufacturer or wholesale distributor any item of farm equipment or

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*Copies may be obtained from the Office of Price Administration.

[1] 8 F.R. 440, 1200, 3524, 4510, 5632, 6543.

[2] 8 F.R. 1808, 2719, 2720, 3846, 7196, 10599, 13339.

[1] 7 F.R. 8587.

[2] 8 F.R. 3096, 3849, 4347, 4486, 4724, 4978, 4848, 6047, 6962, 8511, 9025, 9991, 11955.

[3] Statements of considerations are also issued simultaneously with the issuance of amendments. Copies may be obtained from the Office of Price Administration.

[4] Revised: 7 F.R. 8961; 8 F.R. 3313, 3533, 6173, 11806.

manufacturing service at a price higher than such maximum price, and no person shall agree, offer, solicit, or attempt to do any of the foregoing, except that this Maximum Price Regulation No. 246 does not apply to sales of farm equipment at retail, for which maximum prices are established by Maximum Price Regulation No. 133—Retail Prices for Farm Equipment.[5]

[NOTE: Supplementary Order No. 7 (7 F.R. 5176) provides that war procurement agencies and governments whose defense is vital to the defense of the United States shall be relieved of liability, civil or criminal, imposd by price regulations issued by the Office of Price Administration.]

§ 1361.52 *Maximum prices; general provisions.* (a) If for any item of farm equipment the manufacturer or wholesale distributor had a price in effect on March 31, 1942, the maximum price to any purchaser shall be the highest net price such seller would have received on that date from a purchaser of the same class, after adjustment for all applicable extra charges, discounts or other allowances in effect on that date: *Provided,* That for any item for which a manufacturer's suggested retail price is in effect, the maximum price applicable to the sale of the item by a wholesale distributor, including all transfer and handling charges, shall in no event exceed the actual cost of freight to the dealer plus eighty-two percent of the manufacturer's suggested retail price.

(b) If for any item of farm equipment the manufacturer had no price in effect on March 31, 1942, but did have a price in effect on March 31, 1941, the maximum price to any purchaser shall be the highest net price such manufacturer would have received from a purchaser of the same class on the last date prior to March 31, 1942, when a price for the item was in effect, after adjustment for all applicable extra charges, discounts or other allowances in effect on that date.

§ 1361.53 *Maximum prices; items modified since March 31, 1942, sold by the manufacturer*—(a) *Pricing formula.* For any item of farm equipment in which a substantial change in design, specifications, or equipment has been made since March 31, 1942, or is made at any subsequent time, the manufacturer's maximum price for the item as modified shall be calculated as follows:

(1) The net increase or decrease in factory cost attributable to the change in design, specifications or equipment shall first be computed by using:

(i) Direct material cost determined by using material prices which are not in excess of maximum prices established by the Office of Price Administration for such materials. Where materials are added and eliminated, material prices in effect as of the same date shall be used both for the materials added and the materials eliminated.

(ii) Direct labor cost determined by using labor rates in effect on March 31, 1942.

(iii) Factory overhead allocable to such direct material and/or direct labor cost determined in accordance with the manufacturer's method of accounting, and charged at the lowest actual rate or rates in effect during January, February, or March, 1942, or at the standard rate or rates, if any, consistently used by the manufacturer for price determining purposes in March, 1942, whichever is lower.

[Subparagraph (1) as amended by Am. 11, effective 12-27-43]

(2) The net increase or decrease in factory cost so calculated shall then be added to or subtracted from the maximum price to the class of purchasers commanding the lowest net price for the item before modification. This computation provides the new maximum price for the item as modified when sold to the class of purchasers commanding the lowest net price.

(3) The maximum price to every other class of purchasers shall then be calculated by applying to the new lowest net price the same percentage price differential as was in effect between the former lowest net maximum price and the former net maximum price to such other class of purchasers.

(4) The new suggested list price, if any, shall be calculated by applying to the new lowest net price the same percentage price differential as was in effect between the former lowest net maximum price and the former suggested list price.

(b) *Reports.* Prior to or within ten days after first quoting a price for any such modified item, the manufacturer shall file a report with the Office of Price Administration, Washington, D. C., containing the following:

(1) The maximum price for the item prior to modification;

(2) The proposed maximum prices to jobbers, dealers and all other classes of purchasers, as computed in accordance with paragraph (a);

[Subparagraph (2) as amended by Am. 11, effective 12-27-43]

(3) The new suggested list price, f. o. b. factory, and the resulting net prices to the manufacturer, if lower than the maximum prices;

(4) A detailed statement describing the changes in design, specifications, or in equipment and explaining the calculation of the proposed maximum prices.

(5) Specify separately the change in direct material cost, direct labor cost and factory overhead cost due to the modification.

[Subparagraph (5) added by Am. 11 effective 12-27-43]

For any modified item which has been sold or offered for sale in modified form prior to the effective date of this Maximum Price Regulation No. 246, the foregoing report shall be filed within ten days after such effective date, unless a report has already been filed pursuant to Order No. 51 issued under § 1499.3 (b)[6] of the General Maximum Price Regulation.

(c) *Approval of prices.* If the Office of Price Administration approves the proposed maximum prices or fails to disapprove them within thirty days after receiving such report, the proposed maximum prices shall become the maximum prices applicable to all subsequent sales and deliveries: *Provided,* That if the Office of Price Administration later determines that such prices were not calculated in accordance with this section such prices may at that time be disapproved, but such disapproval shall not be retroactive as to any deliveries made before the date of such disapproval. If the proposed maximum prices are at any time disapproved by the Office of Price Administration, the manufacturer shall file revised prices properly computed in accordance with the appropriate pricing formula provided in paragraph (a), and the provisions of this section shall apply in all respects to such revised prices. In the event that the Office of Price Administration finds that the manufacturer's production experience does not yet warrant the establishment of a permanent maximum price, the Office of Price Administration may give temporary approval to a proposed maximum price and require a further filing under this section at a later date. Any disapproval of prices will be embodied in an order upon request made within thirty days of such disapproval.

[Paragraph (c) as amended by Am. 3, 8 F.R. 541, effective 1-19-43]

(d) *Interim pricing.* Prior to receipt of approval by the Office of Price Administration of any proposed price or prior to the expiration of the thirty-day period after filing the report required in paragraph (b) of this section, the proposed price may be tentatively quoted and/or charged, but no more than 75% of the proposed price may be paid or received until a maximum price has been established, and final settlement shall be made in accordance with such maximum price.

§ 1361.54 *Maximum prices; new or "seasonal" items sold by manufacturers.* This section is applicable to sales by manufacturers of any farm equipment that cannot be priced under §§ 1361.52 or 1361.53. The manufacturer shall determine the maximum price for the sale to any purchaser of any farm equipment covered by this section as follows:

(a) *Pricing formula.* (1) The price-determining method which was in use on October 1, 1941, or during the selling season last prior to that date, applying the profit margin or margins, the overhead rate or rates, machine hour rates, if any, or other bases of computation which were in use for the most compara-

[5] 7 F.R. 3185, 6936, 7599, 8948; 8 F.R. 134, 2286, 10503, 12093, 13176.

[6] 7 F.R. 6163.

ble item on October 1, 1941, or during the selling season last prior to that date;

(2) To the extent that the price-determining method includes or is based on direct labor costs, the manufacturer shall use labor rates in effect on October 1, 1941;

(3) To the extent that the price-determining method includes or is based on prices for materials or manufacturing services, the manufacturer shall use material prices or prices for manufacturing services in effect on October 1, 1941;

(4) To the extent that the price-determining method includes freight rates paid, the manufacturer shall use freight rates in effect on March 31, 1942 or current freight rates, whichever are lower.

[Subparagraph (4) as amended by Am. 6, 8 F.R. 7767, effective 6-14-43]

(5) All applicable extra charges, discounts or other allowances in use on October 1, 1941, or during the selling season last prior to that date, to a purchaser of the same class.

(b) *Reports.* Prior to or within 10 days after first quoting a price determined in accordance with the provisions of the pricing formula set forth in (a) above the manufacturer shall file a report with the Office of Price Administration in Washington, D. C. This report shall set forth the following:

(1) A description of the farm equipment being priced.

(2) The proposed maximum prices to jobbers, dealers and all other classes of purchasers.

(3) The proposed suggested retail price, if any, and applicable discounts, and allowances to all classes of purchasers.

(4) A description of the most comparable item sold by the manufacturer on or before March 31, 1942, and the March 31, 1942 price and the applicable discounts and allowances in effect to all classes of purchasers on March 31, 1942 for that item.

(5) The total unit costs of the item being priced and of the most comparable item sold by the manufacturer on or before March 31, 1942. Total unit costs must be determined by using prices and rates in effect to the manufacturer on October 1, 1941. Direct material cost and direct labor cost must be stated separately. Where possible, factory, administrative and selling overhead should also be stated separately.

(6) An explanation of the determination of the proposed maximum prices and proposed suggested retail price, if any, in accordance with the formula set forth in the preceding paragraph (a). This explanation shall contain a statement showing that the manufacturer has used the prices, rates and price-determining method required to be used by that formula.

(7) A statement of the reasons why the manufacturer cannot price the item of farm equipment under §§ 1361.52 and 1361.53.

[§ 1361.54 amended by Am. 11, effective 12-27-43]

(c) *Approval of prices.* If the Office of Price Administration approves the proposed maximum price or fails to disapprove it within thirty days after receiving such report, the proposed maximum price becomes the maximum price applicable to all subsequent sales and deliveries: *Provided,* That if the Office of Price Administration later determines that such price was not calculated in accordance with this section such price may at that time be disapproved, but such disapproval shall not be retroactive as to any deliveries made prior to the date of such disapproval. If the proposed maximum price is at any time disapproved by the Office of Price Administration, the manufacturer shall file a revised price properly computed in accordance with the pricing formula provided in paragraph (a) of this section, and the provisions of this section shall apply in all respects to such revised price. In the event that the Office of Price Administration finds that the manufacturer's production experience does not yet warrant the establishment of a permanent maximum price, the Office of Price Administration may give temporary approval to a proposed maximum price and require a further filing under this section at a later date. Any disapproval of prices will be embodied in an order upon request made within thirty days of such disapproval.

(d) *Interim pricing.* Prior to receipt of approval by the Office of Price Administration of any proposed price or prior to the expiration of the thirty-day period after filing the report required in paragraph (b) of this section, the proposed price may be tentatively quoted and/or charged, but no more than 75% of the proposed price may be paid or received until a maximum price has been established, and final settlement shall be made in accordance with such maximum price.

(e) Notwithstanding the provisions of paragraph (c) of this section, for any item of farm equipment sold, offered for sale, or delivered on and after June 14, 1943, for which a maximum price has been established in accordance with paragraph (a) and such price has been based in part upon railroad freight rates in effect on March 31, 1942, the maximum price shall be reduced by an amount equal to the difference between railroad freight figured on the basis of rates in effect on March 31, 1942, and freight figured on the basis of current railroad freight rates.

[Paragraph (e) added by Am. 6, 8 F.R. 7767, effective 6-14-43]

§ 1361.54a *Maximum manufacturers' prices for farm equipment that cannot be priced under §§ 1361.52, 1361.53, or 1361.54*—(a) *Report.* This section is applicable to sales by manufacturers of any item of farm equipment that cannot be priced under §§ 1361.52 (General provisions), 1361.53 (Items modified since March 31, 1942, sold by the manufacturer) or 1361.54 (New or "seasonal" items sold by manufacturers). The maximum price for such sales shall be a price in line with the level of maximum prices established by this regulation, specifically authorized by the Office of Price Administration. A manufacturer seeking such an authorization shall file a report with the Office of Price Administration, Washington, D. C., stating:

(1) A description of the item being priced.

(2) A statement of the facts which make it impossible for him to use the methods for determining a maximum price set forth in §§ 1361.52 to 1361.54, inclusive.

(3) The proposed maximum prices to jobbers, dealers and all other classes of purchasers.

(4) The proposed suggested retail price, if any, and applicable discounts and allowances to all classes of purchasers.

(5) The current total unit costs of the item being priced. Direct material cost and direct labor cost must be stated separately. Where possible, factory, administrative and selling overhead should also be stated separately.

(6) An explanation of the determination of the proposed maximum prices and proposed suggested retail price, if any. This explanation shall state the reasons why the manufacturer believes that the use of this method will result in prices which are in line with the level of maximum prices established by this regulation.

(7) A statement of the reasons why the manufacturer cannot price the item of farm equipment under any other provision of the regulation.

(b) *Maximum prices.* The manufacturer may not sell, offer to sell, deliver or transfer the item of farm equipment until the Office of Price Administration approves the proposed maximum price in writing or until thirty days have elapsed after receipt of the report by the Office of Price Administration without the Office of Price Administration disapproving of the proposed maximum price. If the Office of Price Administration disapproves of the proposed maximum price, it will designate a different maximum price in writing. The manufacturer may not sell, offer to sell, deliver or transfer the item of farm equipment at a price in excess of that so

designated. The maximum price either approved or designated in the manner just set forth shall be the maximum price for all future sales of the item to the same class of purchasers as the one for which the maximum price is thus established. However, the Office of Price Administration may establish in writing a different maximum price (not to apply retroactively).

[§ 1361.54a added by Am. 11, effective 12-27-43]

§ 1361.55 *Maximum prices; contracts with other manufacturers, mail-order companies, or government agencies.* For any item of farm equipment for the supply of which a contract has been or is entered into subsequent to March 31, 1942, with a government agency, or with a person doing a mail-order or manufacturing business who has filed with the Office of Price Administration a statement that he will not in turn increase his price or request a price adjustment on the item because of a change in the price to him made in accordance with this section:

[Above text as amended by Am. 2, 8 F.R. 236, effective 1-9-43]

(a) The maximum price shall be the last contract price for the item to the same customer agreed upon prior to March 31, 1942, plus a percentage increase equal to the percentage increase, if any, in the manufacturer's price to distributors for the same item made since such last contract was entered into but before March 31, 1942, or, in the case of a modified item, made pursuant to § 1361.53; or

(b) If the maximum price cannot be calculated under paragraph (a) of this section, the maximum price shall be a price calculated pursuant to the formula set forth in paragraph (a) of § 1361.54 and reported pursuant to paragraph (b) thereof.

§ 1361.55a *Emergency service charges*—(a) *Additional charge.* Notwithstanding any other provisions of this regulation, a manufacturer of farm equipment parts may add an emergency service charge to the maximum price of any farm equipment part which is sold to a manufacturer who physically incorporates the part into a completed item of farm equipment or a farm equipment part produced by him. Such an emergency service charge must be billed or invoiced separately, and must be specifically authorized by the Office of Price Administration as set forth in (c) below.

(b) *Definition of emergency service charge.* When used in this section the term "emergency service charge" means the extra costs incurred in order to make delivery at the request of the purchaser on a date which would not have been possible without incurring the extra costs. These extra costs may result either from the necessity of obtaining the same material from a more expensive source than the usual source, or from the necessity of using a substitute material or a material of different specifications from that normally used by the manufacturer.

(c) *Approval of addition of emergency service charge.* The addition of the emergency service charge permitted by (a) above to the maximum price established by this regulation is conditioned upon the approval thereof by the Office of Price Administration. A manufacturer may add this charge, without prior consent of or application to the Office of Price Administration: *Provided,* That if the charge is added to the maximum price, the manufacturer shall, within seven days after delivery, file a statement with the Office of Price Administration, Washington, D. C., setting forth:

(1) The name and address of the purchaser.

(2) The quantity of each part or parts sold.

(3) The price received.

(4) The dollar amount of the emergency service charge added to each maximum price.

(5) The reasons why the addition of the emergency service charge was necessary.

(6) The method by which the amount of the emergency service charge was computed.

(7) A statement signed by the purchaser to the effect that he will not in turn increase his price or request an adjustment in the price of any item of farm equipment or any farm equipment part if the emergency service charge is permitted to be added.

(8) A statement of the reasons why the purchaser could not obtain delivery of the part or parts on the desired date in the normal course of business and the reasons why the purchaser must obtain delivery of the part or parts on that date. This statement shall be signed by the purchaser.

Unless disapproved within thirty days after receipt of this report by the Office of Price Administration, the addition of the emergency service charge will be considered as approved. If the Office of Price Administration disapproves the addition of all or some of the amount of the emergency service charge, it will require that refunds be made by the manufacturer to the purchaser.

[§ 1361.55a added by Am. 8, 8 F.R. 9997, effective 7-23-43]

§ 1361.56 *Maximum prices; manufacturing services.* For any manufacturing service in the production of an item of farm equipment the maximum price to any purchaser shall be the price for such service in effect on March 31, 1942 to a purchaser of the same class, or, if there was no price in effect on that date, a price computed on the basis of labor rates and/or machine hour rates in effect on March 31, 1942, by the price-determining method in use on that date. "Manufacturing service" means any operation in the production of an item of farm equipment performed on materials owned by another, including machining, forming, welding, treating, finishing, assembling, and inspecting.

§ 1361.57 *Maximum prices: Items sold by wholesale distributors; special cases*—(a) *Applicability of this section.* Notwithstanding any other provisions of this regulation, the maximum price for the sale by a wholesale distributor of an item of farm equipment shall be determined in accordance with the provisions of this section in the following cases:

(1) Where the wholesale distributor had no price in effect on March 31, 1942, for the item of farm equipment.

(2) Where the manufacturer's maximum price for the item of farm equipment has been determined in accordance with § 1361.53 of this regulation.

(3) Where the price the wholesale distributor had in effect on March 31, 1942, for the item of farm equipment was based on a manufacturer's price which was lower than the price the manufacturer had in effect on March 31, 1942.

(4) Where after March 31, 1942, the price to the wholesale distributor of the item of farm equipment was increased in accordance with the provisions of this regulation.

(b) *Limit beyond which a maximum price determined in accordance with this section may not go.* The wholesale distributor's maximum price determined in accordance with this section shall not exceed 80% of the manufacturer's suggested retail price plus the actual cost of freight to him and applicable handling, transfer and other extra charges in effect on March 31, 1942. These handling, transfer and all other extra charges shall not exceed 2% of the manufacturer's suggested retail price.

(c) *No price in effect on March 31, 1942.* Except as limited by paragraph (b), the maximum price for a sale by a wholesale distributor of any item of farm equipment for which he had no price in effect on March 31, 1942, shall be determined as follows: The wholesale distributor shall apply to the net invoice cost of the item the percentage mark-up he realized upon the last sale of the item to a purchaser of the same class prior to March 31, 1942. If the wholesale distributor did not sell the item during the year 1942, the maximum price shall be determined by applying to the net invoice cost of the item the weighted average percentage the wholesale distributor realized during the month of March, 1942, for sales of items of farm equipment of the same general class to purchasers of the same class.

(d) *Manufacturer's maximum price determined under § 1361.53.* Except as limited by paragraph (b), the maximum price for a sale by a wholesale distributor of any item of farm equipment for which the manufacturer's maximum price has been determined according to § 1361.53 of this regulation shall be determined as follows: The wholesale distributor shall first divide the manufacturer's new maximum price to the distributor (as determined in accordance with § 1361.53) by the price the manufacturer had in effect to the distributor for the item of farm equipment on March 31, 1942. The wholesale distributor shall then determine his maximum price by multiplying the price he had in effect on

March 31, 1942, for a sale of the item of farm equipment to a purchaser of the same class by this percentage.

(e) *Wholesale distributor's price based on lower manufacturer's price.* (i) Except as limited by paragraph (b), the maximum price for the sale by a wholesale distributor of any item of farm equipment for which he had a price in effect on March 31, 1942, which was based on a manufacturer's price which was lower than the price the manufacturer had in effect on that date shall be determined as follows: The wholesale distributor shall first divide the price the manufacturer had in effect to him on March 31, 1942, by the manufacturer's price upon which his price was based. The wholesale distributor shall then multiply the price he had in effect to a purchaser of the same class on March 31, 1942, by this percentage.

(2) On or before June 1, 1943, every wholesale distributor shall file a report with the Office of Price Administration in Washington, D. C., for each item of farm equipment for which his maximum price has been determined in accordance with subparagraph (1) of this paragraph. This report shall contain the following information:

(i) A description of the item.

(ii) The maximum price or prices determined in accordance with subparagraph (1) and the class of purchasers to which each price applies.

(iii) The wholesale distributor's price or prices in effect on March 31, 1942, and the date such price or prices became effective.

(iv) The price the manufacturer had in effect to the wholesale distributor on March 31, 1942, and the date such price became effective.

(v) The price to the wholesale distributor upon which his March 31, 1942, price was based and the period during which such price was effective.

(f) *Price increased to wholesale distributor after March 31, 1942.* (1) The maximum price for the sale by a wholesale distributor of any item of farm equipment whose price to him has been increased in accordance with this regulation after March 31, 1942, shall be determined as follows: The wholesale distributor shall multiply the price he had in effect on March 31, 1942, for the sale of the item of farm equipment to a purchaser of the same class by a certain percentage. This percentage shall be determined by dividing the present price in effect to him by the price in effect to him on March 31, 1942. No adjustment may be made under this subparagraph until the Office of Price Administration approves such adjustment in writing.

(2) A wholesale distributor who desires to increase his price for any item of farm equipment in accordance with subparagraph (1) shall file a report with the Office of Price Administration in Washington, D. C. This report shall contain the following information:

(i) The reasons for the adjustment.

(ii) A complete description of the item.

(iii) The source or sources of supply.

(iv) The maximum price of the item to each class of purchasers.

(v) The old cost of the item.

(vi) The new cost of the item.

(vii) The proposed new price to each class of purchasers.

[§ 1361.57 as amended by Am. 4, 8 F.R. 6045, effective 5-13-43]

§ 1361.57a *Maximum prices for wood-slat corn cribbing woven with wire.* Notwithstanding any other provisions of this regulation, the maximum prices for sales by manufacturers and wholesale distributors of wood-slat corn cribbing woven with wire (also used for temporary silos and vegetable wind fence) shall be determined as follows:

(a) The maximum price, f. o. b. factory, for sales of corn cribbing made with standard red fence lath (½" x 1½" x 48") shall be $8.75 per 100 lineal feet.

[Paragraph (a) as amended by Am. 9, 8 F.R. 11435, effective 8-21-43]

(b) The maximum price for sales to dealers of corn cribbing which differs either in size of lath or color from that specified in paragraph (a) shall be determined as follows: The seller shall apply to the maximum price established by paragraph (a) the percentage differential which he had in effect on March 31, 1942, between the corn cribbing being priced and the corn cribbing covered by paragraph (a).

(c) The maximum price for sales to wholesale distributors and mail order houses shall be determined as follows: The seller shall apply to the maximum price established by paragraphs (a) or (b) the percentage differential, which he had in effect on March 31, 1942, between sales to dealers and sales to wholesale distributors or mail order houses, as the case may be.

[§ 1361.57a added by Am. 7, 8 F.R. 9623, effective 7-26-43]

§ 1361.57b *Maximum prices for No. 2 pitcher spout pumps.* This section is applicable to sales by manufacturers of No. 2 pitcher spout pumps made from cast iron with a three inch cylinder and adapted for a 1¼ inch suction pipe. Notwithstanding any other provisions of this regulation, the maximum price f. o. b. factory, for such pitcher spout pumps shall be determined by multiplying by 120% the maximum price determined in accordance with the applicable provisions of this regulation, except this section.

[§ 1361.57b added by Am. 10, 8 F.R. 14281, effective 10-25-43]

§ 1361.58 *Export sales.* The maximum price at which a person may export any item of farm equipment shall be determined in accordance with the method provided in the Revised Maximum Export Price Regulation[7] issued by the Office of Price Administration.

§ 1361.59 *Less than maximum prices.* Lower prices than those set forth in this Maximum Price Regulation No. 246 may be charged, demanded, paid or offered.

[7] 2d Revision; 8 F.R. 4132, 5987, 7662, 9998.

§ 1361.60 *Reports and records*—(a) *Reports.* Every manufacturer or wholesale distributor of farm equipment shall on or before November 25, 1942, file with the Office of Price Administration, Washington, D. C., all his price lists and discount sheets in effect on March 31, 1942, for items of farm equipment, together with an affirmation that such price lists and discount sheets were actually issued on or prior to and were in effect on March 31, 1942. Any manufacturer or wholesale distributor who on that date based his prices upon price sheets published by any other person subject hereto need not file such other person's published price sheets but shall file instead a statement identifying the particular price sheets he used on that date, together with his own discount sheets, if any, and a statement of any exceptions to such practice.

(b) *Records.* Persons subject to this Maximum Price Regulation No. 246 shall keep available for inspection by representatives of the Office of Price Administration, for so long as the Emergency Price Control Act of 1942 remains in effect, the following records:

(1) *The manufacturer.* Records of each sale and delivery of any item of farm equipment after the effective date of this Maximum Price Regulation No. 246 and of each manufacturing service performed for another manufacturer; of labor rates, material prices, and overhead rates in effect on October 1, 1941, and on March 31, 1942; of all data showing the calculation of maximum prices in accordance with the provisions of this Maximum Price Regulation No. 246.

(2) *The wholesale distributor.* Records of the kind such seller has customarily kept, relating to the prices of items of farm equipment sold after the effective date of this Maximum Price Regulation No. 246 and in addition all data showing the calculation of maximum prices in accordance with the provisions of this Maximum Price Regulation No. 246.

(c) *Other records and reports.* Every person subject to this Maximum Price Regulation No. 246 shall keep such other records and submit such other reports, including periodic financial statements as the Office of Price Administration may from time to time require in writing, either in addition to or in substitution for records and reports herein required.

§ 1361.61 *Transfer of business or stock in trade.* If the business assets or stock in trade of any business are sold or otherwise transferred after March 31, 1942, and the transferee carries on the business, or continues to deal in the same type of farm equipment or parts, or to perform the same type of manufacturing services, in the same competitive area and in an establishment separate from any establishment which he may previously have owned or operated, the transferee shall be subject to the same maximum prices as those to which his transferor would have been subject under this Maximum Price Regulation No. 246

if no such transfer had taken place, and his obligation to keep records sufficient to verify such prices shall be the same. The transferor in such cases shall either preserve and make available, or turn over, to the transferee all records of transactions prior to the transfer which are necessary to enable the transferee to comply with the provisions of this Maximum Price Regulation No. 246.

§ 1361.62 *Enforcement.* (a) Persons violating any provisions of this Maximum Price Regulation No. 246 are subject to the criminal penalties, civil enforcement actions, proceedings for suspension of licenses, and suits for treble damages provided for by the Emergency Price Control Act of 1942.

(b) Persons who have evidence of any violation of this Maximum Price Regulation No. 246 or any price schedule, regulation, or order issued by the Office of Price Administration or of any acts or practices which constitute such a violation are urged to communicate with the nearest state, district or regional office of the Office of Price Administration or its principal office in Washington, D. C.

§ 1361.62a [Revoked]

[§ 1361.62a added by Supplementary Order 72, 8 F.R. 13244, effective 10-1-43 and revoked by Am. 11, effective 12-27-43]

§ 1361.63 *Evasion.* (a) It shall be a violation of this Maximum Price Regulation No. 246 to effect a price increase above the applicable maximum price in connection with any sale or delivery of any item of farm equipment, or with the supplying of any manufacturing service, by changing discounts or customary price differentials among classes of purchasers; by making minor changes in items of farm equipment having published or confidential list prices; by requiring a customer to furnish material for processing not in accordance with previous practice; by entering into a joint venture with any other person subject hereto for cross-selling, cross-purchasing, or cross-servicing; by reducing the period of any guaranty or warranty of performance; by eliminating or reducing any maintenance, repair, or installation service; by undervaluing commodities received in trade; or by any other change in terms or conditions of sale or contract.

(b) The Office of Price Administration may, upon request, grant written permission to any person subject to this Maximum Price Regulation No. 246 to change credit terms or guaranties in effect on March 31, 1942, where such change is necessitated by orders issued by the War Production Board, the Board of Governors of the Federal Reserve System or any other agency of the United States, or becomes desirable as a matter of public policy.

§ 1361.64 *Petitions for amendment*—(a) *Amendments.* Any person seeking an amendment of any provision of this Maximum Price Regulation No. 246 may file a petition for amendment in accordance with the provisions of Revised Procedural Regulation No. 1, issued by the Office of Price Administration.

[Paragraph (a) as amended by Supplementary Order 26, 7 F.R. 8948, effective 11-4-42]

(1) Notwithstanding any other provisions of this Maximum Price Regulation No. 246, the maximum prices for sales of certain items of farm equipment by certain manufacturers and distributors shall be as set forth below:

Manufacturer	Items	Prices
Acmeline Manufacturing Co., Traverse City, Mich., and wholesale distributors.	Sprayers, dusters, and planters for which provision for manufacture is made in Limitation Order L-170, or any succeeding order, issued by War Production Board.	Prices in effect March 31, 1942, multiplied by 1.075.
Cheney Weeder Company, Cheney, Washington, and wholesale distributors.	Heavy duty Reversible Reel	Fourteen dollars per foot less discounts in effect March 31, 1942.
	Farm equipment repair parts	Prices in effect April 10, 1942, less discounts in effect March 31, 1942.
Ford Motor Company, Dearborn, Michigan.	Ford Agricultural Tractor (Ferguson System) Equipped with Steel Wheels.	Price in effect in March 1942, plus $60
Harry Ferguson, Inc. Dearborn, Michigan.	Ford Agricultural Tractor (Ferguson System) Equipped with Steel Wheels.	List price: $995, less 26% discount to retail dealers, less 8.4% to wholesale distributors.
Vehicle Supply Company, Cairo, Illinois, and wholesale distributors of its products.	Farm Vehicle Parts and Supplies	Prices in effect February 1, 1942, less discounts then in effect.

The foregoing maximum prices shall be used as base prices in determining maximum prices for modifications of the above items pursuant to § 1361.53.

[Subparagraph (1) added by Am. 1, 7 F.R. 9039, effective 11-15-42]

§ 1361.64a *Adjustments*—(a) *Application by a manufacturer*—(1) *Who may receive an adjustment.* The manufacturer's maximum price for an item or group of items of farm equipment established by this regulation may be adjusted only in the case of an essential producer of farm equipment. An "essential producer" is one whose output of an item of farm equipment cannot be reasonably expected to be replaced at prices lower than the proposed adjusted maximum price. In addition, any person who has entered into or proposes to enter into a war contract (as defined in subparagraph (5)) or a subcontract thereunder, is an essential producer of an item of farm equipment.

(2) *When adjustment may be granted*—(i) *In general.* The Office of Price Administration, any regional office, or such other offices as may be authorized by order issued by the appropriate regional office, may adjust the maximum price in the case of an essential producer of an item or group of items of farm equipment upon the basis of information submitted by the manufacturer or of other information. It may make that adjustment whenever it finds that the maximum price of an item or group of items of farm equipment is at such a level that, taking into account the costs thereof, the profits position of the manufacturer and the nature of his business, production of the item or group of items of farm equipment is impeded or threatened.

(ii) *Factors which may be considered.* The following factors are relevant to the consideration of the adjustment:

(*a*) Whether, and by what amount, the maximum price is below or above (*1*) the current manufacturing costs plus freight out, installation charges, cash discounts and sales and service commissions paid to independent dealers, and (2) the current total unit costs, of the item or group of items of farm equipment.

(*b*) Whether, and by what amount, the manufacturer's current over-all profits, before income and excess profits taxes, are greater or less than his average over-all profits during the normal base period, increased by 7% of the additional capital investment contributed entirely by the manufacturer, or its stockholders, since the normal base period. Capital investment will be construed as including accumulated profits.

(*c*) Whether the proposed price is higher than the price prevailing in the industry.

(*d*) Whether the manufacturer's sales of the item or group of items of farm equipment represent only a very small part of his total sales.

(*e*) Whether the manufacturer previously sold the item or group of items of farm equipment below its total unit costs.

(3) *How the manufacturer proceeds in applying for an adjustment*—(i) *In general.* An application for adjustment under this paragraph (a) shall be filed in accordance with Revised Procedural Regulation No. 1 and shall be made on Form OPA 694-204 set out in Appendix A, incorporated as § 1361.70 of this regulation. Copies of this form and the instructions for completing it may be obtained from any district, state, or regional office of the Office of Price Administration. If the manufacturer's total sales in the calendar year 1942, or in the fiscal year ending in 1942, exceeded $100,000, the application shall be filed with the Office of Price Administration in Washington, D. C. If the manufacturer's total sales during that period did not exceed $100,000, the application shall be filed with the appropriate regional office of the Office of Price Administration.

(ii) *Application based on proposed wage or salary increase to be authorized*

by the National War Labor Board. A manufacturer who believes that the conditions for an adjustment set forth in this paragraph (a), would exist if the National War Labor Board should grant a pending application for wage or salary increase may file an application for adjustment under this paragraph. Applications for adjustment of maximum prices based on wage or salary increases requiring the approval of the National War Labor Board must also comply with Supplementary Order No. 28,[8] which requires, among other things, that an application for adjustment in such case be filed within 15 days after an application for a wage or salary adjustment has been filed with the National War Labor Board, or, in a disputed wage proceeding, within 15 days after the employer receives notification that the National War Labor Board has taken jurisdiction of the dispute.

(4) *Prices for deliveries made pending disposition of the application.* A manufacturer who has filed an application under this paragraph (a) may contract or agree that deliveries made during the pendency of the application shall be at a specific price which is higher than the existing maximum price which the manufacturer wants to have adjusted. But no payment in excess of that existing maximum price may be received until the application is finally disposed of, and at that time the price received may not exceed the maximum price as determined by the Office of Price Administration.

A manufacturer who wishes to enter into such an arrangement must specifically state to the buyer the following:

(i) The maximum price for the item of farm equipment;

(ii) The fact that an appropriate application for an adjustment of that maximum price has been filed with the Office of Price Administration;

(iii) The fact that the specific price quoted by the manufacturer is subject to the approval of the Office of Price Administration.

(5) *Definitions*—(i) *Normal base period.* The term "normal base period" means the period 1936–1939. If the applicant shall demonstrate to the satisfaction of the Office of Price Administration either (*a*) that his entire industry was operating during the greater part of such period at an unusually depressed level or (*b*) that because of unusual conditions prevailing during that period, the manufacturer's plant was operating during that period at an unusually depressed level in comparison to other plants in the industry, and in addition that some other period prior to January 1, 1941, represents a proper "normal base period," such other period may be considered. The mere fact that the rate of production has increased since 1936–1939 will not be deemed evidence that production during that period was at an "unusually depressed level". If the manufacturer was not in business prior to January 1, 1941, he shall state that fact in his application.

[8] 7 F.R. 9619.

(ii) *Over-all profits.* The term "over-all profits" means net profit resulting from the operation of all divisions of the manufacturer, before the creation of any reserves, except ordinary reserves for depreciation and bad debts, and before income and excess profit taxes. In the case of a subsidiary wholly owned by a parent corporation, the term "over-all profits" means the consolidated net profit before the creation of any reserves, except ordinary reserves for depreciation and bad debts, and before income and excess profit taxes.

(iii) *Subcontract.* The term "subcontract" means any purchase, order or agreement to perform all or any part of the work, or to make or furnish any commodity required for the performance of another contract or subcontract.

(iv) *Total unit costs.* The term "total unit costs" means the direct unit cost of labor, materials, and subcontracted services, plus a proportion of factory overhead, administrative and other expenses, based on actual operating experience, properly allocable to the production of the item of farm equipment, but does not include provisions for income or excess profit taxes. In evaluating factory overhead, administrative and other expenses, the Office of Price Administration will determine whether their allocation is based on a representative period of continuous, normal production.

(v) *War contract.* The term "war contract" means any contract with the United States, or any agency thereof, or with the government, or any agency thereof, of any country whose defense the President deems vital to the defense of the United States, under the terms of the Lend-Lease Act, for the sale of an item of farm equipment purchased (*a*) for the ultimate use of the armed forces of the United States or for lend-lease purposes, or (*b*) by any government (or agency thereof) of any country whose defense the President deems vital to the defense of the United States under the terms of the Lend-Lease Act, or (*c*) for use in the production or manufacture of any commodity described in (*a*) or (*b*).

(b) *Application by a manufacturer based upon an appropriate decrease of other prices*—(1) *Who may receive an adjustment under this paragraph.* Adjustments under this paragraph will be granted only in the case of an essential producer of an item of farm equipment. The meaning of this term is explained in paragraph (a) (1) of this section.

(2) *When adjustment may be granted.* The Office of Price Administration, any regional office, or such other offices as may be authorized by order issued by the appropriate regional office, may make an adjustment of the maximum price in any case in which the manufacturer agrees to make and (simultaneously with any increase in the maximum price that may be authorized under this paragraph (b)) makes a reduction in the selling price of other commodities which will equal or exceed the total dollar amount of the adjustment granted under this paragraph.

(3) *What an application under this paragraph must show.* An application for price adjustment under this paragraph (b) shall contain information indicating that the manufacturer is an essential producer of an item of farm equipment, and that if the proposed adjustment is granted, the gross dollar amount of sales of the commodities affected by the adjustment will not be greater than it would have been in the absence of the adjustment. In any case where such an adjustment is granted, the Office of Price Administration will require appropriate reports relating to the commodities affected.

(4) *How the manufacturer proceeds in applying for an adjustment.* An application for adjustment under this paragraph (b) shall be filed in accordance with Revised Procedural Regulation No. 1. If the manufacturer's total sales for the calendar year 1942, or for the fiscal year ending in 1942, exceed $100,000, the application shall be filed with the Office of Price Administration in Washington, D. C. If the manufacturer's total sales during that period did not exceed $100,000, the application shall be filed with the appropriate regional office of the Office of Price Administration.

(c) *Application by a manufacturer under a combination of both paragraphs (a) and (b).* A manufacturer who desires to apply for an adjustment under paragraph (b) may, at the time he applies under that paragraph, also apply under paragraph (a), if the facts of his case entitle him to do so. In such case, the office considering his application will give the adjustment available under paragraph (a) before applying paragraph (b).

(d) No application for adjustment filed after May 20, 1943, under Procedural Regulation No. 6,[9] with respect to farm equipment will be granted.

[§ 1361.64a added by Am. 5, 8 F.R. 6425, effective 5-20-43]

§ 1361.65 *Licensing.* The provisions of Licensing Order No. 1,[9a] licensing all people who make sales under price control, are applicable to all persons subject to this regulation. A seller's license may be suspended for violations of the license or of one or more applicable price schedules or regulations. A person whose license is suspended may not, during the period of suspension, make any sale for which his license has been suspended.

[§ 1361.65 as amended by Am. 11, effective 12-27-43]

§ 1361.66 *Definitions.* (a) When used in this Maximum Price Regulation No. 246, the term:

(1) "Person" includes an individual, corporation, partnership, association, or any other organized group of persons, or legal successor or representative of any of the foregoing, and includes the United States or any agency thereof, or any other government, or any of its political subdivisions, or any agency of any of the foregoing.

[9] 7 F.R. 5087, 5664; 8 F.R. 6173, 6174, 12024.
[9a] 8 F.R. 13240.

(2) "Manufacturer" means any person engaged in one or more operations in the fabrication, processing or assembling of any item of farm equipment, and includes subcontractors as well as prime contractors.

(3) "Wholesale distributor" means any "jobber" or other person engaged in the purchase and sale of farm equipment to other wholesale distributors or to retail dealers. If any person is engaged in selling farm equipment at retail as well as at wholesale, the term "wholesale distributor" applies to such person only to the extent that he is a wholesale distributor.

(4) "Farm equipment" means any mechanical equipment, attachment or part used primarily in connection with the production and farm processing for market and farm use of agricultural products, but does not include automobiles, trucks, general purpose tools, hand tools, building materials, electrical equipment (except fence controllers), sprays or other chemicals, commercial processing machinery, livestock, seeds, feeds or any other agricultural product. A partial list of "farm equipment" follows: farm and garden tractors (except crawler tractors); planting, seeding and fertilizing machinery; plows and listers; harrows, rollers, pulverizers, and stalk cutters; cultivators and weeders; harvesting machinery (combines, binders, pickers, potato diggers, pea and bean harvesters, beet lifters, etc.); haying machinery (mowers, rakes, hayloaders, stackers, balers, etc.); dairy farm equipment (milking machines, farm milk coolers, farm cream separators, etc.); poultry farm equipment (incubators, brooders, feeders, waterers, etc.); beekeepers' supplies; agricultural spraying equipment; barn and barnyard equipment; electric fence controllers; farm pumps and water systems; windmills; windmill generating sets; farm grain elevators, grain bins, corn cribs and silos; circular wood-sawing machines intended for farm use; machines for farm processing for market or farm use (farm size cane mills, cider mills, corn shellers, corn huskers and shredders, ensilage cutters, feed cutters, feed grinders and crushers, fruit presses, grain cleaners and graders, grain threshers, hammer mills, hay presses, peanut pickers, potato sorters and graders, syrup evaporators, etc.); buggies and farm wagons; and attachments and parts for all the foregoing.

(5) "Item of farm equipment" includes any item of complete farm equipment, any attachment for use therewith and any part thereof, whether in a finished or unfinished state, which is covered by this Maximum Price Regulation No. 246. The coverage of this Maximum Price Regulation No. 246 is set forth in § 1361.67.

(6) "Price in effect" for any item of farm equipment on March 31, 1942, for any class of purchasers means (i) the price published in the manufacturer's or wholesale distributor's last price list actually issued to the trade and made effective on or before March 31, 1942, less all discounts and allowances, if any, applicable to that class of purchasers on that date, or (ii) where the manufacturer or wholesale distributor has issued no such published price, the price at which an order for such item was last accepted from a purchaser of the same class on or before that date.

(7) "Material prices" means prices for parts and subassemblies, as well as for raw and semi-finished materials.

(b) Unless the context otherwise requires, the definitions set forth in section 302 of the Emergency Price Control Act of 1942 shall apply to other terms used in this Maximum Price Regulation No. 246.

§ 1361.67 *Coverage of Maximum Price Regulation No. 246.* (a) Except as set forth in paragraph (b) of this section, this Maximum Price Regulation No. 246 applies to any item of complete farm equipment, any attachment for use therewith and any part thereof whether in a finished or unfinished state, and any manufacturing service in the production of any of the foregoing, as defined in § 1361.56. In any case of conflict, it supersedes the following maximum price regulations: Maximum Price Regulation No. 136—Machines and Parts and Machinery Services,[10] Maximum Price Regulation No. 188—Manufacturers' Maximum Prices for Specified Building Materials and Consumers' Goods other than Apparel,[11] and Maximum Price Regulation No. 210—Retail and Wholesale Prices for Fall and Winter Seasonal Commodities[12]; it also supersedes the General Maximum Price Regulation, except as provided in § 1361.65 (a).

(b) This Maximum Price Regulation No. 246 does not apply to:

(1) Any unfinished product in such form as to be used for other purposes as well as for farm equipment;

(2) Any product for which a maximum price is established by Revised Price Schedule No. 82—Wire, Cable, and Cable Accessories,[13] Maximum Price Regulation No. 147—Bolts, Nuts, Screws, and Rivets,[14] or Maximum Price Regulation No. 149—Mechanical Rubber Goods,[15] except when such product is sold as a finished attachment or replacement part for farm equipment by a person engaged in the business of selling complete farm equipment and/or a complete line of replacement parts for at least one item of complete farm equipment;

(3) Any product or any service for which a maximum price is established by any price schedule or maximum price regulation issued by the Office of Price Administration other than those specifically mentioned in paragraphs (a) or (b) of this section.

(4) Portable, prefabricated farm buildings.

(5) Parts which are not of a type primarily used for the production or repair of farm equipment (for example, bearings, pistons, gaskets and wheels), when sold by a person who does not manufacture or sell the complete item of farm equipment of which the part is a component.

[Subparagraphs (4) and (5) added by Am. 11, effective 12-27-43]

§ 1361.68 *Effective date.* This Maximum Price Regulation No. 246 (§§ 1361.51 to 1361.68, inclusive) shall become effective November 15, 1942.

[Issued October 22, 1942]

§ 1361.69 *Effective dates of amendments.*

[Effective dates of amendments are shown in notes following the parts affected]

§ 1361.70 *Appendix A: Form for application for adjustment of maximum manufacturers' prices of farm equipment.*

(a) *Form.*

Form OPA 694-204

Form Approved
Budget Bureau No. 03-R425

UNITED STATES OF AMERICA
OFFICE OF PRICE ADMINISTRATION
Washington, D. C.

APPLICATION FOR ADJUSTMENT OF MAXIMUM PRICES FOR FARM EQUIPMENT UNDER MAXIMUM PRICE REGULATION NO. 246

Company Name_____
Address_____ _____ _____
(Street) (City) (State)

The following facts are furnished to the Office of Price Administration in support of this application:

SCHEDULE A

1. General description of the company's business.

_____

_____

2. Designate and describe item or group of items of farm equipment for which price increase is requested.

_____

_____

3. Present evidence that the company is an essential producer of the item or group of items of farm equipment for which a price increase is requested.

(a) For each item or group of items of farm equipment designated in Item 2 above, fill in the following if you have entered into, or propose to enter into, a war contract or subcontract for the sale of the item.

(1) Identification of contract_____
(2) Name of purchaser_____
(3) Address of purchaser_____
(Street)

_____ _____
(City) (State)

NOTE: If more than one item or group of items of farm equipment is being reported, present the required information on another sheet.

(b) Present any other information which demonstrates that the manufacturer is an essential producer of the item or group of items of farm equipment for which a price increase is requested.

(NOTE: The terms "essential producer", "war contract" and "subcontract" are defined in the adjustment provision under which this report is filed (§ 1361.64 (a) of Maximum Price Regulation No. 246.))

[10] 8 F.R. 16132.

[11] 7 F.R. 5872, 7967, 8943, 8948, 10155; 8 F.R. 537, 1815, 1980, 3105, 3788, 3850, 4140, 4931, 5759, 7107, 8751, 8754, 9836, 10433, 10906, 11037, 12406, 12479, 12186, 12608.

[12] 7 F.R. 6769, 7318, 7173, 7912, 8651, 8930, 8937, 8948, 9614, 10109; 8 F.R. 573, 1813, 2025, 6359, 13050, 13742.

[13] 7 F.R. 622, 1358, 2133, 7034, 8948; 8 F.R. 5810, 10656.

[14] 7 F.R. 3808, 3905, 8948; 8 F.R. 8361.

[15] 8 F.R. 10813, 13172.

SCHEDULE B

Important: If you have submitted any of the following information on Office of Price Administration Financial Report Forms A and B for certain periods or have furnished same on a previous application for adjustment of a maximum price, you may omit those periods in your present report. In the case of a subsidiary wholly owned by a parent corporation, consolidated financial statements as well as financial statements for the subsidiary should be submitted.

1. Submit balance sheets and profit and loss statements for the years 1941 and 1942, and for the most recent accounting period in 1943.

(NOTE: Each profit and loss statement must contain a detailed breakdown of cost of goods sold, administrative expense, selling expenses, the total amount of officers' salaries and the number of officers.)

2. Financial data 1936–1940.

(NOTE: The filing of the financial data designated in this item is optional. Should the applicant prefer, this information will be obtained by the Office of Price Administration directly from the Bureau of Internal Revenue.)

Either submit balance sheets and profit and loss statements for the years 1936–1940, or fill in the following condensed table:

	1936	1937	1938	1939	1940
Net sales					
Cost of goods sold					
Gross profit					
Administrative expense					
Selling expenses					
Net operating profit					
Other income less other expenses					
Net profit before income taxes					
Debt (except current) at end of year					
Net worth at end of year					
Total assets					

3. Are the salaries and wages of all your employees in compliance with the maximum established by the Office of Economic Stabilization? _____.
(Yes or No)

If no, state exceptions.

SCHEDULE C—UNIT PRICE AND COST INFORMATION

Designation of item of farm equipment: _____.

NOTE: If more than one item or a group of items of farm equipment is involved, prepare and file separate reports on this schedule for each item that you consider necessary to convey an adequate understanding of the situation which gave rise to this application.

1. *Price data*—(a) *Net realized price:*

	Ceiling price March 1942	Current price	Requested price
1. List or gross price			
2. Less applicable discounts			
Dealer's discounts			
Jobber's discounts			
Freight allowance (if any)			
Other allowances (specify)			
3. Net realized price at maximum discount			

(b) *Analysis of Sales of the above designated item:* Sales for _____
(Number of months)
month period ending _____ 1943.
(Month and day)

	Percentage amount of discounts	Dollar value of sales after discounts
Sales subject to discount of	(1)____%	$_____
Sales subject to discount of	(2)____%	_____
Sales subject to discount of	(3)____%	_____
Sales subject to discount of	(4)_____	_____
Sales subject to discount of	(5)_____	_____
Sales not subject to discount of	xxxx	_____
Total sales of above designated items	xxxx	$_____

(c) *Total sales for the above designated item only:*

	1940	1941	1942	____ months ending _____ 1943
Total unit volume of sales				
Total dollar volume of sales (net)	$____	$____	$____	$_____

(d) *Is the price currently charged for the item of farm equipment the same as the maximum price filed with OPA?* _____.
(Yes or No)

(If answer is "No", state date when increased price was first charged.) Date: _____, 194__.
(Month)

(e) *Indicate whether the current maximum price is a list or established* price _____ or a formula price _____ (Check one). Price used since _____, 194__.
(Month)

(f) *State on a separate sheet the reasons for the need of the requested* price increase.

2. *Unit cost data:*

	Ceiling date costs, March 1942	Costs when current price was established	Current date costs _____ 1943
(a) Direct material	$_____	$_____	$_____
(b) Direct labor			
(c) Factory overhead			
(d) Selling expense (do not include discounts deducted under price data above)			
(e) Administrative expense			
(f) Freight out, if any			
(g) Other expense, specify			
(h) Total cost per unit			

(i) What method is used in allocating factory overhead?

1. Standard ( ) Actual ( ) Other ( ) (Check one).

2. Direct labor cost ( ): Direct labor hours ( ) Machine hours ( ) Other ( ). (Explain separately if "other" or combination.)

_____
(Applicant)
By _____
_____
(Title)

Affidavit

State of _____ }
County of _____ } ss:

The undersigned _____ being first duly sworn according to law, on oath deposes and says:

That he is the person whose name appears subscribed to the above Application for Adjustment; and that he has read the same and knows to his own knowledge that the facts contained therein are true and correct.

_____
(Signature)

Subscribed and sworn to before me this ____ day of _____ 1943.

_____
Officer administering oath

(b) *Instructions for completing form:*

INSTRUCTIONS FOR THE USE OF ADJUSTMENT APPLICATION FORM FOR FARM EQUIPMENT

Schedule C entitled "Unit Price and Cost Information" is subject to the following explanation:

1. *Price data.*

(a) 1. (*List*) (*Gross*) *price:* Please indicate whether the price is a suggested retail price, net dealer's price or net jobber's price.

(a) 2. *Applicable discounts:* If several different rates of dealers' or jobbers' discounts apply to the item or group of items of farm equipment, use the rate of discount which applies to the largest amount of sales in arriving at the net realized price.

(b) Use a sufficient number of months prior to the date of the application to give an adequate understanding of the situation. Name the period in the allotted space and fill in discounts.

2. *Unit cost data.*

In presenting unit cost data be sure to include only actual cost.

Material cost must represent actual cost. State separately any charges added to costs of materials.

Where standard costs are used, adjust costs for over- or under-absorption during the period to which the costs apply.

The cost data for the ceiling date may be recomputed if the item of farm equipment covered by the application was not manufactured on or about that date. In the recomputation apply the wage rates prevailing in your plant on the ceiling date and material cost of the same date.

Under items (f) and (g) include only costs borne by the manufacturer and not billed separately to the buyer.

[§ 1361.70 added by Am. 5, 8 F.R. 6425, effective 5-20-43]

[NOTE: Supplementary Order No. 76 (8 F.R. 14011) provides that the Price Administrator may authorize service suppliers subject to the General Maximum Price Regulation and Maximum Price Regulations Nos. 134, 136, 165, 246 and 251, to apply the provisions of one regulation to services supplied by him which are subject to two or more of the above regulations; and gives the procedure for filing application for such authorization.]

NOTE: All reporting and record-keeping requirements of this regulation have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

Issued this 20th day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20244; Filed, December 20, 1943; 4:56 p. m.]

PART 1364—FRESH, CURED AND CANNED MEAT AND FISH PRODUCTS

[MPR 439,[1] Amdt. 6]

FRESH FISH AND SEAFOOD AT RETAIL

A statement of the considerations involved in the issuance of this amendment has been issued simultaneously herewith and filed with the Division of the Federal Register.*

Section 3 (c) is amended to read as follows:

(c) Any retailer who did not offer for sale any species of fish or seafood listed in section 2 or any form or style of any species during the period July 5 to July 10, 1943, inclusive, or who cannot price his fresh fish and seafood commodities under section 3 (a) or (b) hereof shall file a written application to the nearest district office of the Office of Price Administration for approval of a permitted retail mark-up on each of such species in the style or form to be sold. The application shall include a statement setting forth the reason why pricing cannot be based on section 3 (a) or (b) and a proposed schedule of mark-ups by species and forms and styles to be sold. Any district office of the Office of Price Administration may establish maximum mark-ups of such an applicant in line with the mark-ups of similar retailers. The district office shall establish Table A prices in Maximum Price Regulation No. 418 as the net cost for any applicant who is the producer of the fresh fish or seafood which he sells at retail.

This amendment shall become effective December 27, 1943.

(56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681)

Issued this 20th day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20245; Filed, December 20, 1943; 5:01 p. m.]

PART 1394—RATIONING OF FUEL AND FUEL PRODUCTS

[RO 11,[2] Amdt. 91]

FUEL OIL RATIONING REGULATIONS

A rationale for this amendment has been issued simultaneously herewith and has been filed with the Division of the Federal Register.*

Section 1394.5151 (a) (8) is amended to read as follows:

(8) For the operation of coal spraying equipment with fuel oil other than grade No. 5 or No. 6 or Bunker "C" having an A. P. I. (American Petroleum Institute) gravity of 20° or below.

This amendment shall become effective on December 24, 1943.

(Pub. Law 671, 76th Cong., as amended by Pub. Laws 89 and 507, 77th Cong.; Pub. Law 421, 77th Cong.; WPB Directive No. 1, 7 F.R. 562; Supp. Directive No. 1-0, as amended, 8 F.R. 14139; E.O. 9125, 7 F.R. 2719)

Issued this 20th day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20246; Filed, December 20, 1943; 5:01 p. m.]

PART 1448—EATING AND DRINKING ESTABLISHMENTS

[Restaurant MPR 5-13]

FOOD AND DRINK SOLD FOR IMMEDIATE CONSUMPTION IN KANSAS CITY DISTRICT

In the judgment of the Director of the Kansas City, Missouri, District Office of Region V, the prices of food and beverages sold for immediate consumption in the following counties of Missouri and Kansas:

(a) *Missouri:* Andrew, Atchison, Barry, Barton, Bates, Benton, Buchanan, Caldwell, Carroll, Cass, Cedar, Christian, Clay, Clinton, Dade, Dallas, Daviess, De Kalb, Gentry, Greene, Grundy, Harrison, Henry, Hickory, Holt, Jasper, Jackson, Johnson, Lafayette, Lawrence, Linn, Livingston, McDonald, Mercer, Newton, Nodaway, Pettis, Platte, Polk, Putnam, Ray, St. Clair, Saline, Stone, Sullivan, Taney, Vernon, Webster, and Worth.

(b) *Kansas:* Johnson, Leavenworth, and Wyandotte.

have risen, and are threatening further to rise, to an extent and in a manner inconsistent with the purpose of the Emergency Price Control Act of 1942, as amended, and Executive Orders 9250 and 9328.

In the judgment of the Director of the Kansas City, Missouri, District Office, the maximum prices established by this regulation are generally fair and equitable and are necessary to and will check inflation and effectuate the purposes of the act. So far as practicable, the Director of the Kansas City, Missouri, District Office gave due consideration to prices prevailing between October 1 and 15, 1941, and consulted with the representatives of those affected by this regulation.

A statement of the considerations involved in the issuance of this regulation is issued simultaneously herewith.*

Therefore, in accordance with the direction of the President to take action which will stabilize prices affecting the cost of living, and under the authority therewith delegated by the President pursuant to the Act of Congress approved October 2, 1942, entitled "An Act to Aid in Stabilizing the Cost of Living", 77th Congress, Second Session, and under the authority of Executive Order 9250, Executive Order 9328, and the Emergency Price Control Act of 1942, the Director of the Kansas City, Missouri, District Office hereby issues this Restaurant Maximum Price Regulation No. 5-13, establishing as maximum prices for food and drink sold for immediate consumption in the counties mentioned above, the prices prevailing therefor during the seven-day period begining April 4, 1943, and ending April 10, 1943.

§ 1448.413 *Maximum prices for food and drink sold for immediate consumption.* Under the authority vested in the Director of the Kansas City, Missouri, District Office by the Emergency Price Control Act of 1942, as amended, Executive Order 9250, Executive Order 9328, and General Order No. 50 issued by the Office of Price Administration, Restaurant Maximum Price Regulation No. 5-13 (Food and Drink Sold for Immediate Consumption), which is annexed hereto and made part hereof, is hereby issued:

AUTHORITY: § 1448.413 issued under 56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681; Gen. Order 50, 8 F.R. 4893.

RESTAURANT MAXIMUM PRICE REGULATION NO. 5-13—FOOD AND DRINK SOLD FOR IMMEDIATE CONSUMPTION

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SECTION 1. *Sales at higher than ceiling prices prohibited.* If you own or operate a restaurant, hotel, cafe, bar, delicatessen, soda fountain, boarding house, or any other eating or drinking place, you must not offer or sell any "food item" (including any beverage) or "meal" at a price higher than the ceiling price which you figure according to the directions in the next two sections (sections 2 and 3). You may, of course, sell at lower than ceiling prices.

SEC. 2. *How you figure ceiling prices for food items and meals you offered in the seven-day period from April 4, 1943,*

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*Copies may be obtained from the Office of Price Administration.

[1] 8 F.R. 10267, 10732, 11686, 12693, 13920, 14986.

[2] 7 F.R. 8480.

to April 10, 1943. Your ceiling price for any food item or meal which you offered in the seven-day period beginning Sunday April 4, 1943, and ending Saturday April 10, 1943, is the highest price at which you offered the same food item or meal in that seven-day period.

SEC. 3. *How you figure ceiling prices for food items and meals you did not offer in the seven-day period.* You must figure your ceiling price for a food item or meal which you did not offer during the seven-day period beginning Sunday April 4, 1943, and ending Saturday April 10, 1943, as follows:

(a) If you offered the same food item or meal at any time during the four weeks from March 7 to April 3, 1943, inclusive, and if you have adequate records of the prices you then charged, take as your ceiling price the highest price at which you offered that food item or meal during that four-week period.

(b) If you did not offer the food item or meal during the five-week period from March 7 to April 10, 1943, inclusive, or if you did not have adequate records of prices charged prior to the seven-day period you must proceed as follows:

(1) Determine the cost of the raw food which you use in preparing the new food item or meal.

(2) From the food items and meals for which you have already established ceiling prices, choose a food item or meal which currently has a raw food cost equal to or less than the raw food cost of the new food item or meal.

(3) Take as your ceiling price for the new food item or meal your ceiling price for the food item or meal chosen for comparison. The food item or meal chosen for such comparison should be of the same class as the new food item or meal. If, however, you can find no food item or meal of the same class, you may use for comparison the most similar food item or meal of another class having a food cost equal to or less than your food cost for the new food item or meal. "Currently" as used herein means current on the day you figure your price.

(c) Once your ceiling price for a food item or meal has been fixed, it may not be changed except as provided in section 4.

SEC. 4. *How you figure your prices for seasonal items.* First, determine your ceiling price for a "seasonal food item" (defined in section 20 (e)) in accordance with the appropriate rule of sections 2 and 3 of this regulation. Thereafter, this price must be varied in proportion to any seasonal change in the raw food cost of the item: *Provided,* That in no event shall the price be higher than the ceiling price as originally determined. If in the past it has been your practice to maintain one price throughout the season, you need not vary your ceiling price according to this rule provided the ceiling price was based upon estimated average raw food cost of the item for the entire season.

SEC. 5. *No ceiling price for any food item or meal to be higher than the highest ceiling price for a food item or meal of the same class in the base period.* Under no circumstances are you permitted to charge a higher price for a food item or a meal than:

(a) Your highest ceiling price for food item or meals of the same class offered in the seven-day period; or

(b) In those cases in which you did not offer food items or meals of the same class during the seven-day period, the price at which you sold the same food items or meals prior to April 4, 1943, as determined under the provisions of section 3 (a) or section 3 (b), whichever is applicable, provided you first file with the appropriate War Price and Rationing Board a menu or certified copy of a record showing such highest price.

The provisions of this section shall not apply to seasonal dessert specialties specified in section 21A, Class 24a.

Example 1. If your highest ceiling price for any soup offered by you during the seven-day period is 15 cents, you may not offer any other soup at a higher price than 15 cents.

Example 2. You served sirloin steak in March at $1.25. You did not serve sirloin steak during the base period. The highest price at which you can now serve sirloin steak is $1.25.

SEC. 6. *Substitution of food items in meals.* If you have already determined your ceiling price for a meal you may substitute for any food item other than the entree (or main dish) in that meal any other food item of the same class without refiguring your ceiling price, provided the new food item costs you approximately as much and offers customers about the same value as the food item which it replaces. A meal becomes a "new" meal whenever the entree (or main dish) is changed or a new food item is substituted which costs you less or offers your customer lower value than the food item which it replaces, and you must therefor determine its ceiling price in accordance with the rules established by section 3.

SEC. 7. *Prohibition against manipulation of meal offerings.* You must not manipulate your meal offerings in a manner which will force your customers to pay more than they did during the seven-day period. Among other things you must not:

(a) Reduce the number of meals offered at prices equal to or below your "middle price" for meals of the same class without making a corresponding reduction in the number of meals offered at prices above that middle price. By "middle price" is meant the price most nearly at the mid-point of your price range for meals of the same class.

(b) Cease to offer at least as many different meals at or below the lowest price charged by you for meals of the same class on any day you select in the seven-day period, as you did on that day.

Example. If you select Friday, April 9, 1943, to determine the lowest price and the number of week-day meals offered at that price, and if on that day you offered six week-day dinners, of which two were priced at 65¢, and one each at 75¢, 85¢, $1.00, $1.10, you must continue to offer two week-day dinners at 65¢. Note that Sunday meals and week-day meals are meals of a different class.

SEC. 8. *Evasion.* (a) You must not evade or avoid the provisions of this regulation by any scheme or device whatsoever. Some, but not all, practices which will be regarded as evasive are:

(1) Dropping food items from meals, deteriorating quality or reducing quantity without making sufficient reduction in price.

(2) Withdrawing the offer, or increasing the price, of any meal ticket, weekly rate, or other arrangement by which customers may buy food items or meals at less than the prices they must pay when purchasing by item or meal;

(3) Increasing any cover, minimum, bread-and-butter, service, corkage, entertainment, check-room, parking or other special charges, or making such charges when they were not in effect in the seven-day period except that a cover or minimum charge in effect during the base period may be increased in accordance with customary practice, where it was the practice to vary the charge in accordance with the type of entertainment offered and the increase does not cause the charge to go above the highest charge made during the last twelve-month period;

(4) Requiring as a condition of sale of an item or meal the purchase of other items or meals when such condition was not in effect during the base period except that you may refuse to sell coffee unless a customer also purchases another food item;

(5) Reducing the selection of meals offered at table d'hote prices when the food items which you customarily offered in such meals are being offered at a la carte prices which when added together total more than the table d'hote price for the complete meal or give your customers less value for their money.

Example 1. If you customarily offered fish on table d'hote dinners at 85¢, you may not now offer fish a la carte and refuse to offer it on a table d'hote dinner priced at 85¢.

Example 2. If you offered table d'hote dinners during the base period at 75¢ to $1.10 which included dessert and beverage, you may now offer the same food item excluding dessert and beverage at 55¢ to 90¢, providing you also offer dessert and beverage to be served with the meals at prices which do not total more than 20¢.

(b) You will not be considered evading the provisions of this regulation, however, if you do any of the following things, even though you did not do any of these things during the seven-day period:

(1) You may limit your customers to one pat of butter per meal.

(2) You may reduce the quantity, or eliminate altogether condiments (such as catchup, chili sauce, etc.) which you may have customarily placed at the disposal of your customers and which now are, or may hereafter be, subject to any rationing order or rationing regulation of the Office of Price Administration.

(3) You may reduce the amount of sugar served with each cup of coffee or tea, or each bowl of cereal, fruit or other similar food items with which sugar is served to, but not less than, one teaspoonful, except that less than that may

be given if required by your available supply.

You may not, however, make the curtailments authorized in the foregoing sub-paragraphs and furnish these curtailed items at an additional charge. For example, if during the seven-day period you furnished catchup, you may not now discontinue furnishing this item free, and at the same time offer to furnish it for an additional charge.

SEC. 9. *Rules for new proprietors.* (a) If you have acquired another's business after the seven-day period from April 4, 1943, to April 10, 1943, and continue the business in the same place, you are subject to the same ceiling prices and duties as the previous proprietor. Prior to acquiring another's business, however, you may apply to the Kansas City District Office of the Office of Price Administration for permission to price under paragraph (b) of this section. If such permission is granted, it may be subject to such conditions as the District Director of the Kansas City District Office deems necessary.

(b) If you open or have opened an eating or drinking place after the seven-day period, or were not in operation during that period, you must fix ceiling prices in line with the ceiling prices of the nearest eating or drinking place of the same type as yours. If the ceiling prices so fixed are too high and threaten to have an inflationary effect on the price of food or drink, the Kansas City District Office of the Office of Price Administration may issue an order requiring you to reduce your ceiling prices. You are subject to the record requirements of section 12 and the posting requirements of section 13 immediately upon the opening of your place.

SEC. 10. *Seasonal eating and drinking places*—(a) *Exempt places.* If you are the proprietor of a seasonal eating or drinking place that:

(1) Was not open during the base period from April 4 to April 10, 1943;

(2) Receives 90 percent or more of its total annual revenue during four calendar months of the year;

(3) Is located in an area for which no maximum rent regulation has been issued;

the prices for food items and meals offered by you in that place are exempt from control.

You must not regard this exemption as relieving you from the obligations imposed upon you by General Order No. 50, and you are still subject to the provisions of section 22 of this regulation. Pursuant to this latter section the Director will by special order establish maximum prices for any seasonal eating or drinking place which takes undue advantage of the exemption.

(b) *Non-exempt places.* If you are the proprietor of a seasonal eating or drinking place which is not exempt under the terms of paragraph (a), you must figure your ceiling prices as follows:

(1) If the place was in operation during the base period from April 4 to April 10, 1943, use the rules set forth in sections 2, 3 and 4.

(2) If the place was not in operation during the base period from April 4 to April 10, 1943, but another place of the same type and within a reasonable distance was in operation during that period, fix your ceiling prices as a new proprietor under the terms of section 9 (b).

(3) If you cannot price under subparagraphs (1) or (2) above, you must apply for a price to the Kansas City District Office of the Office of Price Administration. Your application must be filed ten days prior to the date you plan to commence operations and present the following information:

(i) Your name and address.

(ii) A brief description of your business and the manner of operation.

(iii) A list showing the prices you charged during the previous season as well as the prices you propose to charge during the coming season.

(iv) The date when you plan to commence operations.

(v) The names of two establishments similar to yours.

You may charge the prices listed if they are not disapproved by the Office of Price Administration prior to the date specified for the commencement of operations. That Office may at any time, after proper investigation and hearing, establish such maximum prices for your business as it deems proper.

SEC. 11. *Taxes.* If in the seven-day period you stated and collected the amount of any tax separately from the price you charged, you may continue to do so. You may also separately state and collect the amount of any new tax or of any increase in the amount of a previous tax on the sale of food or drink or on the business of selling food or drink, if the tax is measured by the number or price of items or meals.

SEC. 12. *Records.* (a) You must observe all the record keeping and filing requirements of General Order No. 50 which are hereby made a part of this regulation by reference.

(b) *Customary records.* You must preserve all your existing records relating to your prices, costs and sales. You must also continue to maintain such records as you ordinarily kept. All such records shall be subject to examination by the Office of Price Administration.

(c) *Records of the seven-day period.* You must make available for examination by any person during ordinary business hours a copy of each menu used by you in the seven-day period. If you did not use menus, you must make available for such examination a list of the highest prices you charged in the seven-day period.

(d) *Filing by new proprietors.* The proprietor of an eating or drinking place which was not open during the seven-day period (including newly-opened places) shall file menus or a price list in accordance with paragraph (a) of General Order No. 50 except that (1) the filing shall be for the seven-day period begining with the first Sunday that place is open after April 4, 1943, and (2) the filing shall be made within three weeks of such first Sunday.

(e) *Future records.* Beginning with the effective date of the regulation, you must keep, for examination by the Office of Price Administration, two each of the menus used by you each day. If you do not use menus you must prepare in duplicate, and preserve for such examination, a record of the prices charged by you each day, except that you need not record prices which are the same as, or less than, prices you previously recorded for the same items or meals. Proprietors who operate a number of eating or drinking places in the same city which have customarily been subject to central control may keep the records required by this paragraph for those places at a central office or the principal place of business within the city.

SEC. 13. *Posting.* (a) Beginning December 15, 1943, each menu must have clearly and plainly written on or attached to it the following statement:

All prices listed are our ceiling prices or below. By the Office of Price Administration regulation, our ceilings are based on our highest prices from April 4, 1943, to April 10, 1943. Records of these prices are available for your inspection.

(b) If you made menus available to customers in the seven-day period, you shall continue to make them available.

(c) In addition to requirements in (a) and (b) you must post in a conspicuous place, preferably at or near the cash register, a sign or poster when furnished by the Office of Price Administration. You must enter after each meal or food item in this list your ceiling price for such meal or food item.

(d) Cafeterias shall post their ceiling prices in appropriate places within easy view of consumers.

SEC. 14. *Operation of several places.* If you own or operate more than one eating or drinking place, you must do everything required by this regulation for each place separately.

SEC. 15. *Relation to other maximum price regulations.* The provisions of this regulation shall not apply to the sale of any food, beverage or other item, the maximum price of which is now or may at any item hereafter be established by the General Maximum Price Regulation or by any other regulation issued by the Office of Price Administration.

SEC. 16. *Geographical application.* This Restaurant Maximum Price Regulation 5-13 applies to the following counties in the States of Missouri and Kansas:

(a) *Missouri:* Andrew, Atchison, Barry, Barton, Bates, Benton, Buchanan, Caldwell, Carroll, Cass, Cedar, Christian, Clay, Clinton, Dade, Dallas, Daviess, De Kalb, Gentry, Greene, Grundy, Harrison, Henry, Hickory, Holt, Jasper, Jackson, Johnson, Lafayette, Lawrence, Linn, Livingston, McDonald, Mercer, Newton, Nodaway, Pettis, Platte, Polk, Putnam, Ray, St. Clair, Saline, Stone, Sullivan, Taney, Vernon, Webster, and Worth.

(b) *Kansas:* Johnson, Leavenworth, and Wyandotte.

SEC. 17. *Enforcement.* Persons violating any provisions of this regulation are subject to the criminal penalties, civil enforcement actions, suits for treble damages and proceedings for suspension of licenses, provided for by the Emergency Price Control Act of 1942 as amended.

SEC. 18. *Exempt sales.* Sales by the following eating or drinking places are

specifically exempt from the provisions of this regulation.

(a) Eating and drinking places operated by or in connection with special church, Sunday school and other religious occasions unless such sales are made as a regular business.

(b) Hospitals, except for food items and meals served to persons other than the patients when a separate charge is made for such food items and meals.

(c) Eating and drinking places located on board common carriers (when operated as such), including railroad dining cars, club, bar and buffet cars, and peddlers aboard railroad cars traveling from station to station.

(d) Bona fide private clubs insofar as such clubs sell only to members and bona fide guests of members. Whenever such clubs sell to persons other than members or bona fide guests of members, such clubs shall be considered for all sales eating or drinking places within the meaning of this regulation. No club shall be considered to be exempt as a private club, within the meaning of this subparagraph, unless its members pay dues (more than merely nominal in amount), are elected to membership by a governing board, membership committee or other body, and otherwise is operated as a private club.

No club organized after the effective date of this regulation shall be exempt unless and until it has filed a request for exemption with the Kansas City District Office of the Office of Price Administration, furnishing such information as may be required, and has received an order from such office authorizing exemption as a private club.

(e) Eating and drinking places operated by a school, college, university, or other educational institution, which is a non-profit institution (that is, where no part of the net earnings inures to the benefit of any private shareholder or individual) which sells food items or meals on a non-profit basis (or as near thereto as reasonable accounting methods will permit) and substantially all sales of which are made to students, faculty members and employees of such institutions. For the purpose of this paragraph persons receiving instruction on the premises of such institutions by arrangement with the War Department or the Department of the Navy shall be considered students.

SEC. 19. *Adjustments.* (a) The Office of Price Administration may adjust the maximum prices for any eating establishment under all of the following circumstances:

(1) The establishment will be forced to discontinue operations unless it is granted an adjustment of the maximum prices established by this regulation, and

(2) Such discontinuance will result in serious inconvenience to consumers in that they will either be deprived of all restaurant service or will have to turn to other establishments that present substantial difficulties as to distance, hours of service, selection of meals or food items offered, capacity, or transportation, and

(3) By reason of such discontinuance, the same meals or food items will cost the customers of the eating establishment as much or more than the proposed adjusted prices.

(b) If you are the proprietor of an eating establishment which satisfies the requirements specified above, you may apply for an adjustment of your maximum prices by submitting to the Kansas City District Office of the Office of Price Administration a statement setting forth:

(1) Your name and address.

(2) A description of your eating establishment including: type of service rendered (such as cafeteria, table service, etc.), classes of meals offered (such as breakfast, lunch and dinner), number of persons served per day during the most recent thirty-day period,[1] and such other information as may be useful in classifying your establishment.

(3) The reasons why your customers will be seriously inconvenienced if you discontinue operations.

(4) The names and addresses of the three nearest eating places of the same type as yours.

(5) A list showing your present maximum prices and your requested, adjusted prices.

(6) A profit and loss statement for your restaurant business for the most recent three-month accounting period, and a copy of your last income tax return if one was filed separately for your restaurant business.

(7) Any other information reasonably requested by the District Director of the Office of Price Administration.

Applications for adjustment under this section may be acted upon by the Director of the Kansas City District Office of the Office of Price Administration.

SEC. 20. *Definitions and explanations.* (a) "Person" means individual, corporation, partnership, association or other organized group of persons or the legal successor or representative of any of the foregoing, and includes the United States or any agency thereof, any other government, any of its political subdivisions, and any agencies of any of the foregoing.

(b) "Meal" means a combination of food items sold at a single price. Examples of meals are a five-course dinner, a club breakfast, and a blue-plate special. Two or more kinds of food which are prepared or served to be eaten together as one dish are not a "meal". Examples of such dishes are: ham and eggs, bread and butter, apple pie and cheese.

(c) "Offered" means offered for sale and includes the listing or posting of prices for items and meals even though the items and meals so offered were not actually on hand to be sold.

(d) "Food items" means an article or portion of food (including beverages) sold or served by an eating or drinking place for consumption in or about the place or to be taken out for eating without change in form or additional preparation. It includes two or more kinds of food which are prepared or served to be eaten together as one dish, such as ham and eggs, bread and butter, apple pie and cheese.

(e) "Seasonal food items" means a food item (including beverage) not generally offered for sale throughout the year and normally available in quantity only during certain seasonal production periods of each year. Examples are: certain shell-fish such as oysters; certain fresh fish such as salmon, trout and shad; certain vegetables such as summer squash; and certain fruits such as berries and melons.

(f) Unless the context otherwise requires, the definitions set forth in section 302 of the Emergency Price Control Act of 1942 and in the General Maximum Price Regulation, issued by the Office of Price Administration, shall apply to other terms used herein.

SEC. 21. *Classes of food items and meals.* (See definition of "food item" and "meal" contained in section 20.)

(a) *The classes of food items.*

BREAKFAST ITEMS

1. Fruits, fruit juices and vegetable juices.
2. Cereals.
3. Entrees; egg and combination egg dishes served at breakfast.
4. Entrees; meat and meat combination dishes served at breakfast.
5. Entrees; all other dishes served at breakfast.
6. Bread, rolls, buns, Danish-pastries, etc., served at breakfast.
7. All other breakfast dishes including jams, jellies, and preserves.

OTHER ITEMS

8. Appetizers, except alcoholic cocktails.
9. Soups, including soups in jelly.
10. Beef; steaks and roasts.
11. Veal; steaks, chops and roasts.
12. Pork; loin, chops, steaks, and roasts.
13. Lamb or mutton; chops, roasts.
14. Poultry and fowl.
15. Fish and shell-fish.
16. Game.
17. Miscellaneous and variety meats, including liver and kidneys.
18. Prepared dishes such as stews, casseroles, ragouts, curries, etc.
19. Egg and cheese dishes and combinations thereof.
20. All other dishes such as spaghetti and combinations, vegetable platter, baked beans and combinations, chop suey, etc.
21. Vegetables, including potatoes.
22. Salads (except as served as a main course or appetizer course in a meal).
23. Desserts; cakes, cookies, pies, pastries, and other baked goods.
24. Desserts; ice creams, sherbets, water ices, including combinations with syrups, creams, fruits and nuts.
24a. Desserts; seasonal dessert specialties such as watermelon and cantaloupe.
25. Desserts; all others, including fruits, puddings and cheese.
26. Cold sandwiches, including garnishings, salads and vegetables.
27. Hot sandwiches, including garnishes, salads and vegetables.
28. All other food items served in a meal including mints and preserves.
29. Beverage foods, including coffee, cocoa, chocolate, tea and milk.

BEVERAGES

30. Non-alcoholic beverages, including sparkling and mineral waters.
31. Alcoholic malt beverages, including beer and ale.
32. Wines, including sparkling wines.
33. Liquors, including whiskeys, gins and brandies.
34. Cordials, including fruit liqueurs.
35. All other alcoholic beverages.

[1] In counting the number of persons served, anyone who was served more than once is to be counted separately for each occasion he was served.

(b) *The classes of meals.* For purposes of this regulation there shall be thirteen classes of meals, namely, breakfast, lunch, tea, dinner and supper during week days, and breakfast, lunch, tea, dinner and supper on Sundays, children's breakfast, lunch and dinner.

SEC. 22. *Special orders.* The provisions of this regulation to the contrary notwithstanding, the Office of Price Administration may from time to time issue special orders providing for the establishment or reduction of the maximum price of any food item or items or meal or meals sold or offered by any seller or sellers when, in the judgment of the Administrator, such action is necessary or desirable to prevent inflation, to stabilize prices affecting the cost of living, or to carry out the purposes of the Emergency Price Control Act of 1942, as Amended, and Executive Orders No. 9250 and 9328.

SEC. 23. *Licensing.* The provisions of Licensing Order No. 1 licensing all persons who make sales under price control are applicable to all sellers subject to this regulation or schedule. A seller's license may be suspended for violation of the license or of one or more applicable schedules or regulations. A person whose license is suspended may not, during the period of suspension, make any sales for which his license has been suspended. Under Licensing Order No. 1, a license is automatically granted without application by the seller.

SEC. 24. *Revocation and amendment.* (a) This regulation may be revoked, amended or corrected at any time.

(b) You may petition for an amendment of any provision of this regulation (including a petition pursuant to Supplementary Order 28) by proceeding in accordance with Revised Procedural Regulation No. 1, except that the petition shall be filed with and acted upon by the District Director.

This regulation shall become effective the 15th day of December 1943.

NOTE: The reporting and record keeping requirements of this regulation have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

(56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681; Gen. Order 50, 8 F.R. 4808)

Issued this 4th day of December 1943.

J. G. CALLAWAY,
Director.

[F. R. Doc. 43-20247; Filed, December 20, 1943; 4:55 p. m.]

PART 1499—COMMODITIES AND SERVICES

[Rev. SR 14 to GMPR, Corr. to Amdt. 55 [1]]

TRANSPORTATION SERVICES IN KENTUCKY

Section 7.15 of Revised Supplementary Regulation No. 14 is corrected by inserting the number "67" between the numbers "66" and "68" in the reference to the supplements to Kentucky Intrastate Tariff No. 7, MF-DMT Ky. No. 7.

[1] 8 F.R. 15912.

(56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681)

Issued this 20th day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20259; Filed, December 20, 1943; 5:02 p. m.]

PART 1499—COMMODITIES AND SERVICES

[Rev. SR 14 to GMPR, Amdt. 67]

HAND-HOOKED COTTON RUGS

A statement of considerations accompanying this Amendment No. 67 to Revised Supplementary Regulation No. 14 to the General Maximum Price Regulation has been issued simultaneously herewith and filed with the Division of the Federal Register.

A new section 6.32 is added as follows:

SEC. 6.32 *Hand-hooked cotton rugs*—(a) *Articles to which this section applies.* (1) This section applies only to sales of hooked rugs made principally of new cotton textile waste materials (such as sock tops or spring covers) and manufactured by home workers by hand processes in the states of North Carolina, Kentucky, South Carolina, Georgia, Tennessee, Virginia and West Virginia. (The prices of other cotton novelty rugs are governed by Maximum Price Regulation No. 188 or the General Maximum Price Regulation). The rugs subject to this section are hereafter called "hand-hooked cotton rugs."

(2) When used in this section:

(i) A *"hit and miss"* rug is one which does not meet all the specifications for select rugs, but which has the following features:

(*a*) The rug weighs at least 6⅓ ozs. per square foot in an oval and at least 7 ozs. per square foot in an oblong, calculating the area in either case by multiplying the greatest length and width.

(*b*) The burlap backing is free from mold, loose dirt and other foreign materials. The string materials are clean new cotton waste materials.

(*c*) The rug is not stained, torn or otherwise damaged.

(*d*) The face material completely covers the backing, so that no backing is visible on the face side.

(ii) A *"select"* rug is one with the following features:

(*a*) The rug weighs at least 7⅓ ozs. per square foot in an oval and 8 ozs. per square foot in an oblong, again calculating the area in either case by multiplying the greatest length and width.

(*b*) The burlap backing is free from grease, mold, loose dirt and other foreign materials, and weighs at least 10 ozs. per square yard. The string materials are clean new cotton waste materials.

(*c*) The rug is not stained, torn or otherwise damaged.

(*d*) The face material completely covers the backing, so that no backing is visible on the face side.

(*e*) A distinct and prominent pattern (including floral, animal, landscape, nautical, greeting, or any other well-defined pattern) runs through the rug. A figured "geometrical" or "diamond" pattern qualifies if it is symmetrical. A random "hit and miss" string or block pattern does not qualify the rug as a select rug.

(*f*) The rug has been shaken or brushed to bring loose ends to the surface, and has been evenly clipped and pressed.

(*g*) The background colors (whether solid or mottled) are uniform, without obvious "streaking".

(*h*) The stitches hemming the edge of the rug are spaced not more than ½ inch apart.

(*i*) If the rug is an oblong, the sides are straight. If an oval, the shape is regular.

(iii) *"Matching"* rugs are rugs which fulfill the specifications of select rugs and in addition have the following features:

(*a*) The rugs of a particular pattern are regularly offered for sale, and are available for reordering, in two or more sizes.

(*b*) The rugs coincide with stencils or color plates of that pattern (in the different sizes) designated for the purpose and furnished by a shipper.

(*c*) The same background colors are used in the several sizes of rugs of the same pattern.

(iv) *"Seconds"* are rugs which do not meet the specifications of "select", "matching" or "hit and miss" rugs.

(3) Hand-hooked cotton rugs which are sold or offered for sale in sizes of 30" x 60" or smaller may not fall short of their stated sizes by more than 2" in length and 1½" in width. Rugs larger than 30" x 60" may not fall short of their stated sizes by more than 3" in length and 2" in width. A rug which does not meet these tolerances takes the maximum price of the next smaller size in the table below.

(b) *Transactions and persons covered by this section.* (1) This section covers all sales of hand-hooked cotton rugs made by any person to any shipper, jobber, retailer, or to any consumer, including sales made at auction. However, rugs sold or delivered by a maker directly to an ultimate consumer are exempt from the provisions of this section; *Provided,* That the total of such sales or deliveries does not exceed $75.00 in any one calendar month. Also, rugs delivered by a shipper (or in the inventory of a jobber or dealer) prior to the effective date of this amendment are not covered by the provisions of this section if resold prior to February 1, 1944. Jobbers in making sales of such rugs to a retail dealer are required to furnish the retail dealer with a statement in writing that the rugs have been delivered by the shipper prior to December 27, 1943.

(2) This section applies to any person (except to a maker selling to collectors or selling not more than $75.00 worth in any one month directly to consumers) who buys or sells hand-hooked cotton rugs in the course of trade or business,

or who offers or agrees to do so. The term "person" includes an individual, partnership, corporation or any other organized group, their legal successors, assigns or representatives, the United States, or any government or any of its political sub-divisions or any agency of the foregoing.

(c) *Maximum prices for the sale to a shipper of hand-hooked cotton rugs.* (1) The maximum prices for the sale by any person to a shipper of hand-hooked cotton rugs are set forth in the table below. These prices are the maximum net delivered prices which may be paid by the shipper and include all services furnished by the seller in connection with the sale.

SALES TO SHIPPERS

Size	Matching		Select		Hit and miss		Seconds
	Oval	Oblong	Oval	Oblong	Oval	Oblong	
22 x 36	$2.08	$2.30	$1.80	$2.00	$1.37	$1.50	$1.15
24 x 45	2.85	3.10	2.45	2.70	1.90	2.10	1.55
24 x 48	3.00	3.30	2.60	2.90	2.00	2.20	1.70
27 x 50	3.55	3.90	3.05	3.35	2.35	2.60	1.95
27 x 56	3.95	4.35	3.40	3.80	2.65	2.95	2.20
30 x 54	4.25	4.70	3.65	4.05	2.85	3.15	2.35
30 x 60	4.70	5.20	4.05	4.50	3.15	3.50	2.60
36 x 36	3.40	3.75	2.90	3.25	2.25	2.50	1.90
36 x 60	5.65	6.25	4.85	5.40	3.80	4.20	3.15
40 x 40	4.20	4.60	3.60	4.00	2.80	3.10	2.35
48 x 48	6.05	6.65	5.20	5.75	4.05	4.50	3.35
48 x 72	9.10	10.00	7.80	8.65	6.05	6.70	5.05

(2) For the purposes of this section, a shipper is the person who ships or transports hand-hooked cotton rugs, assembled into bales or packages, out of the rug producing area. Any collector, jobber, retailer, or other person who ships or transports hand-hooked cotton rugs assembled into bales or packages out of the area in which they are produced, shall, for all purposes of this section, be considered to be the shipper of such rugs and is subject to all the duties and obligations of a shipper under this section. Each shipper of hand-hooked cotton rugs shall, before offering such rugs for resale, attach a tag to the rugs as provided by paragraph (h) of this section.

(d) *Maximum prices for the sale to a jobber of hand-hooked cotton rugs.* (1) The maximum prices for sales of hand-hooked cotton rugs to a jobber are set forth in the table below. These prices are the maximum net prices f. o. b. Asheville, N. C., to be paid by the jobber and include all services furnished by the seller in connection with the sale.

SALES TO JOBBERS

Size	Matching		Select		Hit and miss		Seconds
	Oval	Oblong	Oval	Oblong	Oval	Oblong	
22 x 36	$2.32	$2.55	$1.98	$2.20	$1.51	$1.65	$1.20
24 x 45	3.15	3.50	2.70	2.95	2.10	2.30	1.62
24 x 48	3.40	3.70	2.85	3.20	2.20	2.40	1.77
27 x 50	4.10	4.35	3.35	3.70	2.60	2.85	2.05
27 x 56	4.45	4.90	3.75	4.20	2.90	3.25	2.30
30 x 54	4.75	5.25	4.00	4.45	3.15	3.45	2.45
30 x 60	5.30	5.85	4.45	4.95	3.45	3.85	2.75
36 x 36	3.80	4.20	3.20	3.53	2.50	2.75	2.00
36 x 60	6.35	7.00	5.35	5.95	4.20	4.60	3.30
40 x 40	4.70	5.15	3.95	4.40	3.10	3.40	2.45
48 x 48	6.75	7.45	5.70	6.35	4.45	4.95	3.50
48 x 72	10.15	11.15	8.60	9.50	6.65	7.35	5.55

(2) For purposes of this section, a jobber is any person who buys hand-hooked cotton rugs which are tagged (or which are required by this section to have been tagged), and sells them to purchasers other than consumers.

(e) *Maximum prices for the sale to a retail dealer of hand-hooked cotton rugs.* (1) The maximum prices for the sale of hand-hooked cotton rugs to a retail dealer are set forth in the table below. These prices are the maximum net prices to be paid by the retail dealer f. o. b. Asheville, N. C., less 1% if paid in ten days, net thirty days, and include all services furnished by the seller in connection with the sale.

SALES TO RETAIL DEALERS

Size	Matching		Select		Hit and miss		Seconds
	Oval	Oblong	Oval	Oblong	Oval	Oblong	
22 x 36	$2.70	$3.00	$2.30	$2.55	$1.70	$1.92	$1.25
24 x 45	3.70	4.10	3.15	3.50	2.35	2.62	1.72
24 x 48	3.95	4.35	3.35	3.73	2.50	2.80	1.85
27 x 50	4.65	5.10	3.95	4.35	2.95	3.30	2.15
27 x 56	5.20	5.75	4.40	4.90	3.30	3.67	2.42
30 x 54	5.55	6.15	4.72	5.25	3.55	3.95	2.60
30 x 60	6.20	6.80	5.25	5.82	3.92	4.37	2.87
36 x 36	4.45	4.90	3.80	4.20	2.82	3.15	2.07
36 x 60	7.45	8.20	6.30	7.00	4.70	5.25	3.45
40 x 40	5.50	6.05	4.66	5.17	3.50	3.88	2.55
48 x 48	7.95	8.70	6.72	7.45	5.02	5.60	3.68
48 x 72	11.88	13.10	10.10	11.20	7.55	8.40	5.52

(2) These maximum prices shall be subject to a quantity discount of 3% on any sale of a bale lot or more. A "bale" means a quantity of rugs of a single grade and single size, as follows: 50 rugs of 24" x 48" or smaller; 25 rugs of 27" x 50" to and including 30" x 60" or 36" x 36"; 15 rugs of 3' x 5'; or 12 rugs of 4' x 6' or larger. The number of rugs in a bale lot of rugs of any size rug not listed in the previous sentence shall be the quantity of the nearest sized rug listed.

(f) *Maximum prices for the sale at retail of hand-hooked cotton rugs.* (1) The maximum prices for the sale at retail of hand-hooked cotton rugs (except for exempt sales by makers direct to consumers) are set forth in the table below. These prices are the maximum prices to be paid by the consumer and include all services furnished by the seller:

SALES TO CONSUMERS

Size	Matching		Select		Hit and miss		Seconds
	Oval	Oblong	Oval	Oblong	Oval	Oblong	
22 x 36	$4.65	$5.10	$3.95	$4.35	$2.95	$3.30	$2.10
24 x 45	6.35	6.95	5.40	5.95	4.05	4.50	2.95
24 x 48	6.75	7.45	5.75	6.35	4.35	4.85	3.05
27 x 50	7.95	8.75	6.75	7.45	5.10	5.65	3.60
27 x 56	8.90	9.75	7.55	8.35	5.70	6.30	4.00
30 x 54	9.50	10.45	8.10	8.95	6.10	6.75	4.30
30 x 60	10.60	11.65	8.95	9.95	6.75	7.50	4.75
36 x 36	7.60	8.35	6.45	7.20	4.90	5.45	3.45
36 x 60	12.70	13.95	10.80	11.95	8.10	9.00	5.75
40 x 40	9.40	10.35	8.00	8.85	6.00	6.65	4.25
48 x 48	13.55	14.85	11.55	12.75	8.65	9.65	6.10
48 x 72	20.35	22.35	17.25	19.15	12.95	14.45	9.15

On retail sales west of the Mississippi River a freight charge may be added as follows: 10¢ for sizes 24" x 48" or smaller; 20¢ for larger sizes up to 36" x 60"; and 35¢ for 48" x 72".

(g) *Maximum prices for the sale of hand-hooked cotton rugs other than those described in paragraph (a).* Maximum prices for the sale of hand-hooked cotton rugs of grades or sizes other than those described in paragraph (a) hereof shall be maximum prices, in line with the level of those set forth in paragraphs (c), (d), (e) and (f), approved in writing by the Price Administrator. Applications for the establishment of maximum prices shall be filed by the seller or the buyer with the Office of Price Administration in Washington, D. C.

No person covered by this section shall sell, offer for sale, or deliver, nor shall any such person buy, or receive any hand-hooked cotton rug, other than those described in paragraph (a) hereof, until maximum prices have been established under this paragraph (g).

(h) *Tagging.* (1) No person shall sell or offer to sell at retail (except for sales exempted under paragraph (b) of this section), and no jobber or retail dealer shall buy, a hand-hooked cotton rug, unless the tag or label described below is attached. This tag shall not be removed before delivery to the ultimate consumer.

(2) The shipper, before offering hand-hooked cotton rugs for sale, shall fasten securely to each rug a durable tag or label containing in easily readable lettering the following, correctly filled in:

OPA retail ceiling price $_____
Trade name or grade _____
Size of rug _____ X _____
_____¢ may be added for freight if sold at retail west of the Mississippi River.

DO NOT DETACH

(3) Any jobber or retailer who has untagged hand-hooked cotton rugs (as in the case of inventories of rugs delivered by a shipper prior to the effective date of this section, but not resold prior to January 1, 1944) shall see to it that the tag is attached.

(i) *Sales slips, receipts and invoices.* (1) After December 27, 1943, every person (other than a maker) who sells a hand-hooked cotton rug to a shipper, jobber or retail dealer, shall furnish the purchaser with a sales slip, receipt, invoice or other writing which shows the size and grade of the rug sold, the quantity, date of sale, price charged, and the name and address of the seller and the purchaser. (In the case of collectors selling to shippers, the shippers may furnish the receipt.) This written evidence of purchase shall be kept by the purchaser and a copy of it kept by the seller, for inspection by the Office of Price Administration.

(2) Every person selling a hand-hooked cotton rug at retail shall, upon request, give the purchaser a receipt showing the date, name and address of the seller, the rug sold and the price received for it.

(k) *Credit charges for sales at retail.* (1) Charges for the extension of credit may be added to the maximum (ceiling) retail prices established by this section only to the extent permitted by and subject to the requirements of this paragraph. (i) Sellers who in March 1942 collected a separately stated additional charge for the extension of credit on sales of hand-hooked cotton rugs or similar types of articles may collect a charge for the extension of credit on sales under this section, not exceeding such charge

in March 1942 on a similar sale on similar terms to the same class of purchaser. (ii) Sellers who did not so state and collect an additional charge may collect a charge for the extension of credit only on instalment-plan sales; and the charge shall not exceed the separately stated additional charge collected for the extension of credit on a similar sale on similar terms to the same class of purchaser in March 1942 by the seller's closest competitor who made such a separately stated charge.

(2) An instalment-plan sale, as used in the above paragraph, means a sale where the unpaid balance is to be paid in instalments over a period of either (i) six weeks or more from the date of sale in the case of weekly instalments, or (ii) eight weeks or more in the case of other than weekly instalments. (3) All charges for the extension of credit shall be quoted and stated separately. Any charge which is not quoted and stated separately, or which otherwise does not conform to this paragraph, shall, for the purposes of this section, be considered to be part of the price charged for the article sold. (4) No seller may require as a condition of sale that the purchaser must buy on credit.

(l) The provisions of this section 6.32 shall be applicable only to the 48 States and the District of Columbia.

This Amendment No. 67 shall become effective on the 27th day of December 1943.

(56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681)

Issued this 20th day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20251; Filed, December 20, 1943; 5:03 p. m.]

PART 1499—COMMODITIES AND SERVICES

[Rev. SR 14[1] to GMPR, Amdt. 63]

TEA BAGS AND PACKAGED TEA

A statement of the considerations involved in the issuance of this amendment, issued simultaneously herewith, has been filed with the Division of the Federal Register.*

Revised Supplementary Regulation No. 14 to the General Maximum Price Regulation is amended in the following respect:

Section 1.16 (f) (2) is amended so that the third division of the table shall read as follows:

	Maximum prices per dozen packages	
	Column A	Column B
16 oz. packaged tea	$3.28	$3.64
8 oz. packaged tea	4.20	4.38
4 oz. packaged tea	2.16	2.25
1⅜ oz. packaged tea	.77	.80

*Copies may be obtained from the Office of Price Administration.

[1] 8 F.R. 9787.

This amendment shall become effective December 27, 1943.

(56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681)

Issued this 20th day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20252; Filed, December 20, 1943; 4:53 p. m.]

PART 1499—COMMODITIES AND SERVICES

[SR 14A[1] to GMPR, Amdt. 10]

MILK AND MILK PRODUCTS

A statement of the considerations involved in the issuance of this amendment, issued simultaneously herewith, has been filed with the Division of the Federal Register.*

Supplementary Regulation No. 14A to the General Maximum Price Regulation is amended in the following respects:

1. In § 1499.73a (a) (1) (i) (*q*) the phrase "Baltimore, Maryland area" is amended to read as follows:

Baltimore-Annapolis, Maryland area.

2. In § 1499.73a (a) (1) (ii) (*q*) the phrase "Baltimore, Maryland area" is amended to read as follows:

Baltimore-Annapolis, Maryland area.

3. Section 1499.73a (a) (1) (vii) (*d*) is amended to read as follows:

(*d*) *Adjustment of established maximum prices.* The Regional Office of Region V of the Office of Price Administration, Dallas, Texas, may also, upon application of any seller or group of sellers, or on its own motion, adjust any maximum price established under this subdivision (vii) of Supplementary Regulation No. 14A, in accordance with the adjustment provisions of § 1499.75 (a) (9) of Supplementary Regulation No. 15 to the General Maximum Price Regulation, and § 1351.807 of Maximum Price Regulation No. 280.

4. The second undesignated paragraph of § 1499.73a (a) (1) (viii) is amended to read as follows:

This subdivision (viii) fixes adjusted maximum prices for all counties in the States of Mississippi and Florida. However, certain counties in the States of Alabama, Georgia, North Carolina, South Carolina, Tennessee, and Virginia have been specifically excepted from this area adjustment.

5. Section 1499.73a (a) (1) (viii) (*a*) (*1*) (*i*) is amended by inserting immediately before the paragraph beginning with the words "⅓ quart container sizes" the following:

Except that the seller's adjusted wholesale price under Pricing Method No. 1 for sales in quart container sizes to a particular purchaser shall be two cents a quart less than the adjusted retail price of that particular purchaser, as determined under Pricing Method No. 1.

Example. The wholesale price for glass quart container sizes shall be 14 cents a quart to retailers whose adjusted retail price is 16 cents a quart under Pricing Method No. 1.

6. Section 1499.73a (a) (1) (viii) (*a*) (*5*) (*i*) (A) is amended by inserting immediately before the paragraph beginning with the words "⅓ quart container sizes" the following:

Except that the seller's adjusted wholesale price under Pricing Method No. 1 for sales in quart container sizes to a particular purchaser shall be two cents a quart less than the adjusted retail price of that particular purchaser, as determined under Pricing Method No. 1.

Example. The wholesale price for glass quart container sizes shall be 16 cents a quart to retailers whose adjusted retail price is 18 cents a quart under Pricing Method No. 1.

7. Section 1499.73a (a) (1) (viii) (*a*) (*5*) (*i*) (B) is amended by inserting immediately before the paragraph beginning with the words "⅓ quart container sizes" the following:

Except that the seller's adjusted wholesale price under this pricing method, for sales in quart container sizes to a particular purchaser, shall be two cents a quart less than the adjusted retail price of that particular purchaser, as determined under this pricing method.

Example. The wholesale price for glass quart container sizes shall be 15 cents a quart to retailers whose adjusted retail price is 17 cents a quart under this pricing method.

8. Section 1499.73a (a) (1) (viii) (*a*) (*5*) (*ii*) is amended by inserting immediately before the paragraph beginning with the words "⅓ quart container sizes" the following:

Except that the seller's adjusted wholesale price under this pricing method, for sales in quart container sizes to a particular purchaser, shall be two cents a quart less than the adjusted retail price of that particular purchaser as determined under this pricing method.

Example. The wholesale price for glass quart container sizes shall be 15 cents a quart to retailers whose adjusted retail price is 17 cents a quart under this pricing method.

9. Section 1499.73a (a) (1) (viii) (*a*) (*7*) (*i*) (A) is amended by inserting immediately before the paragraph beginning with the words "⅓ quart container sizes." the following:

Except that the seller's adjusted wholesale price under Pricing Method No. 1 for sales in quart container sizes to a particular purchaser shall be two cents a quart less than the adjusted retail price of that particular purchaser, as determined under Pricing Method No. 1.

Example. The wholesale price for glass quart container sizes shall be 15 cents a quart to retailers whose adjusted retail price is 17 cents a quart under Pricing Method No. 1.

10. In § 1499.73a (a) (1) (viii) (*e*) (*2*) the date "April 5, 1943" is deleted and "March 6, 1943" inserted instead.

11. Section 1499.73a (a) (1) (viii) (*f*) is amended to read as follows:

(*f*) *Adjustment of established maximum prices.* The Atlanta Regional Of-

*Copies may be obtained from the Office of Price Administration.

[1] 8 F.R. 9385, 10514, 12783, 13969, 13724, 15259, 15705.

fice of the Office of Price Administration may also, upon application of any seller or group of sellers, or on its own motion, adjust any maximum price established under this subdivision (viii) of Supplementary Regulation No. 14A, in accordance with the adjustment provisions of § 1499.75 (a) (9) of Supplementary Regulation No. 15 to the General Maximum Price Regulation, and § 1351.807 of Maximum Price Regulation No. 280.

This amendment shall become effective December 27, 1943.

(56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681)

Issued this 20th day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20253; Filed, December 20, 1943; 5:03 p. m.]

PART 1499—COMMODITIES AND SERVICES

[MPR 165,[1] Supp. Service Reg. 21]

CHARGES FOR OVERTIME WORK

A statement of the considerations involved in the issuance of Supplementary Service Regulation No. 21 has been filed with the Division of the Federal Register.* For the reasons set forth in that statement and under the authority vested in the Price Administrator by the Emergency Price Control Act of 1942, as amended, and Executive Orders Nos. 9250 and 9328, Supplementary Service Regulation No. 21 is hereby issued:

§ 1499.673 *Charges for overtime work.* Persons performing services covered by Maximum Price Regulation No. 165, whose maximum prices are based upon a customer's hourly charge for labor, may increase such hourly charges in accordance with this regulation when their employees directly engaged in performing such services work overtime and are paid for overtime work at overtime rates. The following rules shall apply:

(a) *When customer requests overtime work.* Persons covered by this regulation may make an additional charge for work done at overtime wage rates in overtime hours if the customer actually requests that the work be done in overtime hours and agrees to pay the additional charge. The ratio of the overtime charge to the regular charge shall not exceed the ratio of the overtime wage rate to the regular wage rate; i. e., if overtime wages are one and one-half times regular wages (time and one-half for overtime) the overtime customer's hourly rate may be one and one-half times the regular customer's hourly rate. This paragraph shall not apply with respect to charges for work done in any overtime hours which have been taken into account for the purpose of increasing hourly rates in the manner authorized by the next paragraph.

(b) *General rule for 48-hour week including 8 hours overtime.* Persons whose employees directly engaged in performing such services regularly work 40 hours a week at straight-time rates and 8 or more hours at overtime rates may add the following sums to their maximum hourly charges established under Maximum Price Regulation 165:

Where overtime is paid for at 1½ times straight-time rates—5 cents per hour to any hourly charge under $1.75; 10 cents per hour to any hourly charge from $1.75 up to but not including $3.50 per hour; 15 cents per hour to any hourly charge of $3.50 or over.

Where overtime is paid for at double straight-time rates—10 cents per hour to any hourly charge under $1.75; 20 cents per hour to any hourly charge from $1.75 up to but not including $3.50; 30 cents per hour to any hourly charge of $3.50 or over.

(c) Except as otherwise provided by this regulation, Maximum Price Regulation No. 165, as amended, remains in force.

This supplementary service regulation shall become effective December 27, 1943.

(56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681)

Issued this 20th day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20248; Filed, December 20, 1943; 5:02 p. m.]

PART 1499—COMMODITIES AND SERVICES

[MPR 165,[1] Supp. Service Reg. 22]

REPAIR OF CERTAIN APPLIANCES AND EQUIPMENT

A statement of the considerations involved in the issuance of this Supplementary Service Regulation No. 22, issued simultaneously herewith, has been filed with the Division of the Federal Register.* For the reasons set forth in that statement and under the authority vested in the Price Administrator by the Emergency Price Control Act of 1942 as amended, and Executive Orders Nos. 9250 and 9328, Supplementary Service Regulation No. 22 is hereby issued.

§ 1499.674 *Maximum prices for repair of appliances and equipment*—(a) *General rule.* Any person engaged in the repair or maintenance of appliances and equipment (as defined below), who uses a customer's hourly rate to determine his maximum prices, shall determine his maximum customer's hourly rate for such services by any one of the following methods:

(1) He may charge the highest customer's hourly rate actually charged by him in March 1942 for the same service to a purchaser of the same class; or

(2) He may multiply by 2 the average basic hourly wage rate (as defined below) paid on October 3, 1942, to employees performing the particular type of service; or

(3) He may add 60¢ to the average basic hourly wage rate (as defined below) paid on October 3, 1942, to employees performing the particular type of service.

(4) He may, if he employs a total of not more than 8 persons and if wage increases paid by him have been exempted from the provisions of Executive Order No. 9250 by the National War Labor Board and do not violate any regulations of that Board, add to a customer's hourly rate determined under subparagraph (2) or (3) an amount equal to the increase since October 3, 1942, in the average basic straight-time hourly rate for mechanics performing each type of service. Adjustments under this subparagraph (4) may not be made more often than once every 30 days.

(5) Where the rates under subparagraph (2), (3), or (4) are not divisible by 5¢, they may be adjusted upward to the nearest amount so divisible.

(b) *Rule for persons having no employees.* Any person subject to this regulation who does not employ any mechanics to perform such work may determine his maximum customer's hourly rate for repairing appliances and equipment by either of the following methods:

(1) He may charge the highest hourly rate which he charged in March 1942 for the same service to a purchaser of the same class; or

(2) He may charge the maximum hourly rate of his most closely competitive seller who does employ mechanics to perform the service.

(c) *Minimum charges for service calls, etc.* Minimum charges and mileage rates may not exceed the March 1942 minimum charges and mileage rates to the same class of customer; except that any minimum charge made in March 1942, which was based upon a stated minimum of time, may now be based upon the same minimum time applied to the hourly charge permitted by this regulation.

(d) *Records.* Any person who increases his prices under this regulation shall prepare a statement setting forth:

(1) His maximum customer's hourly rate for each type of service;

(2) The name and address of every employee who was engaged on October 3, 1942, in performing appliance and equipment repairs. (Show what type of service was performed by each employee; do not list clerical, supervisory and nonproductive employees.)

(3) The hourly wage rate paid on October 3, 1942 to each employee so listed;

(4) In the case of sellers adjusting their prices under paragraph (a) (4), a statement of the hourly wage rate of each employee, on the date of any price increase made under this regulation;

(5) A reference to the paragraph of this regulation under which he has computed his ceiling prices.

This statement shall be retained in the seller's files and may be inspected by the Office of Price Administration. A signed copy of the statement shall be filed with the seller's local War Price and Rationing Board on or before the date of any

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*Copies may be obtained from the Office of Price Administration.

[1] 7 F.R. 6428, 6966, 8239, 8431, 8793, 8943, 8948, 9197, 9342, 9343, 9785, 9971, 9972, 10480, 10619, 10718, 11010; 8 F.R. 1060, 3324, 4782, 5681, 5755, 5933, 8506, 8873, 10671, 10939, 11754, 12023, 12710, 13302, 13472.

[1] 7 F.R. 4734, 5028, 5567, 6428, 6966, 8239, 8431, 8798, 8943, 8948, 9197, 9342, 9343, 9785, 9971, 9972, 10480, 10619, 10718, 11010; 8 F.R. 1060, 3324, 4782, 5681, 5755, 5933, 6364, 8506, 8873, 10671, 10939, 11754, 12023, 12710, 13302, 13472.

price increase effected under this regulation. No price increase hereunder shall be lawful until such statement has been filed.

(e) *Invoice.* Any person subject to this regulation shall, upon request, furnish the customer with an invoice for such service, separately showing the hourly rate for the service rendered to the customer, the number of hours worked and any charges made for parts and materials.

(f) *Posting.* When a price is increased as authorized herein, the seller shall post conspicuously in his place of business a notice setting forth his new maximum customer's hourly rate for each service involved. This notice shall be posted in the following form:

CEILING PRICES FOR LABOR

Service	*New hourly rate*

(g) *Definitions.* (1) "Appliances and equipment" means mechanical, electrical or gas appliances commonly used in homes, hospitals, hotels, institutions, offices, retail establishments or schools, including but not limited to electric fans, lamps, refrigerators and refrigerating equipment (up to 25 h.p.), water coolers, air conditioners (up to 25 tons capacity), sewing machines, vacuum cleaners, washing or ironing machines, commercial or domestic kitchen equipment, radios and phonographs (not primarily designed for commercial, military or police use), and stoves. The term does not include gas unit heaters, furnaces, industrial equipment, water heaters, oil burners, typewriters, adding machines, dictating machines, duplicating equipment or other office machines.

(2) "Average basic hourly wage rate" is a rate determined as follows: Add together the straight-time hourly wage rates of all productive mechanics (excluding supervisory and clerical employees) regularly engaged in performing a particular type of service. Divide the sum of these by the number of such mechanics employed. This will give you the average.

This supplementary service regulation shall become effective December 27, 1943.

NOTE: The reporting and record-keeping requirements of this regulation have been approved by the Bureau of the Budget, in accordance with the Federal Reports Act of 1942.

Issued this 20th day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20249; Filed, December 20, 1943; 5:02 p. m.]

PART 1418—TERRITORIES AND POSSESSIONS

[MPR 373,[1] Amdt. 29]

USED PASSENGER AUTOMOBILES IN THE TERRITORY OF HAWAII

A statement of the considerations involved in the issuance of this amendment, issued simultaneously herewith, has been filed with the Division of the Federal Register.*

Section 57 is added to read as follows:

SEC. 57. *Maximum prices for used passenger automobiles*—(a) *Applicability of this section.* This section applies to all sales by dealers and other persons of used passenger automobiles.

(b) *Prohibition against dealing in used cars at prices above the maximum.* (1) On and after December 1, 1943, regardless of any contract or other obligation, except as provided in subparagraphs (2), (3) and (4) below,

(i) No person shall sell or deliver any used car at a price higher than the maximum price permitted by this section; and

(ii) No person, in the course of trade or business, shall buy or receive a used car at a price higher than the maximum price permitted by this section, but if he, the purchaser, has received from the seller a statement that the price charged does not exceed the maximum price, and he has no knowledge to the contrary, he shall be deemed to have complied with this subdivision (ii); and

(iii) No person shall agree, offer or attempt to do any of the acts prescribed in subdivisions (i) and (ii) of this section.

(2) The provisions of subdivision (ii) above shall not be applicable to any War Procurement agency or any contracting officer thereof, and any such contracting officer or any paying finance officer of the United States, with respect to this section, shall be relieved of any and every liability, civil or criminal, imposed by this section or by the Emergency Price Control Act of 1942, as amended.

(3) Nothing in this section shall prevent the fulfillment of any contract for the purchase of a used car whether in the nature of a conditional sales agreement, rental contract providing for purchase or other arrangement, entered into before December 1, 1943, and under which the used car has been delivered prior to December 1, 1943.

(4) Where a promissory note covering payment to a dealer or other seller for a car is discounted by a bank, finance company, or other person and the latter takes possession of the used car after default by the maker of the note, the return of the repossessed used car to the dealer in connection with recovery from him of the unpaid balance of the note does not constitute a sale, purchase, or transfer subject to this section. However, the sale of a repossessed used car by such a holder of "car paper" at public or private sale, except the return of a used car in connection with a contract to repurchase, is subject to this section. Notwithstanding the provisions of this paragraph, where a promissory note covering payment to a dealer or other seller for a car is discounted by a bank, finance company, or other person and the latter takes possession of the used car after default by the maker of the note, nothing in this section shall prevent the bank, finance company, or other person who discounted the note from selling the used car for an amount not exceeding the unpaid balance on the note, or the applicable maximum price if it is higher, in the case of a used car delivered prior to December 1, 1943, by the dealer to the person making the note. For the purposes of this paragraph, a conditional sale agreement shall be deemed a promissory note, and the buyer under such contract the maker thereof.

(c) *Relation to other regulations.* The transactions, persons, and commodities subject to this section shall not be subject to any other regulation issued by the Office of Price Administration insofar as they are affected by this section.

(d) *Less than maximum prices.* Prices lower than maximum prices established by this section may be charged and paid.

(e) *Maximum prices for used cars*—(1) *For sales before April 1, 1944.* To figure the maximum price of a used car sold before April 1, 1944, the seller must

(i) Find the base price according to paragraph (f); and

(ii) Add to it the allowance in Table C for any piece of equipment listed there which is sold attached to the car; and

(iii) If the car is a warranted car (as defined in paragraph (g)), add $100.00 or, if it is higher, add 20% of the total of the base price and any equipment allowance.

(2) *For sales on or after April 1, 1944.* For any car sold on or after April 1, 1944, the seller must figure the maximum price as in subparagraph (1) above, except that he must subtract from it 2% of the total of the base price and the equipment allowance, if any, for each quarter year after March 31, 1944, up to and including the quarter year containing the day of sale.

(f) *How to find the base price.* In figuring his maximum price, the seller shall take as his base price a price found by following the directions given below which apply to the used car he is selling.

(1) *For a complete car listed in Table B.* Take the base price listed in Table B.

(2) *For a complete car not listed in Table B.* (i) If its body and chassis were made by different manufacturers: Take the base price for the most comparable of the same make, model year, body type, passenger capacity, and wheel base.

(ii) If its make is not listed in Table B: Take the base price for the most comparable car as to model year, body type, passenger capacity, and wheel base.

(iii) If its model year is 1934 or before and the make is listed in Table B: Take the base price for the 1935 year model of the same make, body type, passenger capacity, and wheel base.

(iv) If its model year is 1934 or before and the make is not listed in Table B: Take the base price for the 1935 model year car listed in Table B which is most comparable as to model year, body type, passenger capacity, and wheel base.

(3) *For a chassis or body.* (i) If a chassis of a car is sold separately, the base price shall be 70% of the base price established by this section for the complete car.

(ii) If the body of a car is sold separately, the base price shall be 30% of the base price established by this section for the complete car.

(4) *For a complete car consisting of a used chassis and a new body.* When a

[1] 8 F.R. 5388, 6359, 6849, 7200, 7457, 8064, 8550, 10270, 10666, 10984, 11247, 11437, 11849, 12299, 12703, 13023, 13342, 13500, 14139.

*Copies may be obtained from the Office of Price Administration.

seller sells a complete car consisting of a new body attached to a used chassis, the base price shall be:

(i) The base price for the used chassis as established by this section, plus

(ii) The price of the new body under the applicable maximum price regulation.

(g) *Warranted used cars.* (1) A warranted used car is one in good operating condition with which the dealer furnishes the following warranty:

DEALER'S WARRANTY

The used car described below is hereby warranted to be in good operating condition, and to remain in such condition, under normal use and service for a period of 30 days after delivery, or 500 miles, whichever may first occur.

We agree, if said car is delivered during the above period to our place of business, to make with reasonable promptness any repairs or replacements which may be necessary to its good operating condition in accordance with normal use and service.

This warranty does not extend to tires, tubes, paint, glass, upholstery, or to any repairs or replacements made necessary by misuse, negligence or accident.

Make of used car----------
Date of delivery----------
Serial or motor number----------
Model ----------
Speedometer reading----------
Total Selling Price $----------

(Name of dealer making sale)

(Per) ----------
(Name of proper representative thereof and title)

(Address)

(2) *Additional warranties by dealer.* A dealer may extend to the purchaser warranties in addition to those provided in the warranty stated in subparagraph (1) above, but this shall be done in a warranty separate and in addition to the warranty provided in subparagraph (1) above, and the maximum price established by paragraph (e) shall not be increased thereby.

(3) *Purchaser's legal remedies for dealer's failure to perform obligations of warranty.* The nature of a purchaser's legal remedies for the breach of a dealer's warranty, which are those existing under Territorial law, is not changed by this section.

(h) *Federal and other taxes.* There may be added to the maximum price for any used car the amount of any Federal, Territorial, and municipal tax upon, or incident to, the sale, delivery, processing or use of such used car. The amount of such tax must be stated separately on the report of transfer required under paragraph (k). Any taxes paid on the car or extra equipment when new are not to be added to, or included in, the maximum price under this section. Where a tax is based on a period of use, only the portion of such tax proportionate to the unexpired portion of the period may be added.

(i) *Evasion.* It shall be a violation of this section to charge a price above the applicable maximum price in connection with any sale of a used car, either alone or in conjunction with any other consideration even though the price increase appears only indirectly. Specifically, the seller is not permitted to require the purchaser, as a condition of the sale or transfer of the car, to make payment over a period of time; to require him to finance the purchase through any particular lending agency; to require him to purchase any equipment, accessories, repairs, parts or services so as to increase the total compensation above the maximum price; to require him to purchase any other commodity or service; or to require him to make payment in whole or in part by exchanging or transferring or trading in any other vehicle or other product or commodity, or where there is an exchange, transfer or trade-in, to require him to accept an allowance for the vehicle, product, or commodity exchanged, transferred or traded in which is below its reasonable value. Furthermore, the seller is prohibited from providing for purchase of the used car by a lessee under a rental contract at an agreed valuation which together with the amount paid for the rental is higher than the applicable maximum price at the time the rental contract is entered into, and from making the terms and conditions of same more onerous to purchasers than they have customarily been except to the extent allowed by this section. However, the Office of Price Administration, Hawaii Territorial Office, may upon written request grant written permission to any dealer subject to this section to change his credit terms, where such change is necessitated by orders issued by, or at the request of, the United States.

(j) *Label or tag to be attached by dealer to a used car.* Every dealer offering a used car for sale shall attach to it in a conspicuous place a label or tag not smaller than 4" x 8" in the form set forth in Table A, on which shall be set forth legibly all of the information called for in Table A.

(k) *Report of transfer that must be completed for a sale of a used car.* Every person when he sells or purchases a used car shall complete a Report of Transfer of Used Passenger Automobile, OPA Form THP3, which may be obtained from dealers or from any War Price and Rationing Board. When the used car has been sold, the seller shall insert the details of the sale on the said form and both the seller and purchaser shall sign such report. The completed report shall be delivered by the seller to his local War Price and Rationing Board not later than 5 days after such sale. (Where a dealer is purchaser, the dealer rather than the seller shall file the report.) Any misrepresentation in connection with the report shall be subject to the penalties provided by the applicable statutes of the United States.

(l) *Definitions.* When used in this section, the term:

(1) "Used passenger automobile" (called "used car") means any automobile which has a seating capacity of less than eleven persons and which, irrespective of mileage, has been used for any purpose other than for the purpose of selling it. The definition includes, but is not limited to, taxicabs and station wagons and chassis and bodies for used cars, but does not include 1942 model cars used as demonstrators, or chassis and bodies of 1942 model cars used as demonstrators.

(2) "Dealer" means a person engaged in whole or in part, in the business of buying, selling, repairing and reconditioning used cars and who maintains a place of business for the display, sale, repairing and reconditioning of such cars. A person who cannot qualify as a dealer because he does not maintain a place for repairing and reconditioning may be approved in writing as a dealer under this section by the Office of Price Administration, Hawaii Territorial Office, or by the nearest District Office of the Office of Price Administration, if he provides adequate evidence to that office that he has established, and is in a financial position to maintain, a working arrangement with a reputable business engaged in the repair and reconditioning of used cars.

(3) "Sale" includes sales, dispositions, exchange, and other transfers and contracts and offers to do any of the foregoing. It includes conditional sales and sales under rental contracts, lease agreements or other agreements. It also includes transfers by banks, finance companies, or other persons discounting promissory notes following the taking of possession by such persons upon default of the person making such promissory notes. The term "sale" does not refer to the adjustment of losses made in connection with settlements of claims under policies of insurance against fire, theft, collision, other loss of property or other coverage, even though the right of subrogation may be involved. The terms "sale", "seller", "selling", "purchase", "purchaser" and "purchasing" shall be construed accordingly.

(4) "War Procurement Agency" includes the War Department, the Department of the Navy, the United States Maritime Commission, the Lend-Lease Section of the Procurement Division of the Treasury Department, and the following subsidiaries of the Reconstruction Finance Corporation: Rubber Reserve Corporation, Metals Reserve Corporation, Defense Plant Corporation and Defense Supplies Corporation, or any agency of any of the foregoing.

TABLE A—TAGS TO BE AFFIXED BY DEALERS

The labels or tags prescibed in paragraph (j) hereof shall identify the used passenger automobile not less fully than by setting forth the make, year, model, series, if any, body by type, "in-built" equipment or radio, if any, base price, amount of allowance for "in-built" equipment or radio, if any, and in addition, if the vehicle is sold in accordance with the provisions of paragraph (g) hereof, the amount of any warranty premium, and the maximum price; and further, each tag must show the statement: "The prices itemized do not exceed the maximum prices established by Section 57, of Maximum Price Regulation 373, a copy of which is available for inspection".

An example of such tag is set forth below:

Make	Chevrolet.	
Year	1941.	
Model	AH.	
Series	Special DeLuxe.	
Body	Business Coupe.	
Equipment	Radio.	
Base price		$1,033.00
Radio		30.00
Warranty premium		212.60
Maximum price		$1,275.60

The prices itemized do not exceed the maximum prices established by section 57, of Maximum Price Regulation 373, a copy of which is available for inspection.

TABLE B—BASE PRICES

List of abbreviations used in Table B

A/S	Auxiliary seat.
A/W	All weather.
Bus	Business.
Comb	Combination.
Comp	Compartment.
Cont	Continental.
Conv	Convertible.
Cur	Curtain.
Div	Division.
Dr	Door.
F/B	Fast back.
F/W	Full-width rear seat.
Holyd	Hollywood.
LeB	LeBaron.
N/C	Noncollapsible.
Nos	Numbers.
O/S	Opera seats.
P Top	Power Top.
Riv	Riverside.
S/C	Semi-collapsible.
SE	Super equipped.
S/L	Streamlined.
S/S	Self shifter.
Tk	Trunk.
Tour	Touring.
2W, 5W	2 window, 5 window.
W/P	With partition.
Wilby	Willoughby.

(1) AMERICAN BANTAM

Model, serial number, body type and passenger capacity	*Base price*
1941—Series 4-65—Super "4"—Serial Continued through from 1940:	
Standard Coupe 2	$428
Master Coupe 2	458
Conv. Coupe 2	513
Master Roadster 2	473
Conv. Sedan 4	533
Station Wagon	558
1940—Series 4-65—Serial Nos. 65-500 and up:	
Standard Coupe 2	368
Master Coupe 2	393
Conv. Coupe 2	433
Master Roadster 2	398
Conv. Sedan 4	443
Station Wagon	463
Conv. Coupe Holyd. 2	488
Speedster 4	443
Conv. Sedan Riv. 4	463
1939—Series 4-62—Serial Nos. 62-001 to 63-999:	
Sport Roadster 2	288
Special Roadster 2	308
Deluxe Roadster 2	318
Standard Coupe 2	268
Special Coupe 2	303
Sunair Coupe 2	298
Deluxe Coupe 2	318
Speedster 4	318
Deluxe Speedster 4	338
Station Wagon	368
1938—Series 4-60—Serial Nos. 60-001 to 61-999:	
Special Roadster 2	207
Standard Roadster 2	207
Deluxe Roadster 2	222
Business Coupe 2	197
Standard Coupe 2	212
Master Coupe 2	242
Deluxe Coupe 2	197
Speedster 4	232
Station Wagon	252
1937—Series 4-575—Bantam—Serial Nos. R10000 and up—Motor Nos. E21000 and up:	
Roadster 2	164
Roadster Custom 2	174
Business Coupe 2	162
Standard Coupe 2	162
Deluxe Coupe	172

(1) AMERICAN BANTAM—continued

Model, serial number, body type and passenger capacity	*Base price*
1936—Series 4-575A—Serial Nos. 575-9000 and up—Motor Nos. M-21000 and up:	
Roadster 2	$116
Business Coupe 1	107
Business Coupe 2	115
Standard Coupe 2	127
Deluxe Coupe 2	127
1935—Series 4-475—Serial Nos. 475-7801 and up—Motor Nos. 19507 and up:	
Business Coupe 2	80
Standard Coupe 2	90
Deluxe Coupe 2	95
Suburban Coupe 2	105
Roadster 2	105

(2) BUICK

Model, serial number, body type and passenger capacity	*Base price*
1942—Series 8-40—Special—Serial Nos. 14257442 to 14364444, 24273684 to 24313644, 34263684 to 34317140, 4457941A to 4556599—Motor Nos. 4457941 to 4-4556599:	
Utility Coupe 3-44	1,342
Conv. Coupe F/W 6-44 C	1,614
Business Sedanet 3-46	1,362
Family Sedanet 6-48 S	1,402
Tour. Sedan 4 Dr. 6-47	1,437
Series 40-B:	
Business Sedanet 3-46	1,377
Family Sedanet 6-46 S	1,432
SE Family Sedanet 6-46 SE	1,492
Tour. Sedan 4 Dr. 6-41	1,482
SE Tour. Sedan 4 Dr. 6-46 SE	1,562
Estate Wagon 6-49	1,857
1942—Series 8-50—Super—Serial Nos. 14257442 to 14364444, 24273684 to 24313644, 34263684 to 34317140, 4457941A to 4556599—Motor Nos. 4457941 to 5-4556599:	
Conv. Coupe F/W 6-56 C	1,847
Sedanet F/W 6-56 S	1,622
Tour. Sedan 4 Dr. 6-51	1,677
1942—Series 8-60—Century—Serial Nos. 14257442 to 14364444, 24273684 to 24313644, 34263684 to 34317140, 4457941A to 4556599—Motor Nos. 4457941 to 6-4556599:	
Sedanet F/W 6-66 S	1,702
Tour. Sedan 4 Dr. 6-61	1,752
1942—Series 8-70—Roadmaster—Serial Nos. 14257442 to 14364444, 24273684 to 24313644, 34263684 to 34317140, 4457941A to 4556599—Motor Nos. 4457941 to 7-4556599:	
Conv. Coupe F/W 6-76 C	2,039
Sedanet F/W 6-76 S	1,814
Tour. Sedan 4 Dr. 6-71	1,834
1942—Series 8-90—Limited—Serial Nos. 14257442 to 14364444, 24273684 to 24313644, 34263684 to 34317140, 4457941A to 4556599—Motor Nos. 4457941 to 9-4556599:	
Tour. Sedan 4 Dr. 6-91	2,579
Tour. Sedan 4 Dr. A/S 8-90	2,774
Formal Sedan 6-91 F	2,714
Limousine A/S 8-90 L	2,879
1941—Series 8-40 A Special—Serial Nos. 14034052 to 14257441, 23994170 to 24245877, 34007924 to 34253633—Motor Nos. A 4074859 to A 4457940:	
Business Coupe 3-44	1,169
Conv. Coupe F/W 6-44 C	1,360
Sport Coupe F/W 6-445	1,229
Tour. Sedan 4 Dr. 6-47	1,259
1941—Series 8-40 Special—Serial Nos. 13880012 to 14257441, 23692003 to 24245877, 33897008 to 34253633—Motor Nos. 44074859 to 4-4457940:	
Business Coupe 3-46	1,169
Sedanet F/W 6-46 S	1,254
SE Sedanet F/W 6-46 SE	1,239
Tour. Sedan 4 Dr. 6-41	1,224
SE Tour. Sedan 4 Dr. 6-41 SE	1,339
Estate Wagon 49	1,543

(2) BUICK—continued

Model, serial number, body type and passenger capacity	*Base price*
1941—Series 8-50—Super—Serial Nos. 13880012 to 14257441, 23692003 to 24245877, 33897003 to 34253633—Motor Nos. 54074859 to 5-4457940:	
Conv. Phaeton 4 Dr. 6-51 C	1,614
Business Coupe 3-56	1,274
Conv. Coupe F/W 6-56 C	1,435
Sport Coupe F/W 6-56 S	1,329
Tour. Sedan 4-Dr. 6-51	1,379
1941—Series 8-60—Century—Serial Nos. 13880012 to 14257441, 23692003 to 24245877, 33897003 to 34253633—Motor Nos. 64035000 to 6—4453833:	
Business Coupe 3-66	1,306
Sedanet F/W 6-66 S	1,346
Tour. Sedan, 4 Dr. 6-61	1,371
1941—Series 8-70—Roadmaster—Serial Nos. 13880012 to 14257441, 23692003 to 24245877, 33897003 to 34253633—Motor Nos. 74035000 to 7-4453833:	
Conv. Phaeton, 4 Dr. 6-71C	1,687
Conv. Coupe F/W 6-76 C	1,437
Sport Coupe F/W 6-76 S	1,366
Tour. Sedan, 4 Dr. 6-71	1,421
1941—Series 8-90—Limited—Serial Nos. 13880012 to 14257441, 23692003 to 24245877, 33897003 to 34253633—Motor Nos. 94035000 to 9-4453833:	
Tour. Sedan, 4 Dr. 6-91	1,763
Tour. Sedan, 4 Dr. A/S 8-90	1,906
Formal Sedan 6-91 F	1,881
Limousine A/S 8-90 L	1,971
1940—Series 8-40—Special—Serial Nos. 13596307 to 13880011, 23601856 to 23871217, 33611856 to 33874783—Motor Nos. 4-3786214 to 44074857:	
Conv. Sport Phaeton 5-41C	1,075
Business Coupe 2-46	937
Sport Coupe F/W 5-46 S	932
Conv. Coupe F/W 5-46 C	1,055
Tour. Sedan TK, 2 Dr. 5-49	982
Tour. Sedan TK, 4 Dr. 5-41	1,002
1940—Series 8-50—Super—Serial Nos. 13596307 to 13880011, 23601856 to 23871217, 33611856 to 33874783—Motor Nos. 5-3786214 to 54074857:	
Conv. Sport Phaeton 5-51 C	1,175
Sport Coupe F/W 6-56 S	1,077
Conv. Coupe 5-56 C	1,155
Tour. Sedan TK, 4 Dr. 6-51	1,097
Estate Wagon 6-59	1,181
1940—Series 8-60—Century—Serial Nos. 13596307 to 13880011, 23601856 to 23871217, 33611856 to 33874783—Motor Nos. 6-3812000 to 64074858:	
Conv. Sport Phaeton TK 5-61 C	1,175
Business Coupe 5-66	977
Sport Coupe 5-665	1,012
Conv. Coupe F/W 5-66 C	1,140
Tour. Sedan TK, 4 Dr. 5-61	1,042
1940—Series 8-70—Roadmaster—Serial Nos. 13596307 to 13880011, 23601856 to 23871217, 33611856 to 33874783—Motor Nos. 7-3812000 to 74074858:	
Conv. Sport Phaeton 5-71 C	1,195
Sport Coupe F/W 6-76 S	1,067
Conv. Coupe 5-76 C	1,170
Tour Sedan TK, 4 Dr. 6-71	1,112
1940—Series 8-80—Limited—Serial Nos. 13596307 to 13880011, 23601856 to 23871217, 33611856 to 33874783—Motor Nos. 8-3812000 to 84074858:	
S/L Conv. Sport Phaeton 6-80 C	1,180
Conv. Sport Phaeton TK 6-81 C	1,175
Tour. Sedan TK, 4 Dr. 6-81	1,090
S/L Sport Sedan, 4 Dr. 6-87	1,095
Formal Sedan TK 6-81 F	1,120
S/L Formal Sedan 6-87 F	1,120
1940—Series 8-90—Limited—Serial Nos. 13596307 to 13880011, 23601856 to 23871217, 33611856 to 33874783—Motor Nos. 9-3812000 to 94074858:	
Tour. Sedan TK, 4 Dr. 6-91	1,110
Tour. Sedan TK, 4 Dr. A/S 8-90	1,155
Limousine TK A/S 8-90 L	1,170

(2) BUICK—continued

Model, serial number, body type and passenger capacity	*Base price*
1938—Series 8-40—Special—Serial Nos. 13388547 to 13479236, 23395088 to 23403982, 33405088 to 33448272—Motor Nos. 4-3572652 to 43786213:	
Conv. Sport Phaeton TK 5-41 C	$864
Business Coupe 2-46	754
Sport Coupe 4-46 S	789
Conv. Coupe 4-46 C	844
Tour. Sedan TK, 4 Dr. 5-48	779
Tour. Sedan TK, 4 Dr. 5-41	804
1939—Series 8-60—Century—Serial Nos. 13388547 to 13479236, 23395088 to 23403982, 33405088 to 33448272—Motor Nos. 6-3576652 to 63755912:	
Conv. Sport Phaeton TK 5-61 C	893
Sport Coupe O/S 4-66 S	778
Conv. Coupe O/S 4-66 C	838
Tour. Sedan TK, 2 Dr. 5-68	773
Tour. Sedan TK, 4 Dr. 5-61	803
1939—Series 8-80—Roadmaster—Serial Nos. 13388547 to 13479236, 23395088 to 23403982, 33405088 to 33448272—Motor Nos. 8-3576652 to 8-3755912:	
Sport Phaeton, 4 Dr. 6-80 C	904
Sport Phaeton TK, 4 Dr. 6-81 C	919
Tour. Sedan TK, 4 Dr. 6-81	789
Sport Sedan 6-87	779
Formal Sedan TK 6-81 F	834
1939—Series 8-90—Limited Serial Nos. 13388547 to 13479236, 23395088 to 23403982, 33405088 to 33448272—Motor Nos. 9-3576652 to 9-3755912:	
Tour. Sedan TK, 4 Dr. 6-91	799
Tour. Sedan TK, 8-90	844
Limousine TK, 8-90 L	849
1938—Series 8-40—Special—Serial Nos. 13219848 to 13388546, 23238767 to 23386843, 33245765 to 33376283—Motor Nos. 43396937 to 43572651:	
Conv. Phaeton 5-40 C	683
Business Coupe 2-46	637
Sport Coupe O/S 4-46 S	657
Conv. Coupe 4-46 C	678
Sport Sedan TK, 2 Dr. 5-44	632
Tour. Sedan TK, 2 Dr. 5-48	647
Sport Sedan, 4 Dr. 5-47	657
Tour. Sedan TK, 4 Dr. 5-41	672
1938—Series 8-60—Century—Serial Nos. 13219848 to 13388546, 23238767 to 23386843, 33245765 to 33376283—Motor Nos. 63396937 to 63544292:	
Conv. Phaeton 5-60 C	692
Sport Coupe O/S 4-66 S	661
Conv. Coupe 4-66 C	697
Tour. Sedan TK, 2 Dr. 5-68	656
Sport Sedan, 4 Dr. 5-67	656
Tour. Sedan TK, 4 Dr. 5-61	676
1938—Series 8-80—Roadmaster—Serial Nos. 13219848 to 13388546, 23238767 to 23386843, 33245765 to 33376283—Motor Nos. 83396937 to 83544292:	
Conv. Phaeton TK, 6-80 C	686
Tour. Sedan TK, 4 Dr. 6-81	655
Sport Sedan 6-87	650
Formal Sedan 6-81 F	670
1938—Series 8-90—Limited—Serial Nos. 13219848 to 13388546, 23238767 to 23386843, 33245765 to 33376283—Nos. 93396937 to 93545292:	
Tour. Sedan TK, 4 Dr. 6-91	650
Tour Sedan TK 8-90	685
Limousine TK 8-90 L	675
1937—Series 8-40—Serial Nos. 2999497 to 3219847—Motor Nos. 4-3166225 to 43396936:	
Conv. Phaeton 5-40 C	573
Business Coupe 2-46	541
Sport Coupe 4-46 S	551
Conv. Coupe 4-46 C	568
Sedan, 2 Dr. 5-44	526
Tour. Sedan TK, 2 Dr. 5-48	531
Sedan, 4 Dr. 5-47	551
Tour. Sedan TK, 4 Dr. 5-41	566

(2) BUICK—continued

Model, serial number, body type and passenger capacity	*Base price*
1937—Series 8-60—Serial Nos. 2999497 to 3219847—Motor Nos. 6-3176225 to 63396936:	
Conv. Phaeton 5-60 C	$566
Sport Coupe 4-66 S	529
Conv. Coupe 4-66 C	551
Sedan, 2 Dr. 5-64	509
Tour. Sedan TK, 2 Dr. 5-68	524
Sedan, 4 Dr. 5-67	529
Tour. Sedan TK, 4 Dr. 5-61	549
1937—Series 8-80—Roadmaster—Serial Nos. 2999497 to 3219847—Motor Nos. 8-3176225 to 83396936:	
Conv. Phaeton TK 6-80 C	554
Sedan Tk. 4 Dr. 6-81	522
Formal Sedan 6-81 F	537
1937—Series 8-90—Limited—Serial Nos. 2999497 to 3219847—Motor Nos. 9-3176225 to 93396936:	
Sedan TK, 4 Dr. 6-91	527
Formal Sedan TK, 4 Dr. 6-91 F	537
Sedan TK 8-90	532
Limousine TK 8-90 L	537
1936—Series 8-40—Serial Nos. 2830899 to 2999496—Motor Nos. 4-2995523 to 4-3166224:	
Business Coupe 2-46	391
Sport Coupe O/S 3-46 S	401
Sport Coupe 2 4-46 S	406
Conv. Coupe 2 4-46 C	419
Victoria Coupe TK, 2 Dr. 3-48	401
Sedan TK, 4 Dr. 5-41	416
1936—Series 8-60—Serial Nos. 2830899 to 2999496—Motor Nos. 6-3001000 to 6-3166224:	
Sport Coupe O/S 3-66 S	401
Sport Coupe 2 4-66 S	391
Conv. Coupe 2 4-66 C	414
Vi ria Coupe TK, 2 Dr. 5-68	391
Sedan TK, 4 Dr. 5-61	411
1936—Series 8-80—Roadmaster—Serial Nos. 2830899 to 2999496—Motor Nos. 8-3001000 to 8-3166224:	
Conv. Phaeton TK 6-80 C	413
Sedan TK, 4 Dr. 6-81	406
1936—Series 8-90—Limited—Serial Nos. 2830899 to 2999496—Motor Nos. 9-3001000 to 9-3166224:	
Sedan TK, 4 Dr. 6-91	396
Formal Sedan TK, 4 Dr. 6-91 F	401
Sedan TK 8-90	406
Limousine TK 8-90 L	406
1935—Series 8-40—Serial Nos. 2777650 to 2830898—Motor Nos. 4-2937408 to 4-2995237:	
Business Coupe 2-46	260
Sport Coupe 2 4-46 S	270
Conv. Coupe 2 4-46 C	273
Tour. Sedan, 2 Dr. 5-48	270
Sedan, 4 Dr. 5-47	270
Club Sedan 5-41	280
1935—Series 8-50—Serial Nos. 2777650 to 2830898—Motor Nos. 2922072 to 2984413:	
Business Coupe 2—56	267
Sport Coupe 2-4—56 S	271
Conv. Coupe 2-4—56 C	279
Victoria Coupe 5—58	271
Sedan, 4 Dr. 5—57	271
Series 8-60:	
Conv. Phaeton 6W 5—68 C	270
Sport Coupe 2-4—66 S	268
Conv. Coupe 2-4—66 C	270
Victoria Coupe 5—68	268
Sedan, 4 Dr. 5—67	273
Club Sedan 5—61	278
Series 8-90:	
Conv. Phaeton 6W 5—98 C	263
Sport Coupe 2-4—96 S	265
Conv. Coupe 2-4—96 C	243
Victoria Coupe 5—98	260
Sedan, 4 Dr. 5—97	275
Sedan, 4 Dr. 7—90	265
Club Sedan 5—91	270
Limousine 7—90 L	265

(3) CADILLAC

Model, serial number, body type and passenger capacity	*Base price*
1942—Series 8-61—Serial Nos. 5380001 to 5385237, 5386001 to 5386463:	
Club Coupe 5-6107	$1,888
Sedan, 4 Dr. 5-6109	1,968
1942—Series 8-62—Serial Nos. 8380001 to 8384401, 8386001 to 838650:	
Club Coupe 5-6207	1,988
Deluxe Club Coupe 5-6207D	2,073
Sedan, 4 Dr. 5-6269	2,073
Deluxe Sedan, 4 Dr. 5-6269D	2,153
Club Conv. Coupe 5-6267D	2,322
1942—Series 8-63—Serial Nos. 7380001 to 7381500, 7386001 to 7386250:	
Sedan, 4 Dr. 5-6319	2,193
1942—Series 8-60—Fleetwood—Serial Nos. 6380001 to 6381500, 6386001 to 6386375—Special:	
Sedan, 4 Dr. 5-6069	2,751
Sedan (Div.), 4 Dr. 5-6069F	2,906
1942—Series 8-67—Serial Nos. 9380001 to 9380520, 9386001 to 9386180:	
Sedan 5-6719	3,061
Sedan (Div.) 5-6719F	3,236
Sedan 7-6723	3,216
Imperial Sedan 7-6733	3,371
1942—Series 8-75—Fleetwood—Serial Nos. 3380001 to 3381200, 3386001 to 3386327:	
Sedan 5-7519	3,411
Sedan (Div.) 5-7519F	3,566
Business Sedan 9-7523L	3,261
Imperial Business Sedan 9-7533L	3,446
Sedan 7-7523	3,571
Imperial Sedan 7-7533	3,711
Formal Sedan 5-7559	4,386
Formal Sedan 7-7533F	4,526
1941—Series V8—61—Serial Nos. 5340001 to 5369258:	
Coupe 5-6127	1,609
Deluxe Coupe 5-6127D	1,684
Tour. Sedan 5-6109	1,689
Deluxe Tour Sedan 5-6109D	1,759
1941—Series V8—62—Serial Nos. 8340001 to 8364734:	
Coupe 4-6227	1,654
Deluxe Coupe 2-4—6227D	1,729
Deluxe Conv. Coupe 2-4—6267D	1,894
Tour Sedan 5-6219	1,724
Deluxe Tour Sedan 5-6219D	1,794
Deluxe Conv. Sedan 5-6229D	1,999
1941—Series V8-63—Serial Nos. 7340001 to 7345050:	
Tour Sedan 5-6319	1,824
1941—V8-60—Fleetwood—Serial Nos. 6340001 to 6344101—Special:	
Tour. Sedan 5—6019	2,064
Tour. Sedan (Div.) 6019F	2,139
1941—V8-67—Serial Nos. 9340001 to 9340922:	
Tour Sedan 5—6719	2,289
Tour Sedan (Div.) 5—6719F	2,399
Tour Sedan 7—6723	2,389
Tour Imperial Sedan 7—6733	2,459
1941—Series V8-75—Fleetwood—Serial Nos. 3340001 to 3342104:	
Tour Sedan 5—7519	2,494
Tour Sedan (Div.) 5—7519F	2,574
Business Sedan 9—7523L	2,324
Business Imperial Sedan 9—7533L	2,434
Tour Sedan 7—7523	2,609
Tour Imperial Sedan 7—7533	2,774
Formal Sedan 5—7559	2,999
Formal Sedan 7—7533F	3,054
1940—Series V8-60S—Serial Nos. 6320001 to 6324600:	
Tour. Sedan, 4 Dr. 5—6019S	1,308
Tour. Sedan (Div.) 5—6019FS	1,353
Town Car 5—6053MB	1,676
Town Car 5—6053LB	1,686
1940—Series V8-62—Serial Nos. 8320001 to 8325903:	
Coupe 2-4—6227	1,127
Conv. Coupe 2-4—6267	1,236
Tour. Sedan, 4 Dr. 5—6219	1,187
Conv. Sedan 5—6229	1,266

(3) CADILLAC—continued

Model, serial number, body type and passenger capacity	*Base price*
1940—Series V8-72—Fleetwood—Serial Nos. 7320001 to 7321525:	
Tour. Sedan, 4 Dr. 5—7219	$1,482
Tour. Sedan (Div.) 5—7219F	1,477
Tour. Sedan 7—7223	1,502
Tour. Imperial Sedan 7233	1,557
Tour. Sedan 7—7223L	1,482
Tour. Imperial Sedan 7233L	1,522
Formal Sedan 5—7259	1,707
Formal Sedan 7—7233F	1,687
1940—Series V8-75—Fleetwood—Serial Nos. 3320001 to 3320956:	
Coupe 2-4—7557	1,742
Coupe 5—7557B	1,832
Conv. Coupe 2-4—7567	1,826
Tour. Sedan 5—7519	1,567
Tour. Sedan (Div.) 5—7519F	1,587
Town Sedan 5—7539	1,802
Conv. Sedan TK 5—7529	1,856
Formal Sedan TK 5—7559	1,867
Formal Sedan TK 7—7533F	1,882
Tour. Sedan 7—7523	1,537
Tour. Imperial Sedan 7—7533	1,662
Town Car TK 7—7553	1,912
1940—Series V16-90—Serial Nos. 5320001 to 5320061:	
Coupe 2-4—9057	1,947
Conv. Coupe 2-4—9067	2,066
Coupe 5—9057B	2,077
Tour. Sedan 5—9019	1,852
Tour. Sedan (Div.) 5—9019F	1,882
Town Sedan TK 5—9039	2,032
Tour. Sedan 7—9023	1,862
Tour. Imperial Sedan 7—9033	1,922
Formal Sedan TK 5—9059	2,142
Formal Sedan TK 7—9033F	2,092
Town Car TK 7—9053	2,192
Conv. Sedan TK 5—9029	2,146
1939—Series V8-61—Serial Nos. 8290001 to 8295904:	
Coupe 2-4—6127	864
Conv. Coupe 2-4—6167	959
Tour. Sedan 5—6119	899
Conv. Sedan, TK 5—6129	1,029
1939—Series V8-60S—Serial Nos. 6290001 to 6295506:	
Tour. Sedan 5-6019	1,054
1939—Series V8-75—Fleetwood—Serial Nos. 3290001 to 3292066:	
Coupe 2-4—7557	1,078
Coupe 5—7557B	1,093
Conv. Coupe 2-4—7567	1,154
Tour. Sedan 5—7519	1,058
Tour. Sedan (Div.) 5—7519F	1,103
Town Sedan TK 5—7539	1,148
Conv. Sedan TK 5—7529	1,294
Formal Sedan TK 5—7559	1,273
Formal Sedan TK 7—7533F	1,278
Tour. Sedan 7—7523	1,103
Tour. Imperial Sedan 7—7533	1,113
Business Tour. Sedan 7—7523L	1,098
Tour. Imperial Sedan 8—7533L	1,123
Town Car TK 7—7533	1,493
1939—Series V16-90—Fleetwood—Serial Nos. 5290001 to 5290135:	
Coupe 2-4—9057	1,288
Conv. Coupe 2-4—9067	1,389
Coupe 5—9057B	1,343
Tour. Sedan 5—9019	1,298
Town Sedan TK 5—9039	1,363
Conv. Sedan TK 5—9029	1,414
Tour. Sedan (Div.) 5—9019F	1,258
Tour. Sedan 7—9023	1,243
Tour. Imperial Sedan 9033	1,363
Formal Sedan TK 5—9059	1,408
Formal Sedan TK 7—9033F	1,423
Town Car TK 7—9053	1,618
1938—Series V8-60—Serial Nos. 8270001 to 8272052:	
Coupe 2—6127	692
Conv. Coupe 2—6167	744
Tour. Sedan 5—6119	712
Conv. Sedan 5—6149	774

(3) CADILLAC—continued

Model, serial number, body type and passenger capacity	*Base price*
1938—Series V8-60—Special—Serial Nos. 6270001 to 6273704:	
Tour. Sedan 5—6019S	$942
1938—Series V8-65—Serial Nos. 7270001 to 7271476:	
Tour. Sedan 5—6519	708
Tour. Sedan (Div.) 5—6519F	791
Conv. Sedan 5—6549	838
1938—Series V8-75—Fleetwood—Serial Nos. 3270001 to 3271911:	
Coupe 2—7557	826
Coupe 2—7557B	836
Conv. Coupe 2—7567	893
Tour. Sedan 5—7519	831
Tour. Sedan (Div.) 5—7519F	866
Town Sedan 5—7539	926
Conv. Sedan TK 5—7529	1,003
Formal Sedan 5—7559	931
Formal Sedan 7—7533F	931
Tour. Sedan 7—7523	841
Tour. Imperial Sedan 7—7533	831
Tour. Sedan 8—7523L	816
Tour. Imperial Sedan 8—7533L	841
Town Car 7—7553	931
1938 — Series V16-90 — Fleetwood — Serial Nos. 5270001 to 5270316:	
Coupe 2—9057	771
Conv. Coupe 2—9067	838
Coupe 5—9057B	826
Tour. Sedan 5—9019	771
Town Sedan 5—9039	831
Conv. Sedan, TK 5—9029	883
Tour. Sedan (Div.) 5—9019F	798
Tour. Sedan 7—9023	801
Tour. Imperial Sedan 7—9033	831
Formal Sedan 5—9059	836
Formal Sedan TK 7—9033F	906
Town Car 7—9053	976
1937—Series V8-60—Serial Nos. 6030001 to 6037003:	
Coupe 2—6027	498
Conv. Coupe 2—6067	541
Tour. Sedan 5—6019	518
Conv. Sedan 5—6049	561
Club Coupe	508
1937—Series V8-65—Serial Nos. 7030001 to 7032406.	
Tour. Sedan 6519	546
1937—Series V8-70—Fleetwood—Serial Nos. 3130001 to 3134232:	
Sport Coupe 2—7057	546
Conv. Coupe 2—7067	578
Tour. Sedan 5—7019	546
Conv. Sedan 5—7029	583
1937—Series V8-75—Fleetwood—Serial Nos. 3130001 to 3134232:	
Tour. Sedan 5—7519	531
Town Sedan 5—7539	591
Conv. Sedan 5—7529	608
Formal Sedan 5—7559F	631
Special Tour. Sedan 7—7523S	526
Special Tour. Imperial Sedan 7—7533S	551
Tour. Sedan 7—7523	546
Tour. Imperial Sedan 7—7533	561
Business Tour. Sedan 8—7523SL	516
Bus. Imperial Tour. Sedan 8—7533SL	536
Town Car 7—7543	601
1937—Series V12-85—Fleetwood—Serial Nos. 4130001 to 4130478:	
Tour. Sedan 5-8519	521
Town Sedan 5-8539	591
Conv. Sedan 5-8529	598
Formal Sedan 5-8509F	601
Tour. Sedan 7-8523	536
Tour. Imperial Sedan 7-8533	546
Town Car 7-8543	591
1937—Series V16-90—Fleetwood—Serial Nos. 5130301 to 5130350:	
Coupe 2-5876	551
Conv. Coupe 2-5899	603
Conv. Coupe 5	643

(3) CADILLAC—continued

Model, serial number, body type and passenger capacity	*Base price*
1937—Series V16-90—Fleetwood—con.	
Town Sedan 5-5833S	$551
Conv. Sedan 5-5820	638
Sedan 7-5875S	516
Limousine 7-5875	536
Imperial Cabriolet 5-5875FL	531
Town Cabriolet 5	601
Imperial Cabriolet 7-5875FL	691
Town Cabriolet 7-5825	611
Limousine Brougham 7	616
1936—Series V8-60—Serial Nos. 6010001 to 6016713:	
Coupe 2-6077	402
Conv. Coupe 2-4-6067	430
Tour. Sedan 5-6019	417
1936—Series V8-70—Fleetwood—Serial Nos. 3110001 to 3115249:	
Coupe 2-7057	417
Conv. Coupe 2-4-7067	424
Tour. Sedan 5-7019	417
Conv. Sedan 5-7029	444
1936—Series V8-75—Fleetwood—Serial Nos. 3110001 to 3115249:	
Sedan 5-7509	417
Tour. Sedan 5-7519	427
Conv. Sedan 5-7529	464
Formal Sedan 5-7519F	457
Town Sedan 5-7539	451
Sedan 7-7503	432
Tour. Sedan 7-7523	442
Imperial Sedan 7-7513	442
Imperial Tour. Sedan 7-7533	447
Town Car 7-7543	437
1936—Series V12-80—Fleetwood—Serial Nos. 4110001 to 4110301:	
Coupe 2-8057	367
Conv. Coupe 2-4-8067	379
Tour. Sedan 5-8019	377
Conv. Sedan 5-8029	409
1936—Series V12-85—Fleetwood—Serial Nos. 4110001 to 4110301:	
Sedan 5-8509	392
Tour. Sedan 5-8519	397
Conv. Sedan 5-8529	419
Formal Sedan 5-8519F	417
Town Sedan 5-8539	397
Sedan 7-8503	402
Tour. Sedan 7-8523	407
Imperial Sedan 7-8513	412
Imperial Tour. Sedan 7-8533	412
Town Car 7-8543	402
1936 — Series V16-90 — Serial Nos. 5110201 to 5110252:	
Conv. Sedan 5-5830	399
Town Sedan 5-5833S	367
Sedan 7-5875S	377
Limousine 7-5875	372
Imperial Cabriolet 7-5875FL	372
Town Cabriolet 7-5825	392
1935 — Series V8-355E — Serial Nos. 3103001 to 3103318 Series 10—Fisher:	
Coupe 2-4-723	255
Conv. Coupe 2-4-718	283
Conv. Sedan 5-721	283
Town Coupe 5-722	275
Sedan 5-703	270
Town Sedan 5-702	235
Series 20—Fisher:	
Coupe 2-4-678	267
Conv. Coupe 2-4-668	275
Sedan 5-659	277
Town Sedan 5-652	287
Sedan 7-662	302
Imperial Sedan 7-663	292
Conv. Sedan 5-671	230
Series 30—Fleetwood—Straight Windshield:	
Sedan 5—6030S	282
Town Sedan 5—6032S	237
Sedan 7—6075S	302
Limousine 7—6075	307
Imperial Cabriolet 5—6030FL	297
Imperial Cabriolet 7—6075FL	302

(3) CADILLAC—continued

Model, serial number, body type and passenger capacity	*Base price*
With "V" Windshield:	
Coupe 4—5676	$317
Conv. Coupe 4—5635	320
Special Sedan 5—5630S	312
Special Town Sedan 5—5633S	317
Conv. Sedan Imperial 5—5680	330
Special Sedan 7—5675S	307
Special Limousine 7—5675	312
Town Cabriolet 5—5612	322
Town Cabriolet 7—5625	322
Special Imperial Cabriolet 5—5630FL	302
Special Imperial Cabriolet 7—5675FL	297
Limousine Brougham 7—5691	327
1935—Series V12-370E—Serial Nos. 4100701 to 4101098 Series 40—Fleetwood—Straight Windshield:	
Sedan 5—6130S	277
Town Sedan 5—6133S	292
Sedan 7—6175S	287
Limousine 7—6175	287
Imperial Cabriolet 5—6130FL	287
Imperial Cabriolet 7—6175FL	287
With "V" Windshield:	
Coupe 4—5776	292
Conv. Coupe 4—5735	305
Special Sedan 5—5730S	297
Special Town Sedan 5—5733S	292
Conv. Sedan Imperial 5—5780	310
Special Sedan 7—5775S	302
Special Limousine 7—5775	292
Town Cabriolet 5—5712	307
Town Cabriolet 7—5725	312
Special Imperial Cabriolet 5—5730FL	307
Special Imperial Cabriolet 7—5775FL	297
Limousine Brougham 7—5791	297
1935—Series V16-452E—Serial Nos. 5100101 to 5100150 Series 60—Fleetwood—Straight Windshield:	
Sedan 5—6230S	277
Town Sedan 5—6233S	292
Sedan 7—6275S	287
Limousine 7—6275	277
Imperial Cabriolet 5—6230FL	272
Imperial Cabriolet 7—6275FL	272
With "V" Windshield:	
Coupe 4—5876	292
Conv. Coupe 4—5835	305
Special Sedan 5—5830S	282
Special Town Sedan 5—5833S	297
Conv. Sedan Imperial 5—5880	300
Special Sedan 7—5875S	292
Special Limousine 7—5875	277
Town Cabriolet 5—812	292
Town Cabriolet 7—5825	282
Special Imperial Cabriolet 5—5830FL	287
Special Imperial Cabriolet 7—5875FL	277
Limousine Brougham 7—5891	287

(4) CHEVROLET

Model, serial number, body type and passenger capacity	*Base price*
1942—Series 6-BG—Stylemaster—Serial Nos. BG-1001 to 13310—Motor Nos. 2 AA-1001 and up, BA-1001 and up, 2 AC-1001 and up:	
Coupe 2	1,126
Coupe 5	1,151
Town Sedan, 2 dr. 6	1,166
Sport Sedan, 4 dr. 6	1,206
1942—Series 6-BH—Fleetmaster—Serial Nos. BH-1001 to 27530—Motor Nos. 2 AA-1001 and up, BA-1001 and up, 2 AC-1001 and up:	
Coupe 2	1,181
Coupe 5	1,216
Cabriolet 5	1,456
Town Sedan, 2 dr. 6	1,226
Sport Sedan, 4 dr. 6	1,266
Station Wagon 8	1,488
Fleetline Aero Sedan 6	1,246
Sportmaster 6	1,291
1941—Series 6-AG—Master Deluxe—Serial Nos. AG-1001 to 62708 Motor Nos. AA-1001 to 1163729, AC-1001 to 195459:	
Business Coupe 2	998
Coupe 5	1,028
Town Sedan, 2 dr. 5	1,033
Sport Sedan, 4 dr. 5	1,068

(4) CHEVROLET—continued

Model, serial number, body type and passenger capacity	*Base price*
1941—Series 6-AH—Special Deluxe—Serial Nos. AH-1001 to 92374—Motor Nos. AA-1001 to 1163729, AC-1001 to 195459:	
Business Coupe 2	$1,033
Coupe 5	1,058
Cabriolet 5	1,163
Town Sedan 2 dr. 5	1,073
Sport Sedan 4 dr. 5	1,103
Fleetline Sedan 4 dr. 5	1,128
Station Wagon 8	1,192
1940—Series 6-KB-85—Master—Serial Nos. KB-1001 to 20946—Motor Nos. 2697268 to 3665902, B-105462 to 221935:	
Business Coupe 2	794
Town Sedan TK, 2 dr. 5	824
Sport Sedan TK, 4 dr. 5	854
Station Wagon 8	925
1940—Series 6-KH—Master Deluxe—Serial Nos. KH-1001 to 37644—Motor Nos. 2697268 to 3665902, B-105462 to 221935:	
Business Coupe 2	829
Town Sedan TK, 2 dr. 5	849
Sport Sedan TK, 4 dr. 5	869
Sport Coupe F/W 4	869
1940—Series 6-KA—Special Deluxe—Serial Nos. KA-1001 to 72089, 2697268 to 3665902, B-105462 to 221935:	
Business Coupe 2	844
Sport Coupe F/W 4	874
Conv. Cabriolet F/W 4	950
Town Sedan TK, 2 dr. 5	879
Sport Sedan TK, 4 dr. 5	894
Station Wagon 8	973
1939—Series 6-JB-85—Master—Serial Nos. JB-1001 to 33221—Motor Nos. 1915447 to 2697267, B-10503 to 105461:	
Coupe 2	668
Coach 5	678
Town Sedan TK 2 dr. 5	688
Sedan, 4 dr. 5	698
Sport Sedan TK, 4 dr. 5	708
Station Wagon	761
1939—Series 6-JA—Master Deluxe—Serial Nos. JA-1001 to 58510—Motor Nos. 1915447 to 2697267:	
Business Coupe 2	713
Sport Coupe 4	728
Coach 5	718
Town Sedan TK, 2 dr. 5	728
Sedan 4 dr. 5	728
Sport Sedan TK, 4 dr. 5	743
Station Wagon	791
1938—Series 6-HB-Master—Serial Nos. HB-1001 and up—Motor Nos. 1187822 to 1915447:	
Coupe 2	569
Cabriolet 4	604
Coach 5	569
Town Sedan TK, 2 Dr. 5	589
Sedan 4 Dr. 5	589
Sport Sedan TK 5	599
1938—Series 6-HA-Master Deluxe—Serial Nos. HA-1001 and up—Motor Nos. 1187822 to 1915447:	
Coupe 2	594
Sport Coupe 4	604
Coach 5	589
Town Sedan TK, 2 Dr. 5	604
Sedan, 4 Dr. 5	604
Sport Sedan TK 5	614
1937—Series 6-GB-Master—Serial Nos. GB-1001 and up—Motor Nos. 1 to 1187821:	
Coupe 2	471
Cabriolet 2-4	496
Coach 5	476
Town Sedan TK, 2 Dr. 5	486
Sedan, 4 Dr. 5	486
Sport Sedan TK 5	496

(4) CHEVROLET—continued

Model, serial number, body type and passenger capacity	*Base price*
1937—Series 6-GA-Master Deluxe—Serial Nos. GA-1001 and up—Motor Nos. 1 to 1187821:	
Coupe 2	$491
Sport Coupe 2-4	496
Coach 5	491
Town Sedan TK, 2 Dr. 5	501
Sedan 4 Dr. 5	506
Sport Sedan TK 5	516
1936—Series 6-FC-Standard—Serial Nos. FC-1001 and up—Motor Nos. M-5500179 to M-6784512:	
Coupe 2	353
Cabriolet 2-4	373
Coach 5	348
Sedan 5	368
Town Sedan 5	363
Sport Sedan 5	378
1936—Series 6-FD-Master Deluxe—Serial Nos. FD-1001 and up—Motor Nos. 5500179 to 6784512:	
Coupe 2	378
Sport Coupe 2-4	368
Coach 5	373
Sedan 5	383
Town Sedan 5	383
Sport Sedan 5	398
1936—Series 6-FA-Master Deluxe—Serial Nos. FA-1001 and up—Motor Nos. 5500179 to 6784512:	
Coupe 2	373
Sport Coupe 2-4	383
Coach 5	383
Sedan 5	388
Town Sedan 5	393
Sport Sedan 5	403
1935—Series 6-EC-Standard—Serial Nos. EC-1001 and up—Motor Nos. M-4708995 to M-5500178:	
Sport Roadster 2-4	232
Phaeton 5	217
Coupe 2	252
Coach 5	252
Sedan 5	267
1935—Series 6-ED-Master Deluxe—Serial Nos. ED-1001 and up—Motor Nos. 4708995 to 5500178:	
Coupe 2	285
Sport Coupe 2-4	290
Coach 5	280
Town Sedan 5	290
Sedan 5	295
Sport Sedan 5	305
1935—Series 6-EA-Master Deluxe—Serial Nos. EA-1001 and up—Motor Nos. 4708995 to 5500178:	
Coupe 2	290
Sport Coupe 2-4	295
Coach 5	285
Sedan 5	305
Town Sedan 5	295
Sport Sedan 5	310

(5) CHRYSLER

Model, serial number, body type and passenger capacity	*Base price*
1942—Series 6-C34—Royal—Serial Nos. 70001001 to 70010179, Motor Nos. C34-1001 to 23920:	
Coupe 3	1,441
Club Coupe 6	1,536
Brougham 6	1,521
Sedan 6	1,546
Town Sedan 6	1,596
Sedan 8	1,946
Limousine 8	2,021
1942—Series 6-C34—Windsor—Serial Nos. 70501001 to 70514481, Motor Nos. C34-1001 to 23922:	
Coupe 3	1,501
Club Coupe 6	1,601
Conv. Coupe 6	1,790
Brougham 6	1,596
Sedan 6	1,626
Town Sedan 6	1,671
Town and Country Wagon 6	1,996
Town and Country Wagon 9	2,091
Sedan 8	2,023
Limousine 8	2,108

(5) CHRYSLER—continued

Model, serial number, body type and passenger capacity	*Base price*
1942—Series 8-C36—Saratoga—Serial Nos. 6762501 to 6764094, Motor Nos. C36-1001 to 13516:	
Coupe 3	$1,716
Club Coupe 6	1,776
Brougham 6	1,761
Sedan 6	1,816
Town Sedan 6	1,866
1942—Series 8-C36—New Yorker—Serial Nos. 6674201 to 6684754, Motor Nos. C36-1001 to 13526:	
Coupe 3	1,781
Club Coupe 6	1,846
Conv. Coupe 6	2,050
Brougham 6	1,836
Sedan 6	1,891
Town Sedan 6	1,936
1942—Series 8-C37—Crown Imperial—Serial Nos. 7808101 to 7808244, Motor Nos. C37-1001 to 1457:	
Sedan 6	3,043
Sedan 8	3,133
Limousine 8	3,273
1941—Series 6-C28—Royal—Serial Nos. 7657501 to 7736429, Motor Nos. C28-1001 to 135725:	
Coupe 3	1,174
Club Coupe 6	1,254
Luxury Brougham 6	1,229
Sedan 6	1,259
Town Sedan 6	1,304
Sedan 8	1,379
Limousine 8	1,419
1941—Series 6-C28—Windsor—Serial Nos. 7991601 to 7957099, Motor Nos. C28-1001 to 135725:	
Coupe 3	1,204
Club Coupe 6	1,289
Conv. Coupe 6	1,390
Luxury Brougham 6	1,264
Sedan 4 Dr. 6	1,304
Town Sedan 6	1,329
Town and Country Wagon 6	1,499
Town and Country Wagon 9	1,569
Sedan 8	1,428
Limousine 8	1,478
1941—Series 6-C28—Highlander—Add $35 to the Prices shown for the Windsor.	
1941—Series 8-C30—Saratoga—Serial Nos. 676501 to 6762251 Motor Nos. C30-1001 to 25734:	
Coupe 3	1,332
Club Coupe 6	1,367
Luxury Brougham 6	1,352
Sedan 6	1,382
Town Sedan 6	1,412
1941—Series 8-C30—New Yorker—Serial Nos. 6624101 to 6642655—Motor Nos. C30-1001 to 25734:	
Coupe 3	1,367
Club Coupe 6	1,407
Conv. Coupe 6	1,514
Luxury Brougham 6	1,407
Sedan 6	1,427
Town Sedan 6	1,432
1941—Series 8-C30—Highlander: Add $35 to the prices shown for the New Yorker.	
1941—Series 8-C30—Crown Imperial—Serial Nos. 6624101 to 6642655—Motor Nos. C33-1001 to 1735:	
Special Town Sedan 6	1,653
1941—Series 8-C33—Crown Imperial—Serial Nos. 7307501 to 7808214—Motor Nos. C33-1001 to 1735:	
Sedan 6	2,053
Sedan 8	2,118
Limousine 8	2,173

(5) CHRYSLER—continued

Model, serial number, body type and passenger capacity	*Base price*
1940—Series 6-C25—Royal—Serial Nos. 7625001 to 7657487—Motor Nos. C25-1001 to 70147:	
Coupe 3	$800
Coupe 6	851
Victoria Sedan 6	836
Sedan 6	870
Sedan 8	1,000
Limousine 8	1,000
1940—Series 6-C25—Windsor—Serial Nos. 6955201 to 6993727—Motor Nos. C25-1001 to 72007:	
Coupe 3	836
Coupe 6	876
Conv. Coupe 6	1,003
Victoria Sedan 6	876
Sedan 6	1,031
Sedan 8	1,097
Limousine 8	1,097
1940—Series 6-C25—Highlander: Add $25 to the prices shown for the Windsor.	
1940—Series 8-C26—Traveler—Serial Nos. 6750101 to 6750417—Motor Nos. C26-1001 to 18753:	
Coupe 3	993
Coupe 6	1,033
Victoria Sedan 6	993
Sedan 6	1,023
1940—Series 8-C26—New Yorker—Serial Nos. 6612401 to 6624907—Motor Nos. C26-1001 to 18751:	
Coupe 3	993
Coupe 6	1,028
Conv. Coupe 6	1,030
Victoria Sedan 6	1,023
Sedan 6	1,043
Special Formal Sedan 6	1,063
1940—Series 8-C26—Highlander: Add $25 to the prices shown for the New Yorker.	
1940—Series 8-C26—Saratoga—Serial Nos. 6673501 to 6674100—Motor Nos. C26-1001 to 18700:	
Sedan 6	1,073
Special Formal Sedan 6	1,113
1940—Series 8-C27—Crown Imperial—Serial Nos. 7800551 to 7807401—Motor Nos. C27-1001 to 1875:	
Sedan 6	1,292
Sedan 8	1,332
Limousine 8	1,337
1939—Series 6-C22—Royal—Serial Nos. 7574001 to 7624570—Motor Nos. C22-1001 to 58748:	
Coupe 2	730
Victoria Coupe 4	760
Brougham 5	755
Sedan 5	780
Sedan 7	812
Limousine Sedan 7	817
1939—Series 6-C22—Royal Windsor—Serial Nos. 6948001 to 6964947—Motor Nos. C22-1001 to 58748:	
Coupe 2	745
Victoria Coupe 4	780
Club Coupe 5	815
Sedan 5	800
1939—Series 8-C23—Imperial—Serial Nos. 6742201 to 6750005—Motor Nos. C23-1001 to 13107:	
Coupe 2	735
Victoria Coupe 4	760
Brougham 5	760
Sedan 5	780
1939—Series 8-C23—New Yorker—Serial Nos. 6609901 to 6613303—Motor Nos. C23-1001 to 13107:	
Coupe 2	739
Victoria Coupe 4	770
Club Coupe 5	815
Sedan 5	795

(5) CHRYSLER—continued

Model, serial number, body type and passenger capacity	*Base price*
1939—Series 8-C23—Saratoga—Serial Nos. 6672701 to 6673414—Motor Nos. C23-1001 to 13107:	
Club Coupe 5	$830
Sedan 5	810
1933—Series 8-C24—Custom Imperial—Serial Nos. 7803201 to 7803537—Motor Nos. C24-1001 to 1322:	
Sedan 5	802
Sedan 7	837
Sedan Limousine 7	837
1938—Series 6-C18—Royal—Serial Nos. 7532301 to 7573257—Motor Nos. C18-1001 to 42001:	
Business Coupe 2	531
Coupe 2 to 4	591
Conv. Coupe 2 to 4	626
Brougham Comp. 5	576
Tour. Brougham TK 5	591
Sedan Comp. 5	596
Tour. Sedan TK 5	606
Conv. Sedan TK 5	633
Sedan TK 7	610
Sedan Limousine TK 7	615
1938—Series 8-C19—Imperial—Serial Nos. 6734001 to 6742105—Motor Nos. C19-1001 to 9172:	
Business Coupe 2	575
Coupe 2 to 4	595
Conv. Coupe 2 to 4	625
Tour. Brougham TK 5	585
Tour. Sedan TK 5	605
Conv. Sedan TK 5	640
1938—Series 8-C19—New York Special—Serial Nos. 6607901 to 6608802—Motor Nos. C19-1001 to 9172:	
Business Coupe 2	600
Sedan TK 5	630
1938—Series 8-C20—Custom Imperial—Serial Nos. 7805501 to 7805533—Motor Nos. C20-1001 to 3525:	
Sedan TK 5	635
Sedan TK 7	625
Sedan Limousine TK 7	620
1937—Series 6-C16—Royal—Serial Nos. 6395101 to 6348225—Motor Nos. C16-1001 to 83940:	
Business Coupe 2	430
Coupe 2 to 4	465
Conv. Coupe 2 to 4	502
Brougham Comp. 5	460
Tour. Brougham TK 5	475
Sedan Comp. 5	480
Tour. Sedan TK 5	490
Conv. Sedan TK 5	530
Sedan TK 7	509
Sedan Limousine TK 7	494
1937—Series 8-C14—Imperial—Serial Nos. 6718301 to 6733003—Motor Nos. C14-1001 to 15572:	
Business Coupe 2	457
Coupe 2 to 4	467
Conv. Coupe 2 to 4	433
Tour. Brougham TK 5	472
Tour. Sedan TK 5	482
Conv. Sedan TK 5	512
1937—Series 8-C17—Airflow—Serial Nos. 7019401 to 7024000—Motor Nos. C17-1001 to 5618:	
Coupe 6	505
Sedan TK 6	510
1937—Series 8-C15—Custom Imperial—Serial Nos. 7804001 to 7805201—Motor Nos. C15-1001 to 2237:	
Sedan TK 5	439
Sedan TK 7	479
Sedan Limousine TK 7	479

(5) CHRYSLER—continued

Model, serial number, body type and passenger capacity	*Base price*
1936—Series 6-C7—Airstream—Serial Nos. 6823301 to 6865003—Motor Nos. C7-1001 to 44530:	
Business Coupe 2	$362
Coupe 2-4	367
Conv. Coupe 2-4	389
Tour. Brougham, 2 Dr. 5	372
Conv. Sedan 5	397
Tour. Sedan, 4 Dr. 5	382
1936—Series 8-C8—Airstream Deluxe—Serial Nos. 6710501 to 6719499—Motor Nos. C8-1001 to 10554:	
Business Coupe 2	357
Coupe 2-4	362
Conv. Coupe 2-4	384
Tour. Brougham, 2 Dr. 5	367
Conv. Sedan, 4 Dr. 5	389
Tour. Sedan, 4 Dr. 5	377
Traveler Sedan 5	378
Sedan 7	383
Sedan Limousine 7	383
Town Sedan 7	413
1936—Series 8-C9—Airflow—Serial Nos. 6606201 to 6607879—Motor Nos. C9-1001 to 2852:	
Coupe 6	379
Sedan 6	389
1936—Series 8-C10—Airflow Imperial—Serial Nos. 7014901 to 7019398—Motor Nos. C10-1001 to 5536:	
Coupe 6	389
Sedan 6	399
1936—Series 8-C11—Airflow Custom Imperial—Serial Nos. 7803851 to 7803825—Motor Nos. C11-1001 to 1075:	
Sedan 5	403
Sedan Limousine 7	398
1935—Series 6-C6—Airstream—Serial Nos. 6800001 to 6823300—Motor Nos. C6-1001 to 25519:	
Business Coupe 2	266
Coupe 2-4	271
Conv. Coupe 2-4	289
Tour. Brougham, 2 Dr. 5	276
Sedan 5	276
Tour. Sedan, 4 Dr. 5	286
1935—Series 8-CZ—Airstream—Serial Nos. 6701501 to 6710500—Motor Nos. CZ-1001 to 6710500:	
Business Coupe 2	266
Coupe 24	271
Tour. Brougham, 2 Dr. 5	276
Sedan 5	276
Tour. Sedan, 4 Dr. 5	281
1935—Series 8-CZ—Airstream Deluxe—Serial Nos. 6707677 to 6710500—Motor Nos. CZ-1001 to 10341:	
Business Coupe 2	276
Coupe 2-4	276
Conv. Coupe 2-4	269
Tour. Brougham, 2 Dr. 5	286
Sedan, 4 Dr. 5	291
Tour. Sedan, 4 Dr. 5	301
Sedan 5 (Traveler)	296
Sedan 7	296
1935—Series 8-C1—Airflow—Serial Nos. 6601201 to 6606200—Motor Nos. C1-1001 to 6037:	
Business Coupe 2	278
Coupe 6	303
Sedan 6	303
1935—Series 8-C2—Airflow Imperial—Serial Nos. 7012301 to 7014900—Motor Nos. C2-1001 to 3632:	
Coupe 6	303
Sedan 6	313
1935—Series 8-C3—Airflow Custom Imperial—Serial Nos. 7528551 to 7528675—Motor Nos. C3-1001 to 1135:	
Sedan 6	326
Town Sedan 6	331
Sedan Limousine 8	326
Town Sedan Limousine 8	321

(5) CHRYSLER—continued

Model, serial number, body type and passenger capacity	*Base price*
1935—Series 8-CW—Airflow Custom Imperial—Serial Nos. 7803799 to 7803835—Motor Nos. CW-1049 to 1080:	
Sedan 8	$331
Town Sedan 8	326
Sedan Limousine 8	316
Town Sedan Limousine 8	316

(6) CROSLEY

1942—Series 2-CB-42—Serial Nos. CB-42-32000 to 35050:	
Conv. Coupe 4	551
Conv. Sedan 4	606
Deluxe Sedan 4	672
Station Wagon 4	747
1941—Series 2-CB-41—Serial Nos. 390-30000 to 31999:	
Conv. Coupe 2	359
Standard Conv. Sedan 4	409
Deluxe Conv. Coupe 4	419
Covered Wagon 4	465
Station Wagon 4	515
1940—Series 2-2A—Serial Nos. 390-20000 to 29999:	
Conv. Coupe 2	292
Standard Sedan 4	336
Deluxe Sedan 4	351
Covered Wagon 4	369
Station Wagon 4	399
Conv. Sedan Coupe 4	307
Station Wagon 2	394
1939—Series 2-2—Serial Nos. 390-10000 to 19999:	
Conv. Coupe 2	238
Conv. Sedan 4	248

(7) DE SOTO [1]

1942—Series 6-S10—Deluxe — Serial Nos. 6142001 to 6153101—Motor Nos. S10-1001 to 25551:	
Business Coupe 2	1,384
Coupe 6	1,469
Sedan, 2 Dr. 5	1,454
Sedan, 4 Dr. 5	1,484
Town Sedan 5	1,529
Sedan 7	1,814
1942—Series 6-S10—Custom — Serial Nos. 5771001 to 5783503—Motor Nos. S10-1001 to 25551:	
Coupe 2	1,424
Club Coupe 5	1,524
Conv. Coupe 5	1,697
Brougham 5	1,524
Sedan, 4 Dr. 5	1,534
Town Sedan 5	1,579
Sedan 7	1,869
Limousine 7	1,914
1941—Series 6-S8—Deluxe—Serial Nos. 6096001 to 6141720—Motor Nos. S8-1001 to 100247:	
Business Coupe 2	1,148
Coupe 5	1,228
Sedan, 2 Dr. 5	1,198
Sedan, 4 Dr. 5	1,238
Sedan 7	1,402
1941—Series 6-S8—Custom—Serial Nos. 5720401 to 5770981—Motor Nos. S8-1001 to 100247:	
Coupe 2	1,183
Club Coupe 5	1,278
Conv. Coupe 5	1,373
Brougham, 2 Dr. 5	1,253
Sedan, 4 Dr. 5	1,278
Town Sedan 5	1,313
Sedan 7	1,422
Limousine 7	1,492

[1] The basic price for any DeSoto the serial number of which bears the prefix "SP" shall be that of the most comparable model of Plymouth.

(7) DE SOTO—continued

Model, serial number, body type and passenger capacity	*Base price*
1940—Series 6-S7—Deluxe—Serial Nos. 6064301 to 6095928—Motor Nos. S7-1001 to 67427:	
Business Coupe 2	$913
Coupe A/S 2-4	958
Tour. Sedan, 2 Dr. 5	943
Tour. Sedan, 4 Dr. 5	993
Tour. Sedan 7	1,040
1940—Series 6-S7—Custom—Serial Nos. 5688001 to 5720329—Motor Nos. S7-1001 to 67427:	
Coupe 2	938
Coupe A/S 2-4	988
Conv. Coupe 4	1,064
Tour. Sedan, 2 Dr. 5	988
Tour. Sedan, 4 Dr. 5	1,008
Tour. Sedan 7	1,050
Limousine	1,088
1939—Series 6-S6—Deluxe—Serial Nos. 5634001 to 5687134—Motor Nos. S6-1001-55461:	
Business Coupe 2	757
Coupe A/S 2-4	787
Tour. Sedan, 2 Dr. 5	777
Tour. Sedan, 4 Dr. 5	807
Tour. Sedan 7	835
Limousine-Sedan 7	835
1939—Series 6-S6—Custom—Serial Nos. 5634001 to 5687134—Motor Nos. S6-1001 to 55461:	
Coupe 2	722
Coupe A/S 2-4	802
Club Coupe 4	842
Tour. Sedan, 2 Dr. 5	807
Tour. Sedan, 4 Dr. 5	827
Tour. Sedan 7	840
Limousine-Sedan 7	850
1938—Series 6-S5—Serial Nos. 5598301 to 5632912—Motor Nos. S5-1001 to 39664:	
Business Coupe 3	581
Conv. Coupe 3-5	616
Tour. Brougham TK, 2 Dr. 6	596
Sedan Comp., 4 Dr. 6	601
Tour. Sedan TK, 4 Dr. 6	611
Conv. Sedan TK 5	636
Sedan TK 7	626
Limousine Sedan 7	626
1937—Series 6-S3—Serial Nos. 5517301 to 5597700—Motor Nos. S3-1001 to 77230:	
Business Coupe 3	462
Coupe 3-5	467
Conv. Coupe 3-5	488
Brougham Comp., 2 Dr. 6	472
Tour. Brougham TK, 4 Dr. 6	477
Sedan Comp., 4 Dr. 6	482
Tour. Sedan TK, 4 Dr. 6	492
Conv. Sedan TK 5	493
Sedan TK 7	504
Limousine Sedan 7	509
1936—Series 6-S1—Deluxe Airstream—Serial Nos. 6043701 to 6061693—Motor Nos. S1-1001 to 39756:	
Business Coupe 2	348
Tour. Brougham 5	353
Tour. Sedan 5	363
1936—Series 6-S1—Custom Airstream—Serial Nos. 5500001 to 5517216—Motor Nos. S1-1001 to 39756:	
Business Coupe 2	348
Coupe 2-4	353
Conv. Coupe 2-4	375
Tour. Brougham 5	363
Tour. Sedan 5	378
Conv. Sedan 5	380
Traveler Sedan 5	383
Sedan 7	378
1936—Series 6-S2—Airflow III—Serial Nos. 5089001 to 5093971—Motor Nos. S2-1001 to 6038:	
Coupe 5	372
Sedan 6	392

(7) DE SOTO—continued

Model, serial number, body type and passenger capacity	*Base price*
1935—Series 6-SF—Airstream—Serial Nos. 6023501 to 6043679—Motor Nos. SF-1001 to 21874:	
Business Coupe 2	$261
Coupe 2-4	266
Conv. Coupe 2-4	274
Sedan, 2 Dr. 5	261
Tour. Sedan, 2 Dr. 5	271
Sedan 5	276
Tour. Sedan 5	286
1935 — Series 6-SG — Airflow — Serial Nos. 5082201 to 5088967—Motor Nos. SG-1001 to 7843:	
Business Coupe 3	266
Coupe 5	271
Sedan 6	281
Town Sedan 6	286

(8) DODGE[1]

Model, serial number, body type and passenger capacity	*Base price*
1942 — Series 6-D22 — Serial Nos. 30577001 and up—Motor Nos. D22-1001 and up:	
Deluxe:	
Coupe 3	1,263
Club Coupe 6	1,368
Sedan, 2 Dr. 6	1,328
Sedan, 4 Dr. 6	1,368
Custom:	
Club Coupe 6	1,423
Conv. Coupe 5	1,621
Brougham 6	1,378
Sedan, 4 Dr. 6	1,423
Town Sedan 6	1,483
Sedan 7	1,822
Limousine 7	1,887
1941 — Series 6-D19 — Serial Nos. 30342401 and up—Motor Nos. D19-1001 and up:	
Deluxe:	
Coupe 2	1,096
Sedan, 2 Dr. 6	1,136
Sedan, 4 Dr. 6	1,171
Custom:	
Club Coupe 6	1,216
Conv. Coupe 5	1,315
Brougham, 2 Dr. 6	1,176
Sedan, 4 Dr. 6	1,221
Town Sedan 6	1,261
Sedan 7	1,355
Limousine 7	1,370
1940—Series 6-D17—Serial Nos. 4349001 to 4415505—Motor Nos. D14-1001 to 193835:	
Special:	
Coupe 2	862
Sedan, 2 Dr. 5	892
Sedan, 4 Dr. 5	932
1940 — Series 6-D14 — Serial Nos. 30216001 to 30342333—Motor Nos. D14-1001 to 193835:	
Deluxe:	
Coupe 2	897
Coupe A/S 2-4	937
Conv. Coupe 5	1,013
Sedan, 2 Dr. 5	917
Sedan, 4 Dr. 5	962
Sedan 7	1,045
Limousine 7	1,030
1939—Series 6-D11—Luxury Liner—Serial Nos. 4276701 to 4347700—Motor Nos. D11-1001 to 186148:	
Coupe 2	715
Sedan, 2 Dr. 5	720
Sedan, 4 Dr. 5	755

[1] The basic price for any Dodge the serial number of which bears the prefix "DP" shall be that of the cost comparable model of Plymouth.

(8) DODGE—continued

Model, serial number, body type and passenger capacity	*Base price*
Serial Nos. 30100001 to 30214458—Motor Nos. D11-1001 to 185831:	
Deluxe:	
Coupe 2	$745
Coupe A/S 2-4	765
Town Coupe 5	810
Sedan, 2 Dr. 5	755
Sedan, 4 Dr. 5	780
Limousine 7	836
Sedan 7	816
1938 Series 6-D8—Serial Nos. 30001001 to 30097066, 40001001 to 40016525—Motor Nos. D8-1001 to 114530:	
Business Coupe 2	583
Coupe 2-4	598
Conv. Coupe 2-4	623
Comp. Sedan, 2 Dr. 5	593
Tour. Sedan TK, 2 Dr. 5	603
Comp. Sedan, 4 Dr. 5	613
Tour. Sedan TK, 4 Dr. 5	623
Conv. Sedan TK 5	643
Sedan TK 7	636
Limousine TK 5	626
1937—Series 6-D5—Serial Nos. 4530451 to 4789907, 9118501 to 9149361—Motor Nos. D5-1001 to 294170:	
Business Coupe 2	484
Coupe 2-4	469
Conv. Coupe 2-4	520
Comp. Sedan, 2 Dr. 5	489
Tour. Sedan TK, 2 Dr. 5	499
Comp. Sedan, 4 Dr. 5	509
Tour. Sedan TK, 4 Dr. 5	519
Conv. Sedan 5	530
Sedan 7	534
Limousine 5	504
1936—Series 6-D2—Beauty Winner—Serial Nos. 4015051 to 4276087—Motor Nos. D2-1001 to 269089:	
Coupe 2	358
Coupe 2-4	363
Conv. Coupe 2-4	405
Sedan, 2 Dr. 5	363
Tour. Sedan, 2 Dr. 5	363
Sedan 5	373
Tour. Sedan 5	378
Conv. Sedan 5	395
Sedan 7	410
1935—Series 6-DU—New Value Six—Serial Nos. 3756501 to 3913106—Motor Nos. DU-1001 to 159544:	
Coupe 2	277
Coupe 2-4	287
Conv. Coupe 2-4	300
Sedan, 2 Dr. 5	232
Tour. Sedan, 2 Dr. 5	292
Sedan 5	297
Tour. Sedan, 4 Dr. 5	307
Caravan Sedan 5	317
Sedan 7	312

(9) FORD

Model, serial number, body type and passenger capacity	*Base price*
1942—Series 6—2GA—90 h. p.—Serial Nos. 1GA-34801 and up:	
Special:	
Coupe 3—77C	1,132
Tudor Sedan 6—70C	1,162
Fordor Sedan 6—73C	1,197
Deluxe:	
Coupe 3—77A	1,147
Sedan Coupe 6—72A	1,212
Tudor Sedan 6—70A	1,195
Fordor Sedan 6—73A	1,232
Station Wagon 8—79A	1,403
Super Deluxe:	
Coupe 3—77B	1,187
Sedan Coupe 6—72B	1,242
Conv. Club Coupe 5—76	1,431
Tudor Sedan 6—70B	1,232
Fordor Sedan 6—73B	1,272
Station Wagon 8—79B	1,493

(9) FORD—continued

Model, serial number, body type and passenger capacity	*Base price*
1942—Series V-8—21A—90 h. p.—Serial Nos. 18-6769036 and up:	
Deluxe:	
Coupe 3—77A	$1,157
Sedan Coupe 6—72A	1,232
Tudor Sedan 6—70A	1,207
Fordor Sedan 6—73A	1,237
Station Wagon 8—79A	1,463
Super Deluxe:	
Coupe 3—77B	1,207
Sedan Coupe 6—72B	1,272
Conv. Club Coupe 5—76	1,441
Tudor Sedan 6—70B	1,247
Fordor Sedan 6—73B	1,282
Station Wagon 79B	1,513
1941—Series 6—1GA—90 h. p.—Serial Nos. 1GA-1 and up:	
Special:	
Coupe 2	879
Tudor Sedan 5	899
Fordor Sedan 5	924
Deluxe:	
Coupe 5W 2	914
Coupe A/S 2-4	954
Tudor Sedan 5	954
Fordor Sedan 5	984
Station Wagon	1,129
Super Deluxe:	
Coupe 5W 2	959
Coupe A/S 2-4	994
Sedan Coupe 5	1,029
Conv. Club Coupe 2-4	1,119
Tudor Sedan 5	1,044
Fordor Sedan 5	1,044
Station Wagon	1,164
1941—Series V-8—11A—85 h. p.—Serial Nos. 18-5896295 and up:	
Special:	
Coupe 2	904
Tudor Sedan 5	934
Fordor Sedan 5	974
Deluxe:	
Coupe 5W 2	949
Coupe A/S 2-4	984
Tudor Sedan 5	984
Fordor Sedan 5	1,019
Station Wagon	1,144
Super Deluxe:	
Coupe 5W 2	994
Coupe A/S 2-4	1,024
Sedan Coupe 5	1,054
Conv. Club Coupe 2-4	1,129
Tudor Sedan 5	1,019
Fordor Sedan 5	1,054
Station Wagon	1,184
1940—Series V-8—02A—60 h. p.—Serial Nos. 54-506501 and up:	
Coupe 5W 2	672
Business Coupe 2	692
Tudor Sedan 5	692
Fordor Sedan 5	722
1940—Series V-8—01A—85 h. p.—Serial Nos. 18-5210701 to 18-5896294:	
Standard:	
Coupe 5W 2	737
Business Coupe 2	762
Tudor Sedan 5	782
Fordor Sedan 5	812
Station Wagon	900
Deluxe:	
Coupe 5W 2	787
Business Coupe 2	817
Conv. Club Coupe 2-4	873
Tudor Sedan 5	832
Fordor Sedan 5	857
Station Wagon	960

(9) FORD—Continued

Model, serial number, body type and passenger capacity	*Base price*
1939—Series V-8—922 A—60 h. p.—Serial Nos. up to 54-506500:	
Standard:	
Coupe 5W 2	$557
Tudor Sedan 5	572
Fordor Sedan 5	597
1939—Series V-8—91A—85 h. p.—Serial Nos. 18-4661001 to 5210700:	
Standard:	
Coupe 5W 2	627
Tudor Sedan 5	642
Fordor Sedan 5	667
Station Wagon	764
Deluxe:	
Coupe 5W 2	667
Conv. Coupe 2-4	736
Tudor Sedan 5	692
Fordor Sedan 5	712
Conv. Sedan 5	786
Station Wagon	814
1938—Series V-8—82A—60 h. p.—Serial Nos. 54-358335 and up:	
Standard:	
Coupe 5W 2	455
Tudor Sedan 5	460
Fordor Sedan 5	485
1938—Series V-8—81A—85 h. p.—Serial Nos. 18-4186447 to 18-4661000:	
Standard:	
Coupe 5W 2	540
Tudor Sedan 5	550
Fordor Sedan 5	560
Station Wagon	621
Deluxe:	
Phaeton 5	605
Coupe 5W 2	575
Conv. Coupe 2-4	619
Club Coupe 5	605
Conv. Club Coupe 5	634
Tudor Sedan 5	590
Fordor Sedan 5	605
Conv. Sedan 5	649
1937—Series V-8—74—60 h. p.—Serial Nos. 54-6602 to 54-358334:	
Coupe 5W 2	378
Tudor 5	378
Tour. Tudor 5	388
Fordor 5	393
Tour Fordor 5	403
Station Wagon (cur.)	424
Station Wagon (glass)	444
1937—Series V-8—78—85 h. p.—Serial Nos. 18-3331857 to 18-4186446:	
Standard:	
Coupe 5W 2	438
Tudor 5	533
Tour. Tudor 5	443
Fordor 5	448
Tour. Fordor 5	458
Station Wagon (cur.)	504
Station Wagon (glass)	519
Deluxe:	
Roadster 2-4	448
Phaeton 5	443
Coupe 5W 2	448
Cabriolet 2-4	473
Club Coupe 5W 5	498
Club Cabriolet 4	508
Tudor 5	458
Tour. Tudor 5	468
Fordor 5	473
Tour. Fordor 5	488
Conv. Sedan 5	519
1936—Series V-8-68—85 h. p.—Serial Nos. 18-2207111 to 18-3331856:	
Standard:	
Coupe 5W 2	358
Coupe 5W 2-4	363
Tudor 5	353
Tour. Tudor 5	363
Fordor 5	868
Tour. Fordor 5	883
Station Wagon	898

(9) FORD—Continued

Model, serial number, body type and passenger capacity	*Base price*
1936—Series V-8-68—85 h. p.—Continued.	
Deluxe:	
Roadster 2-4	$368
Phaeton 5	358
Coupe 3W 2	378
Coupe 3W 2-4	383
Coupe 5W 2	373
Coupe 5W 2-4	378
Cabriolet 2-4	383
Club Cabriolet 2-4	393
Tudor 5	373
Tour. Tudor 5	383
Fordor 5	393
Tour. Fordor 5	393
Conv. Sedan 5	393
Conv. Sedan TK 5	403
1935—Series V-8-48—85 h. p.—Serial Nos. 18-1234357 to 18-2207110:	
Standard:	
Coupe 5W 2	277
Coupe 5W 2-4	292
Conv. Cabriolet 2-4	293
Tudor 5	277
Fordor 5	292
Conv. Sedan 5	303
Deluxe:	
Roadster 2-4	272
Phaeton 5	267
Coupe 3W 2	287
Coupe 3W 2-4	292
Coupe 5W 2	282
Coupe 5W 2-4	297
Tudor 5	282
Fordor 5	292
Tour. Tudor 5	287
Tour. Fordor 5	297
Station Wagon	318

(10) GRAHAM

1941—Series 6—113—Serial Nos. 900001 and up—Motor Nos. 910001 and up—Custom Hollywood:	
Sedan, 4 Dr. 5	861
1941—Series 6—109—Serial Nos. 700146 and up—Motor Nos. 710046 and up—Custom Hollywood Supercharger:	
Sedan, 4 Dr. 5	856
1940—Series 6—108—Serial Nos. 605001 to 605661—Motor Nos. 615001 to 615657—	
Deluxe:	
Comp. Coupe 5	652
Sedan TK, 2 Dr. 5	657
Sedan TK, 4 Dr. 5	667
Custom:	
Comb. Coupe 5	687
Sedan TK, 2 Dr. 5	687
Sedan TK, 4 Dr. 5	692
1940—Series 6—107—Serial Nos. 505001 to 505358—Motor Nos. 515001 to 515575—	
Deluxe Supercharger:	
Comb. Coupe 5	712
Sedan TK, 2 Dr. 5	707
Sedan TK, 4 Dr. 5	717
Custom Supercharger:	
Comb. Coupe 5	737
Sedan TK, 2 Dr. 5	732
Sedan TK, 4 Dr. 5	742
1940—Series 6—109—Serial Nos. 700001 to 700145—Motor Nos. 710001 to 710045—	
Hollywood Custom Super:	
Conv. Coupe 3	774
Sedan, 4 Dr. 5	749
1939—Series 6—96—Serial Nos. 600001 to 602913—Motor Nos. 610001 to 612920:	
Special:	
Comb. Coupe 5	595
Sedan TK, 2 Dr. 6	595
Sedan TK, 4 Dr. 6	610

(10) GRAHAM—Continued

Model, serial number, body type and passenger capacity	*Base price*
1939—Series 6—96—Continued.	
Custom Special:	
Comb. Coupe 5	$615
Sedan TK, 2 Dr. 6	615
Sedan TK, 4 Dr. 6	625
1939—Series 6—97—Serial Nos. 500001 to 502479—Motor Nos. 510001 to 512507:	
Supercharger:	
Comb. Coupe 5	615
Sedan TK, 2 Dr. 6	615
Sedan TK, 4 Dr. 6	630
Custom Supercharger:	
Comb. Coupe 5	640
Sedan TK, 2 Dr. 6	650
Sedan TK, 4 Dr. 6	650
1938—Series 6—96—Serial Nos. 225000 to 227602—Motor Nos. 230000 to 232605:	
Standard:	
Sedan TK, 4 Dr. 6	455
Special:	
Sedan TK, 4 Dr. 6	475
1939—Series 6—97—Serial Nos. 140000 to 142403—Motor Nos. 145000 to 147434:	
Supercharger:	
Sedan TK, 4 Dr. 6	485
Custom Supercharger:	
Sedan TK, 4 Dr. 6	500
1937—Series 6-85—Serial Nos. 315001 to 319318—Motor Nos. 320001 to 324360:	
Crusader:	
Tour. Sedan, 2 Dr. 5	299
Tour. Sedan, TK, 2 Dr. 5	314
Tour. Sedan, 4 Dr. 5	319
Tour. Sedan TK, 4 Dr. 5	324
1937—Series 6-95—Serial Nos. 215001 to 223250—Motor Nos. 220001 to 228370:	
Cavalier:	
Business Coupe 3	314
Coupe 3-5	324
Conv. Coup 3-5	352
Tour. Sedan, 2 Dr. 5	319
Tour. Sedan TK, 2 Dr. 5	334
Tour. Sedan, 4 Dr. 5	339
Tour. Sedan TK, 4 Dr. 5	354
1937—Series 6-116—Serial Nos. 130001 to 135551—Motor Nos. 135001 to 140209:	
Supercharger:	
Business Coupe 3	334
Coupe 3-5	344
Conv. Coupe 3-5	366
Tour. Sedan, 2 Dr. 5	344
Tour. Sedan TK, 2 Dr. 5	359
Tour. Sedan, 4 Dr. 5	364
Tour. Sedan TK, 4 Dr. 5	374
1937—Series 6-120—Serial Nos. 120001 to 120199; 110001 to 113002—Motor Nos. 115001 to 118864:	
Custom Supercharger:	
Business Coupe 3	340
Coupe 3-5	350
Conv. Coupe 3-5	378
Tour. Sedan, 4 Dr. 5	365
Tour. Sedan TK, 4 Dr. 5	375
1936—Series 6-80—Serial Nos. 300001 to 308220—Motor Nos. 305001 to 313250:	
Crusader:	
Tour. Sedan, 2 Dr. 6	243
Tour. Sedan TK, 2 Dr. 6	248
Tour. Sedan, 4 Dr. 6	258
Tour. Sedan TK, 4 Dr. 6	268
1936—Series 6-80 A—Serial Nos. 300001 to 388212—Motor Nos. 305001 to 313250:	
Crusader:	
Tour. Sedan, 2 Dr. 6	223
Tour. Sedan TK, 2 Dr. 6	233
Tour. Sedan, 4 Dr. 6	238
Tour. Sedan TK, 4 Dr. 6	253

(10) GRAHAM—continued

Model, serial number, body type and passenger capacity	*Base price*
1936—Series 6-90—Serial Nos. 200001 to 202755—Motor Nos. 205001 to 207850:	
Cavalier:	
Business Coupe 2	$238
Coupe 2-4	243
Tour. Sedan, 2 Dr. 6	253
Tour. Sedan TK, 2 Dr. 6	263
Tour. Sedan, 4 Dr. 6	268
Tour. Sedan TK, 4 Dr. 6	273
1936—Series 6-90 A—Serial Nos. 205001 to 212750—Motor Nos. 210001 to 217800:	
Cavalier:	
Business Coupe 2	208
Coupe 2-4	218
Tour. Sedan, 2 Dr. 6	228
Tour. Sedan TK, 2 Dr. 6	238
Tour. Sedan, 4 Dr. 6	243
Tour. Sedan TK, 4 Dr. 6	253
1936—Series 6-110—Serial Nos. 100001 to 105500—Motor Nos. 105001 and up:	
Super:	
Coupe 2	218
Coupe 2-4	223
Tour. Sedan, 2 Dr. 6	228
Tour. Sedan TK, 2 Dr. 6	243
Tour. Sedan, 4 Dr. 6	248
Tour. Sedan TK, 4 Dr. 6	258
Custom Sedan, 4 Dr. 6	268
1935—Series 6-68—Serial Nos. 1623501 to 1627520, Motor Nos. 1620001 to 1632050—Standard:	
Business Coupe 3	166
Coupe 3 5	166
Conv. Coupe 3 5	165
Sedan 6	176
Sedan TK 6	186
1935—Series 8-67—Serial Nos. 1805915 to 1807575, Motor Nos. 1310001 to 1311780—Special:	
Coupe 3	166
Coupe 3 5	171
Conv. Coupe 3 5	170
Sedan 6	176
Sedan TK 6	186
Standard:	
Business Coupe 2	166
Coupe 3-5	171
Sedan 6	181
Sedan TK 6	191
1935—Series 8-69—Serial Nos. 1025646 to 1027507, Motor Nos. 1030620 to 1031950—Special:	
Coupe 3	161
Coupe 3-5	166
Conv. Coupe 3-5	165
Sedan 6	176
Sedan TK 6	186
1935—Series 8-69—Serial Nos. 1025089 to 1027507, Motor Nos. 1030001 to 1031950—Custom Supercharger:	
Coupe 3	161
Coupe 3-5	166
Conv. Coupe 3-5	166
Sedan 6	176
Sedan TK 6	186
1935—Series 6-74—Serial Nos. 1700001 to 1711470, Motor Nos. 1705001 to 1717200—Graham:	
Tour. Sedan, 2 Dr. 5	186
Tour. Sedan, 4 Dr. 5	206
Tour. Sedan Deluxe, 3 Dr. 5	196
Tour. Sedan Deluxe, 4 Dr. 5	211
1935—Series 6-73—Serial Nos. 1635001 to 1639903, Motor Nos. 1640001 to 1645100—Special:	
Coupe 2	196
Coupe 2-4	201
Conv. Coupe 2-4	205
Tour. Sedan, 4 Dr. 5	211

(10) GRAHAM—continued

Model, serial number, body type and passenger capacity	*Base price*
1935—Series 8-72—Serial Nos. 1800001 to 1811020, Motor Nos. 1815001 to 1815990:	
Coupe 2	$166
Coupe 2-4	166
Conv. Coupe 2-4	165
Tour. Sedan, 4 Dr. 5	176
1935—Series 8-75—Serial Nos. 1035001 to 1036252, Motor Nos. 1040001 to 1042050—Supercharger:	
Coupe 2	156
Coupe 2-4	166
Conv. Coupe 2-4	166
Tour. Sedan, 4 Dr. 5	176

(11) HUDSON

1942—Series 6-20 T—Traveler—Serial Nos. T-20101 to T-2041232:	
Coupe 3	1,103
Club Coupe 4	1,178
Club Sedan, 2 dr. 6	1,158
Tour. Sedan, 4 dr. 6	1,183
1942—Series 20 P—De Luxe—Serial Nos. P-20101 to P-2041232:	
Coupe 3	1,193
Club Coupe 4	1,253
Club Sedan, 2 dr. 6	1,233
Tour. Sedan, 4 dr. 6	1,263
Conv. Sedan 6	1,496
1942—Series 6-21—Super—Serial Nos. 21101 to 2141232:	
Coupe 3	1,332
Club Coupe 4	1,382
Club Sedan, 2 dr. 6	1,357
Tour. Sedan, 4 dr. 6	1,387
Conv. Sedan 6	1,586
Station Wagon	1,699
1942—Series 6-22—Commodore—Serial Nos. 22101 to 2241232:	
Coupe 3	1,412
Club Coupe 5	1,472
Club Sedan, 2 dr. 6	1,447
Tour. Sedan, 4 dr. 6	1,482
Conv. Sedan 6	1,666
1942—Series 8-24—Commodore—Serial Nos. 24101 to 2441232:	
Coupe 3	1,452
Club Coupe 5	1,507
Club Sedan, 2 dr. 6	1,487
Tour. Sedan, 4 dr. 6	1,522
Conv. Sedan 6	1,716
1942—Series 8-25—Commodore—Custom—Serial Nos. 25101 to 2541232:	
Club Coupe 4	1,602
1942—Series 8-27—Commodore—Custom—Serial Nos. 27101 to 2741232:	
Tour. Sedan, 4 dr. 6	1,722
1941—Series 6-10 T—Traveler—Serial Nos. T-10101 and up:	
Coupe 3	949
Club Coupe 4	1,034
Club Sedan, 2 dr. 6	1,019
Tour. Sedan, 4 dr. 6	1,044
1941—Series 6-10 C—Utility—Serial Nos. C-10101 and up:	
Coach 6	1,034
Coupe 6	974
1941—Series 6-10 P—DeLuxe—Serial Nos. 10101 and up:	
Coupe 3	1,069
Club Coupe 4	1,104
Club Sedan, 2 dr. 6	1,089
Tour. Sedan, 4 dr. 6	1,114
Conv. Sedan 6	1,239
1941—Series 6-11—Super—Serial Nos. 11101 and up:	
Coupe 3	1,138
Club Coupe 4	1,183
Club Sedan, 2 dr. 6	1,153
Tour. Sedan, 4 dr. 6	1,178
Conv. Sedan 6	1,334
Station Wagon	1,404

(11) HUDSON—continued

Model, serial number, body type and passenger capacity	*Base price*
1941—Series 6-12—Commodore—Serial Nos. 12101 and up:	
Coupe 3	$1,183
Club Coupe 4	1,253
Club Sedan, 2 dr. 6	1,233
Tour. Sedan, 4 dr. 6	1,253
Conv. Sedan 6	1,353
1941—Series 6-18—Big Boy—Serial Nos. P-18101 and up:	
Sedan 7	1,257
Carry-All	1,157
1941—Series 8-14—Commodore—Serial Nos. 14101 and up:	
Coupe 3	1,223
Club Coupe 4	1,273
Club Sedan, 2 dr. 6	1,243
Tour. Sedan, 4 dr. 6	1,263
Conv. Sedan 6	1,393
Station Wagon	1,449
1941—Custom Series 8-15—Commodore Custom—Serial Nos. 15101 and up:	
Coupe 3	1,223
Club Coupe 4	1,283
1941—Series 8-17—Commodore Custom—Serial Nos. 17101 and up:	
Tour. Sedan, 4 Dr. 6	1,367
Sedan 7	1,492
1940—Series 6-40 T—Traveler—Serial Nos. 40101 to 4039192:	
Coupe 3	862
Victoria Coupe 4	827
Tour. Sedan, 2 Dr. 6	817
Tour. Sedan, 4 Dr. 6	832
1940—Series 6-40 P—De Luxe—Serial Nos. 40101 to 4039192:	
Coupe 3	822
Victoria Coupe 4	847
Conv. Coupe 5	893
Tour. Sedan, 2 Dr. 6	847
Tour. Sedan, 4 Dr. 6	867
Conv. Sedan 6	903
1940—Series 6-41—Super—Serial Nos. 41101 to 4139192:	
Coupe 3	865
Victoria Coupe 4	900
Conv. Coupe 5	932
Tour. Sedan, 2 Dr. 6	885
Tour. Sedan, 4 Dr. 6	915
Conv. Sedan 6	952
1940—Series 6-43—Country Club—Serial Nos. 43101 to 4339192:	
Tour. Sedan 4 Dr. 6	937
Sport Tour. Sedan, 4 Dr. 6	947
Sedan 7	1,012
1940—Series 6-48—Big Boy—Serial Nos. 48101 to 4839192:	
Carry-All	867
Sedan 7	942
1940—Series 8-44—Hudson Eight—Serial Nos. 44101 to 4439192:	
Coupe 3	820
Victoria Coupe 4	940
Conv. Coupe 5	967
Tour Sedan, 2 Dr. 6	920
Tour. Sedan, 4 Dr. 6	940
Conv. Sedan 6	967
1940—Series 8-45—De Luxe—Serial Nos. 45101 to 4539192:	
Tour. Sedan, 2 Dr. 6	930
Tour. Sedan, 4 Dr. 6	955
1940—Series 8-47—Country Club—Serial Nos. 47101 to 4739192:	
Tour. Sedan, 4 Dr. 6	997
Sport Tour. Sedan, 4 Dr. 6	1,017
Sedan 7	1,097
1939—Series 6-30—Hudson 112 De-Luxe—Serial Nos. 80101 to 8054902:	
Traveler Coupe 3	586
Coupe 3	616
Victoria Coupe 4	646
Conv. Coupe 3	624
Tour. Brougham 6	636

(11) HUDSON—continued

Model, serial number, body type and passenger capacity	*Base price*
1939—Series 6-90—Hudson 112 De Luxe—Continued.	
Conv. Brougham 6	$699
Tour. Sedan 6	666
Utility Coach 6	596
Utility Coupe 3	601
Station Wagon	689
1939—6-91—Hudson Pacemaker—Serial Nos. 91101 to 9154902:	
Coupe 3	653
Victoria Coupe 5	683
Tour. Brougham 6	668
Tour. Sedan 6	693
1939—6-92—Hudson Six—Serial Nos. 92101 to 9254902:	
Coupe 3	668
Victoria Coupe 5	703
Conv. Coupe 3	722
Tour. Brougham 6	688
Conv. Brougham 6	742
Tour. Sedan 6	713
1939—Series 6-93—Country Club Six—Serial Nos. 93101 to 9354902:	
Coupe 3	693
Victoria Coupe 6	718
Conv. Coupe 3	757
Tour. Brougham 6	708
Conv. Brougham 6	717
Tour. Sedan, 4 Dr. 6	743
1939—Series 6-98—Big Boy—Serial Nos. 98101 to 9854902:	
Tour Sedan 6	663
Sedan 7	748
1939—Series 8-95—Country Club Eight—Serial Nos. 95101 to 9554902:	
Coupe 3	698
Victoria Coupe 5	728
Conv. Coupe 3	767
Tour. Brougham 6	718
Conv. Brougham 6	787
Tour Sedan 6	743
1939—Series 8-97—Custom—Serial Nos. 97101 to 9754902:	
Tour. Sedan 6	775
Sedan 7	800
1938—Series 6-80—Terraplane Utility—Serial Nos. 80101 to 8056040—Motor Nos. 360000 and up:	
Coupe 3	509
Coach 6	504
Tour. Coach 6	529
Station Wagon	564
1938—Series 6-88—Big Boy—Serial Nos. 88101 to 8856040:	
Sedan 6-7	555
Tour. Sedan 6	570
1938—Series 6-81—Terraplane Deluxe—Serial Nos. 81101 to 8156040—Motor Nos. 360000 and up:	
Coupe 3	534
Victoria Coupe 3-5	549
Conv. Coupe 3	564
Brougham 6	535
Tour. Brougham 6	549
Sedan 6	559
Tour. Sedan 6	579
Conv. Brougham 6	589
1938—Series 6-82—Terraplane Super—Serial Nos. 82101 to 8256040—Motor Nos. 360000 and up:	
Coupe 3	534
Victoria Coupe 3-5	549
Conv. Coupe 3	584
Brougham 6	544
Tour. Brougham 6	559
Sedan 6	564
Tour. Sedan 6	579
Conv. Brougham 6	589
1938—Series 6-83—Hudson Custom—Serial Nos. 83101 to 8356040—Motor Nos. 98000 and up:	
Coupe 3	551
Victoria Coupe 3-5	571
Conv. Coupe 3	586
Brougham 6	556
Tour. Brougham 6	566
Sedan 6	581
Tour. Sedan 6	601
Conv. Brougham 6	596

(11) HUDSON—continued

Model, serial number, body type and passenger capacity	*Base price*
1938—Series 6-89—Hudson 112—Serial Nos. 89101 to 8956040:	
Standard:	
Coupe 3	$479
Victoria Coupe 4	499
Conv. Coupe 3	514
Brougham 6	504
Tour. Brougham 6	499
Sedan 6	509
Tour. Sedan 6	519
Conv. Brougham 6	544
Utility:	
Coupe 3	489
Coach 6	479
Tour. Coach 6	489
Deluxe:	
Coupe 3	489
Victoria Coupe 4	514
Conv. Coupe 3	529
Brougham 6	509
Tour. Brougham 6	519
Sedan 6	524
Conv. Brougham 6	544
Tour. Sedan 6	534
1938—Series 8-84—Hudson Deluxe—Serial Nos. 84101 to 8456040—Motor Nos. 35000 and up:	
Coupe 3	551
Victoria Coupe 3-5	571
Conv. Coupe 3	601
Brougham 6	566
Tour. Brougham 6	576
Sedan 6	581
Tour. Sedan 6	597
Conv. Brougham 6	621
1938—Series 8-85—Hudson Custom—Serial Nos. 85101 to 8556040—Motor Nos. 35000 and up:	
Coupe 3	566
Victoria Coupe 3-5	571
Brougham 6	576
Tour. Brougham 6	581
Sedan 6	591
Tour. Sedan 6	601
1938—Series 8-87—Country Club—Serial Nos. 87101 to 8756040—Motor Nos. 35000 and up:	
Sedan 6	616
Tour. Sedan 6	631
1937—Series 6-70—Terraplane Deluxe Six—Serial Nos. 70101 to 708001—Motor Nos. 250000 to 352074:	
Station Wagon	447
1937—Series 6-71—Terraplane Deluxe Six—Serial Nos. 71101 to 7170346—Motor Nos. 250000 to 352074:	
Business Coupe 2	396
Coupe 3	406
Victoria Coupe 3	426
Conv. Coupe 2	432
Brougham, 2 dr. 5	406
Tour. Brougham, 2 dr. 5	416
Sedan, 4 dr. 5	436
Tour. Sedan, 4 dr. 5	436
Conv. Brougham 4	437
1937—Series 6-72—Terraplane Super Six—Serial Nos. 72101 to 7219907—Motor Nos. 250000 to 352074:	
Coupe 3	416
Victoria Coupe 3	436
Conv. Coupe 2	452
Brougham, 2 dr. 5	421
Tour. Brougham, 2 dr. 5	431
Sedan, 4 dr. 5	441
Tour. Sedan, 4 dr. 5	451
Conv. Brougham 4	452
1937—Series 6-73—Hudson Custom Six—Serial Nos. 73101 to 736913—Motor Nos. 90000 to 97032:	
Business Coupe 2	447
Coupe 3	462
Victoria Coupe 3	462
Conv. Coupe 2	473
Brougham, 2 dr. 5	452
Tour. Brougham, 2 dr. 5	467
Sedan, 4 dr. 5	477
Tour. Sedan, 4 dr. 5	487
Conv. Brougham 4	503

(11) HUDSON—continued

Model, serial number, body type and passenger capacity	*Base price*
1937—Series 8-74—Hudson Deluxe Eight—Serial Nos. 74101 to 745728—Motor Nos. 18000 to 34162:	
Coupe 3	$463
Victoria Coupe 3	483
Conv. Coupe 2	488
Brougham, 2 dr. 5	477
Tour. Brougham, 2 dr. 5	487
Sedan, 4 dr. 5	487
Tour. Sedan, 4 dr. 5	487
Conv. Brougham 4	493
1937—Series 8-76—Hudson Deluxe Eight—Serial Nos. 76101 to 761197—Motor Nos. 18000 to 34162:	
Sedan, 4 dr. 5	495
Tour. Sedan, 4 dr. 5	510
1937—Series 8-75—Hudson Custom Eight—Serial Nos. 75101 to 753374—Motor Nos. 18000 to 34162:	
Coupe 3	467
Victoria Coupe 3	483
Conv. Coupe 2	493
Brougham, 2 Dr. 5	477
Tour. Brougham, 2 Dr. 5	487
Sedan, 4 Dr. 5	493
Tour. Sedan, 4 Dr. 5	502
Conv. Brougham 4	498
1937—Series 8-77—Hudson Custom Eight—Serial Nos. 77101 to 773752—Motor Nos. 18000 to 34162:	
Sedan, 4 Dr. 5	505
Tour. Sedan, 4 Dr. 5	515
1937—Series 6-61—Terraplane Deluxe Six—Serial Nos. 61101 and up—Motor Nos. 157000 and up:	
Coupe 2	311
Coupe 2-4	331
Conv. Coupe 2-4	331
Brougham 2 Dr. 5	316
Tour. Brougham, 2 Dr. 5	321
Sedan, 4 Dr. 5	331
Tour. Sedan, 4 Dr. 5	341
Custom Station Wagon	340
1936—Series 6-62—Terraplane Custom Six—Serial Nos. 62101 and up—Motor Nos. 157000 and up:	
Coupe 2	321
Coupe 2-4	336
Conv. Coupe 2-4	343
Brougham, 2 Dr. 5	331
Tour. Brougham, 2 Dr. 5	336
Sedan, 4 Dr. 5	346
Tour. Sedan, 4 Dr. 5	356
1936—Series 6-63—Hudson Custom Six—Serial Nos. 63101 to 639820—Motor Nos. 79000 to 89999:	
Coupe 2-4	328
Conv. Coupe 2-4	334
Brougham, 2 Dr. 5	338
Tour. Brougham, 2 Dr. 5	343
Sedan, 4 Dr. 5	353
Tour. Sedan, 4 Dr. 5	363
Coupe 2	318
1936—Series 8-64—Hudson Deluxe Eight—Serial Nos. 64101 to 645456—Motor Nos. 1000 to 17999:	
Coupe 2	338
Coupe 2-4	348
Conv. Coupe 2-4	359
Brougham, 2 Dr. 5	348
Tour. Brougham, 2 Dr. 5	358
Sedan, 4 Dr. 5	363
Tour. Sedan, 4 Dr. 5	373
1936—Series 8-66—Hudson Deluxe Eight—Serial Nos. 66101 to 663543—Motor Nos. 1000 to 17999:	
Sedan, 4 Dr. 5	375
Tour. Sedan, 4 Dr. 5	385
1936—Series 8-65—Hudson Custom Eight—Serial Nos. 65101 to 652514—Motor Nos. 1000 to 17999:	
Coupe 2	345
Coupe 2-4	360
Conv. Coupe 2-4	377
Brougham, 4 Dr. 5	370
Tour. Brougham, 4 Dr. 5	380
Sedan, 4 Dr. 5	385
Tour. Sedan, 4 Dr. 5	385

(11) HUDSON—continued

Model, serial number, body type and passenger capacity	*Base price*
1936—Series 8-67—Hudson Custom Eight—Serial Nos. 67101 to 675004—Motor Nos. 1000 to 17999:	
Sedan, 4 Dr. 5	$390
Tour. Sedan, 4 Dr. 5	400
1935—Series 6-G—Terraplane, Special Six—Serial Nos. 51101 and up—Motor Nos. 103000 and up:	
Coupe 2	228
Coupe 2-4	233
Tour. Brougham, 2 Dr. 5	238
Coach 5	233
Sedan 5	253
Suburban Sedan 5	258
1935—Series 6-GU—Terraplane, Deluxe Six—Serial Nos. 52101 and up—Motor Nos. 103000 and up:	
Coupe 2	238
Coupe 2-4	248
Conv. Coupe 2-4	255
Tour. Brougham 5	243
Coach 5	238
Sedan, 4 Dr. 5	258
Suburban Sedan 5	268
1935—Series 6-GH—Hudson Big Six—Serial Nos. 53101 to 537724—Motor Nos. 70000 to 78999:	
Coupe 2	228
Coupe 2-4	238
Conv. Coupe 2-4	250
Tour. Brougham, 2 Dr. 5	233
Coach 5	223
Sedan, 4 Dr. 3	253
Suburban Sedan 5	263
1935—Series 8-HT—Hudson Eight, Special—Serial Nos. 54101 to 547250—Motor Nos. 55000 to 69107:	
Coupe 2	223
Coupe 2-4	228
Conv. Coupe 2-4	240
Tour. Brougham 5	233
Coach 5	223
Sedan, 4 Dr. 5	243
Suburban Sedan 5	253
1935—Series 8-HU—Hudson Eight, De Luxe—Serial Nos. 55101 to 553197—Motor Nos. 55000 to 69107:	
Coupe 2	233
Coupe 2-4	248
Conv. Coupe 2-4	255
Tour. Brougham 5	248
Coach 5	233
Sedan 5	258
Suburban Sedan 5	268
1935—Series 8-HTL—Hudson Eight, Special—Serial Nos. 57101 to 571068—Motor Nos. 55000 to 69107:	
Brougham 5	276
Tour. Brougham 5	281
Club Sedan 5	266
Suburban Sedan 5	281
1935—Series 8-HUL—Hudson Eight, De Luxe—Serial Nos. 58101 to 58821—Motor Nos. 55000 to 69107:	
Brougham 5	276
Tour. Brougham 5	286
Club Sedan 5	271
Suburban Sedan 5	281
1935—Series 8-HHU—Hudson Eight, Custom—Serial Nos. 56101 to 561560—Motor Nos. 55000 to 69107:	
Brougham 5	256
Tour. Brougham 5	271
Club Sedan 5	261
Suburban Sedan 5	266

(12) HUPMOBILE

Model, serial number, body type and passenger capacity	*Base price*
1941—Series 6-R115—Serial Nos. R-100590 and up:	
Tour. Sedan, 4 Dr. 5-RQK	834
1940—Series 6-R-015 Custom—Serial Nos. R-100532 to 100589—Skylark Custom:	
Tour. Sedan, 4 Dr. 5-RQK	703

(12) HUPMOBILE—continued

Model, serial number, body type and passenger capacity	*Base price*
1939—Series 6-922E—Serial Nos. E72001 to 72800:	
Deluxe:	
Tour. Sedan, 4 Dr. 6-EQ	$498
Custom:	
Tour. Sedan, 4 Dr. 6-EQD	518
1939—Series 8-925H—Serial Nos. H30001 to 30200:	
Deluxe:	
Tour. Sedan, 4 Dr. 6-HQ	540
Custom:	
Tour. Sedan, 4 Dr. 6-HQD	566
1938—Series 6-822E—Serial Nos. 35001 to 35300, E50001 to 72000:	
Standard Tour. Sedan, 4 Dr. 6	381
Regular Tour. Sedan, 4 Dr. 6	400
Deluxe Tour. Sedan, 4 Dr. 6	416
Custom Tour. Sedan, 4 Dr. 6	436
1938—Series 8-825H—Serial Nos. H25001 to 30000:	
Regular Tour. Sedan, 4 Dr. 6	423
Deluxe Tour. Sedan, 4 Dr. 6	433
Custom Tour. Sedan, 4 Dr. 6	448
1937—Series 6-G—Serial Nos. G6551 to 6749:	
Business Coupe 3	222
Coupe 3-5	232
Sedan, 2 Dr. 6	242
Tour. Sedan, 2 Dr. 6	247
Sedan, 4 Dr. 6	252
Tour. Sedan, 4 Dr. 6	262
1937—Series 8-N—Serial Nos. N5251 to 5289:	
Coupe 3-5	252
Sedan, 2 Dr. 6	257
Tour. Sedan, 4 Dr. 6	262
Sedan, 4 Dr. 6	267
Tour. Sedan, 4 Dr. 6	277
1936—Series 6-618D—Serial Nos. D-10901 and up—First Series:	
Sedan 6	222
Tour. Sedan 6	242
Sedan Deluxe 6	277
Tour. Sedan Deluxe 6	277
1936—Series 8-621-O—Serial Nos. O-5401 and up—First Series:	
Coupe 3-5	202
Victoria 5	207
Sedan 6	222
Tour. Victoria 5	217
Tour. Sedan 6	227
Deluxe Coupe 3-5	252
Deluxe Victoria 5	257
Deluxe Sedan 6	267
Deluxe Tour. Victoria 5	272
Deluxe Tour. Sedan 6	282
1936—Series 6-6180—Special — Serial Nos. G5001 and up—Second Series:	
Business Coupe 3	237
Coupe 3-5	237
Sedan, 2 Dr. 6	227
Tour. Sedan, 2 Dr. 6	242
Sedan, 4 Dr. 6	242
Sedan Tour., 4 Dr. 6	257
1936—Series 8-621N—Special—Serial Nos. N5001 and up—Second Series:	
Coupe 3-5	222
Sedan, 2 Dr. 6	217
Tour. Sedan, 2 Dr. 6	227
Sedan, 4 Dr. 6	237
Tour. Sedan, 4 Dr. 6	247
1935—Series 6-517W—Serial Nos. W-8001 and up:	
Coupe 2	179
Coupe 2-4	179
Sedan 5	189
Tour. Sedan 5	204
Deluxe Coupe 2	204
Deluxe Coupe 2-4	204
Deluxe Sedan 5	224
Deluxe Tour. Sedan 5	229

(12) HUPMOBILE—continued

Model, serial number, body type and passenger capacity	*Base price*
1935—Series 6-521-J—Serial Nos. J-14001 and up:	
Coupe 3-5	$159
Victoria, 4 Dr. 5	209
Sedan, 4 Dr. 6	209
Deluxe Coupe 3-5	224
Deluxe Victoria, 4 Dr. 5	234
Deluxe Sedan, 4 Dr. 6	239
1935—Series 8-527T—Serial Nos. T6001 and up:	
Coupe 3-5	179
Victoria, 4 Dr. 5	184
Sedan, 4 Dr. 6	189
Deluxe Coupe 3-5	224
Deluxe Victoria, 4 Dr.	234
Deluxe Sedan, 4 Dr. 6	239
1935—Series 6-518D—Serial Nos. D5001 to D10300:	
Sedan 6	189
Tour. Sedan 6	204
Deluxe Sedan 6	214
Deluxe Tour. Sedan 6	219
1935—Series 8-521-0—Serial Nos. 05001 to 0-5400:	
Coupe 3-5	169
Victoria 5	174
Tour. Victoria, 4 Dr. 6	179
Sedan 6	184
Tour. Sedan, 4 Dr. 6	194

(13) LA SALLE

Model, serial number, body type and passenger capacity	*Base price*
1940—Series V8-50—Fleetwood—Serial Nos. 2320001 to 2330382:	
Coupe A/S 2-4—5027	965
Conv. Coupe 2-4—5067	1,037
Tour. Sedan TK, 4 Dr. 5—5019	1,015
Conv. Sedan, 4 Dr. 5—5029	1,104
Tour. Sedan TK, 2 Dr. 5—5011	955
1940—Series V8-52—La Salle Special—Serial Nos. 4320001 to 4333751:	
Coupe 2-4—5227	1,035
Conv. Coupe 2-4—5267	1,144
Conv. Sedan TK, 4 Dr. 5—5229	1,184
Tour. Sedan TK, 4 Dr. 5—5219	1,095
1939—Series V8-50—Serial Nos. 2290001 to 2313002:	
Coupe O/S 2-4—5027	779
Conv. Coupe O/S 2-4—5067	864
Tour. Sedan TK, 4 Dr. 5—5019	824
Conv. Sedan TK, 4 Dr. 5—5029	874
Tour. Sedan TK, 2 Dr. 5—5011	789
1938—Series V8-50—Serial Nos. 2270001 to 2285501:	
Coupe O/S 2-4—5027	610
Conv. Coupe (Rumble) 2-4—5067	663
Tour. Sedan TK, 4 Dr. 5—5019	645
Conv. Sedan TK, 4 Dr. 5—5049	677
Tour. Sedan TK, 2 Dr. 5—5011	620
1937—Series V8-50—Serial Nos. 2230001 to 2262005:	
Coupe O/S 2-4—5027	431
Conv. Coupe (Rumble) 2-4—5067	503
Tour. Sedan TK, 2 Dr. 5011	483
Tour. Sedan TK, 4 Dr. 5—5019	506
Conv. Sedan 5—5049	513
1936—Series Straight Eight-50—Serial Nos. 2210001 to 2223004:	
Coupe 2—5077	346
Conv. Coupe 2-4—5067	365
Tour. Sedan 2 Dr. 5—5011	346
Tour. Sedan 4 Dr. 5—5019	356
1935—Series 8-350—Serial Nos. 2106171 to 2107232:	
Coupe 2—6376	185
Conv. Coupe 2-4—6335	205
Sedan 5—6330S	195
Club Sedan 5—6333S	201
1935—Series Straight Eight—50—Serial Nos. 2200001 to 2208653:	
Coupe 2—5077	251
Conv. Coupe 2-4—5067	275
Tour. Sedan 2-4—5011	251
Tour. Sedan 4 Dr. 5—5019	266

(14) LINCOLN

Model, serial number, body type and passenger capacity	Base price
1942—Series 12-V12-268H—Custom—Serial Nos. H-129691 and up:	
Sedan 8-31	$3,135
Limousine 8-32	3,250
1942—Series 12-V13-26H—Continental—Serial Nos. H-129-691 and up.	
Coupe 3-57	3,171
Conv. Cabriolet 6-56	3,186
1941—Series 12-V12-168H—Custom Serial Nos. H-107688 and up:	
Sedan 8-31	2,119
Limousine 8-32	2,159
1941—Series 12-V12-16H—Continental—Serial Nos. H-107688 and up:	
Coupe 6-57	2,192
Cabriolet 6-56	2,287
1940—Series 12-V12—Serial Nos. K-9451 and up (continued thru from 1939):	
Conv. Roadster LeBaron 2-4-410	1,711
LeBaron Coupe 2-412	1,736
Wilby Coupe 5-406	1,826
Sedan 2W/3 W5-404A	1.556
Brunn Conv. Victoria 5-408	1,793
Judkins Berline 2W 5-417A	1,806
Judkins Berline 3W 5-417B	1,836
Judkins Sedan Limousine 7-415	1,971
Brunn Cabriolet N/C-409A	2,091
Brunn Cabriolet S/C-409B	2,131
Brunn Tour, Cabriolet 2-425	2,156
Brunn Brougham 7-411	2,076
Sedan 7-407A	1,586
Limousine 7-407B	1,626
Conv. Sedan LeBaron 5-413A	1,733
Conv. Sedan LeBaron W/P-413B	1,803
Wilby Limousine 7-419	1,891
Wilby Sport Sedan 5-421	2,031
1939—Series 12-V12—Serial Nos. K9451 and up:	
Conv. Roadster LeBaron 2-4-410	1,243
LeBaron Coupe 5-412	1,220
Wilby Coupe 5-406	1,300
Sedan 2W 3W 5-404A	1,050
Brunn Conv. Victoria 5-408	1,278
Judkins Berline 2W 5-417A	1,310
Judkins Berline 3W 5-417B	1,330
Judkins Sedan Limousine 7-415	1,395
Brunn Cabriolet N/C 409A	1,555
Brunn Cabriolet S/C 409B	1,580
Brunn Tour. Cabriolet 2-425	1,570
Brunn Brougham 7-411	1,575
Sedan 7-407A	1,075
Limousine 7-407B	1,100
Conv. Sedan LeBaron 5-413A	1,263
Conv. Sedan LeBaron W/P 5-413B	1,318
Wilby Limousine 7-419	1,325
Wilby Sport Sedan 5-421	1,510
1938—Series 12-V12—Serial Nos. K9001 to 9450:	
Conv. LeBaron Roadster 2-4-410	779
Coupe LeBaron 2-412	781
Wilby Coupe 5-406	836
Sedan 2W/3W 5-404A	721
Brunn Conv. Victoria 5-408	824
Wilby Tour. Sedan 7-403	816
Judkins Berline 2W 5-417A	861
Judkins Berline 3W 5-417B	871
Judkins Sedan Limousine 7-415	871
Brunn Cabriolet N/C 5-409A	1,006
Brunn Cabriolet S/C 5-409B	1,011
Brunn Tour. Cabriolet 2-425	1,021
Brunn Brougham 7-411	1,001
Sedan 7-407A	731
Limousine 7-407B	721
LeBaron Conv. Sedan 5-413A	869
LaBaron Conv. Sedan W/P 5-413B	884
Wilby Limousine 7-419	886
Wilby Sport Sedan 5-421	1,011
Wilby Panel Brougham 7-423	1,036
1937—Series 12-V12—Serial Nos. K-7500-8490:	
Conv. Roadster LeBaron 5—360	540
Coupe LeBaron 2—362	521
Wilby Coupe 5—356	556
Sedan 2W/3W 5—354A	486

(14) LINCOLN—continued

Model, serial number, body type and passenger capacity	Base price
1937—Series 12-V12—Continued.	
Brunn Conv. Victoria 5—358	$575
Wilby Tour. Sedan 5—353	431
Judkins Berline 2W 4—367A	576
Judkins Berline 3W 4—367B	576
Judkins Sedan Limousine 7—365	596
Brunn Cabriolet N/C 359A	621
Brunn Cabriolet S/C 359B	626
Brunn Tour. Cabriolet 5—375	706
Brunn Brougham 7—361	641
Sedan 7—357A	506
Limousine 7—357B	511
Conv. Sedan LeBaron 5—363A	575
Conv. Sedan LeBaron W/P 363B	595
Wilby Limousine 7—369	561
Wilby Sport Sedan 5—371	716
Wilby Panel Brougham 7—373	731
1936—Series 12-V12—Serial Nos. K-5501 to 7014:	
LeBaron Conv. Roadster 2-4	383
LeBaron Coupe 2	374
Coupe 5	344
Sedan 2W/2W 5	349
Brunn Conv. Victoria 5	403
Conv. Sedan Phaeton LeBaron 5	398
Wilby Panel Brougham	409
Sedan 3W 5	349
Touring 7	284
Judkins Berline 2W 4	434
Judkins Berline 3W 4	439
Brunn Cabriolet N/C 5	404
Brunn Cabriolet S/C 5	419
Brunn Brougham 7	419
Conv. Sedan LeBaron W/P 5	398
Wilby Sport Sedan	409
Sedan 7	354
Limousine 7	354
Judkins Limousine Sedan 7	419
Wilby Limousine	389
1935—Series 12-V12—Serial Nos. K-3501 to 4919:	
LeBaron Conv. Roadster 2-4—542	262
LeBaron Coupe 2—548	263
Coupe 5—545	248
Sedan 2W 5—543	253
Brunn Conv. Victoria 5—547	272
LeBaron Conv. Sedan Phaeton 546	272
Sedan 3W 5—544	253
Touring 7—302	218
Judkins Berline 2W 4—309A	288
Judkins Berline 3W 4—309B	293
Brunn Cabriolet N/C 304A	298
Brunn Cabriolet S/C 304B	303
Brunn Brougham 7—305	313
Conv. Sedan LeBaron W/P 5—307	297
Wilby Sport Sedan 311	313
Sedan 7—303A	263
Limousine 7—303B	253
Judkins Sedan Limousine 7—308	268
Wilby Limousine 7—310	278

(15) LINCOLN ZEPHYR

Model, serial number, body type and passenger capacity	Base price
1942—Series 12-V12-26H—Serial Nos. H-129691 to 136254:	
Coupe 3-72A	2,034
Club Coupe 6-77	2,084
Conv. Coupe 6-76	2,489
Sedan, 4 Dr. 6-73	2,084
Custom Interior	
Coupe 3-73A	2,109
Club Coupe 6-77	2,164
Sedan, 4 Dr. 6-73	2,164
1941—Series 12-V12-16H—Serial Nos. H-107688 and up:	
Coupe 3-72A	1,427
Coupe A/S 3-6-72B	1,477
Club Coupe 6-77	1,487
Conv. Coupe 6-76	1,483
Sedan, 4 Dr. 6-73	1,487
Custom Interior	
Coupe 3-72A	1,517
Club Coupe 6-77	1,587
Sedan, 4 Dr. 6-73	1,582

(15) LINCOLN ZEPHYR—continued

Model, serial number, body type and passenger capacity	Base price
1940—Series 12-V12-06H—Serial Nos. H-85641 and up:	
Coupe 3-72A	$1,066
Coupe A/S 5-72B	1,070
Club Coupe 6-77	1,100
Conv. Coupe 5-76	1,234
Cont. Club Coupe 5-57	1,665
Cont. Cabriolet 5-56	1,680
Sedan 6-73	1,100
Custom Interior	
Coupe 3-72A	1,115
Club Coupe 6-77	1,150
Sedan 6-73	1,166
Town Limousine 5-22	1,285
1939—Series 12-V12—Serial Nos. H-6464 to 85640:	
Coupe 3-720	799
Conv. Coupe 2-4—760B	927
Coupe Sedan, 2 Dr. 5—700	793
Sedan, 4 Dr. 5—730	818
Conv. Sedan 5—740	927
Custom Interior	
Coupe 3—720	803
Coupe Sedan, 2 Dr. 5—700	873
Sedan, 4 Dr. 5—730	888
Town Limousine Sedan 5-737	933
1938—Series 12-V12-86H—Serial Nos. H-45530 to 64640:	
Coupe 3—720	614
Conv. Coupe 3—760B	721
Coupe Sedan, 2 Dr. 5—700	614
Sedan, 4 Dr. 6—730	639
Conv. Sedan 5—740	721
Town Limousine 5—737	644
1937—Series 12-V12-HB—Serial Nos. H-15550 to 45529:	
Coupe 3—720	467
Coupe Sedan, 2 Dr. 6—700	467
Sedan, 4 Dr. 6—730	482
Town Sedan 6—737	482
1936—Series 12-V12-H—Serial Nos. H-1 to 15528:	
Sedan, 2 Dr. 6	360
Sedan, 4 Dr. 6	360

(16) MERCURY

Model, serial number, body type and passenger capacity	Base price
1942—Series 8-V8-29A—95 h. p.—Serial Nos. 99A-466701 and up:	
Coupe 3	1,319
Sedan Coupe 6	1,379
Conv. Club Coupe 5	1,548
Tudor Sedan 6	1,359
Town Sedan, 4 Dr. 6	1,399
Station Wagon 8	1,624
1941—Series 8-V8-19A—95 h. p.—Serial Nos. 99A-257101 and up:	
Coupe 5W 2	1,098
Coupe A/S 2-4	1,128
Sedan Coupe 6	1,163
Conv. Club Coupe 2-4	1,259
Tudor Sedan 6	1,123
Town Sedan, 4 Dr. 6	1,168
Station Wagon	1,308
1940—Series 8-V8—95 h. p.—Serial Nos. 99A-101701 and up:	
Club Conv. Coupe 5	996
Sedan, 2 Dr. 6	903
Coupe Sedan 2 Dr. 6	938
Town Sedan, 4 Dr. 6	935
Conv. Sedan 6	1,021
1939—Series 8-V8—95 h. p.—Serial Nos. 99A-1 to 101700:	
Club Conv. Coupe 5	793
Sedan, 2 Dr. 5	739
Coupe Sedan, 2 Dr. 5	784
Town Sedan 5	779

(17) NASH

Model, serial number, body type and passenger capacity	*Base price*
1942—Series 6-4240—Ambassador "600"—Serial Nos. K-56001 to 77660:	
Business Coupe 3—4242	$1,180
Brougham, 2 Dr. 6—4243	1,220
S/S Sedan, 2 Dr. 6—4249	1,215
S/S Sedan, 4 Dr. 6—4248	1,230
Tour. Sedan, 4 Dr. 6—4240	1,260
1942—Series 6-4260—Ambassador Six—Serial Nos. R-384001 to 393090:	
Business Coupe 3—4262	1,342
Brougham, 2 Dr. 6—4263	1,397
S/S Sedan 2 Dr. 6—4269	1,382
S/S Sedan, 4 Dr. 6—4268	1,407
Tour. Sedan, 4 Dr. 6—4260	1,427
1942—Series 8-4280—Ambassador Eight—Serial Nos. B-114001 to 115000:	
Brougham, 2 Dr. 6—4283	1,447
S/S Sedan, 4 Dr. 6—4288	1,457
Tour. Sedan, 4 Dr. 6—4280	1,482
1941—Series 6-4140—Ambassador "600"—Serial Nos. K-5001 to 55100:	
Special	
Business Coupe 3—4145	888
F/B Sedan, 2 Dr. 6—4146	918
F/B Sedan, 4 Dr. 6—4147	948
Deluxe	
Business Coupe, 3—4142	928
Brougham, 2 Dr. 6—4143	963
F/B Sedan, 2 Dr. 6—4149	938
F/B Sedan, 4 Dr. 6—4148	973
Tour. Sedan, 4 Dr. 6—4140	1,008
1941—Series 6-4160—Ambassador Six—Serial Nos. R-353001 to 383400:	
Business Coupe 3—4162	1,037
Special Business Coupe 3—4165	1,047
All purpose Cabriolet 5—4161	1,133
Brougham, 2 Dr. 6—4163	1,087
Special F/B Sedan, 2 Dr. 6—4169	1,133
Special F/B Sedan, 4 Dr. 6—4167	1,133
Deluxe F/B Sedan, 4 Dr. 6—4168	1,143
Tour. Sedan, 4 Dr. 6—4160	1,148
1941—Series 8-4180—Ambassador Eight—Serial Nos. B-110001 to 113500:	
Cabriolet 5—4181	1,277
Deluxe Brougham, 2 Dr. 6—4183	1,162
Special F/B Sedan, 4 Dr. 6—4187	1,177
Deluxe F/B Sedan, 4 Dr. 6—4188	1,187
Tour. Sedan, 4 Dr. 6—4180	1,222
1940—Series 6-4010—Deluxe Lafayette—Serial Nos. H-57000 to 103362, Motor Nos. HE-56500 to 102862:	
Business Coupe 3—4014	800
All Purpose Coupe 5—4012	830
All Purpose Cabriolet 5—4011	900
F/B Sedan, 2 Dr. 6—4013	830
F/B Sedan, 4 Dr. 6—4018	860
Sedan, 4 Dr. 6—4010	860
1940—Series 6-4020—Nash Ambassador Six Serial Nos. R-340000 to 352517, Motor Nos. E-339500 to 352017:	
Business Coupe 3—4025	875
All Purpose Coupe 5—4022	900
All Purpose Cabriolet 5—4021	965
F/B Sedan, 2 Dr. 6—4023	890
F/B Sedan, 4 Dr. 6—4028	920
Sedan TK, 4 Dr. 6—4020	920
1940—Series 8-4080—Nash Ambassador Eight—Serial Nos. B-106300 to 109549, Motor Nos. B-105800 to 109049:	
Business Coupe 3—4085	930
All Purpose Coupe 5—4082	955
All Purpose Cabriolet 5—4081	1005
F/B Sedan, 2 Dr. 6—4083	945
F/B Sedan, 4 Dr. 6—4088	980
Sedan TK, 4 Dr. 6—4080	985

(17) NASH—continued

Model, serial number, body type and passenger capacity	*Base price*
1939—Series 6-3910—Nash Lafayette—Serial Nos. H-19450 to 56761, Motor Nos. HE-18950 to 56261:	
Special	
Business Coupe 3—3915	$675
Comp. Sedan, 2 Dr. 6—3916	690
Comp. Sedan, 4 Dr. 6—3917	710
Sedan TK, 4 Dr. 5—3919	715
Deluxe	
Business Coupe 3—3914	695
All Purpose Coupe 5—3912	705
All Purpose Cabriolet 5—3911	745
Comp. Sedan, 2 Dr. 6—3913	705
Comp. Sedan, 4 Dr. 6—3918	730
Sedan TK, 4 Dr. 6—3910	730
1939—Series 6-3920—Nash Ambassador Six—Serial Nos. R331400 to 339899 Motor Nos. E 82800 to 339999:	
Business Coupe 3—3925	703
All purpose Coupe 5—3922	723
All Purpose Cabriolet 5—3921	773
Comp. Sedan, 2 Dr. 6—3923	723
Comp. Sedan, 4 Dr. 6—3928	748
Sedan TK, 4 Dr. 6—3920	748
1939—Series 8-3980—Nash Ambassador Eight—Serial Nos. 89000 to 100051 Motor Nos. B 101700 to 105551:	
Business Coupe 3—3985	727
All Purpose Coupe 5—3982	747
All Purpose Carbiolet 5—3981	792
Comp. Sedan 2 Dr. 6—3983	737
Comp. Sedan, 4 Dr. 6—3988	767
Sedan TK, 4 Dr. 6—3980	767
1938—Series 6-3810—Nash Lafayette—Serial Nos. L 106281 to 126924, H 10501 to 19413, Motor Nos. LE 105781 to 128424, HE 10001 to 18913:	
Master	
Business Coupe 3—3815	523
Victoria, 2 Dr. 6—3816	533
Sedan TK, 4 Dr. 6—3817	553
Deluxe	
Business Coupe 2—3814	543
All Purpose Coupe 3812	553
Cabriolet 3—3811	578
Victoria 6—3813	553
Sedan TK, 4 Dr. 6—3818	573
1938—Series 6-3820—Nash Ambassador Six—Serial Nos. R 324311 to 331350, Motor Nos. E 75711 to 82750:	
Business Coupe 3—3825	555
All Purpose Coupe—3822	575
Cabriolet 3-5—3821	590
Victoria 6—3823	570
Sedan TK, 4 Dr. 6—3828	585
1938—Series 8-3880—Nash Ambassador Eight—Serial Nos. B 86031 to 88975 Motor Nos. B 98731 to 101675:	
Business Coupe 3—3885	554
All Purpose Coupe—3882	584
Cabriolet 3-5—3881	599
Victoria 6—3883	574
Sedan TK, 4 Dr. 6—3888	594
1937—Series 6-3710—Nash Lafayette "400"—Serial Nos. L-50781 to 106280, H-1001 to 10500, Motor Nos. LE-50281 to 105780, HE-501 to 10000:	
Business Coupe 3—3712	426
Coupe 3-5—3712R	436
All Purpose Coupe 3712A	446
Cabriolet 3-5—3711	461
Victoria Sedan, 2 Dr. 3713	441
Sedan TK, 4 Dr. 6—3718	451

(17) NASH—continued

Model, serial number, body type and passenger capacity	*Base price*
1937—Series 6-3720-Nash Ambassador Six—Serial Nos. R-309311 to 324310 Motor Nos. E-60711 to 75710:	
Business Coupe 3—3722	$439
Coupe 3-5—3722R	454
All Purpose Coupe 3722A	474
Cabriolet 3-5—3721	474
Victoria Sedan, 2 Dr. 6—3723	449
Sedan TK 6—3728	469
1937—Series 6-3780-Nash Ambassador Eight—Serial Nos. B-80031 to 88030, Motor Nos. B-92731 to 98730:	
Business Coupe 3—3782	434
Coupe 3-5—3782R	444
All Purpose Coupe 3782A	459
Cabriolet 3-5—3781	469
Victoria Sedan, 2 Dr. 6—3783	449
Sedan TK 6—3788	469
1936—Series 6—Lafayette Six—Serial Nos. L-23101 to 50777, Motor Nos. LE-22601 to 50277:	
Business Coupe 3—3612	268
Business Coupe 5W 3—3612W	273
Coupe 3-5—3612R	293
Coupe 5W 3-5—3612RW	298
Cabriolet 3-5—3611	323
Sedan, 4 Dr. 6 W-6—3610	303
Victoria, 2 Dr. 6—3615	293
Tour. Victoria TK 6—3613	303
Tour. Sedan TK 6W 6—3618	318
1936—Series 6-3640-Standard Six "400"—Serial Nos. C-1001 to 9500—Motor Nos. CE-501 to 9000:	
Business Coupe 3—3642	262
Business Coupe 3-5—3642 R	272
Victoria 6—3645	267
Tour. Victoria TK 6—3643	282
Sedan 6—3640	287
Tour. Sedan TK 6—3648	302
1936—Series 6—3640 A—Deluxe Six "400"—Serial Nos. C-9501 to 23000—Motor Nos. CE-9001 to 22500:	
Business Coupe 3—3642 A	292
Coupe 3-5—3642 R-A	297
Sport Cabriolet 3-5—3641 A	317
Victoria 5—3645 A	292
Tour. Victoria TK 6—3643 A	302
Sedan 6—3640 A	307
Tour. Sedan TK 6—3648 A	322
1936—Series 6-3620-Ambassador Six—Serial Nos. R 303301 to 309300—Motor Nos. E 54701 to 60700:	
Victoria 6—3625	325
Sedan TK 6W—6—3620	340
1936—Series 8—3630—Ambassador—Super Eight—Serial Nos. B 77325 to 80026—Motor Nos. B 90025 to 92726:	
Super Sedan TK 6W—6—3630	345
1935—Series 6-Lafayette—Six—Serial Nos. L 13701 to L 23100—Motor Nos. LE 13201 to LE 22600:	
Standard:	
Business Coupe 2—3512	197
Sedan, 2 Dr. 5—3516	212
Brougham Trunk 4 W 5—3518	227
Tour. Sedan TK, 2 Dr. 5—3515	222
Town Sedan 4—W—5—3517	217
Special:	
Coupe 2—4—3512 R	202
Sedan 6 W—5—3510	212
Brougham Sedan TK 6 W—5—3513	227
1935—Series 6-3520-Advanced Six—Serial Nos. R 234725 to 303300—Motor Nos. E 46125 to 54700:	
Victoria 6—3525	238
Sedan 6 W—6—3520	253

(17) NASH—continued

Model, serial number, body type and passenger capacity	*Base price*
1935—Series 8-3580-Advanced Eight—Serial Nos. B 75010 to 77324—Motor Nos. B 87710 to 90024:	
Victoria 6—3585	$245
Sedan, 4 Dr. 6 W—5—3580	260
Ambassador Eight:	
Victoria 6—3589	245
Sedan 6 W 6—3588	260

(18) OLDSMOBILE

1942—Series 6-66—Serial Nos. 66-86001 to 111810, 66L12001 and up, 6609001 and up—Motor Nos. G-424001 to 472869:	
Business Coupe 3	1,291
Club Coupe 3-6	1,331
Conv. Coupe 3-6	1,559
Club Sedan 6	1,346
Sedan, 2 Dr. 6	1,336
Sedan, 4 Dr. 6	1,381
Town Sedan 6	1,381
Station Wagon 3-8	1,682
1942—Series 6-76—Serial Nos. 76-75001 to 91101, 76L11001 and up, 76C7001 and up—Motor Nos. G424001 to 472869:	
Club Sedan 6	1,402
Sedan, 4 Dr. 6	1,462
"Seventy" 76-D	
Club Sedan 6	1,492
Sedan, 4 Dr. 6	1,547
1942—Series 8-68—Serial Nos. 68-9001 to 12599, 68L3001 and up, 68C3001 and up—Motor Nos. L450001 to 468773:	
Business Coupe 3	1,331
Club Coupe 3-6	1,371
Conv. Coupe 3-6	1,604
Club Sedan 6	1,386
Sedan, 2 Dr. 6	1,376
Sedan, 4 Dr. 6	1,426
Town Sedan 6	1,426
Station Wagon 3-8	1,737
1942—Series 8-78—Serial Nos. 78-26001 to 32881, 78L4001 and up, 78C4001 and up—Motor Nos. L450001 to 468773:	
Club Sedan 6	1,447
Sedan, 4 Dr. 6	1,502
"Seventy" 78-D	
Club Sedan 6	1,537
Sedan, 4 Dr. 6	1,592
1942—Series 8-98—Serial Nos. 98-25001 to 31097, 98L6001 and up, 98C4001 and up—Motor Nos. L450001 to 468773:	
Conv. Coupe 3-6	1,882
Club Sedan 3-6	1,627
Sedan, 4 Dr. 6	1,682
1941—Series 6-66-Special—Serial Nos. 66-1001 to 85192, 66L1001 to 72537, 66C1001 to 85216—Motor Nos. G225001to 410506:	
Business Coupe 3	1,089
Club Coupe 3-6	1,149
Conv. Coupe 3-6	1,259
Sedan, 2 Dr. 6	1,144
Sedan, 4 Dr. 6	1,184
Town Sedan 6	1,179
Station Wagon 3-8	1,320
1941—Series 6-76-Dynamic—Serial Nos. 76-1001 to 47617, 76L1001 to 10426, 76C1001 to 6843—Motor Nos. G225001 to 353779:	
Business Coupe 3	1,167
Club Sedan 6	1,207
Sedan, 4 Dr. 6	1,247
Deluxe 76-D	
Business Coupe 3	1,247
Sedan Club 5	1,287
Sedan, 4 Dr. 6	1,327

(18) OLDSMOBILE—continued

Model, serial number, body type and passenger capacity	*Base price*
1941—Series 6-96-Custom—Serial Nos. 96-1001 to 6730, 96L1001 to 1101, 96C1001 to 1930—Motor Nos. G225001 to 422099:	
Club Coupe 3-6	$1,262
Conv. Coupe 3-6	1,377
Sedan, 4 Dr. 6	1,302
1941—Series 8-68—Special—Serial Nos. 68-1001 to 8817, 68L1001 to 8622, 68C1001 to 8827—Motor Nos. L379001 to 448676:	
Business Coupe 3	1,114
Club Coupe 3-6	1,149
Conv. Coupe 3-6	1,274
Sedan, 2 Dr. 6	1,159
Sedan, 4 Dr. 6	1,204
Town Sedan 6	1,204
Station Wagon	1,360
1941—Series 8-78—Dynamic—Serial Nos. 78-1001 to 25163, 78L1001 to 3524, 78C1001 to 3055—Motor Nos. L379001 to 447803:	
Dynamic:	
Business Coupe 3	1,187
Club Sedan 6	1,227
Sedan, 4 Dr. 6	1,252
Deluxe—78D	
Business Coupe 3	1,267
Club Sedan, 2 Dr. 5	1,307
Town Sedan, 4 Dr. 5	1,337
1941—Series 8-98—Custom—Serial Nos. 98-1001 to 24679, 98L1001 to 13195, 98C1001 to 3352—Motor Nos. L379001 to 449095:	
Club Coupe 3-6	1,282
Conv. Coupe 3-6	1,387
Conv. Phaeton 6	1,582
Sedan, 4 Dr. 6	1,332
1940—Series 6-60—F40—Serial Nos. F703001 to 758579, LF556001 to 563474, GF515001 to 519651—Motor Nos. G79001 to 224652:	
Business Coupe 2	873
Club Coupe 2	908
Conv. Coupe 2	990
Tour. Sedan, 2 Dr. 5	913
Tour. Sedan, 4 Dr. 5	948
Station Wagon	1,006
Conv. Coupe P. Top	990
1940—Series 6-70—G40—Serial Nos. G355001 to 417940, LG108001 to 117596, CG16001 to 21070—Motor Nos. G79001 to 224652:	
Business Coupe 2	896
Club Coupe 2	926
Conv. Coupe 2	1,008
Tour. Sedan, 2 Dr. 5	931
Tour. Sedan, 4 Dr. 5	976
1940—Series 8-90—L40—Serial Nos. L242001 to 281191, LL202001 to 205267, CL190501 to 192700—Motor Nos. L334001 to 378661:	
Custom Cruiser:	
Conv. Phaeton 5	1,180
Club Coupe 2	1,013
Conv. Coupe 2	1,095
Tour. Sedan, 4 Dr. 5	1,038
1939—Series 6-60—Serial Nos. F663001 to 702538, CF511001 to 514115, LF-551301 to 555685—Motor Nos. F-905001 to 952730:	
Business Coupe 2	695
Club Coupe 2-4	720
Sedan, 2 Dr. 5	725
Sedan, 4 Dr. 5	740
1939—Series 6-70—Serial Nos. G300001 to 354552, CG10001 to 15325, LG-10001 to 107782—Motor Nos. G-10001 to 78468:	
Business Coupe 2	717
Club Coupe 2-4	757
Conv. Coupe 2-4	816
Sedan, 2 Dr. 5	757
Sedan, 4 Dr. 5	782

(18) OLDSMOBILE—continued

Model, serial number, body type and passenger capacity	*Base price*
1939—Series 8-80—Serial Nos. L228201 to 241850, CL189001 to 190368, LL199001 to 201119—Motor Nos. L316001 to 333127:	
Business Coupe 2	$712
Club Coupe 2-4	742
Conv. Coupe 2-4	816
Sedan, 2 Dr. 5	747
Sedan, 4 Dr. 5	777
1938—Series 6-F38—Serial Nos. F600001 to 662212, CF504001 to 510598, LF545001 to 551236—Motor Nos. 828001 to 904002:	
Business Coupe 2	593
Club Coupe 2	613
Conv. Coupe 2	653
Sedan, 2 Dr. 5	598
Tour. Sedan, 2 Dr. 5	608
Sedan, 4 Dr. 5	623
Tour. Sedan, 4 Dr. 5	633
1938—Series 8-L38—Serial Nos. L212001 to 228126, CL187001 to 188751, LL197001 to 198859—Motor Nos. 296001 to 298859:	
Business Coupe 2	589
Club Coupe 2	604
Conv. Coupe 2	644
Sedan, 2 Dr. 5	599
Tour. Sedan, 2 Dr. 5	609
Sedan, 4 Dr. 5	619
Tour. Sedan, 4 Dr. 5	629
1937—Series 6-F37—Serial Nos. 353001 to 503300—Motor Nos. 670001 to 818948:	
Business Coupe 2-4	500
Club Coupe 2-4	520
Conv. Coupe 2-4	545
Sedan, 2 Dr. 5	514
Tour. Sedan TK, 2 Dr. 5	524
Sedan, 4 Dr. 5	539
Tour. Sedan TK, 4 Dr. 5	549
1937—Series 8-L37—Serial Nos. 140001 to 186544—Motor Nos. 250001 to 295824:	
Business Coupe 2	481
Club Coupe 2-4	496
Conv. Coupe 2-4	512
Sedan, 2 Dr. 5	486
Tour. Sedan TK, 2 Dr. 5	496
Sedan, 4 Dr. 5	506
Tour. Sedan TK, 4 Dr. 5	521
1936—Series 6-F36—Serial Nos. 200001 to 352357—Motor Nos. 506001 to 659466:	
Business Coupe 2	366
Sport Coupe 2-4	396
Conv. Coupe 2-4	418
Coupe 5	386
Tour. Coupe TK 5	406
Sedan, 4 Dr. 5	416
Tour. Sedan TK, 4 Dr. 5	426
1936—Series 8-L36—Serial Nos. 100001 to 139926—Motor Nos. 202001 to 242916:	
Business Coupe 2	377
Sport Coupe 2-4	397
Conv. Coupe 2-4	404
Coupe 5	382
Tour. Coupe TK 5	392
Sedan, 4 Dr. 5	402
Tour. Sedan TK, 4 Dr. 5	412
1935—Series 6-F35—Serial Nos. 103001 to 193468—Motor Nos. 405001 to 496693:	
Business Coupe 2	270
Sport Coupe 2-4	284
Conv. Coupe 2-4	307
Coupe 5	270
Tour. Coupe 5	284
Sedan, 4 Dr. 5	294
Tour. Sedan, 4 Dr. 5	309

(18) OLDSMOBILE—continued

Model, serial number, body type and passenger capacity	*Base price*
1935—Series 8-L35—Serial Nos. 44001 to 73977—Motor Nos. 45001 to 76257:	
Business Coupe 2	$260
Sport Coupe 2-4	270
Conv. Coupe 2-4	278
Coupe 5	270
Tour. Coupe 5	275
Sedan, 4 Dr. 5	280
Tour. Sedan, 4 Dr. 5	285

(19) PACKARD

Model, serial number, body type and passenger capacity	*Base price*
1942—Series 6-110—Clipper — Serial Nos. E-1501 to 12906:	
Special Series 2000:	
Business Coupe 2—1588	1,536
Club Sedan, 2 Dr. 6—1585	1,571
Tour. Sedan, 4 Dr. 6—1582	1,606
Custom Series 2010:	
Club Sedan, 2 Dr. 6—1505	1,641
Tour. Sedan 4 Dr. 6—1502	1,676
Series 2020:	
Conv. Coupe 5—1589	1,745
1942—Series 8-120—Clipper — Serial Nos. E300001 to 319350:	
Special Series 2001:	
Business Coupe 3—1598	1,581
Club Sedan, 2 Dr. 6—1595	1,611
Tour. Sedan, 4 Dr. 6—1592	1,651
Custom Series 2011:	
Club Sedan, 2 Dr. 6—1515	1,701
Tour. Sedan, 4 Dr. 6—1512	1,761
Series 2021:	
Conv. Coupe 5—1599	1,880
1942—Series 8-160—Super Clipper—Serial Nos. E-500001 to 503371:	
Series 2003:	
Club Sedan, 2 Dr. 6—1575	2,051
Tour. Sedan, 4 Dr. 6—1572	2,111
Series 2023:	
Conv. Coupe 5—1579	2,218
Series 2004:	
Tour. Sedan, 4 Dr. 6—1562	2,338
Series 2005:	
Tour. Sedan, 4 Dr. 7—1571	2,488
Tour. Limousine 7—1570	2,528
Series 2055:	
Business Sedan, 4 Dr. 7—1591	2,333
Business Limousine 7—1590	2,463
1942—Series 8-180—Custom Super—Serial Nos. CE500001 to 503371:	
Series 2006:	
Tour. Sedan, 4 Dr. 6—1525	2,561
Tour. Sedan, 4 Dr. 6—1522	2,646
Special Series 2006:	
Victoria Conv. Darrin 5—1529	4,780
Series 2007:	
Tour. Sedan, 4 Dr. 6—1542	2,773
Formal Sedan 6—1532	3,343
Cabriolet A/W Rollson 7—894	5,068
Series 2008:	
Tour. Sedan, 4 Dr. 7—1551	2,868
Tour. Limousine 7—1550	2,983
Tour. Sedan, LeBaron 7—1521	5,723
Tour. Limousine LeBaron 7—1520	5,958
Town Car A/W Rollson 7—895	5,168
1941—Series 6-110 Series 1900—Serial Nos. D1501 to 99999:	
Special:	
Business Coupe 2—1483	1,129
Club Coupe 2-4—1485	1,209
Conv. Coupe 2 4—1489	1,330
Tour. Sedan, 2 Dr. 5—1484	1,199
Tour. Sedan, 4 Dr. 5—1482	1,229
Station Wagon 8—1483	1,419
Deluxe:	
Club Coupe 2 4—1485DE	1,229
Conv. Coupe 2 4—1489DE	1,370
Tour. Sedan, 4 Dr. 5—1484DE	1,243
Tour. Sed. 4 Dr. 5—1482DE	1,253
Station Wagon 8—1463	1,449

(19) PACKARD—continued

Model, serial number, body type and passenger capacity	*Base price*
1941—Series 8-120—Serial Nos. DE300001 to 399999:	
Series 1901:	
Business Coupe 2—1498	$1,202
Club Coupe 2 4—1495	1,332
Conv. Coupe 2 4—1499	1,453
Tour. Sedan, 2 Dr. 5—1494	1,332
Tour. Sedan, 4 Dr. 5—1492	1,362
Conv. Sedan 5—1497	1,093
Station Wagon 8—1493	1,512
Deluxe Station Wagon 8—1473	1,592
1941—Series 8-1951—Clipper—Serial Nos. D400001 to 499999:	
Tour. Sedan, 4 Dr. 5—1401	1,572
1941—Series 8-160—Super Eight—Serial Nos. D500001 to 599999:	
Series 1903:	
Business Coupe 2—1478	1,507
Club coupe 2-4—1475	1,632
Con. Coupe 2-3—1479	1,703
Tour. Sedan, 4 Dr. 5—1472	1,612
Conv. Sedan, 5—1477	1,913
Deluxe Series 1903:	
Conv. Coupe 2-4—1479DE	1,798
Conv. Sedan 5—1477DE	2,008
Series 1904:	
Tour. Sedan, 4 Dr. 5—1462	1,738
Series 1905:	
Tour. Sedan, 7—1471	1,823
Tour. Limousine, 7—1470	1,918
1941—Series 8-180—Custom Super—Serial Nos. CD500001 to 599999:	
Series 1906:	
Victoria Conv. Darrin 5—1429	3,303
Series 1907:	
Tour. Sedan, 4 Dr. 5—1442	2,063
Formal Sedan 5—1432	2,428
Sport Brougham, 4 Dr. 5—1452	2,763
Cabriolet A/W Rollson 7—794	3,388
Sport Sedan Darrin 5—1422	3,418
Series 1908:	
Tour. Sedan 7—1451	2,298
Tour. Limousine 7—1450	2,273
Town A/W Rollson 7—795	3,553
Tour. Sedan LeBaron 7—1421	3,813
Tour. Limousine LeBaron 7—1420	3,943
1940—Series 6-110—Serial Nos. C1501 to 99999:	
Series 1800:	
Business Coupe 2—1388	833
Club Coupe 2-4—1385	918
Conv. Coupe 2-4—1389	1,015
Tour. Sedan, 2 Dr. 5—1384	943
Tour Sedan, 4 Dr. 5—1382	968
Station Wagon 8—1383	1,101
1940—Series 8-120—Serial Nos. C300001 to 399999:	
Series 1801:	
Business Coupe 2—1398	954
Club Coupe 2-4—1395	1,004
Conv. Coupe 2-4—1399	1,100
Tour. Sedan, 2 Dr. 5—1394	1,009
Tour. Sedan, 4 Dr. 5—1392	1,029
Club Sedan 5—1390	1,084
Conv. Sedan 5—1397	1,201
Station Wagon 8—1393	1,217
Victoria Conv. Darrin 5—700	2,199
Deluxe Series 1801:	
Club Coupe 2-4—1395D	1,029
Conv. Coupe 2-4—1399D	1,146
Tour. Sedan, 4 Dr. 5—1392D	1,084
Club Sedan 5—1396D	1,119
1940—Series 8-160—Super Eight Serial Nos. C500001 to 599999:	
Series 1803:	
Business Coupe, 2 Dr. 2—1378	1,074
Club Coupe, 2 Dr. 4—1375	1,124
Conv. Coupe 2-4—1379	1,221
Tour. Sedan, 4 Dr. 5—1372	1,154
Club Sedan 5—1376	1,209
Conv. Sedan 5—1377	1,306

(19) PACKARD—continued

Model, serial number, body type and passenger capacity	*Base price*
1940—Series 8-160—Continued.	
Series 1804:	
Tour. Sedan, 4 Dr. 5—1362	$1,232
Series 1805:	
Tour. Sedan 7—1371	1,297
Tour. Limousine 7—1370	1,377
1940—Series 8-180 Custom Super—Serial Nos. CC500001 to 599999:	
Series 1806:	
Club Sedan, 4 Dr. 5—1356	1,354
Victoria Conv. Darrin 5—700	2,094
Series 1807:	
Tour. Sedan, 4 Dr. 5—1342	1,347
Formal Sedan 5—1332	1,552
Cabriolet A/W Rollson 7—694	2,022
Conv. Sedan Darrin 5—710	2,700
Series 1808:	
Tour. Sedan 7—1351	1,397
Tour. Limousine 7—1350	1,447
Town Car A/W Rollson 7—695	2,137
1939—Series 6—Motor Nos. B1501 to 99999:	
Series 1700:	
Business Coupe 2—1283	711
Club Coupe 2-4—1285	756
Conv. Coupe 2-4—1289	830
Tour. Sedan, 2 Dr. 5—1284	761
Tour. Sedan, 4 Dr. 5—1282	796
Station Wagon	897
1939—Series 8—Motor Nos. B-300001 to 399999:	
Series 1701:	
Business Coupe 2—1293	781
Club Coupe 2-4—1295	806
Conv. Coupe 2-4—1299	870
Tour. Sedan, 2 Dr. 5—1294	806
Tour. Sedan, 4 Dr. 5—1292	836
Conv. Sedan, 5—1297	940
Station Wagon	967
Series 1702:	
Tour. Sedan 7—1291	837
Tour. Limousine 7—1290	837
1939—Series 8—Super Eight—Motor Nos. B500001 to 599999:	
Series 1703:	
Club Coupe 2-4—1275	846
Conv. Coupe 2-4—1279	935
Tour. Sedan, 4 Dr. 5—1272	876
Conv. Sedan 5—1277	1,000
Series 1705:	
Tour. Sedan 7—1271	952
Tour. Limousine 7—1270	957
1939—Series 12—Motor Nos. B600001 to 620999:	
Series 1707:	
Coupe 2-4—1238	1,007
Coupe 5—1237	1,017
Conv. Coupe 2-4—1239	1,111
Tour. Sedan, 4 Dr. 5—1233	1,072
Club Sedan 5—1236	1,057
Formal Sedan 5—1232	1,232
Victoria 5—1227	1,432
Cabriolet A/W Rollston 7—534	2,002
Series 1708:	
Tour. Sedan 7—1234	1,122
Conv. Sedan 5—1253	1,466
Tour. Limousine 7—1235	1,187
Town Car A/W Packard Rollston 7—595	1,952
Tour. Cabriolet Brunn 5—4036	2,382
Cabriolet A/W Brunn 6—4037	2,347
1938—Series 6—Motor Nos. A1501 to 99999:	
Series 1600:	
Business Coupe 2—1183	595
Club Coupe 2-4—1185	620
Conv. Coupe 2-4—1189	671
Tour. Sedan, 2 Dr. 5—1184	625
Tour. Sedan, 4 Dr. 5—1182	645

(19) PACKARD—continued

Model, serial number, body type and passenger capacity	Base price
1938—Series 8—Motor Nos. A300001 to 399999:	
Series 1601:	
Business Coupe 2—1198	$643
Club Coupe 2-4—1195	648
Conv. Coupe 2-4—1199	689
Tour. Sedan, 2 Dr. 5—1194	638
Tour. Sedan, 4 Dr. 5—1192	663
Conv. Sedan 5—1197	704
Series 1601 D:	
Tour. Sedan, 4 Dr. 5—1172	668
Series 1602:	
Tour. Sedan 7—1191	672
Tour. Limousine 7—1190	672
1938—Series 8—Super Eight—Motor Nos. A500001 to 599999:	
Series 1603:	
Tour. Sedan, 4 Dr. 5—1103	698
Series 1604:	
Coupe 2-4—1118	702
Coupe 5—1117	707
Conv. Coupe 2-4—1119	778
Club Sedan 5—1116	727
Tour. Sedan, 4 Dr. 5—1113	732
Formal Sedan 5—1112	717
Victoria 5—1107	692
Series 1605:	
Tour. Sedan 7—1114	722
Conv. Sedan 5—1143	768
Tour. Limousine 7—1115	722
1938—Series 12—Motor Nos. A600001 to 620999:	
Series 1607:	
Coupe, 2 Dr. 4—1138	732
Coupe 5—1137	752
Conv. Coupe 2-4—1139	813
Tour. Sedan, 4 Dr. 5—1133	782
Club Sedan 5—1136	792
Formal Sedan 5—1132	832
Victoria 5—1127	847
Series 1608:	
Tour. Sedan 7—1134	792
Conv. Sedan 5—1153	868
Tour. Limousine 7—1135	782
1937—Series 6—Motor Nos. X 1500 to 99999:	
Series 1150:	
Business Coupe 2—1088	464
Conv. Coupe, 2 Dr. 4—1089	497
Sport Coupe, 2 Dr. 4—1085	474
Tour. Coupe 5—1084	464
Sedan 5—1083	484
Club Sedan 5—1086	494
Tour. Sedan 5—1082	499
1937—Series 8—Motor Nos. X-100000 to 199999:	
Series 1200:	
Business Coupe 2—1098	460
Conv. Coupe 2-4—1099	508
Sport Coupe 2-4—1095	475
Tour. Coupe 5—1094	470
Sedan 5—1093	485
Club Sedan 5—1096	495
Town Sedan 5—1092	500
Conv. Sedan 5—1097	513
Series 120CD:	
Tour. Coupe 5—1094CD	480
Club Sedan 5—1096CD	510
Tour. Sedan 5—1092CD	515
Series 138CD:	
Tour. Limousine 7—CD1090	535
Tour. Sedan 7—CD1091	540
1937—Series 8—Super Eight—Motor Nos. 395500 to 449999:	
Series 1500:	
Tour. Sedan 5—1003	502
Series 1501:	
Coupe Roadster, 2 Dr. 4—1019	530
Coupe 2-4—1018	485
Coupe 5—1017	490
Club Sedan 5—1016	505
Tour. Sedan 5—1013	505
Formal Sedan 5—1012	545
Victoria 5—1007	555
Cabriolet A/W LeBaron 5-7—L394	640

(19) PACKARD—continued

Model, serial number, body type and passenger capacity	Base price
1937—Series 8—Super Eight—Continued.	
Series 1502:	
Conv. Sedan 5—1063	$557
Tour. Sedan 5-7—1014	505
Business Sedan 5-8—1014	485
Tour. Limousine 5-7—1015	505
Business Limousine 5-8—1015	485
Town Car 7—L395	605
1937—Series 12—Motor Nos. 905500 to 919999:	
Series 1506:	
Tour. Sedan 5—1023	510
Series 1507:	
Coupe Roadster 2-4—1039	495
Coupe 2-4—1038	490
Coupe 5—1037	490
Club Sedan 5—1036	525
Tour. Sedan 5—1033	515
Formal Sedan 5—1032	555
Conv. Victoria 5—1027	587
Cabriolet A/W LeBaron 5-7—L394	595
Series 1508:	
Conv. Sedan 5—1073	557
Tour. Sedan 5-7—1034	520
Tour. Limousine 5-7—1035	505
Town Car A/W LeBaron 5-7—L895	595
1936—Series 8—Motor Nos. X-27500 to 99999:	
Series 120B:	
Business Coupe 2—998	357
Conv. Coupe 2-4—999	390
Sport Coupe 2-4—995	362
Tour. Coupe 5—994	362
Sedan 5—993	362
Club Sedan 5—996	372
Tour. Sedan 5—992	372
Conv. Sedan 5—997	390
1936—Series 8—Motor Nos. 390500 to 395499:	
Series 1400:	
Sedan 5—903	378
Series 1401:	
Coupe Roadster 2-4—919	385
Phaeton 4—911	370
Coupe 2-4—918	360
Coupe 5—917	360
Club Sedan 5—916	375
Sedan 5—913	370
Formal Sedan 5—912	395
Conv. Victoria 5—907	393
Cabriolet A/W LeBaron 5-7—294	375
Series 1402:	
Touring 5-7—910	350
Conv. Sedan 5—963	413
Sedan 5-7—914	390
Business Sedan 5-8—914	370
Limousine 5-7—915	360
Business Limousine 5-8—915	335
Town Cruiser A/W LeBaron 5-7—295	390
1936—Series 8—Super Eight—Motor Nos. 757000 to 758499:	
Series 1403:	
Sedan 5—943	385
Series 1404:	
Coupe Roadster 2-4—959	360
Phaeton 5—951	360
Sport Phaeton 5—941	360
Coupe 2-4—958	350
Coupe 5—957	360
Club Sedan 5—956	390
Formal Sedan 5—952	395
Conv. Victoria 5—947	398
Cabriolet A/W LeBaron 5-7—294	385
Series 1405:	
Tour. 5-7—950	335
Conv. Sedan 5—983	408
Sedan 5-7—954	400
Business Sedan 5-8—954	365
Limousine 5-7—955	360
Business Limousine 5-8—955	370
Town Cruiser A/W LeBaron 5-7—295	395

(19) PACKARD—continued

Model, serial number, body type and passenger capacity	Base price
1936—Series 12—Motor Nos. 904000 to 905499:	
Series 1407:	
Coupe Roadster 2-4—939	$375
Phaeton 5—931	380
Sport Phaeton 5—921	390
Coupe 2-4—938	370
Coupe 5—937	380
Club Sedan 5—936	390
Sedan 5—933	395
Formal Sedan 5—932	405
Conv. Victoria 5—927	413
Cabriolet A/W LeBaron 5-7—294	395
Series 1408:	
Touring 5-7—930	383
Conv. Sedan 5-973	433
Sedan 5-7—934	405
Limousine 5-7—935	395
Town Cruiser A/W LeBaron 5-7—295	415
1935—Series 8—Motor Nos. 385001 to 390499:	
Series 1200:	
Sedan 5—803	285
Series 1201:	
Coupe Roadster 2-4—819	292
Phaeton 5—811	277
Coupe 2-4—818	272
Coupe 5—817	267
Club Sedan 5—816	292
Sedan 5—813	287
Formal Sedan 5—812	307
Conv. Victoria 5—807	296
Cabriolet A/W LeBaron 5-7—194	297
Series 1202:	
Conv. Sedan 5—863	311
Sedan 5-7—814	297
Limousine 5-7—815	287
Town Car A/W LeBaron 5-7—194	287
1935—Series 8—Super Eight—Motor Nos. 755001 to 756999:	
Series 1203:	
Sedan 5—843	292
Series 1204:	
Coupe Roadster 2-4—859	302
Phaeton 5—851	192
Sport Phaeton 5—841	197
Coupe 2-4—858	217
Coupe 5—857	227
Club Sedan 5—856	227
Formal Sedan 5—852	312
Conv. Victoria 5—847	316
Cabriolet A/W LeBaron 5-7—195	207
Series 1205:	
Conv. Sedan 5—883	321
Sedan 5-7—854	297
Limousine 5-7—855	302
Town Car A/W LeBaron 5-7—194	302
Series 12-1207:	
Sedan 5—833	302
Formal Sedan 832	307
Club Sedan 836	297
Coupe 5—837	282
Coupe 2-4—838	277
Coupe Roadster 839	287
Phaeton 831	272
Sport Phaeton 821	277
Victoria 827	297
Cabriolet A/W LeBaron 7—195	277
Series 12-1208:	
Conv. Sedan 873	306
Sedan 7—834	272
Limousine 835	262
Town Car A/W LeBaron 194	277
1935—Series 8—Motor Nos. X-1501 to X-27499:	
Series 120:	
Business Coupe 2—898	262
Conv. Coupe 899	291
Sport Coupe 895	267
Tour. Coupe 5—894	267
Sedan 5—893	277
Club Sedan 5—896	287
Tour. Sedan 5—892	287

(20) PLYMOUTH

Model, serial number, body, type and passenger capacity	*Base price*
1942—Series 6-P14—Deluxe—Serial Nos. 15135501 to 15153935, 3134501 to 3136266, 22037001 to 22041356—Motor Nos. 14-1001 to 149158:	
Coupe 3	$1,162
Club Coupe 6	1,237
Sedan, 2 Dr. 6	1,207
Sedan, 4 Dr. 6	1,242
Utility Sedan, 2 Dr. 2	1,197
1942—Series 6—P14—Special Deluxe—Serial Nos. 11399501 to 11494048, 3297001 to 3306756, 20148001 to 20164436—Motor Nos. P14-1001 to P14-149158:	
Coupe 3	1,212
Club Coupe 6	1,282
Conv. Coupe 6	1,432
Sedan, 2 Dr. 6	1,241
Sedan, 4 Dr. 6	1,287
Town Sedan 6	1,327
Station Wagon 8	1,527
1941—Series 6—P11—Serial Nos. 15000101 to 15135031, 3121501 to 3133963, 22001001 to 22036668—Motor Nos. P11-1001 to 535086:	
Coupe 2	939
Sedan, 2 Dr. 5	969
Sedan, 4 Dr. 5	999
Utility Sedan, 2 Dr. 2	949
Deluxe	
Coupe 2	974
Sedan, 2 Dr. 5	1,004
Sedan, 4 Dr. 5	1,034
1941—Series 6—P12—Serial Nos. 1123001 to 11399251, 3269301 to 3296573, 20105001 to 20147922—Motor Nos. P12-1001 to 535086:	
Special Deluxe	
Coupe 2	1,019
Coupe 2-4	1,049
Conv. Coupe 2-4	1,189
Sedan, 2 Dr. 5	1,049
Sedan, 4 Dr. 5	1,079
Station Wagon 8	1,184
Sedan 7	1,169
1940—Series 6-P9—Roadking—Serial Nos. 1378001 to 1454305, 3114801 to 3121386, 9062201 to 9081376—Motor Nos. P9-1001 to 415462:	
Coupe 2	815
Tour. Sedan, 2 Dr. 5	810
Tour. Sedan, 4 Dr. 5	835
Utility Sedan, 2 Dr	790
1940—Series 6-P10—Deluxe—Serial Nos. 10883001 to 11122539, 3242501 to 3269067, 20063001 to 20104166—Motor Nos. P-10-1001 to 415462:	
Deluxe Coupe 2	840
Coupe 2-4	855
Conv. Coupe 2-4	945
Tour. Sedan, 2 Dr. 5	855
Tour. Sedan, 4 Dr. 5	875
Station Wagon (Glass) 8	940
Sedan Limousine 7	940
Sedan 7	970
1939—Series 6-P7—Roadking—Serial Nos. 1298001 to 1377476, 3110001 to 3114681, 9150401 to 9164594—Motor Nos. P8-1001 to 411924:	
Coupe 2	643
Sedan, 2 Dr. 5	653
Tour. Sedan TK, 2 Dr. 5	663
Sedan, 4 Dr. 5	673
Tour. Sedan TK, 4 Dr. 5	688
Utility Sedan, 2 Dr	648
1939—Series 6-P8-Deluxe—Serial Nos. 10630001 to 10879875, 3222001 to 3242204, 20027001 to 20062200—Motor Nos. P8-1001 to 411924:	
Coupe 2	688
Coupe 2-4	698
Conv. Coupe 2-4	770
Sedan, 2 Dr. 5	693
Tour. Sedan TK, 2 Dr. 5	698
Sedan, 4 Dr. 5	708

(20) PLYMOUTH—Continued

Model, serial number, body, type and passenger capacity	*Base price*
1939—Series 6-P8-Deluxe—Continued.	
Tour. Sedan TK, 4 Dr. 5	$718
Suburban (Cur.) 8	733
Suburban (Glass) 8	763
Conv. Sedan TK 5	850
Sedan TK 7	738
Sedan Limousine 7	728
1938—Series 6-P5—Roadking—Serial Nos. 1240001 to 1296016, 3105301 to 3109408, 9097601 to 9107726—Motor Nos. P6-1001 to 286620:	
Coupe 2	534
Sedan, 2 Dr. 5	539
Sedan, 4 Dr. 5	543
Tour. Sedan TK, 2 Dr. 5	559
Tour. Sedan TK, 4 Dr. 5	569
1938—Series 6-P6—Deluxe—Serial Nos. 10470001 to 10625851, 3206001 to 3220998, 20001001 to 20025901—Motor Nos. P6-1001 to 286620:	
Coupe 2	574
Coupe 2-4	584
Conv. Coupe 2-4	607
Sedan, 2 Dr. 5	574
Tour. Sedan TK, 2 Dr. 5	594
Sedan, 4 Dr. 5	594
Tour. Sedan TK, 4 Dr. 5	604
Suburban 8	619
Sedan TK 7	622
Sedan Limousine 7	612
1937—Series 6-P3—Business—Serial Nos. 1184001 to 1237460, 3101401 to 3105159, 9085551 to 9097403—Motor Nos. P4-1001 to 571569:	
Coupe 2	431
Sedan, 2 Dr. 5	436
Sedan, 4 Dr. 5	451
1937—Series 6-P4—Deluxe—Serial Nos. 10101001 to 10468044, 3102501 to 3205879, 9950001 to 9999000, 9180021 to 9199074—Motor Nos. P4-1001 to 571569:	
Coupe 2	466
Coupe 2-4	471
Conv. Coupe 2-4	499
Sedan, 2 Dr. 5	476
Tour. Sedan TK, 2 Dr. 5	481
Sedan, 4 Dr. 5	491
Tour. Sedan TK, 4 Dr. 5	496
Sedan, 4 Dr. 7	507
Sedan Limousine 7	497
1936—Series 6-P1—Business—Serial Nos. 1111701 and up, 3157151 and up, 9000101 and up—Motor Nos. P2-1001 and up:	
Coupe 2	322
Sedan, 2 Dr. 5	327
Sedan, 4 Dr. 5	337
Station Wagon	346
1936—Series 6-P2—Deluxe—Serial Nos. 2641401 and up, 3040001 and up, 9025101 and up—Motor Nos. P2-1001 and up:	
Coupe 2	347
Coupe 2-4	352
Conv. Coupe, 2-4	379
Sedan, 2 Dr. 5	352
Tour. Sedan, 2 Dr. 5	357
Sedan 5	367
Tour. Sedan, 4 Dr. 5	377
Tour. Sedan 7	377
1935—Series 6-PJ—Plymouth Six—Serial Nos. 1039101 and up, 3161501 and up—Motor Nos. PJ-1001 and up:	
Business Coupe 2	242
Business Sedan, 2 Dr. 5	242
Business Sedan, 4 Dr. 5	247
Coupe 2	252
Sedan, 2 Dr. 5	257
1935—Series 6-PJ—Plymouth Deluxe Six—Serial Nos. 2397601 and up, 3019401 and up—Motor Nos. PJ—1001 and up:	
Business Coupe 2	257
Coupe 2-4	262
Conv. Coupe 2-4	282

(20) PLYMOUTH—Continued

Model, serial number, body, type and passenger capacity	*Base price*
1935—Series 6-PJ—Plymouth Deluxe Six—Continued.	
Sedan, 2 Dr. 5	$264
Tour. Sedan, 2 Dr. 5	272
Sedan 5	277
Tour. Sedan, 4 Dr. 5	277
Sedan Traveler 5	280
Sedan 7	280

(21) PONTIAC

1942—Series 6-25 KA—Torpedo—Serial Nos. P6KA—1001-25302, C6KA—1001 to 3260, L6KA-1001 to 3123:	
Coupe 3	1,263
Sedan Coupe 5	1,323
Sport Coupe 5	1,313
Conv. Sedan Coupe 5	1,541
Sedan, 2 Dr. 5	1,318
Sedan, 4 Dr. 5	1,363
Metropolitan Sedan 5	1,363
1942—Series 6-26 KB—Serial Nos. P6-KB-1001-11115, C6KB-1001 to 2170, L6KB-1001 to 2181:	
Streamliner:	
Sedan Coupe 5	1,353
Sedan, 4 Dr. 5	1,418
Station Wagon 8	1,669
Streamliner Chieftain:	
Sedan Coupe 5	1,423
Sedan, 4 Dr. 5	1,468
Station Wagon 8	1,724
1942—Series 8-27 KA-Torpedo—Serial Nos. P8KA-1001-13146, C8KA-1001 to 2070, L8KA-1001 to 2205:	
Coupe 3	1,238
Sedan Coupe 5	1,353
Sport Coupe 5	1,338
Conv. Sedan Coupe 5	1,556
Sedan, 2 Dr. 5	1,343
Sedan, 4 Dr. 5	1,388
Metropolitan Sedan 5	1,388
1942—Series 8-28 KB—Serial Nos. P8KB-1001-22323, C8KB-1001 to 3127, L8KB-1001 to 2451:	
Streamliner:	
Sedan Coupe 5	1,383
Sedan, 4 Dr. 5	1,438
Station Wagon 8	1,634
Streamliner Chieftain:	
Sedan Coupe 5	1,433
Sedan, 4 Dr. 5	1,493
Station Wagon 8	1,759
1941—Series 6—JA25—Deluxe Torpedo—Serial Nos. 6JA-1001 to 80460, Motor Nos. 6-761521 to 971783:	
Business Coupe 3	1,076
Sedan Coupe 5	1,131
Conv. Sedan Coupe	1,230
Metropolitan Sedan 5	1,191
Sedan, 2 Dr. 5	1,131
Sedan, 4 Dr. 5	1,171
1941—Series 6—JB26—Streamliner "Torpedo"—Serial Nos. 6JB-1001 to 62545, Motor Nos. 6-761501 to 971783:	
Sedan Coupe 5	1,181
Super Sedan, Coupe 5	1,221
Sedan, 4 Dr. 5	1,231
Super Sedan, 4 Dr. 5	1,256
1941—Series 6-JC24—Custom "Torpedo"—Serial Nos. 6JC-1001 to 6345, Motor Nos. 6-761501 to 971783:	
Sedan Coupe 5	1,226
Sedan, 4 Dr. 5	1,256
Standard Station Wagon 8	1,346
Deluxe Station Wagon 8	1,361
1941—Series 8—JA27—Deluxe "Torpedo"—Serial Nos. 8JA-1001 to 27219, Motor Nos. 8-246501 to 363240:	
Business Coupe 3	1,081
Sedan Coupe 5	1,136
Conv. Sedan Coupe 5	1,230
Sedan, 2 Dr. 5	1,136
Sedan, 4 Dr. 5	1,171
Metropolitan Sedan, 5	1,186

(21) PONTIAC—continued

Model, serial number, body, type and passenger capacity	*Base price*
1941—Series 8-JB28—Streamliner "Torpedo"—Serial Nos. 8JB—1001 to 52428, Motor Nos. 8-246501 to 368240:	
Sedan Coupe 5	$1,206
Super Sedan Coupe 5	1,221
Sedan, 4 Dr. 5	1,236
Super Sedan, 4 Dr. 5	1,256
1941—Series 8-JC29—Custom Torpedo—Serial Nos. 8JC-1001 to 12576, Motor Nos. 8-246501 to 368240:	
Sedan Coupe 5	1,236
Sedan, 4 Dr. 5	1,266
Standard Station Wagon 8	1,356
Deluxe Station Wagon 8	1,396
1940—Series 6—25—HA—Special—Serial Nos. 6HA—1001 to 84545, L6HA—1001 to 13111, C6HA—1001 to 10328—Motor Nos. 6-595801 to 761172:	
Business Coupe 3	874
Sport Coupe 4	889
Sedan TK, 4 Dr. 5	924
Sedan TK, 2 Dr. 5	829
Deluxe Station Wagon 8	988
1940—Series 6—26 HB—Deluxe—Serial Nos. 6 HB—1001 to 44296, C6HB—1001 to 5184, L6HB—1001 to 10388—Motor Nos. 6—595801 to 761162:	
Business Coupe 3	808
Sport Coupe 4	938
Conv. Cabriolet 4	979
Sedan, 4 Dr. 5	968
Sedan, 2 Dr. 5	933
1940—Series 8—28 HA—Deluxe—Serial Nos. 8 HA-1001 to 16317, C8HA-1001 to 2363, L8HA-1001 to 4253—Motor Nos. 8-194401 to 246073:	
Business Coupe 3	898
Sport Coupe 4	923
Conv. Cabriolet 4	989
Sedan, 4 Dr. 5	943
Sedan, 2 Dr. 5	918
1940—Series 8—29 HB—Torpedo—Serial Nos. 8 HB-1001 to 44296, C8HB-1001 to 5184, L8HB-1001 to 10388—Motor Nos. 8—194401 to 761142:	
Sport Coupe 4	1,008
Sedan TK, 4 Dr. 5	1,033
1939—Series 6—25 EA—Quality Deluxe Serial Nos. P6EA-1001 to 43679, C6EA-1001 to 4938, L6EA-1001 to 7503—Motor Nos. 6-486201 to 6-595105:	
Sedan TK, 4 Dr. 6	760
Sedan TK, 2 Dr. 6	740
Business Coupe 3	710
Sport Coupe O/S 5	735
Station Wagon	877
1939—Series 6—26EB—Quality Deluxe—Serial Nos. P6EB-1001 to 41263, C6EB-1001 to 5120, L6EB-1001 to 8599—Motor Nos. 6-486201 to 6-595104:	
Sedan TK, 4 Dr. 6	790
Sedan TK, 2 Dr. 6	765
Business Coupe 3	730
Sport Coupe Opera 5	765
Conv. Cabriolet 5	803
1939—Series 8—28EA—Deluxe—Serial Nos. P8EA-1001 to 27627, C8EA-1001 to 3625, L8EA-1001 to 6522—Motor Nos. 8-159601 to 8-191910:	
Sedan TK, 4 Dr. 6	710
Sedan TK, 2 Dr. 6	755
Business Coupe 6	725
Sport Coupe 5	755
Conv. Coupe 5	803
1938—Series 6-6DA—Deluxe—Serial Nos. 6DA-1616 to 60416, C6DA-2001 to 8155, L6DA-1001 to 8942, C6DA-1001 to 1615:	
Sedan, 4 Dr. 5	604
Tour. Sedan TK, 4 Dr. 5	619
Conv. Sedan, 4 Dr. 5	670

(21) PONTIAC—continued

Model, serial number, body, type and passenger capacity	*Base price*
1938—Series 6-6DA—Deluxe—Con.	
Sedan, 2 Dr. 5	$589
Tour. Sedan TK, 2 Dr. 5	589
Business Coupe 2	579
Sport Coupe 2-4	594
Conv. Coupe 2-4	624
Station Wagon	693
1938—Series 8-8DA—Deluxe—Serial Nos. 8DA-1001 to 15729, L8DA-1001 to 4071, C-8DA-1001 to 2530—Motor Nos. 8-140001 to 159441:	
Sedan, 4 Dr. 5	606
Tour. Sedan TK, 4 Dr. 5	616
Conv. Sedan, 4 Dr. 5	667
Sedan, 2 Dr. 5	581
Tour. Sedan TK, 2 Dr. 5	596
Business Coupe 2	581
Sport Coupe 2-4	596
Conv. Coupe 2-4	632
1937—Series 6-6CA—Deluxe—Serial Nos. 6CA-1001 to 154827—Motor Nos. 6-220001 to 399286:	
Sedan, 4 Dr. 5	529
Tour. Sedan TK, 4 Dr. 5	544
Conv. Sedan, 4 Dr. 5	555
Sedan, 2 Dr. 5	544
Tour. Sedan TK, 2 Dr. 5	519
Business Coupe 2	529
Sport Coupe 2-4	514
Conv. Coupe 2-4	535
Station Wagon	568
1937—Series 8-8CA—Deluxe—Serial Nos. 8CA-1001 to 49442—Motor Nos. 8-83001 to 139968:	
Sedan, 4 Dr. 5	521
Tour. Sedan TK, 4 Dr. 5	526
Conv. Sedan, 4 Dr. 5	527
Sedan, 2 Dr. 5	506
Tour. Sedan TK, 2 Dr. 5	511
Business Coupe 2	506
Sport Coupe 2-4	516
Conv. Coupe 2-4	530
1936—Series 6-6BB—Master Silver Streak—Serial Nos. 6BB-1001 and up—Motor Nos. 6-84001 and up:	
Sedan, 4 Dr. 5	390
Tour. Sedan TK, 4 Dr. 5	405
Sedan, 2 Dr. 5	375
Tour. Sedan TK, 2 Dr. 5	385
Business Coupe 2	370
Sport Coupe 2-4	380
Cabriolet 2-4	405
1936—Series 6-6BA—Deluxe Silver Streak—Serial Nos. 6BA-1001 and up—Motor Nos. 684001 and up:	
Sedan, 4 Dr. 5	400
Tour. Sedan TK, 4 Dr. 5	410
Sedan, 2 Dr. 5	385
Tour. Sedan TK, 2 Dr. 5	385
Business Coupe 2	375
Sport Coupe 2-4	385
Cabriolet 2-4	415
1936—Series 8-8BA—Deluxe Silver Streak—Serial Nos. 8BA-1001 and up—Motor Nos. 8-44001 and up:	
Sedan, 4 Dr. 5	385
Tour. Sedan TK, 4 Dr. 5	395
Coach Sedan, 2 Dr. 5	370
Tour. Sedan TK, 2 Dr. 5	380
Business Coupe 2	365
Sport Coupe 2-4	375
Cabriolet 2-4	400
1935—Series 6-701 Standard—Serial Nos. 6AB-1001 and up—Motor Nos. 6-1001 and up:	
Sedan, 4 Dr. 5	279
Tour. Sedan TK, 4 Dr. 5	289
Sedan, 2 Dr. 5	264
Tour. Sedan TK, 2 Dr. 5	274
Business Coupe 2	264
1935—Series 6-701—Deluxe—Serial Nos. 6AA-1001 and up—Motor Nos. 6-1001 and up:	
Sedan, 4 Dr. 5	284
Tour. Sedan TK, 4 Dr. 5	294

(21) PONTIAC—continued

Model, serial number, body, type and passenger capacity	*Base price*
1935—Series 6-701—Deluxe—Con.	
Sedan, 2 Dr. 5	$269
Tour. Sedan, 2 Dr. 5	274
Business Coupe 2	264
Sport Coupe (Rumble) 2-4	274
Cabriolet (Rumble) 2-4	279
1935—Series 8-605—Straight Eight—Serial Nos. 8 AA-1001 and up, Motor Nos. 8-1001 and up:	
Sedan, 4 Dr. 5	269
Tour. Sedan TK, 4 Dr. 5	274
Sedan, 2 Dr. 5	264
Tour. Sedan TK, 2 Dr. 5	274
Business Coupe 2	259
Sport Coupe (Rumble) 2-4	259
Cabriolet (Rumble) 2-4	269

(22) STUDEBAKER

1942—Series 6-4G—Champion—Serial Nos. G-165501 to 192583, G-821001 to 823645—Motor Nos. 186301 to 216050:	
Custom:	
Coupe 3	1,079
Double-Dater Coupe 5	1,099
Club Sedan, 2 Dr. 5	1,114
Cruising Sedan 5	1,139
Delux style:	
Coupe 3	1,119
Double-Dater Coupe 5	1,139
Club Sedan, 2 Dr. 5	1,144
Cruising Sedan 5	1,179
1942—Series 6-12A—Commander—Serial Nos. 4216501 to 4232293, 4316601 to 4318305—Motor Nos. H-164301 to 181812:	
Custom:	
Sedan Coupe 6	1,394
Cruising Sedan 6	1,424
Land Cruiser 6	1,459
Delux style:	
Sedan Coupe 6	1,449
Cruising Sedan 6	1,469
Land Cruiser 6	1,509
Skyway:	
Sedan Coupe 6	1,474
Cruising Sedan 6	1,509
Land Cruiser 6	1,539
1942—Series 8-8C—President—Serial Nos. 7145501 to 7148659, 7804601 to 7804943—Motor Nos. B-52101 to 55608:	
Custom:	
Sedan Coupe 6	1,539
Cruising Sedan 6	1,559
Land Cruiser 6	1,594
Delux style:	
Sedan Coupe 6	1,589
Cruising Sedan 6	1,609
Land Cruiser 6	1,639
Skyway:	
Sedan Coupe 6	1,624
Cruising Sedan 6	1,639
Land Cruiser 6	1,729
1941—Series 6-3G—Champion—Serial Nos. G-90101 to 165400, G-811201 to 820902—Motor Nos. 101201 to 186259:	
Custom:	
Coupe 3	942
Opera Coupe 5	957
Club Sedan, 2 Dr. 5	977
Cruising Sedan 5	1,007
Double-Dater Coupe 5	987
Custom Deluxe:	
Coupe 3	957
Opera Coupe 5	997
Club Sedan, 2 Dr. 5	1,002
Cruising Sedan 5	997
Double-Dater Coupe	997
Delux-Tone:	
Coupe 3	962
Opera Coupe 5	1,028
Club Sedan, 2 Dr. 5	1,023
Cruising Sedan 5	1,047
Double-Dater Coupe	1,028

(22) STUDEBAKER—continued

Model, serial number, body type and passenger capacity	*Base price*
1941—Series 6-11A—Commander—Serial Nos. 4178801 to 4216180, 4811901 to 4816518—Motor Nos. H-122201 to 164222:	
Custom:	
Sedan Coupe 6	$1,188
Cruising Sedan 6	1,213
Land Cruiser 6	1,243
Delux-Tone:	
Cruising Sedan 6	1,258
Land Cruiser 6	1,288
Skyway:	
Sedan Coupe 6	1,263
Cruising Sedan 6	1,278
Land Cruiser 6	1,298
1941—Series 8-7C—President—Serial Nos. 7139101 to 7145407, 7803901 to 7804592—Motor Nos. B-43001 to 52012:	
Custom:	
Cruising Sedan 6	1,288
Land Cruiser 6	1,323
Deluxe-Tone:	
Cruising Sedan 6	1,353
Land Cruiser 6	1,373
Skyway:	
Sedan Coupe 6	1,353
Cruising Sedan 6	1,368
Land Cruiser 6	1,388
1940—Series 6-2G—Champion—Serial Nos. G-30501 to 90069, G-803701 to 811191—Motor Nos. 34101 to 101169:	
Custom:	
Coupe 3	757
Opera Coupe 5	787
Club Sedan, 2 Dr. 5	787
Cruising Sedan 5	822
Deluxe:	
Coupe 3	772
Opera Coupe 5	812
Club Sedan, 2 Dr. 5	812
Cruising Sedan 5	837
Custom Deluxe:	
Coupe	787
Opera Coupe	817
Club Sedan	822
Cruising Sedan	847
Champion Deluxe-Tone:	
Coupe 3	802
Opera Coupe	827
Club Sedan	832
Cruising Sedan	862
1940—Series 6-10A—Commander—Serial Nos. 4148501 to 4178797, 4807601 to 4811895—Motor Nos. H-87601 to 122190:	
Custom:	
Coupe 3	932
Club Sedan, 2 Dr. 6	957
Cruising Sedan 6	987
Deluxe-Tone:	
Coupe 3	972
Club Sedan	997
Cruising Sedan	1,022
1940—Series 8-6C—President—Serial Nos. 7133101 to 7139058, 7803301 to 7803885—Motor Nos. B-38501 to 44999:	
Coupe 3	962
Club Sedan, 2 Dr. 6	987
Cruising Sedan 6	1,022
Deluxe-Tone	
Coupe 3	1,002
Club Sedan	1,027
Cruising Sedan	1,057
1939—Series 6-G—Champion—Serial Nos. G-001 to 30400, G-800001 to 803600—Motor Nos. 001 to 34100:	
Custom:	
Coupe 3	647
Club Sedan 6	672
Cruising Sedan 6	682

(22) STUDEBAKER—continued

Model, serial number, body type and passenger capacity	*Base price*
1939—Series 6-6—Champion—con.	
Deluxe:	
Coupe 3	$657
Club Sedan 6	677
Cruising Sedan 6	692
1939—Series 6-9A—Commander—Serial Nos. 4110001 to 4148500, 4802301 to 4807600—Motor Nos. H-42501 to 87550:	
Business Coupe 3	747
Custom Coupe 3	772
Club Sedan 6	782
Cruising Sedan 6	797
Conv. Sedan 6	857
1939—Series 8-5C—State President—Serial Nos. 712501 to 7133050, 7802501 to 7803250—Motor Nos. B-30201 to 38500:	
Custom Coupe 3	749
Club Sedan 6	779
Cruising Sedan 6	784
Conv. Sedan 6	889
1938—Series 6-7A—Commander—Serial Nos. 5582001 to 5599140, 5857501 to 5859614—Motor Nos. H-101 to 42253:	
Business Coupe 3	593
Custom Coupe 3	603
Club Sedan 6	618
Cruising Sedan 6	633
Conv. Sedan 6	663
1938—Series 6-8A—State Commander—Serial Nos. 4030001 to 4109817, 4800001 to 4802235—Motor Nos. H-101 to 42253:	
Custom Coupe 3	613
Club Sedan 6	633
Cruising Sedan 6	643
Conv. Sedan 6	678
1938—Series 8-4C—State President—Serial Nos. 7120101 to 7125062, 7801801 to 7802311—Motor Nos. B-24601 to 30090:	
Coupe 3	588
Club Sedan 6	603
Cruising Sedan 6	618
Conv. Sedan 6	688
1937—Series 6-5A—Dictator Six—Serial Nos. 5536001 to 5581500, 5852201 to 5857400—Motor Nos. B-112001 to 201637:	
Business Coupe 3	448
Custom Coupe 3	458
Custom Coupe 5	463
St. Regis Custom Sedan 5	463
St. Regis Cruising Sedan TK 6	473
Custom Sedan 6	483
Cruising Sedan TK 6	483
1937—Series 8-3C—President Eight—Serial Nos. 7111001 to 7119150, 7800801 to 7801750—Motor Nos. B-15501 to 24504:	
Custom Coupe 3	448
Custom Coupe 5	478
St. Regis Custom Sedan 6	488
St. Regis Cruising Sedan TK 6	488
Custom Sedan 6	493
Cruising Sedan TK 6	498
1936—Series 6-3A—Dictator Six—Serial Nos. 5512001 to 5536000, 5850001 to 5852800—Motor Nos. D-63001 and up:	
Business Coupe 3	349
Custom Coupe 3	354
Custom Coupe 5	359
St. Regis Custom Sedan 5	364
St. Regis Cruising Sedan TK 5	369
Custom Sedan 6	374
Cruising Sedan TK 6	374
1936—Series 8-2C—President Eight—Serial Nos. 7104001 to 7111000, 7800001 to 7800800—Motor Nos. B-7901 and up:	
Custom Coupe 3	343
Custom Coupe 5	348

(22) STUDEBAKER—continued

Model, serial number, body type and passenger capacity	*Base price*
1936—Series 8-2C—President Eight—continued.	
St. Regis Custom Sedan 5	$343
St. Regis Cruising Sedan TK 5	353
Custom Sedan 6	363
Cruising Sedan TK 6	378
1935—Series 6-1A—Dictator Six—Serial Nos. 5500001 to 5512000—Motor Nos. D-27501 and up:	
Roadster 3-5	223
Regal Roadster 3-5	228
Coupe 3	233
Regal Coupe 3	238
Coupe 3-5	243
Regal Coupe 3-5	253
St. Regis Sedan 5	238
St. Regis Regular Sedan 5	253
Sedan 6	258
St. Regis Custom Sedan 5	248
Regal Sedan 6	268
Custom Sedan 5	268
Land Cruiser 5	273
Regal Land Cruiser 5	273
1935—Series 6-2A—Dictator Planar—Serial Nos. 5212001 to 5235000—Motor Nos. D-27501 and up:	
Coupe 2	243
Coupe 4	253
Roadster	243
St. Regis Sedan	253
Sedan	268
Land Cruiser	283
Custom	
St. Regis Sedan	263
Sedan	273
Regal	
Coupe 2	248
Coupe 4	263
Roadster	248
St. Regis Sedan	263
Sedan	278
Land Cruiser	283
1935—Series 8—Commander Eight—Serial Nos. 8103001 to 8109000—Motor Nos. C-30501 and up:	
Coupe 3	244
Coupe 3-5	249
Roadster 3-5	234
Land Cruiser 5	269
St. Regis Custom Sedan 5	249
Custom Sedan 6	259
Regal Coupe 3	249
Regal Coupe 3-5	254
Regal Roadster 3-5	244
St. Regis Regal Sedan 5	254
Regal Sedan 6	259
Regal Land Cruiser 5	274
1935—Series 8—President Eight—Serial Nos. 7101001 to 7104000—Motor Nos. B-5501 and up:	
Coupe 3	240
Coupe 3-5	250
Roadster 3-5	235
Land Cruiser 5	265
Custom Sedan 5	255
Custom Berline	270
Regal Coupe 3	245
Regal Coupe 3-5	255
Regal Roadster 3-5	240
Regal Sedan 6	260
Regal Land Cruiser 5	270
Regal Berline 5	270
1942—Series 4—Americar—Serial Nos. 80101 to 92020—Motor Nos. 80301 to 92020:	
Speedway:	
Coupe 2	991
Sedan, 4 Dr. 5	1,046
Deluxe:	
Coupe 2	1,071
Sedan, 4 Dr. 5	1,096
Station Wagon 5	1,266
Plainsman:	
Coupe 2	1,131
Sedan, 4 Dr. 5	1,151

(22) STUDEBAKER—continued

Model, serial number, body type and passenger capacity	*Base price*
1941—Series 4-441—Americar—Serial Nos. 50001 to 80099:	
Speedway:	
Coupe 2	$758
Sedan, 4 Dr. 5	768
Deluxe:	
Coupe 2	788
Sedan, 4 Dr. 5	813
Station Wagon 5	943
Plainsman:	
Coupe 2	833
Sedan, 4 Dr. 5	858
1940—Series 4-440—Serial Nos. 17001 to 49341:	
Speedway:	
Coupe 2	561
Sedan, 4 Dr. 5	601
Deluxe:	
Coupe 2	616
Sedan, 4 Dr. 5	636
Station Wagon 6	695
1939—Series 4-39—Overland—Serial Nos. 39-1001 to 17000:	
Speedway:	
Coupe 2	451
Sedan, 2 Dr. 5	461
Sedan, 4 Dr. 5	471
Deluxe:	
Coupe 2	471
Sedan, 2 Dr. 5	486
Sedan, 4 Dr. 5	491
Speedway Special:	
Coupe 2	461
Sedan, 2 Dr. 5	466
Sedan, 4 Dr. 5	476

(22) STUDEBAKER—continued

Model, serial number, body type and passenger capacity	*Base price*
1939—Series 4-48—Serial Nos. 91751 to 94375:	
Coupe 2	$406
Sedan, 2 Dr. 5	436
Sedan, 4 Dr. 5	451
1939—Series 4-38—Serial Nos. 89001 to 91750:	
Standard:	
Coupe 2	406
Sedan, 2 Dr. 5	426
Sedan, 4 Dr. 5	441
Deluxe:	
Coupe 2	441
Sedan, 2 Dr. 5	451
Sedan, 4 Dr. 5	456
1938—Series 4—Serial Nos. 65001 to 89000:	
Standard Coupe 2	313
Deluxe Coupe 2	323
Clipper Sedan, 2 Dr. 5	318
Standard Sedan 5	328
Deluxe Clipper Sedan, 2 Dr. 5	328
Deluxe Sedan 5	343
Custom Sedan 5	363
1937—Series 4-37—Serial Nos. 1001 to 65000:	
Coupe 2	259
Deluxe Coupe 2	269
Sedan 5	269
Deluxe Sedan 5	274
1936—Series 4-77—Serial Nos. 37001 and up—Serial Nos. 42002 and up:	
Coupe 2	152
Sedan 4	162
Deluxe Sedan 4	167
1935—Series 4-77—Serial Nos. 27001 to 37000:	
Coupe 2	116
Sedan 4	126

TABLE C—ALLOWANCES FOR "IN-BUILT" EQUIPMENT AND RADIOS WHICH MAY BE INCLUDED IN MAXIMUM PRICES

Year and make	Description	Price
(1) 1942 Cadillac	Hydramatic transmission	$100
(2) 1941 Cadillac	Hydramatic transmission	85
(3) 1942 Chrysler	Vacumatic transmission and fluid drive	45
(4) 1941 Chrysler	Vacumatic transmission and fluid drive	35
(5) 1940 Chrysler	Overdrive transmission	25
(6) 1939 Chrysler	Overdrive transmission	20
(7) 1942 Desoto	Simplimatic transmission and overdrive	45
(8) 1941 Desoto	Simplimatic transmission and overdrive	35
(9) 1940 Desoto	Overdrive transmission	25
(10) 1939 Desoto	Overdrive transmission	20
(11) 1942 Dodge	All fluid drive	30
(12) 1941 Dodge	Fluid drive	25
(13) 1942 Hudson	Drivemaster	45
(14) 1942 Hudson	Overdrive transmission	45
(15) 1942 Hudson	Vacumotive drive	15
(16) 1941 Hudson	Overdrive transmission	35
(17) 1941 Hudson	Vacumotive drive	15
(18) 1940 Hudson	Overdrive transmission	25
(19) 1942 Lincoln	Liquamatic drive	85
(20) 1941 Lincoln	Liquamatic drive	65
(21) 1942 Lincoln Zephyr	Liquamatic drive	85
(22) 1941 Lincoln Zephyr	Overdrive transmission	35
(23) 1940 Lincoln Zephyr	Overdrive transmission	25
(24) 1939 Lincoln Zephyr	Overdrive transmission	20
(25) 1942 Mercury	Liquamatic drive	65
(26) 1941 Mercury	Overdrive transmission	35
(27) 1940 Mercury	Overdrive transmission	25
(28) 1939 Mercury	Overdrive transmission	20
(29) 1942 Nash	Overdrive transmission	40
(30) 1941 Nash	Overdrive transmission	30
(31) 1940 Nash	Overdrive transmission	25
(32) 1939 Nash	Overdrive transmission	25
(33) 1942 Oldsmobile	Hydramatic transmission	75
(34) 1941 Oldsmobile	Hydramatic transmission	65
(35) 1940 Oldsmobile	Hydramatic transmission	50
(36) 1939 Oldsmobile	Automatic transmission	25
(37) 1942 Packard	Electromatic clutch and overdrive	50
(38) 1941 Packard	Electromatic clutch and overdrive	45
(39) 1940 Packard	Overdrive transmission	30
(40) 1939 Packard	Overdrive transmission	25
(41) 1942 Studebaker	Overdrive transmission	40
(42) 1941 Studebaker	Overdrive transmission	30
(43) 1940 Studebaker	Overdrive transmission	25
(44) 1939 Studebaker	Overdrive transmission	25
(45) 1942 Willys	Overdrive transmission	35
(46) 1941 Willys	Overdrive transmission	25
(47) All years and makes	Radio	30

This amendment shall become effective as of December 1, 1943.

(56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681)

Issued this 20th day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20257; Filed, December 20, 1943; 5:12 p. m.]

PART 1345—COKE

[MPR 29, Amdt. 1]

BY-PRODUCT AND RETORT GAS COKE

A statement of the considerations involved in the issuance of this amendment, issued simultaneously herewith, has been filed with the Division of the Federal Register.*

Maximum Price Regulation 29 is amended in the following respect:

1. Section 7 (a) is amended to read as follows:

(a) *General provisions.* The maximum delivered price for by-product coke sold for use in a foundry cupola shall be the price per net ton f. o. b. cars at the governing oven plant, as set forth below, plus the lowest established rail transportation charges from that oven plant to the place of delivery. The term "governing oven plant" means that oven plant, the price at which, together with the lowest established rail transportation charge, results in the lowest price at the place of delivery.

Location of oven plant:	*F. o. b. oven plant in cars (per net ton)*
Alabama	$9.60
Chicago, Ill	13.60
Ashland, Ky	11.10
Detroit, Mich	13.85
Kearny, N. J	12.15
Buffalo, N. Y	11.75
Ironton, Ohio	11.10
Painesville, Ohio	11.25
Portsmouth, Ohio	11.10
Erie, Pa*	11.75
Philadelphia, Pa	11.75
Chattanooga, Tenn	10.10
Fairmont, W. Va	10.00
Milwaukee, Wis	13.35

2. Section 7 (b) (2) is amended to read as follows:

(2) *Place of delivery within certain switching districts.* Except as set forth in subparagraph (3) of this paragraph, the maximum delivered prices within the following switching districts shall be:

Switching district:	*Delivered price per net ton*
Chicago, Ill	$13.35
Birmingham and Tarrant, Ala	10.50
St. Louis, Mo. & E. St. Louis, Ill	13.35
Indianapolis, Ind	13.10
Terre Haute, Ind	13.10
Detroit, Mich	13.35
Buffalo, N. Y	12.50
Cincinnati, Ohio	12.85

*Copies may be obtained from the Office of Price Administration.

Switching district—Con.	Delivered price per net ton
Cleveland, Ohio	$12.30
Erie, Pa	12.25
Philadelphia, Pa	12.38
St. Paul and Minneapolis, Minn	15.10

(i) Except that the maximum delivered price to consumers in the Birmingham and Tarrant, Alabama, switching district who qualify under the provisions of the Louisville and Nashville Railroad Company Tariff O. F. P. No. 220-C establishing a furnace raw material freight rate of $0.60 per ton shall be $10.20.

(ii) Except that producers situated in states other than Missouri, Alabama or Tennessee may charge a maximum delivered price of $13.85 to consumers in the St. Louis, Missouri, and E. St. Louis, Illinois, switching district.

3. Section 7 (b) (3) is amended to read as follows:

(3) *Place of delivery within certain switching districts when shipments thereto are from Alabama ovens.* The maximum delivered prices within the following switching districts for by-product coke sold for use in a foundry cupola and shipped from the State of Alabama shall be:

Switching district:	Delivered price per net ton
Chicago, Ill	$13.95
Detroit, Mich	13.55
Indianapolis, Ind	13.55
Cleveland, Ohio	13.50
Chattanooga, Tenn	11.02
Bayonne, N. J	18.06
Williamsburg, Ohio	13.05

4. Section 7 (b) (6) is amended to read as follows:

(6) *Place of delivery within Oklahoma, Nevada, Texas, Arizona, New Mexico or Idaho.* When the place of delivery is located within the States of Oklahoma, Texas, Nevada, Arizona, New Mexico or Idaho, the Alabama and Chattanooga, Tennessee, oven plants shall be considered in determining the "governing oven plant," only when the shipment is made from such oven plants: *Provided, however,* That when the shipment is made from any other oven plant, the maximum price shall not exceed $11.10 per net ton, f. o. b. cars oven plant.

5. Section 7 (b) (10) is amended to read as follows:

(10) *Place of delivery within Holt, Alabama, switching district.* When shipment is made from an oven plant located within the Holt, Alabama, switching district to a place of delivery within the same switching district the maximum delivered price shall be $10.10 per net ton.

6. Section 8 is amended to read as follows:

SEC. 8. *Maximum prices for by-product coke sold for use in a blast furnace*—(a) *Coke shipped from certain points.* The maximum price f. o. b. oven plant, for by-product coke sold for use in a blast furnace and shipped from the following points shall be:

Point of shipment:	Maximum price
Birmingham, Ala	$7.10
Holt, Ala	7.40
Chicago, Ill	9.25
Indianapolis, Ind	8.60
Ashland, Ky	7.10
Detroit, Mich	8.45
St. Paul, Minn	10.85
St. Louis, Mo	9.23
Hamilton, Ohio	8.10
Ironton, Ohio	8.10
Milwaukee, Wis	9.15

(b) *Coke shipped from all other points.* The maximum price, f. o. b. oven plant, for by-product coke sold for use in a blast furnace and shipped from points other than those listed in paragraph (a) of this section shall be (1) the weighted average price f. o. b. oven plant charged by the seller for such coke delivered during the first quarter of 1941, plus $.75 per net ton; or, (2) if the seller delivered no such coke during the first quarter of 1941, the price established by the Office of Price Administration after application by such person upon OPA Form 129:2. In establishing any such price, the Office of Price Administration shall give consideration to the weighted average prices charged by the applicant, its competitors, or persons situated in substantially similar circumstances for comparable grades of coke during the first quarter of 1941 and other relevant factors: *Provided, however,* That this paragraph (b) shall not apply to sales or shipments made after October 1, 1941 from oven plants located in the Mid-West at a price less than $7.10 per net ton or to sales or shipments made after October 1, 1941 from other plants at a price less than $6.00 per net ton.

7. Section 9 (b) is amended to read as follows:

(b) *Additions to the maximum price for certain coke.* In the case of a sale of by-product or retort gas coke produced in the Mid-West, a producer or distributor may add to the maximum price determined in accordance with subparagraph (1), (2) or (3) of paragraph (a) of this section a sum not to exceed $1.10 per net ton.

This Amendment No. 1 shall become effective December 20, 1943.

(Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681)

Issued this 20th day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20240; Filed, December 20, 1943; 4:56 p. m.]

PART 1345—COKE

[MPR 77, Amdt. 1]

BEEHIVE OVEN COKE

A statement of the considerations involved in the issuance of this amendment, issued simultaneously herewith, has been filed with the Division of the Federal Register.*

Maximum Price Regulation No. 77 is amended in the following respect:

1. Section 7 (a) is amended to read as follows:

(a) *Maximum prices.* (1) The maximum delivered price for beehive oven furnace coke produced in the Connellsville District in hand-drawn ovens and for which the total coal supply is necessarily trucked from the mine to the ovens shall be $7.75 per net ton, f. o. b. cars ovens, plus the transportation charges from Connellsville, Pennsylvania, to the place of delivery as customarily computed: *Provided,* That any seller of such coke shall have filed with the Office of Price Administration an affidavit stating the name, ownership, and average monthly production of the operation, the number of ovens operated, whether part or all of the ovens are hand-drawn, and the distance and place from which the coal is trucked.

(2) The maximum delivered price for all other beehive oven furnace coke produced in the Connellsville District shall be $7.00 per net ton, f. o. b. cars ovens, plus the transportation charges from Connellsville, Pennsylvania, to the place of delivery as customarily computed.

This Amendment No. 1 shall be effective as of November 29, 1943.

(Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681)

Issued this 20th day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20241; Filed, December 20, 1943; 4:57 p. m.]

PART 1315—RUBBER AND PRODUCTS AND MATERIALS OF WHICH RUBBER IS A COMPONENT

[RO 1E,[1] Amdt. 4]

MILEAGE RATIONING: TIRE REGULATIONS FOR THE TERRITORY OF HAWAII

A rationale accompanying this amendment, issued simultaneously herewith, has been filed with the Division of the Federal Register.*

Ration Order 1E is amended in the following respects:

1. In section 2.1, the definition of "Grade I" is changed to read as follows:

"Grade I," as applied to tires, is limited to passenger-type tires and means a new pre-war tire of eighty-five (85) percent level or above, or a new synthetic rubber tire.

2. In section 2.1, the definition of "Grade III" is changed to read as follows:

"Grade III," as applied to tires, is limited to passenger-type tires and

*Copies may be obtained from the Office of Price Administration.

[1] 8 F.R. 12434, 13920, 15378, 15661.

means a new tire manufactured principally from reclaimed rubber as specified by the War Production Board, a new prewar tire below the eighty-five (85) percent level, or a used or recapped tire.

3. The first sentence of section 4.2 (c) (1) (i) is deleted.

This amendment shall become effective December 23, 1943.

(Pub. Law 671, 76th Cong. E.O. 9125, 7 F.R. 2719; WPB Dir. 1, 7 F.R. 562, Supp. Dir. 1-Q, 7 F.R., 9121, General Order No. 48, 8 F.R. 2898)

Issued this 18th day of December 1943.

MELVIN C. ROBBINS,
Territorial Director,
Territory of Hawaii.

Approved:

JAMES P. DAVIS,
Regional Administrator,
Region IX.

[F. R. Doc. 43-20272; Filed, December 21, 1943; 11:51 a. m.]

PART 1341—CANNED AND PRESERVED FOODS

[MPR 207,[1] Amdt. 5]

FROZEN FRUITS, BERRIES AND VEGETABLES

A statement of the considerations involved in the issuance of this amendment has been issued and filed with the Division of the Federal Register.*

Section 1341.209 is amended to read as follows:

§ 1341.209 *Applicability.* This regulation applies in the forty-eight states of the United States and the District of Columbia.

This amendment shall become effective December 28, 1943.

(56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681)

Issued this 21st day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20273; Filed, December 21, 1943; 11:52 a. m.]

PART 1341—CANNED AND PRESERVED FOODS

[MPR 306,[2] Amdt. 21]

CERTAIN PACKED FOOD PRODUCTS

A statement of the considerations involved in the issuance of this amendment, issued simultaneously herewith, has been filed with the Division of the Federal Register.*

Maximum Price Regulation No. 306 is amended in the following respects:

In § 1341.584 (d) (1) Column 6 in the table is amended to read as follows:

COL. 6—REGION II—BUSH BEANS—TIN CONTAINERS

No. 2 can	No. 2½ can	No. 10 can
1.85	2.500	9.25
1.75	2.375	8.75
1.65	2.225	8.25
1.70	2.300	8.50
1.60	2.175	8.00
1.50	2.025	7.50
1.60	2.175	8.00
1.50	2.025	7.50
1.40	1.900	7.00
1.50	2.025	7.50
1.45	1.975	7.25
1.40	1.900	7.00
1.40	1.900	7.00
1.35	1.825	6.75
1.30	1.750	6.50
1.40	1.900	7.00
1.35	1.825	6.75
1.30	1.750	6.50
1.65	2.225	8.25
1.55	2.100	7.75
1.45	1.975	7.25
1.55	2.100	7.75
1.45	1.975	7.25
1.35	1.825	6.75
1.45	1.975	7.25
1.40	1.900	7.00
1.35	1.825	6.75
1.35	1.825	6.75
1.30	1.750	6.50
1.25	1.700	6.25
1.35	1.825	6.75
1.30	1.750	6.50
1.25	1.700	6.25

This amendment shall become effective December 28, 1943.

(56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681)

Issued this 21st day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20274; Filed, December 21, 1943; 11:52 a. m.]

PART 1346—BUILDING MATERIALS

[2d Rev. MPR 236]

SPECIAL COMBINATION CONVERSION GRATE UNITS

Revised Maximum Price Regulation No. 236[1] is redesignated Second Revised Maximum Price Regulation No. 236 and is revised and amended to read as follows:

In the judgment of the Price Administrator, it is necessary and proper in order to effectuate the purpose of the Emergency Price Control Act of 1942 as amended, to revise the provisions of Revised Maximum Price Regulation No. 236.

So far as practicable, the Price Administrator has consulted with representatives of the trade and industry which will be affected by this regulation. In the judgment of the Price Administrator the maximum prices established by this regulation are generally fair and equitable and will effectuate the purposes of said act. A statement of the considerations involved in the issuance of this Second Revised Maximum Price Regulation No. 236 has been issued simultaneously herewith and has been filed with the Division of the Federal Register.*

Such specifications and standards as are used in this regulation were, prior to such use, in general use in the trade or industry affected.

§ 1346.151 *Maximum prices for special combination conversion grate units.* Under the authority vested in the Price Administrator for the Emergency Price Control Act of 1942 as amended, and Executive Orders Nos. 9250 and 9328, Second Revised Maximum Price Regulation 236 (Special Combination Conversion Grate Units), which is annexed hereto and made a part hereof, is hereby issued.

AUTHORITY: § 1346.151 issued under 56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681.

SECOND REVISED MAXIMUM PRICE REGULATION NO. 236—SPECIAL COMBINATION CONVERSION GRATE UNITS

ARTICLE I—THE PERSONS AND TRANSACTIONS SUBJECT TO THIS REGULATION; ITS RELATIONSHIP TO OTHER REGULATIONS; GEOGRAPHICAL APPLICABILITY

Sec.

1. Persons subject to this regulation.
2. Transactions covered by this regulation.
3. Relationship of this regulation to other regulations.
4. The matters to which each article in this regulation relates.
5. Geographical applicability.

ARTICLE II—MAXIMUM PRICES FOR THE SALE AND DELIVERY OF SPECIAL COMBINATION CONVERSION GRATE UNITS

6. Prohibitions against sales of special combination conversion grate units at higher than maximum prices.
7. Maximum prices for special combination conversion grate units.
8. Maximum prices for the installation of special combination conversion grate units.

ARTICLE III—MISCELLANEOUS PROVISIONS

9. Petitions for amendment.
10. Adjustable pricing.
11. Federal and state taxes.
12. Penalties.
13. Notification to purchaser of existence of regulation.
14. Licensing.
15. Records and reports.
16. Saving clause.

ARTICLE I—PERSONS AND TRANSACTIONS SUBJECT TO THIS REGULATION; ITS RELATIONSHIP TO OTHER REGULATIONS; GEOGRAPHICAL APPLICABILITY

SECTION 1. *Persons subject to this regulation.* Any person who makes the type or kind of sale or purchase covered by this regulation is subject to the regulation.

"Person" includes an individual, corporation, partnership, association, or any other organized group of persons, or legal successor or representative of any of the foregoing, and includes the United States or any agency thereof, or any other government, or any of its political subdivisions, or any agency of any of the foregoing.

SEC. 2. *Transactions covered by this regulation.* This regulation establishes maximum prices for the sale of special combination conversion grate units used in converting an oil-fired heating boiler or warm air furnace for use of hand-fired

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*Copies may be obtained from the Office of Price Administration.

[1] 7 F.R. 6599, 6831, 8875, 8948; 8 F.R. 2192, 2977.

[2] 8 F.R. 1114, 1313, 2921, 3732, 3853, 4179, 4633, 4840, 6617, 10304, 10558, 10725, 10824, 10986, 11247, 11296, 11806, 12791, 13703.

[1] 7 F.R. 8195, 8944, 9895; 8 F.R. 1681, 5770.

solid fuels, when sold by retailers or installers, either on an installed or uninstalled basis, to the ultimate purchaser; and the sale of installation services only when furnished by a person other than the seller of the unit.

"Special combination conversion grate units" mean the special combination units for which maximum prices are established in section 7 hereof.

"Retailer" means a person who purchases special combination conversion grate units for purposes of resale to ultimate purchasers.

"Installer" means a person who furnishes installation services.

"Ultimate purchaser" means a person who purchases special combination conversion grate units for use rather than resale.

SEC. 3. *Relationship of this regulation to other regulations*—(a) *General Maximum Price Regulation and Maximum Price Regulation No. 188.*[2] Maximum prices for conversion and repair parts defined as "the metal parts necessary to convert an oil-fired heating boiler other than an industrial or marine boiler, and make it ready for use for hand-fired solid fuels", consisting of "grate assemblies and parts", "grate supports", "shaker handles", "ashpit doors and frames", "domestic type poker, ash hoe, and clinker tongs", and "smoke hood with check control", formerly subject to Revised Maximum Price Regulation No. 236, shall on and after the effective date of this Second Revised Maximum Price Regulation No. 236, be subject to the provisions of Maximum Price Regulation No. 188 when sold by manufacturers, and the General Maximum Price Regulation for sales at all other levels of distribution.

(b) *Maximum Price Regulation No. 251.*[3] The provisions of Maximum Price Regulation No. 251 shall not apply to the sale of special combination conversion grate units subject to this Second Revised Maximum Price Regulation No. 236. However, the supply of installation services formerly subject to Revised Maximum Price Regulation No. 236 and not covered by this Second Revised Maximum Price Regulation No. 236, shall, after the effective date of this Second Revised Maximum Price Regulation No. 236, be subject to Maximum Price Regulation No. 251.

(c) *Second Revised Maximum Export Price Regulation.* The maximum price at which a person may export any special combination conversion grate units shall be determined in accordance with the provisions of the Second Revised Maximum Export Price Regulation issued by the Office of Price Administration.[4]

SEC. 4. *The matters to which each article in this regulation relates.* This regulation consists of three articles. Article I relates to the scope of the regulation, Article II establishes maximum prices for special combination conversion grate units and installation services, and Article III contains miscellaneous provisions applicable to all persons and transactions covered by this regulation.

SEC. 5. *Geographical applicability.* This regulation applies in the 48 states of the United States and the District of Columbia.

ARTICLE II—MAXIMUM PRICES FOR THE SALE AND DELIVERY OF SPECIAL COMBINATION CONVERSION GRATE UNITS

SEC. 6. *Prohibitions against sales of special combination conversion grate units at higher than maximum prices.* On and after November 27, 1943, regardless of any contract, lease, or other obligation:

(a) No person shall offer to sell, sell, or deliver and no person shall offer to buy, buy, or receive any special combination conversion grate units at a price higher than the maximum price permitted by this Second Revised Maximum Price Regulation No. 236.

(b) Lower prices than those provided for in this Second Revised Maximum Price Regulation No. 236 may be charged, demanded, paid, or offered.

SEC. 7. *Maximum prices for special combination conversion grate units*—(a) *Installed price.* The maximum prices for the sale of special combination grate units installed by the seller of the units in the purchaser's heating boiler are as follows:

[2] 7 F.R. 5872, 7967, 8943, 8948, 10155; 8 F.R. 537, 1815, 1930, 3105, 3788, 3850, 4140, 4931, 5759, 7107, 8751, 8754, 9836, 10433, 10096, 11037, 12406, 12479, 12806, 12668.

[3] 7 F.R. 8378; 8 F.R. 3623, 9334.

[4] 8 F.R. 4032, 5987, 7662, 9893.

TABLE 1

Trade name of special combination grate	Manufacturer	Type	Size	Installed price	Items included
"Konver-to-Kol"	Albert Lea Foundry Co.	Kit A Kit B	Diameter up to 24", inc. Diameter of 25" to 34", inc.	$24.95 29.95	Hearth base and extensions, if required, Konver-to-Kol grate, necessary hearth cement, clinker tongs, summer service scoop, instruction card for installation and operation, and incidental material to complete installation.
"Convert-O-Grate"	Jersey Oil Heat Co.	Kit A Kit B	Diameter up to 24" inc. Diameter of 25" to 34", inc.	24.95 29.95	Necessary grate bars, bearing blocks and pins, ash removal port frame, port plug and handle, ash hoe, clinker hook, 2 instruction cards (installation and operation) and incidental material to complete installation.
"Stoker"	Stainless Steel Products Co.	A-14 A-22 Type B Type O	Diameter up to 20", inc. Diameter of 22" to 26", inc. Diameter of 27" to 45", inc. Diameter of 21" to 27", inc.	22.95 29.95 37.95 24.95	Hearth base, stoker grate, necessary hearth cement, clinker tongs, ash remover, instruction card for installation and operation, and incidental material to complete installation.
"Blue Coal"	D. L. & W. Coal Co.	Round Round	Diameter up to 21", inc. Diameter of 22" to 25", inc.	44.95 49.95	Supporting ring, necessary grate bars, complete shaker mechanism including either a casting to attach to ash pit front, or a stud in floor, shaker handle, ash pit door (8" x 13") and frame, and incidental material to complete installation.
"Old Company Lehigh"	Lehigh Navigation Coal Co.	Round Round	Diameter up to 21", inc. Diameter of 22" to 25", inc.	44.95 49.95	
"Hudson Coal Co. Grates"	Hudson Coal Co.	Round Round	Diameter up to 21", inc. Diameter of 22" to 25", inc.	44.95 49.95	
Universal Conversion Grates	Hershey Machine & Foundry Co. American Brake Shoe & Foundry Co. Early Foundry Co. Dieters Foundry	Round Round Round Round	Diameter up to 21", inc. Diameter of 22" to 25", inc.	44.95 49.95	
"Hercules"	Sears, Roebuck and Company	Circular Obround	Diameter up to 20", inc. Diameter of 27" to 32", inc.	24.95 29.95	Conversion burner grate, clean-out door and frame, clinker tongs, ash remover, refractory cement, grate spacers, if required, and incidental material to complete installation.
"Standard Universal Conversion Grates."	Standard Utilities Corp.	4 Grate 5 Grate 6 Grate	Diameter up to 21", inc. Diameter of 22" to 25", inc. Diameter of 27" to 32", inc.	[1] 49.95 [1] 54.95 [1] 59.95	Necessary grate bars and grate rests, ash pit door and frame, necessary "bricking in" clips, shaker handle, piece sheet metal 16 gauge 24" x 30" size, necessary angle clip, instruction card for installation and operation, and incidental material to complete installation.

[1] Includes installations made with angle clips only. When fire brick chamber is used, add $9.00 to price.

TABLE 2

Trade name of special combination grate	Manufacturer	Grate area	Size	Items included
Universal rectangular conversion grates.	Lehigh Navigation Coal Co.	2 sq. ft.	12" by 24" 16" by 18" $54.95 24" by 12"	All necessary castings and parts to complete the grate assembly and shaker mechanism, including either a casting to attach to the front of the ash pit base or a stud to fasten into the floor; a separate shaker bar; an ash pit door and frame having a door area of not less than 8" x 12"; all such incidental material as may be necessary to complete the installation; installation and operation instructions.
	Hudson Coal Co.	3 sq. ft.	18" by 24" 24" by 18" $62.95	
	D. L. & W. Coal Co.	4 sq. ft.	16" by 36" 24" by 24" $75.95	
	Hershey Machine & Foundry Co.	5 sq. ft.	20" by 36" 24" by 30" $83.95	
	Early Foundry Co.	6 sq. ft.	24" by 36" 18" by 48" $91.95	
	Dieter's Foundry	7 sq. ft. 8 sq. ft.	28" by 36" 24" by 42" $99.95 24" by 48" $107.95	

(1) Prices listed in Table 2 include installation in dry base boilers. An additional charge of $1.00 per each leg may be added to the appropriate listed price if installed in a wet base boiler.
(2) Grate area shall be the horizontal diameter at the most restricted point, measured not more than 4 inches vertically above the grate.
(3) To price grate areas other than those listed in Table 2, the following rules govern:
(a) Grate areas under 2 square feet are priced as 2 square feet.
(b) Grate areas less than ½ square foot larger than a listed size shall be priced as of the listed size; grate areas ½ square foot or more larger than a listed size shall be priced as of the next larger listed size. For example, if area is 4½ square feet, use the price of 5 square feet; if the area is any size up to but not including 4½ square feet, use the 4 square foot area price.

(b) *Uninstalled maximum price.* The maximum price for the sale of any special combination grate units listed above when sold to an ultimate purchaser on an uninstalled basis shall not exceed the maximum installed price established in paragraph (a) above less the cost of the installation allowance established by the seller in the following manner:

The seller shall establish the installation allowance by securing bona fide quotations from one or more persons performing mechanical installation services (installing conversion grates) located in the area where the seller is conducting its business; then the seller shall subtract the amount of the lowest quotation received from the installed price enumerated in paragraph (a) of this section. The amount remaining after such deduction shall constitute the uninstalled maximum price. The seller shall, upon request of the purchaser, submit the name or names of the persons who have issued quotations for the mechanical installation service.

SEC. 8. *The maximum price for the installation of special combination conversion grate units.* The maximum price for the installation service of special combination conversion grate units when installed by a person other than the seller of the special combination conversion grate units shall not be in excess of the sum computed in the following manner:

(a) Take the number of hours utilized in making the installation (figuring the time on the basis of the practice customarily employed by the installer during March 1942).

(b) Multiply the number of hours utilized by the highest hourly price charged by the installer during the month of March 1942 for the same or similar mechanical service employing the same class of mechanics, or, in the event the installer had no such established hourly price for such service during March 1942, the maximum hourly price of the nearest competitor who pays the same wage rate and employs the same class of mechanics: *Provided,* That the hourly price charged may be adjusted to reflect actual increases in wage rates paid by the installer becoming effective between March 1, 1942, and October 3, 1942, by adding to such March hourly price charged only the actual hourly increase in the wage rate during such period.

ARTICLE III—MISCELLANEOUS PROVISIONS

SEC. 9. *Petitions for amendment.* Any person seeking a modification of any provision of this regulation may file a petition for amendment in accordance with the provisions of Revised Procedural Regulation No. 1. A petition for amendment must propose a change of general applicability in the regulation for the industry as a whole or a substantial portion thereof or a change affecting all sellers in a given area, as distinguished from an application which seeks an individual price adjustment.

SEC. 10. *Adjustable pricing.* Any person may agree to sell at a price which can be increased up to the maximum price in effect at the time of delivery, but no person may, unless authorized by the Office of Price Administration, deliver or agree to deliver at prices to be adjusted upward in accordance with action taken by the Office of Price Administration after delivery. Such authorization may be given when a request for a change in the applicable maximum price is pending, but only if the authorization is necessary to promote distribution or production and if it will not interfere with the purposes of the Emergency Price Control Act of 1942, as amended. The authorization may be given by the Administrator or by any official of the Office of Price Administration having authority to act upon the pending request for a change in price or to give the authorization. The authorization will be given by order, except that it may be given by letter or telegram when the contemplated revision will be the granting of an individual application for adjustment.

SEC. 11. *Federal and State taxes.* There may be added to the maximum price established by this Second Revised Maximum Price Regulation No. 236 the amount of tax levied by any Federal excise tax statute or any State or municipal sales, gross receipts, gross proceeds, or compensating use tax statute or ordinance, under which the tax is measured by gross proceeds or units of sale, if, but only if, (a) such statute or ordinance requires the vendor to state the tax separately from the purchase price paid by the purchaser, consumer, or user, on the bill, sales check, or evidence of sale, at the time of the transaction; or (b) such statute or ordinance requires such tax to be separately paid by the purchaser, consumer, or user with tokens or other media of State or municipal tax payment; or (c) such a statute or ordinance permits the vendor to state such tax separately, and such tax is in fact stated separately, by the vendor. The amount of tax permitted to be added by this paragraph shall in no event exceed that paid by the purchaser, consumer, or user.

SEC. 12. *Penalties.* (a) Persons violating any provisions of this regulation are subject to the criminal penalties, civil enforcement actions, license suspension proceedings, and suits for treble damages provided for by the Emergency Price Control Act of 1942, as amended, and Executive Order No. 9250.

(b) No war procurement agency, nor any contracting or paying finance officer thereof, shall be subject to any liability, civil or criminal imposed by this regulation or the Emergency Price Control Act of 1942, as amended, and Executive Order No. 9250.

SEC. 13. *Notification to purchaser of existence of regulation.* Every person making sales subject to this Second Revised Maximum Price Regulation No. 236 shall, before entering into a contract or making a sale subject thereto, notify the purchaser of the existence of the regulation and, upon request of the purchaser, make available a copy of it at the seller's principal place of business and at each of his branch offices for examination by the purchaser.

SEC. 14. *Licensing.* The provisions of Licensing Order No. 1,[5] licensing all persons who make sales under price control, are applicable to all sellers subject to this regulation. A seller's license may be suspended for violations of the license or of one or more maximum price regulations. A person whose license is suspended may

[5] 8 F.R. 13240.

not, during the period of suspension, make any sale for which his license has been suspended.

SEC. 15. *Records and reports*—(a) *Records.* (1) Every person making sales or deliveries subject to this regulation must give to the purchaser, and keep copies of sales slips or invoices containing the name of each special combination conversion grate unit sold, including the date of sale, the name and address of the purchaser, and the purchase price, together with a notation as to whether the grate was sold installed or uninstalled.

(2) Every person making sales of installation services only for special combination conversion grate units must give to the purchaser and keep copies of itemized sales slips or invoices showing the actual number of hours employed for completion of the conversion, the rate charged per hour, the type and serial number of unit converted, and the total price charged.

SEC. 16. *Saving clause.* The provisions of Supplementary Order No. 40,[6] Effect of Repeal, Revocation, Amendment or other Modification of Price Regulations, are hereby incorporated into and made a part of this regulation.

Supplementary Order No. 40 provides that the repeal, revocation, amendment or other modification of a price regulation or any part thereof shall not have the effect to release or extinguish any penalty or liability incurred under such price regulation unless otherwise expressly provided but such price regulation or part thereof shall be treated as remaining in force for the purpose of allowing or sustaining any proper suit, action, prosecution, or proceeding with respect to such penalty or liability.

SEC. 17. *Other definitions.* Unless the context otherwise requires, the definitions set forth in section 302 of the Emergency Price Control Act of 1942, as amended, shall apply to any other terms not specifically defined herein.

This revised regulation shall become effective as of the 27th day of November 1943.

NOTE: The reporting requirements of this regulation have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

Issued this 21st day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20275; Filed, December 21, 1943; 11:53 a. m.]

PART 1351—FOOD AND FOOD PRODUCTS

[MPR 53,[1] Amdt. 10]

FATS AND OILS

A statement of the considerations involved in the issuance of this amendment, issued simultaneously herewith, has been filed with the Division of the Federal Register.*

1. Section 3.1 (b) is amended by inserting after the word "stearine" and before the word "delivered", the phrase "produced from cottonseed obtained from the 1942-1943 cotton crop,".

2. A new section 3.1 (c) is added to read as follows:

(c) Refined cottonseed oil and bleachable cottonseed oil stearine produced from cottonseed obtained from the 1943-1944 cotton crop, delivered in tankcars, as follows:

[Cents per pound]

	Bleachable cottonseed oil stearine	Bleachable prime summer yellow oil	Refined bleached and undeodorized oil	Refined deodorized and unbleached oil	Cooking or deodorized white bleached summer oil	Salad or winterized oil	Hydrogenated or margarine oil	High titre hydrogenated oil
Albany, N. Y.	14.11	14.38	14.60	14.69	14.75	15.15	15.45	15.50
Atlanta, Ga.	13.73	13.98	14.12	14.21	14.37	14.77	15.07	15.12
Baltimore, Md.	14.02	14.27	14.41	14.50	14.66	15.06	15.36	15.41
Boston, Mass.	14.10	14.35	14.49	14.58	14.74	15.14	15.44	15.49
Buffalo, N. Y.	14.14	14.39	14.53	14.62	14.78	15.18	15.48	15.53
Charlotte, N. C.	13.85	14.10	14.24	14.33	14.49	14.89	15.19	15.24
Chattanooga, Tenn.	13.99	14.15	14.29	14.38	14.54	14.94	15.24	15.29
Chicago, Ill.	13.99	14.24	14.38	14.47	14.63	15.03	15.33	15.38
Cincinnati, Ohio	13.99	14.24	14.38	14.47	14.63	15.03	15.33	15.38
Columbus, Ohio	14.04	14.29	14.43	14.52	14.68	15.08	15.38	15.43
Cudahy, Wis.	14.01	14.26	14.40	14.49	14.65	15.05	15.35	15.40
Dallas, Tex.	13.78	13.83	13.97	14.06	14.22	14.62	14.92	14.97
Denison, Tex.	13.82	13.87	14.01	14.10	14.26	14.66	14.96	15.01
Denver, Colo.	14.04	14.29	14.43	14.52	14.68	15.08	15.38	15.43
El Paso, Tex.	13.91	14.16	14.30	14.39	14.55	14.95	15.25	15.30
Fort Worth, Tex.	13.69	13.85	13.99	14.08	14.24	14.64	14.94	14.99
Houston, Tex.	13.64	13.89	14.03	14.12	14.28	14.68	14.98	15.03
Indianapolis, Ind.	13.99	14.24	14.38	14.44	14.60	15.00	15.30	15.35
Jacksonville, Fla.	13.83	14.08	14.22	14.31	14.47	14.87	15.17	15.22
Kansas City, Mo.	13.85	14.10	14.24	14.33	14.49	14.89	15.19	15.24
Los Angeles, Calif.	14.20	14.51	14.65	14.74	14.90	15.30	15.60	15.65
Louisville, Ky.	13.95	14.20	14.24	14.43	14.59	14.99	15.29	15.34
Macon, Ga.	13.73	13.98	14.12	14.21	14.37	14.77	15.07	15.12
Memphis, Tenn.	13.75	14.00	14.14	14.23	14.39	14.79	15.09	15.14
New Orleans, La.	13.82	14.07	14.21	14.30	14.46	14.86	15.16	15.21
New York, N. Y.	14.06	14.31	14.45	14.54	14.70	15.10	15.40	15.45
Oklahoma City, Okla.	13.73	13.98	14.12	14.21	14.37	14.77	15.07	15.12
Philadelphia, Pa.	14.04	14.29	14.43	14.52	14.68	15.08	15.38	15.43
St. Louis, Mo.	13.99	14.15	14.29	14.38	14.54	14.94	15.24	15.29
San Antonio, Tex.	13.64	13.89	14.03	14.12	14.28	14.68	14.98	15.03
San Francisco, Calif.	14.20	14.51	14.65	14.74	14.90	15.30	15.60	15.65
Savannah, Ga.	13.81	14.06	14.20	14.29	14.45	14.85	15.15	15.20
Seattle, Wash.	14.20	14.51	14.65	14.74	14.90	15.30	15.60	15.65
Sherman, Tex.	13.69	13.85	13.99	14.08	14.24	14.64	14.94	14.99
Terre Haute, Ind.	13.94	14.19	14.33	14.42	14.58	14.98	15.28	15.33

(1) The usual or normal differentials, above or below these delivered prices, shall apply to all other destinations.

(2) The usual or normal differentials for grade, above or below these prices for basic grades, shall continue to apply.

(3) The usual or normal differentials for type of container shall continue to apply.

3. Section 3.2 is amended to read as follows:

SEC. 3.2 *Refined cottonseed oil produced from the 1942-1943 cotton crop and sold for industrial use.* When refined cottonseed oil produced from cottonseed obtained from the 1942-1943 cotton crop is sold to be used ultimately for industrial usages and not for edible purposes, the seller may add ½¢ per pound to the maximum prices established for such oil by section 3.1 (b) hereof.

This amendment shall become effective December 28, 1943.

(56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681)

Issued this 21st day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20276; Filed, December 21, 1943; 11:53 a. m.]

PART 1351—FOOD AND FOOD PRODUCTS

[MPR 262,[1] Amdt. 14]

SEASONAL AND MISCELLANEOUS FOOD COMMODITIES

A statement of the considerations involved in the issuance of this amendment has been issued and filed with the Division of the Federal Register.*

The phrases "cherries, whole", "cherries, sliced", "cherries, crushed", and "cherries, maraschino in containers of 28 fluid ounces or larger" are hereby deleted from § 1351.865 (a) (15).

This amendment shall become effective December 28, 1943.

(56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681)

Issued this 21st day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20277; Filed, December 21, 1943; 11:51 a. m.]

PART 1360—MOTOR VEHICLES AND MOTOR VEHICLE EQUIPMENT

[RO 2A,[1] Amdt. 26]

NEW PASSENGER AUTOMOBILES

A rationale accompanying this amendment, issued simultaneously herewith,

[1] 8 F.R. 10727, 11150, 11508, 11296, 11739, 12022, 12542, 12559, 12873, 15523, 15670.

[6] 8 F.R. 4325.

*Copies may be obtained from the Office of Price Administration.

[1] 7 F.R. 9244, 10844; 8 F.R. 262, 273, 437, 973, 2235, 5164, 9201, 10363, 11040, 11447, 14935, 15935.

has been filed with the Division of the Federal Register.*

Ration Order 2A is amended by the addition of a new § 1360.375 to read as follows:

§ 1360.375 *Eligibility, applications and certificates for obtaining automobiles having a list price of $1250 or more, or transferred to a consumer prior to March 2, 1942.* (a) This section is applicable in the Territory of Puerto Rico and describes those persons who are eligible to acquire any "new passenger automobile" which has a list price of $1250 or more according to OPA Revised Price Schedule No. 85 or any of its amendments, or any new passenger automobile which was transferred to a consumer prior to March 2, 1942. This section does not permit the issuance of a certificate for any other passenger automobile. A certificate may be issued to a person regularly engaged in a gainful occupation or to a person engaged in work which contributes to the war effort or to the public welfare. The certificate may not be issued unless it is established that the applicant has satisfied the need provisions of § 1360.371 and that the automobile will be used at least three days a week for travel related to the applicant's occupation or work.

(b) Application for a certificate shall be made on OPA Form R-213; in answer to paragraph 6 (b) of this form, besides stating facts supporting his claim to eligibility classification, the applicant shall:

(1) State whether he wishes to acquire a 1942 model passenger automobile having a list price under Revised Price Schedule No. 85 of $1250.00 or more, or a 1942 model passenger automobile which was transferred prior to March 2, 1942;

(2) Identify the particular automobile he proposes to acquire, giving make, model, serial number, body type, engine number; and

(3) Present to the Board a signed statement from the seller certifying the price of the particular automobile under Revised Price Schedule No. 85; or present to the Board a signed statement from the seller certifying that the particular automobile was transferred prior to March 2, 1942.

(c) Upon being satisfied that the applicant is eligible under this section, and has established his need under the applicable provisions of § 1360.371, the Board shall issue a certificate on OPA Form R-202. Prior to issuing a certificate, the Board shall strike out the words "Purchased on or Before January 1, 1942" from the title of the certificate. The Board shall then fill in the necessary information required on the certificate and in answer to Question 8 shall insert the following: "Any 1942 model passenger automobile which has a Revised Price Schedule No. 85 price of $1250.00 or more, or a 1942 model passenger automobile which was transferred prior to March 2, 1942." A certificate issued under this section may not be used to acquire any other passenger automobile.

(d) No certificate issued under this section shall be charged against the quota of the issuing Board.

This amendment shall become effective December 22, 1943.

(Pub. Law 421, 77th Cong., W.P.B. Directive No. 1, Supp. Dir. No. 1A; 7 F.R. 562, 698, 1493)

Issued this 17th day of December 1943.

JORGE L. CORDOVA,
Territorial Director,
Territory of Puerto Rico.

Approved:

JAMES P. DAVIS,
Regional Administrator,
Region IX.

[F. R. Doc. 43-20278; Filed, December 21, 1943; 11:51 a. m.]

*Copies may be obtained from the Office of Price Administration.

[1] 7 F.R. 1542.

PART 1425—LUMBER DISTRIBUTION

[MPR 467,[1] Amdt. 2]

DISTRIBUTION YARD SALES OF HARDWOOD LUMBER

A statement of the considerations involved in the issuance of this amendment, issued simultaneously herewith, has been filed with the Division of the Federal Register.*

Maximum Price Regulation No. 467 is amended in the following respects:

1. In section 4, paragraph (b) is amended to read as follows:

(b) *How to "build up" the maximum price.* (1) The maximum price f. o. b. yard or delivered within free delivery zone per 1,000 feet of rough, air dried lumber, excepting dunnage (See section 8) and grades 2A and 3A common, 2 and 3 common, 2B and 3B common (See subparagraph (2) below), is the sum of the following items, evened out to the nearest $2.50 per 1,000 feet:

Item I. The basic yard price—figured according to paragraph (c) below ("How to figure the basic yard price").

Item II. A handling charge as follows:

$15.00 on all items up to, but not including, 10/4" in thickness

$25.00 on all items 10/4" or greater in thickness.

Item III. A mark-up on the sum of Items I and II of:

30 percent on sales of 1,000 feet or less;

20 percent on sales of over 1,000 feet and up to 5,000 feet, inclusive;

15 percent on sales of over 5,000 feet and up to 18,000 feet, inclusive;

10 percent on all sales of over 18,000 feet.

NOTE: The size of the sale is determined on the basis of the total amount involved in the transaction, regardless of the size of particular orders or shipments.

(2) The maximum price, f. o. b. yard or delivered within free delivery zone, per 1,000 feet of rough, air-dried lumber, grades 2A and 3A common, 2 and 3 common, 2B and 3B common, is the sum of the following items, evened out to the nearest 25¢ per 1,000 feet:

Item I. The basic yard price figured according to paragraph (c), "How to figure the basic yard price", below.

Item II. A handling charge of $5.00 on all thicknesses.

Item III. A mark-up of 10 percent on the sum of Items I and II on sales of all quantities.

2. In section 4, paragraph (d) is amended by adding the following sentence:

The provisions of this paragraph are not applicable to sales of grades 2A and 3A common, 2 and 3 common, 2B and 3B common lumber. (See sub-paragraph (b) (2) above.)

This amendment shall become effective January 20, 1944.

(56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681)

Issued this 21st day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20279; Filed, December 21, 1943; 11:52 a. m.]

[1] 8 F.R. 12661, 15784.

PART 1499—COMMODITIES AND SERVICES

[SR 15 to GMPR,[1] Amdt. 16]

FOOTWEAR

A statement of the considerations involved in the issuance of this amendment, issued simultaneously herewith, has been filed with the Division of the Federal Register.*

Section 1499.75 (a) (10) is added to read as follows:

(10) *Footwear.* (i) Any manufacturer may apply for adjustment of his maximum price for footwear which, in the judgment of the Administrator, is essential to a standard of living consistent with the prosecution of the war. Such application will be granted if it is found by the Office of Price Administration that:

(*a*) The maximum price for the footwear is low in relation to the maximum prices of competitive manufacturers for the same or similar footwear;

(*b*) The maximum price for the footwear is less than the manufacturer's total costs of manufacturing and selling the footwear; and

(*c*) The entire operations of the manufacturer are being conducted at a loss or will be conducted at a loss within ninety days.

Any adjustment made will establish as the maximum price for the footwear a price equal to the manufacturer's total costs of manufacturing and selling the footwear, but in no case will such adjusted maximum price exceed a price which is in line with the prices generally prevailing in the market for the same or similar footwear.

[1] 7 F.R. 8959, 9819, 10584, 11006; 8 F.R. 1201, 6443, 8614, 9026, 11873, 13255, 13395, 13724, 15197, 16298.

(ii) "Footwear" means any type of outside covering for the human foot, but does not include hosiery, footwear made entirely of wood or footwear in which vulcanization is used in the process of manufacture.

This amendment shall become effective December 21, 1943.

NOTE: All reporting requirements of this amendment have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

(56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681)

Issued this 21st day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20280; Filed, December 21, 1943; 11:51 a. m.]

Chapter IX—War Production Board

Subchapter B—Executive Vice-Chairman

AUTHORITY: Regulations in this subchapter issued under sec. 2 (a), 54 Stat. 676, as amended by 55 Stat. 236 and 56 Stat. 176; E.O. 9024, 7 F.R. 329; E.O. 9125, 7 F.R. 2719; W.P.B. Reg. 1 as amended March 24, 1943, 8 F.R. 3666, 3696; Pri. Reg. 1 as amended May 15, 1943, 8 F.R. 6727.

PART 1010—SUSPENSION ORDERS

[Suspension Order S-439]

EVANS-JANES COMPANY

Sidney W. Janes is trustee for a corporation to be formed and known as Evans-Janes Company, a Michigan corporation, to be engaged in the business of metal stamping.

About August 3, 1942, Sidney W. Janes, as said trustee, began construction and ordered, purchased, and withdrew from inventory materials for construction of an industrial structure at 21100 West Eight-Mile Road, Detroit, Michigan, the construction of which could not have been completed with materials on hand or obtainable without making application for priorities assistance. The estimated cost of the construction was in excess of $5,000, and thus in violation of Conservation Order L-41. Sidney W. Janes knew of the order and was aware of its provisions. The beginning of construction as aforesaid must be deemed a wilful violation of Conservation Order L-41.

This wilful violation of Conservation Order L-41 has diverted scarce material to uses not authorized by the War Production Board. In view of the foregoing, it is hereby ordered, that:

§ 1010.439 *Suspension Order S-439.* (a) Neither Sidney W. Janes, individually or as trustee for Evans-Janes Company, nor his successors or assigns, nor any other person, shall order, purchase, accept delivery of, withdraw from inventory, or in any other manner secure or use material, construction plant or equipment in order to continue or complete construction of the building located at 21100 West Eight-Mile Road, Detroit, Michigan, unless hereafter specifically authorized in writing by the War Production Board.

(b) Nothing contained in this order shall be deemed to relieve Sidney W. Janes, individually, or as trustee for Evans-Janes Company, from any restriction, prohibition, or provision contained in any other order or regulation of the War Production Board.

(c) This order shall take effect on December 20, 1943.

Issued this 13th day of December 1943.

WAR PRODUCTION BOARD,
By J. JOSEPH WHELAN,
Recording Secretary.

[F. R. Doc. 43-20236; Filed, December 20, 1943; 3:16 p. m.]

PART 944—REGULATIONS APPLICABLE TO THE OPERATION OF THE PRIORITIES SYSTEM

[PR 11B as Amended Dec. 23, 1943, Amdt. 1]

Part 944—Priorities Regulation 11B is amended as follows:

(1) Change the word "quarter" to "quarters" in the first sentence of paragraph (d).

(2) Change the period at the end of subparagraph (2) of paragraph (d) to a comma, insert "and" thereafter and add a new subparagraph:

(3) A rating may be extended to get cotton textiles as defined in Order M-317 required for direct or ultimate delivery or for incorporation into any material for ultimate delivery to the Army or Navy of the United States, the Maritime Commission, or the War Shipping Administration.

Issued this 21st day of December 1943.

WAR PRODUCTION BOARD,
By J. JOSEPH WHELAN,
Recording Secretary.

[F. R. Doc. 43-20264; Filed, December 21, 1943; 11:00 a. m.]

PART 3284—BUILDING MATERIALS

[Limitation Order L-236, Schedule IV]

TACKLE BLOCKS

§ 3284.85 *Schedule IV to Limitation Order L-236*—(a) *Definitions.* For the purpose of this schedule:

(1) "Producer" means any person who manufactures, fabricates or assembles tackle blocks, with or without attached fittings.

(2) "Tackle block" means a system of pulleys or sheaves mounted in a portable frame or shell and used for moving objects by means of rope passing over the pulleys or sheaves.

(3) "Attached fittings" means beckets, hooks, shackles, swivels and other similar devices attached in the process of manufacture or assembly as an integral part of the tackle block.

(4) "Marine use" means for use on any commercial tugboat, cargo, combat, commercial fishing, passenger or transport ship or vessel, or for use contiguous to the loading or supplying of said ship or vessel.

(b) *Simplified practices.* On and after January 21, 1944, no producer may manufacture, fabricate or assemble tackle blocks which fail to conform with the sizes, types, styles, grades and other provisions set forth in this schedule.

(c) *Limitations on types or styles.* No producer may manufacture, fabricate or assemble more than one type or style of each tackle block permitted in Tables I through IV. However, he may produce the full range of listed sizes for each permitted type or style which he elects to manufacture, fabricate or assemble.

(d) *Restrictions on metals.* Metals used in the manufacture of tackle blocks and attached fittings may only be ferrous metals, exclusive of stainless steel, except that copper base alloy may be used for bushings and bearings as specified in Tables I through IV.

(e) *Galvanizing.* Galvanizing is permitted on metal blocks for marine use and on metal parts of wood blocks for marine use and when elsewhere specified in Tables I through IV.

(f) *Exceptions.* This schedule does not apply to:

(1) Tackle blocks with a maximum capacity under 200 pounds per pair of single sheave blocks, or tackle blocks with a maximum capacity of over 100 tons per pair of quadruple sheave blocks.

(2) Tackle blocks manufactured, fabricated or assembled in establishments wholly owned and operated by the U. S. Navy.

(3) Tackle blocks specified in the Standard Plan issued by the Bureau of Ships of the U. S. Navy. (This exemption does not apply to tackle blocks specified in plans which are not designated as Standard Plan by the Bureau of Ships.)

(4) Parts manufactured for maintenance or repair of tackle blocks.

(5) Tackle blocks manufactured, fabricated or assembled from parts in the possession of the producer on or before December 21, 1943.

(6) Tackle blocks and attached fittings specially designed and constructed for use in the operation or equipment of life boats.

(7) Snatch blocks specially designed and constructed for use in logging or mining operations.

(8) Conductor stringing snatch blocks.

(9) Chain blocks.

(10) Hay loading and lifting blocks.

(11) Gin blocks.

(12) Skidder blocks.

(13) Skyline carriages or skyline blocks.

(14) Tackle blocks manufactured, fabricated or assembled to fill an order received before December 21, 1943, when such order has been scheduled for any delivery date under the provisions of Scheduling Order M-293.

Issued this 21st day of December 1943.

WAR PRODUCTION BOARD,
By J. JOSEPH WHELAN,
Recording Secretary.

TABLE I—WOOD BLOCKS FOR MANILA ROPE

REGULAR MORTISE, INSIDE IRON STRAPPED

Single, double or triple:

Japanned cast iron sheaves with plain ferrous metal bearings (shell size)—3", 4", 5", 6", 8", 10", 12".

For Marine use only

Single, double or triple:
Cast iron sheaves with steel roller bearings (shell size)—3", 4", 5", 6".
Cast iron sheaves with self-lubricating bronze bushings (shell size)—8", 10", 12".

HEAVY WIDE MORTISE, DOUBLE CROSS BOLTED, INSIDE IRON STRAPPED

Single, double or triple:
Japanned cast iron sheaves with plain ferrous metal bearings (shell size)—6", 7", 8", 10", 12", 14", 16".

For Marine use only

Single, double or triple:
Cast iron or cast steel sheaves with steel roller bearings (shell size)—6", 7".
Cast iron or cast steel sheaves with self-lubricating bronze bushings (shell size)—8", 10", 12", 14", 16".

SNATCH BLOCKS, DOUBLE CROSS BOLTED, INSIDE IRON STRAPPED

May be equipped with drop link or with safety locking device:
Japanned cast iron sheaves with plain ferrous metal bearings (shell size)—6", 8", 10", 12", 14", 16", 18", 20", 22".
Japanned cast iron sheaves with self-lubricating bronze bushings (shell size)—10", 12", 14", 16", 18", 20", 22".

For Marine use only

Cast iron or cast steel sheaves with self-lubricating bronze bushings (shell size)—6", 8", 10", 12", 14", 16", 18", 20", 22".

TABLE II—METAL BLOCKS FOR MANILA ROPE

STEEL SHELL BLOCKS

Single, double or triple (oval design):
Japanned cast iron sheaves with plain ferrous metal bearings (shell size)—4", 6", 8", 10", 12", 14".

For Marine use only

Single, double or triple (oval design):
Cast iron sheaves with self-lubricating bronze bushings (shell size)—4", 6", 8", 10", 12", 14".

STEEL SHELL SNATCH BLOCKS

May be equipped with drop link or with safety locking device:
Japanned cast iron sheaves with plain ferrous metal bearings (shell size)—6", 8", 10", 12", 14", 16".
Japanned cast iron sheaves with self-lubricating bronze bushings (shell size)—12", 14", 16".

For Marine use only

Cast iron sheaves with self-lubricating bronze bushings (shell size)—6", 8", 10", 12", 14", 16".

TABLE III—METAL BLOCKS FOR WIRE ROPE

STANDARD STEEL PLATE BLOCKS

Single, double or triple (diamond design):
Cast iron sheaves with plain ferrous metal bearings (sheave diameter)—6", 8", 10", 12".

For Marine use only

Single, double or triple (diamond design):
Cast iron sheaves with self-lubricating bronze bushings (sheave diameter)—6", 8", 10", 12".

EXTRA HEAVY STEEL PLATE BLOCKS

Single, double or triple (diamond design):
Cast iron sheaves with plain ferrous metal bearings (sheave diameter)—8", 10", 12", 14", 18".
Cast iron sheaves with self-lubricating bronze bushings (sheave diameter)—12", 14", 18".

For Marine use only

Single, double or triple (diamond design):
Cast iron or cast steel sheaves with self-lubricating bronze bushings or pressure lubrication (sheave diameter)—8", 10", 12", 14", 18".

SPECIAL EXTRA HEAVY STEEL PLATE BLOCKS 25 TO 100 TON CAPACITY STEEL PLATE BLOCKS

1 to 6 sheaves (diamond design):
Cast iron or cast steel sheaves with self-lubricating bronze bushings or pressure lubrication (sheave diameter)—14", 16", 18", 20", 22", 24".

EXTRA HEAVY WEIGHTED STEEL PLATE BLOCKS

(Diamond Design) 1 to 6 sheaves, cast iron or cast steel sheaves, Japanned or galvanized. (No specifications.)

STEEL CARGO BLOCKS

Single:
Cast steel sheave with steel roller bearings and pressure lubrication (sheave diameter)—12", 14".

STEEL PLATE SNATCH BLOCKS

May be equipped with drop link or with safety locking device:
Cast iron sheaves with plain ferrous metal bearings (sheave diameter)—6", 8", 10".
Cast iron sheaves with self-lubricating bronze bushings (sheave diameter)—12", 14", 16", 18", 20".

HEAVY DUTY TRUCKING OR HEAVY OIL FIELD SNATCH BLOCKS

Cast steel sheaves with pressure lubrication or self-lubricating bronze bushings (sheave diameter)—6", 8", 10".

MALLEABLE IRON BLOCKS

Single, double or triple (oval design):
Cast iron sheaves with plain ferrous metal bearings (sheave diameter)—10", 12", 14", 16".
Cast steel sheaves with self-lubricating bronze bushings (sheave diameter)—10", 12", 14", 16".

MALLEABLE IRON SNATCH BLOCKS

Equipped with pin type cross head:
Cast iron sheaves with plain ferrous metal bearings (sheave diameter)—6", 8", 10", 12", 14", 16".
Cast iron or cast steel sheaves with self-lubricating bronze bushings (sheave diameter)—12", 14", 16", 18", 20".

TABLE IV—ATTACHED FITTINGS

Attached fittings permitted for manila rope blocks:
Shackle.
Loose side hook.
Loose swivel hook.
Stiff swivel hook.
Loose oblong link.
Swivel eye.
Trip hook.
Becket.

Attached fittings permitted for wire rope blocks:
Shackle.
Loose side hook.
Loose oblong link.
Stiff swivel hook.
Swivel hook in yoke.
Oblong swivel eye.
Drilled swivel eye.
Jaw or yoke (with or without swivel).
Becket.

Galvanizing is permitted on any attached fittings.

[F. R. Doc. 43-20265; Filed, December 21, 1943; 11:00 a. m.]

PART 3285—LUMBER AND LUMBER PRODUCTS

[Conservation Order M-361, Interpretation 1]

The following official interpretation in question and answer form is issued with respect to § 3285.101 (Conservation Order M-361):

1. (Par. (a) (1):)

Q. The order applies to all grades of lumber of the species mentioned, except shingles, lath and cross ties. Does this include as "restricted lumber":

(a) Rough edgings, trims and off-fall produced in a sawmill or planing operation?

(b) Lumber worked to standard patterns such as flooring, car siding or beaded ceiling?

(c) Lumber worked to special patterns or into specialty items, such as interior trim, cut stock for sash and doors, box shook, bed slats or special patterns of siding?

(d) Mouldings, including the 8000 series patterns?

A. (a) Yes. Any product of the log which results from a regular sawmill operation is restricted lumber under the terms of the orders, and a producer must receive authorization to sell or use any material so produced.

(b) Yes. Lumber worked to any standard lumber pattern listed in any standard grading rule book, is considered restricted lumber under the order. A producer may manufacture lumber to any of these standard patterns without authorization, but must receive authorization before making delivery of any such lumber.

(c) No. Lumber worked to any special pattern or into any item other than the standard lumber sizes and patterns is considered under these orders as a fabricated product made from lumber rather than as a regular lumber item.

(d) No. All mouldings, including the standard patterns, are regarded as fabricated products and not lumber, as stated in (c) above.

2. Q. With regard to the items in (c) and (d) above, how will the manufacturer of these specialty items get his lumber?

A. The manufacturer of any of these products, including moulding factories, millwork plants, box factories, or any other cut-up plant, whether a separate concern or operated in connection with a sawmill or a re-manufacturing plant of a producer, will apply on Form WPB-2720 for permission to receive a delivery of restricted lumber, and may then use the lumber in making the products indicated on the application. In granting approval, the administrator sometimes adds further restrictions. The products thus manufactured may be sold to any other person without securing an additional authorization for delivery.

3. Q. Is hardwood flooring "restricted hardwood lumber", or is it a special fabricated product?

A. It is "restricted hardwood lumber". No authorization is required of a producer to get lumber to use in making flooring, but all deliveries of flooring made by producers must be authorized as provided in the order.

4. (Par. (a) (2):)

Q. Does a plant qualify as a "producer" if it buys rough green lumber from sawmills, dries it, sorts and grades it, and then sells the lumber in the rough without planing or otherwise milling it?

A. No. A plant handling rough lumber but not performing any of the operations of processing (such as sawing, planing, aging, etc.) at least 25% of the lumber it gets is not a producer. Such a plant must receive authorization for all restricted deliveries from producers.

5. (Par. (a) (2):)

Q. What is meant by 10,000 feet per average day of eight hours of continuous operation?

A. To determine whether the average was more or less than 10,000 feet, it would be necessary to take the total output during the six months and divide it by the total amount of working days, excluding Sundays and holidays. If, for any reason, the mill did not work for a full eight hours during any working day, adjustments should be made for this fact and conversely, if the mill worked for over eight hours, adjustments should be made for this.

6. (Par. (a) (2):)

Q. What is meant by "currently so produces"?

A. By current, is meant that the average rate of operation must exceed 10,000 feet over a period long enough to exclude daily fluctuations resulting from weather and like temporary factors. However, a mill, which produced over 10,000 feet a day during the season when it was in operation, would be subject to the order even though it was out of operation part of the year and its output averaged over an entire year would be less than 10,000 feet.

7. (Par. (a) (2):)

Q. A mill produces 15,000 feet of restricted lumber per day, and sells 6,000 feet per day in local retail sales in an area where there is no other supplier. The balance of 9,000 feet is shipped in carload quantities to other points. Is this mill exempt from the restrictions of the order, or is the mill a restricted "producer"? And must authorization be required for deliveries of the 9,000 feet shipped out of the local retail area?

A. The mill is a restricted producer and is not exempt from the restrictions of the order, since it produces more than 10,000 feet per day. Authorization will be required for delivery of all lumber shipped out of the local retail area, but not for its local retail distribution.

8. (Par. (a) (2):)

Q. A mill producing more than 10,000 feet per day sells a portion of its production to the local retail trade. There are retail outlets in the area. Can it make these retail sales without certification or authorization?

A. As the area is served by retail yards, the mill may deliver lumber in that area only on certifications or authorizations issued in response to applications submitted on Form WPB-2720.

9. (Par. (a) (2):)

Q. Two mills producing more than 10,000 feet per day each dispose of a portion of the cut to the same retail trade. No other source of supply serves that area. Can they deliver to this retail trade without restriction?

A. As no local retail yard serves the area, they are authorized by the terms of the order to deliver in this area without formal authorizations.

10. (Par. (a) (2):)

Q. A concentration yard processes by sawing, edging, or planing, more than 25% of the total logs and lumber it receives, and disposes of the product as lumber. The quantity handled is less than 10,000 feet a day. Is it a "producer" whose deliveries are restricted?

A. Yes. The exemption for sawmills producing less than 10,000 feet a day does not apply to concentration yards which are not sawmills.

11. (Par. (b):)

Q. If a plant which is a "producer" as defined in the order is owned in common with a distribution yard, box factory, or cut-up plant, are there any restrictions on delivery from one to the other?

A. Yes. No delivery is permitted unless it is either to fill an order certified as described in paragraphs (b) (1) or (b) (2), or the owner applies for and gets permission on Form WPB-2720.

12. (Par. (b) (1), (b) (2):)

Q. Can the certifications in paragraphs (b) (1) or (b) (2) be used to get lumber which will be held for use only for the purposes described in these subparagraphs but for which actual orders have not been obtained?

A. No, for the certification itself says that the lumber is for use on a specific order or contract already entered.

13. (Par. (b) (1), (b) (2):)

Q. Can these (b) (1) or (b) (2) certifications be used to get lumber for a use, covered by one of these subparagraphs, where the order has been promised, but has not, as yet, been placed?

A. No. The order for which the lumber is required must be "already entered."

14. (Par. (b) (2):)

Q. Can a retailer use a (b) (2) certification to get lumber to replace lumber he has already sold?

A. No. The certification can not be used to replace lumber in inventory even when the lumber it replaces was used to fill an order of such a kind that the buyer could have used a certificate to get lumber to fill it. This applies to any purchaser of restricted yellow pine or restricted hardwoods whether he is a retailer, wholesaler, box factory, industrial, et cetera.

15. (Par. (b) (1):)

Q. When a producer has been directed by written orders from the Central Procuring Agency to deliver restricted lumber to a third party, is no further authorization or certification required?

A. None, for according to the provise in paragraph (b) (1) a producer may comply with such directions and no purchase order or contract endorsed with the certification shall be required.

16. (Par. (b) (5):)

Q. Does a purchaser have to submit a separate WPB-2720 application for each order?

A. Any number of orders may be submitted on a single application, provided the delivery will be made by the same producer. For each producer who will make delivery to an applicant, a separate application must be submitted.

17. (Par. (b) (5):)

Q. Can restricted lumber be bought without a priority rating if authority on Form WPB-2720 is received?

A. Yes, provided the producer who will make shipment of the unrated order can do so without interfering with the scheduled deliveries of authorized rated orders which the producer holds.

18. Q. Should preference ratings be applied or extended to orders for restricted lumber if the purchaser is able to do so?

A. Yes. Preference ratings can be used to help get lumber restricted by the order, though a producer may not deliver on an unauthorized order even if it is rated. However, failure to apply or extend a rating to an authorized order may result in delivery being subordinated to subsequent authorized rated orders. Moreover, unrated orders may be rejected even though authorized.

19. Q. What effect should a producer give to ratings applied or extended to orders for restricted lumber?

A. The effect required by the priority regulations, except that he may not make actual delivery until or unless the order is also authorized.

20. (Par. (b) (2):)

Q. Can such government agencies as the Federal Housing Administration obtain lumber on a (b) (2) certification?

A. No, only the agencies or governments specified in paragraphs (b) (1) or (b) (2) of § 944.1 of Priorities Regulation No. 1 and their contractors and sub-contractors. The agencies or governments specified are: United States Army, United States Navy, United States Maritime Commission, War Shipping Administration, Panama Canal, Coast and Geodetic Survey, Coast Guard, Selective Service System, Civil Aeronautics Administration, National Advisory Committee for Aeronautics, Office of Scientific Research and Development, Defense Supplies Corporation, and Metals Reserve Company, and the government of any of the following countries: Belgium, China, Czechoslovakia, Free France, Greece, Iceland, Netherlands, Norway, Poland, Russia, Turkey, United Kingdom, including its dominions, crown colonies, and protectorates, and Yugoslavia. Also, any other agency for delivery on a lend-lease order.

21. Q. Is restricted hardwood lumber for export covered by this order?

A. Yes. All restricted hardwood lumber, specified in M-364, is covered by the order, regardless of whether it is for export or domestic shipment.

22. Q. After January 1, 1944, what is the standing of export permits that have already been granted which are good for one year?

A. The terms of the conservation orders will prevail and any restricted lumber, scheduled for export delivery, is controlled by the orders just as domestic deliveries of restricted lumber are controlled. Deliveries can be made only upon proper certification or by authorization through the use of WPB-2720 application, if the mill making shipment qualifies under the terms of the order as a producer.

23. (Par. (b) (1), (b) (2):)

Q. Can restricted hardwood lumber be shipped to be used as a production material to governments or agencies mentioned in paragraph (b) (1) or (b) (2) of § 944.1 of Priorities Regulations No. 1?

A. Yes, as it is one of the purposes of the M-364 order to channel restricted hardwood lumber into such use; however, the producer must be authorized to make such a shipment either by an authorization issued on a WPB-2720 certificate or by a purchase order that has been endorsed with the certification provided in paragraph (b) (2).

24. (Par. (b) (4):)

Q. Under what conditions can a "producer" dispose of restricted lumber that has been procured from another "producer"?

A. The conditions are the same as if the lumber were produced in the "producer's" own mill.

25. (Par. (b) (5):)

Q. When Form WPB-2720 is required, who should file it?

A. Any person, requiring delivery of restricted lumber, who is not qualified to use the certification in paragraphs (b) (1) and (b) (2). The person making application should be the actual receiver of the lumber and the application should be certified by that person. (This is not specified in the order but results from the fact that wholesalers and jobbers cannot furnish the information called for on WPB-2720).

26. (Par. (b) (5):)

Q. Under what conditions can a third party, such as a wholesaler, sales agency, et cetera, submit a WPB-2720 application for a purchaser?

A. A third party can only submit an application that has been signed by the purchaser who will actually receive the shipment, and which gives the required information about him.

27. (Par. (b) (5):)

Q. Can an application be submitted on a WPB-2720 Form before the order has been placed with a producer?

A. No, as an authorization, issued on WPB-2720 merely authorizes a producer to deliver lumber to fill a specific order. The order must be placed with the producer, who accepts the order subject to an authorization to deliver, before the application is submitted.

28. (Par. (b) (5):)

Q. Does a specific mill have to be named in the application form?

A. Yes, because the order restricts the producer from selling, shipping or delivering any

restricted lumber, except as provided in the order which is by certification or specific WPB-2720 release.

29. (Par. (b) (5):)

Q. Is it necessary for a producer's own box factory, cut-up plant or distribution yard to submit figures in column (d) and section III of the WPB-2720 Form?

A. Yes. This information should be submitted but only as it pertains to the box factory, cut-up plant or distribution yard.

30. (Par. (b). (5):)

Q. Is it important to indicate the uses for which the lumber is required when submitting a WPB-2720 application?

A. Yes, as all critical material must be conserved for uses highly important to the prosecution of the war. Unless the applicant fully describes the uses for which the lumber is required, the importance of his receiving the lumber can not be determined.

31. (Par. (b) (5):)

Q. How is the mill and purchaser notified what action is taken on an application on Form WPB-2720?

A. Form 2720 is sent to the producer marked "approved" or "denied" and is his authorization to deliver. A copy goes to the purchaser.

32. (Par. (b) (5):)

Q. When an authorization has been issued upon a WPB-2720 application and the mill named finds it is unable to fill the order, what should be done?

A. The original authorization can not be transferred from one producer to another. The mill should return its certificate to the Lumber Division and the applicant should do likewise, in order that the record in the applicant's file can be corrected. If the applicant then wishes to place the order with another producer, he will have to submit a new application.

Issued this 21st day of December 1943.

WAR PRODUCTION BOARD,
By J. JOSEPH WHELAN,
Recording Secretary.

[F. R. Doc. 43-20266; Filed, December 21, 1943; 11:17 a. m.]

PART 3285—LUMBER AND LUMBER PRODUCTS

[Conservation Order M-364, Interpretation 1]

NOTE: The text of Interpretation 1 to Conservation Order M-364 is identical to that of Interpretation 1 to Conservation Order M-361, *supra.*

[F. R. Doc. 43-20267; Filed, December 21, 1943; 11:17 a. m.]

PART 3294—IRON AND STEEL PRODUCTION

[General Preference Order M-17, as Amended Dec. 21, 1943]

PIG IRON

Section 3294.66 *General Preference Order M-17* is amended to read as follows:

§ 3294.66 *General Preference Order M-17*—(a) *Definitions.* For the purposes of this order:

(1) "Pig iron" means iron produced by smelting iron ore in a blast furnace, and containing less than 6 percent silicon.

(2) "Producer" means any person producing pig iron.

(b) *Special instructions.* The War Production Board may from time to time issue special instructions with respect to production and delivery of pig iron.

(c) *Appeals.* Any appeal from this order or from any instruction issued hereunder shall be made by filing a letter referring to the particular provision appealed from and stating fully the grounds of the appeal. Consumers of pig iron who are unable to obtain their requirements from suppliers may communicate with the War Production Board.

(d) *Reports.* Effective January 1, 1944, consumers of pig iron are no longer required to file forms WPB-3172 and WPB-3173. However, each producer must continue to file monthly reports with the War Production Board on Form WPB-3174. This reporting requirement has been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

(e) *Communications.* All reports and all communications concerning this order or any instruction issued hereunder shall be addressed to the War Production Board, Washington 25, D. C., Ref. M-17.

(f) *Violations.* Any person who wilfully violates any provision of this order or any instruction issued hereunder, or who in connection therewith wilfully conceals a material fact or furnishes false information to any department or agency of the United States, is guilty of a crime, and upon conviction may be punished by fine or imprisonment. In addition, any such person may be prohibited from making or obtaining further deliveries of or from processing or using material under priority control and may be deprived of priorities assistance.

(g) *Applicability of other orders and regulations.* Transactions in pig iron are also subject to the provisions of all other orders and regulations of the War Production Board, except that whenever such provisions may be inconsistent with any instruction issued hereunder the provisions of such instruction shall be controlling.

This amended order shall become effective February 1, 1944, except that paragraph (d) shall become effective January 1, 1944.

Issued this 21st day of December 1943.

WAR PRODUCTION BOARD,
By J. JOSEPH WHELAN,
Recording Secretary.

[F. R. Doc. 43-20270; Filed, December 21, 1943; 11:40 a. m.]

TITLE 46—SHIPPING

Chapter II—Coast Guard: Inspection and Navigation

Subchapter O—Regulations Applicable to Certain Vessels and Shipping During Emergency

PART 153—BOATS, RAFTS, AND LIFESAVING APPLIANCES: REGULATIONS DURING EMERGENCY

AMENDMENTS TO REGULATIONS AND APPROVAL OF EQUIPMENT

By virtue of the authority vested in me by R.S. 4405, 4417a, 4426, 4488, 4491, as amended, 49 Stat. 1544, 54 Stat. 163-167 (46 U.S.C. 375, 391a, 404, 481, 489, 367, 526-526t), and Executive Order 9083, dated February 28, 1942 (7 F.R. 1609), the following amendments to the inspection and navigation regulations, and approval of miscellaneous items of equipment for the better security of life at sea are prescribed:

Section 153.4a is amended by changing paragraphs (c) (2), (d) (1), (d) (2), and (d) (8), and figures 1 and 2 respectively, to read as follows:

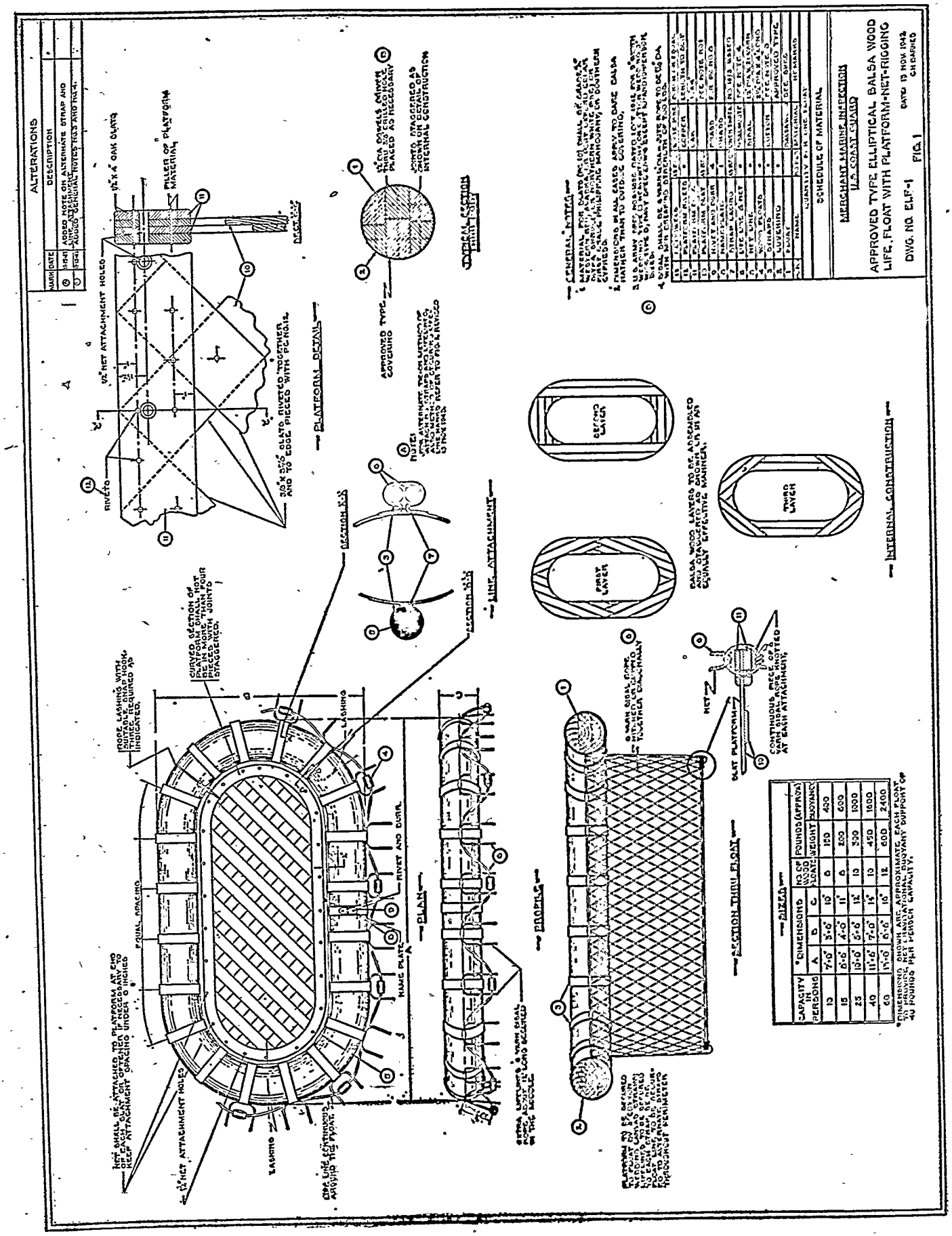
§ 153.4a *Construction of life floats.* * * *

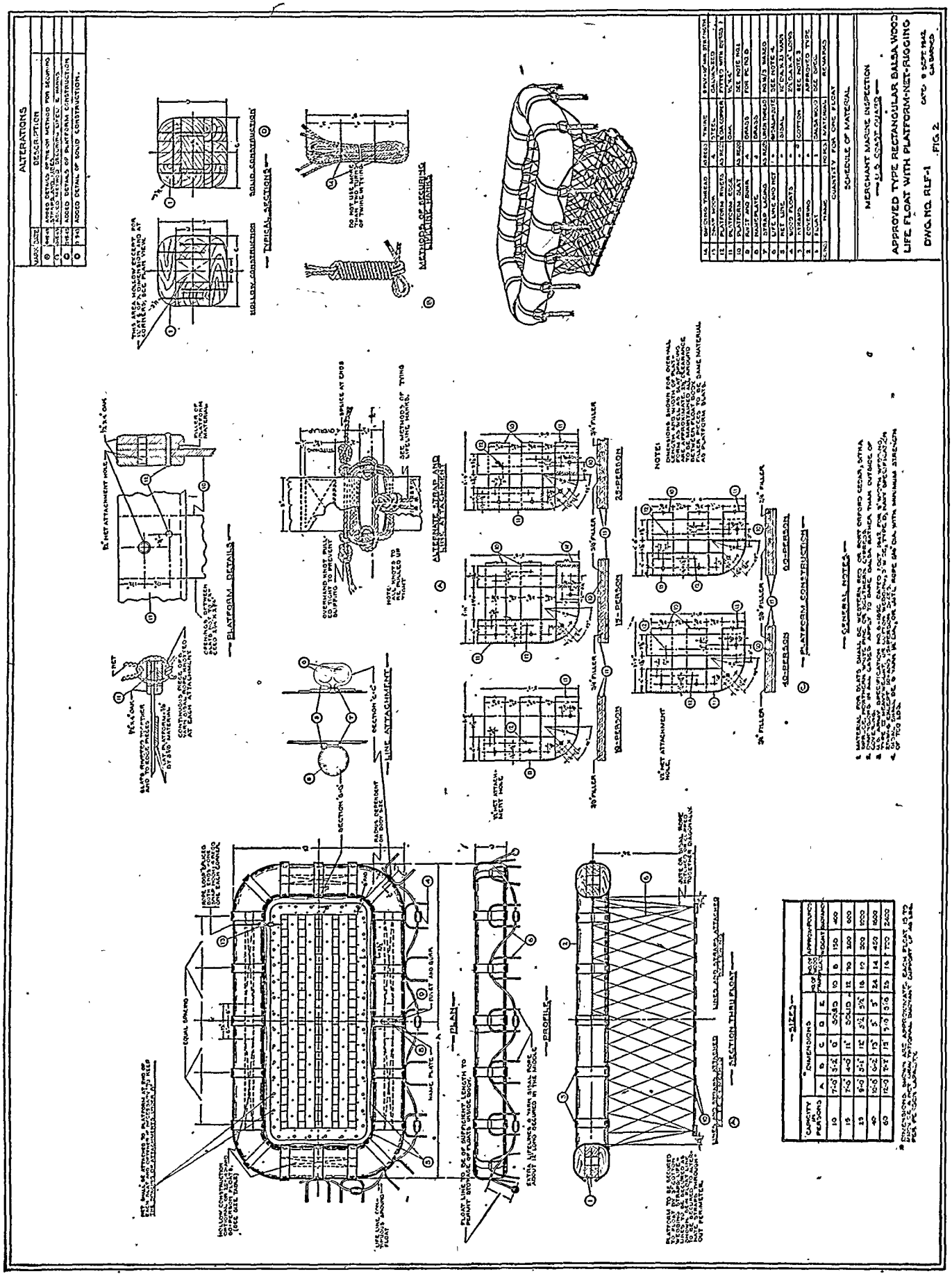
(c) *Factory inspection.* * * *

(2) One float of each size and type manufactured shall be selected at random from each group of approximately 30 completed floats and drop-tested from a height of 60 feet. The first one selected from the first group is to be drop-tested flat, the one selected from the second group is to be drop-tested sidewise, and the one selected from the third group is to be drop-tested endwise, so that out of 90 floats manufactured, 3 floats will have been drop-tested from a height of 60 feet, one flat, one endwise, and one sidewise; after the drop-test, the float shall be subjected to a 2 hour buoyancy test of 40 pounds downward gravitational pull for each person of capacity: *Provided,* That in cases where the volume of production and excellence of workmanship are such that the above number of tests are deemed unnecessary in the opinion of the inspector, one shall be picked at random from each group of 100 completed floats and given a complete series of drop-tests, i. e., sidewise, endwise, and flat as well as the initial 48 hour buoyancy test. One float out of each 100 shall be given this buoyancy test regardless of the number drop-tested.

* * * * *

(d) *Standard type balsa wood life floats*—(1) *Types and capacities.* Balsa wood life floats shall be of the elliptical or rectangular types as illustrated by figure 1 and figure 2, Alteration 1, dated 15 November, 1943, respectively, and shall be furnished in 10-, 15-, 25-, 40-, or 60-person capacities.


ALTERATIONS
MARK DATE DESCRIPTION
PLATFORM DETAIL
SECTION X-X
LINE ATTACHMENT
PLAN
PROFILE
SECTION THRU FLOAT
INTERNAL CONSTRUCTION
FIRST LAYER
SECOND LAYER
THIRD LAYER
SCHEDULE OF MATERIAL
MERCHANT MARINE INSPECTION
U.S. COAST GUARD
APPROVED TYPE ELLIPTICAL BALSA WOOD
LIFE FLOAT WITH PLATFORM-NET-RIGGING
DWG. NO. ELF-1
FIG. 1


ALTERATIONS
DESCRIPTION
APPROVED TYPE RECTANGULAR BALSA WOOD LIFE FLOAT WITH PLATFORM-NET-RIGGING
DWG. NO. RLF-1
FIG. 2
MERCHANT MARINE INSPECTION
U.S. COAST GUARD
SCHEDULE OF MATERIAL
QUANTITY FOR ONE FLOAT
REMARKS
PLATFORM DETAILS
TYPICAL SECTIONS
HOLLOW CONSTRUCTION
SOLID CONSTRUCTION
METHODS OF SECURING LIFELINE HANDLE
ALTERNATE STRAP AND LINE ATTACHMENT
LINE ATTACHMENT
PLATFORM CONSTRUCTION
GENERAL NOTES
PLAN
PROFILE
SECTION THRU FLOAT
SIZES
CAPACITY PERSONS
DIMENSIONS
APPROX. POUNDS

(2) *Balsa wood.* Balsa wood shall be of the genus Ochroma; weight not more than 14 pounds nor less than 8½ pounds per cubic foot when thoroughly dry; thickness, 2 inches and over, to average not less than 2½ inches, with not more than 50 percent of 2 inches thickness admitted; width, 3 inches and over, to average not less than 5 inches; length, 3 feet and over, to average not less than 5 feet, with not more than 40 percent of 3-foot lengths admitted. Pieces less than 2 inches in thickness but not less than 1 inch may be used, provided they are fabricated into blocks complying with the above dimensions prior to their being incorporated in the body construction. In assembling the various pieces, they are to be treated in the same manner as that specified for the gluing of the float body, the requirements for which are covered under paragraph (d) (4) of this section. It shall be sound, square edge, kiln dried to a moisture content not exceeding 12 percent, and shall be free from rot, dote, large or unsound knots, wormholes, and other injurious defects; except that one sound, tight knot, not over 1¼ inches in diameter and 150 scattered pin wormholes or their equivalent, will be allowed in every 5 square feet, surface measure, provided the pin wormholes do not exceed 1/32 inch in diameter and that there shall be no concentrations of more than 40 pin wormholes in any square foot of surface area. Pith which does not exceed 1 inch in diameter and which does not appear on the surface of the piece shall not be considered a defect. Boxed pith less than 1 inch in diameter shall not be considered a defect.

* * * * *

(8) *Covering.* The body shall be covered with a spirally wound covering of No. 10 cotton canvas having a width of 8 inches wrapped in waterproof glue with an overlap of 4 inches on each wrap. The canvas cover shall be given one coat of light gray canvas preservative paint. Alternate methods of covering may be submitted for consideration by the Commandant.

* * * * *

MISCELLANEOUS ITEMS OF EQUIPMENT APPROVED

The following miscellaneous items of equipment for the better security of life at sea are prescribed:

BUOYANT CUSHION

15" x 15" x 2" Typha buoyant cushion (Approval No. B-205), manufactured by Elvin Salow Company, Boston, Mass.

GAS MASK

MSA Model "S" All-Service Gas Mask, for use against carbon monoxide and other toxic industrial gases including ammonia or any other refrigerant (Catalog No. EA-42021) (Bureau of Mines Approval No. 1434; consisting of BM-1434 canister, BM-1403 timer, BM-1403 or BM-1409 harness and BM-1403, BM-1403E, BM-1901, M1901E, or BM-1905A facepiece), manufactured by Mine Safety Appliances Company, Pittsburgh, Pa.

HAND DISTRESS SIGNAL

Red Hand Distress Signal, submitted by the Day and Night Manufacturing Company, Monrovia, Calif.

CHEMICAL HEATING PAD

Raymond chemical heating pad, manufactured by Raymond Laboratories, Inc., St. Paul, Minn.

LIFE PRESERVERS

Adult quilted type kapok life preserver (Dwg. No. 8, dated 9 November, 1943) (For general use and for use with rubber lifesaving suits), Approval No. B-202, manufactured by Grand Novelty Company, Brooklyn, N. Y.

Adult quilted type kapok life preserver (Dwg. No. 1, dated 16 November, 1943) (For general use and for use with rubber lifesaving suits), Approval No. B-203, manufactured by Merit Manufacturing Corporation, Brooklyn, N. Y.

Adult kapok life preserver (Dwg. No. 2, dated 19 November, 1943) (For general use and for use with rubber lifesaving suits), Approval No. B-204, manufactured by Merit Manufacturing Corporation, Brooklyn, N. Y.

Style 20A adult kapok life preserver (Dwg. dated 19 October, 1943 and specification dated 16 November, 1943) (For general use), Approval No. B-206, manufactured by Elvin Salow Co., Boston, Mass.

Style 20B adult kapok life preserver (Dwg. dated 19 October, 1943) (For general use), Approval No. B-207, manufactured by Elvin Salow Company, Boston, Mass.

LIFE RAFT

20-person, improved type life raft (Dwg. Plan, sheet 1 of 4, Job #10207), submitted by Michael Hallward, Inc., Swampscott, Mass.

PORTABLE ELECTRIC MEGAPHONE

Galbraith portable electric megaphone and amplifier unit (Dwg. Nos. E-452, dated 10 August, 1943; E-543, dated 31 August, 1943; and E-454, dated 17 November, 1943), manufactured by C. C. Galbraith & Son, Inc., New York, N. Y.

R. R. WAESCHE,
Commandant.

DECEMBER 16, 1943.

[F. R. Doc. 43-20118; Filed, December 17, 1943; 2:32 p. m.]

Notices

DEPARTMENT OF THE INTERIOR.

Coal Mines Administration.

[Order CMA-9]

R. F. ALLEN, JR., ET AL.

ORDER TERMINATING GOVERNMENT POSSESSION

I have been advised that the coal mines of the mining companies listed in Appendix A have a daily production of less than fifty tons. Based on such advice, and after consideration of all the circumstances, I find that possession by the Government of such mines is not required for the furtherance of the war program.

Accordingly, I order and direct that the possession by the Government of the mines of the mining companies listed in Appendix A, which is attached hereto and made a part hereof, including any and all real and personal property, franchises, rights, facilities, funds, and other assets used in connection with the operation of such mines, be, and they are hereby, terminated and that there be conspicuously displayed at those mining properties copies of a poster to be supplied by the Coal Mines Administration and reading as follows:

NOTICE: Government possession and control of the coal mines of this mining company have been terminated by order of the Secretary of the Interior.

Provided, however, That nothing contained herein shall be deemed to preclude the Government from requiring the submission of information relating to operations during the period of Government possession and control as provided in section 40 of the Regulations for the Operation of Coal Mines under Government Control, as amended (8 F.R. 6655, 10712, 11344), for the purpose of ascertaining the existence and amount of any claims against the United States so that the administration of the provisions of Executive Order No. 9393 (8 F.R. 14877) may be concluded in an orderly manner.

HAROLD L. ICKES,
Secretary of the Interior.

DECEMBER 20, 1943.

APPENDIX A

Name of Mining Company and Address

1. R. F. Allen, Jr., R. F. D., #2, Belle Vernon, Pa.
2. Angelo Andreolli, Box 195, Meadowlands, Pa.
3. J. Harold Arnold, Vanderbilt, Pa.
4. B. J. Coal Company, P. O. Box 1, Terrace Post Office, Homeville, Pa.
5. R. H. Barraclough, 1421 E. Main St., Reynoldsville, Pa.
6. Beccaria Coal Mining Company, Houtzdale, Pa.
7. The Billow Coal Co., R. D. #5, Box 35, Johnstown, Pa.
8. R. W. Boyd, (R. W. Boyd Mine) 407 Central Ave., Canonsburg, Pa.
9. Braznell Fuel Company, Ltd., Grindstone, Pa.
10. Brown Brothers, R. D. #2, Elizabeth, Pa.
11. Campbells Run Coal Company, Rennerdale, Pa.
12. Christie Coal Company, 2724 Fifth Ave., Beaver Falls, Pa.
13. Clarion Coal Company, Clarion, Pa.
14. Coraopolis Coal Corporation, 514 Lydia St., Carnegie, Pa.
15. Crown Coal Company, Freeburg, Illinois.
16. Richard E. Day, R. F. D. #2, Harrisville, Pa.
17. Dixie Coal and Mining Co., Corning, Ohio.
18. Edwards & Freed Coal Company, 357 2d St., N. E., New Philadelphia, Ohio.
19. Fekula Coal Company, Rea, Pa.
20. Gallagher Coal Company, Benezett, Pa.
21. Goose Run Coal Co., c/o J. F. Lawson, Nelsonville, Ohio.
22. J. T. Green, c/o Mrs. J. T. Green, Cotula, Tenn.
23. Harden Coal Company, 33-34 Clark-Keating Building, Cumberland, Md.
24. Holter Coal Company, R. D. #4, Grove City, Pa.
25. Hoyt Coal Company, Clearfield, Pa.
26. Bert Hamilton, R. D. #3, Emlenton, Pa.
27. Herman Block Coal Company, 510 North Main Street, Butler, Pa.
28. Independent Coal Company, Bankers Trust Bldg., Des Moines, Iowa.
29. K. & M. Coal Company, First National Bank Building, Brockway, Pa.
30. Kalbaugh & Son Coal Company, Shaw, West Va.

31. Kaznowski & Kaznowski, Box #4, Ralston, Pa.
32. Kerry & Young, R. D. #1, Harmony, Pa.
33. Willard E. Latchen Coal Company, 810 McKean Ave., Charleroi, Pa.
34. Little Ben Coal Company, 33-34 Clark-Keating Building, Cumberland, Md.
35. McClain Coal Company, Inc., Six Mile Run, Pa.
36. McFetridge Bros. Brick Co. (W. F. McFetridge), Creighton, Pa.
37. The M. P. W. Coal Company, Box 162, Punxsutawney, Pa.
38. George Maney, Karthaus, Pa.
39. John Merena, 741 Main St., Simpson, Pa.
40. Earl & Joseph Michaels, Box 54, Eckhart Mines, Md.
41. Louis Micheli, Administrator, Estate of Pio Micheli, Box 471, Aguilar, Colo.
42. Michaels Coal Co., Surveyor, Pa.
43. Miller Coal Company, R. D. #1, Finleyville, Pa.
44. Steve Mrozek, R. D. #4, Box 33, Uniontown, Pa.
45. New Hope Coal Company, Frostburg, Md.
46. Norman & Guy, Blossburg, Pa.
47. Northern Coal Company, R. D. #1, Colliers, West Va.
48. Fred Raybould, R. F. D. #3, Clearfield, Pa.
49. John B. Rupert, Frank, Pa.
50. Sarver Standard Coal Co., 949 Penn St., Brackenridge, Pa.
51. Schafer Brothers, R. D. #1, Oakdale, Pa.
52. James P. Sloan, 42 Carson St., Uniontown, Pa.
53. Snyder & Hanson Coal Company, Queen Shoals, West Va.
54. The Spud Coal Company, Kyle, West Va.
55. L. C. Thurstin (Thurstin Mining Co.), School St., Curwensville, Pa.
56. J. A. Ticossi Coal Company, R. F. D. #2, Kersey, Pa.
57. E. P. Tosh, R. D. #1, Ligonier, Pa.
58. Francis L. Treasure, 250 Main St., New Kensington, Pa.
59. Vance Coal Corporation, Box O, Wampum, Pa.
60. Victor Hill Coal Company, Coalport, Pa.
61. J. C. Weese Coal Mines, Inc., Box 308, Keyser, W. Va.
62. H. F. Wilson, Box 1110, Monessen, Pa.
63. Ray Wolf & Co., R. D. #1, Smithfield, Pa.
64. Yanity Brothers, R. D. #3, Indiana, Pa.
65. Zion Coal Company, Inc., Henderson, Ky.

[F. R. Doc. 43-20268; Filed, December 21, 1943; 11:35 a. m.]

[Order CMA-11]

BANKSTON CREEK COLLIERIES (SAHARA COAL CO.), ET AL.

ORDER TERMINATING GOVERNMENT POSSESSION AND CONTROL

DECEMBER 20, 1943.

On November 20, 1943, the Coal Producers Association of Illinois and the Progressive Mine Workers of America, District 1, entered into an agreement amending the heretofore existing wage contracts between the parties and, extending the expiration date thereof, as thus amended, to March 31, 1945. On December 3, 1943, the National War Labor Board approved the agreement and authorized the parties to put the adjustments provided therein into effect.

The Producers Association, on behalf of all its member companies, has advised me that the agreement dated November 20 is now in effect at all of their mines; that full productive efficiency has been restored at those mines; and that there are no strikes, lockouts, or threatened strikes at any of those mines, and that none are expected within the life of the agreement. Based on such advice and after consideration of all the circumstances, I find that the possession by the Government of those mines is no longer required for the furtherance of the war program and that in accordance with the provisions of Executive Order No. 9393 (8 F.R. 14877) and the War Labor Disputes Act (Pub. No. 89, 78th Cong., 1st Sess.) such possession should be terminated.

Accordingly, I order and direct that the possession by the Government of any and all of the mines of the mining companies listed in Appendix A, attached hereto and made a part hereof, all of which companies are members of the Coal Producers Association of Illinois, including any and all real and personal property, franchises, rights, facilities, funds, and other assets used in connection with the operation of such mines and the distribution and sale of their products, be, and it is hereby, terminated and that there be conspicuously displayed at the mining property copies of a poster to be supplied by the Coal Mines Administration and reading as follows:

NOTICE: Government possession and control of the coal mines of this mining company have been terminated by order of the Secretary of the Interior.

Provided, however, That nothing contained herein shall be deemed to preclude the Administrator from requiring the submission of information relating to operations during the period of Government possession and control, from November 1, 1943, to the effective date of this order, as provided in section 40 of the Regulations for the Operation of Coal Mines under Government Control, as amended (8 F.R. 6655, 10712, 11344, and 15199), for the purpose of ascertaining the existence and amount of any claims against the United States so that the administration of the provisions of Executive Order No. 9393 (8 F.R. 14877) may be concluded in an orderly manner: *And provided further,* That except as otherwise ordered, the appointments of the Operating Managers for the mines of the companies listed in Appendix A shall continue in effect.

HAROLD L. ICKES,
Secretary of the Interior.

APPENDIX A

Name of Mining Company and Address

Bankston Creek Collieries (Sahara Coal Co.), Chicago, Ill.
Bluebird Coal Co., Chicago, Ill.
Dering Coal Co., Chicago, Ill.
Florida Coal Co., St. Louis, Mo.
Lumaghi Coal Co., St. Louis, Mo.
Midwest-Radiant Corp., St. Louis, Mo.
Mt. Olive & Staunton Coal Co., St. Louis, Mo.
Nokomis Coal Co., Nokomis, Ill.
Panther Creek Mines, Springfield, Ill.
Perry Coal Co., St. Louis, Mo.
St. Louis & O'Fallon Coal Co., St. Louis, Mo.
Superior Coal Co., Chicago, Ill.
Vinegar Hill Coal Co., Lenzburg, Ill.
Wasson Coal Co., Harrisburg, Ill.
Consolidated Coal Co., St. Louis, Mo.
Pyramid Coal Co. (Gundlach Mine), Chicago, Ill.
Thermal Coal Co., Galesburg, Ill.

[F. R. Doc. 43-20269; Filed, December 21, 1943; 11:35 a. m.]

[Order 1888-a]

IMPERIAL COLLIERIES, ET AL.

ORDER FOR TAKING POSSESSION

DECEMBER 20, 1943.

Order No. 1888 (8 F.R. 15199) issued by me on November 1, 1943, taking possession of the coal mines operated by the mining companies enumerated in Appendix A attached thereto, did not take possession of the coal mines of the Imperial Collieries, Lynchburg, Virginia; Pocahontas Corporation, 1 Broadway, New York, New York; and Franklin Coal Mining Company, 806 Protective Life Building, Birmingham, Alabama. The mines of these companies produce more than 50 tons a day, and possession thereof should have been taken by Order No. 1888.

By virtue of the authority vested in me by the President of the United States by Executive Order No. 9393, dated November 1, 1943 (8 F.R. 14877), I take possession of the coal mines of each of the companies named above, including any and all real and personal property, franchises, rights, facilities, funds, and other assets used in connection with the operation of such mines and the distribution and sale of their products.

Order No. 1888 is hereby amended accordingly.

HAROLD L. ICKES,
Secretary of the Interior.

[F. R. Doc. 43-20271; Filed, December 21, 1943; 11:41 a. m.]

FEDERAL POWER COMMISSION.

[Docket No. G-514]

INDIANA UTILITIES CORPORATION

NOTICE OF APPLICATION

DECEMBER 22, 1943.

Notice is hereby given that on December 14, 1943, Indiana Utilities Corporation, an Indiana Corporation having its principal office at Corydon, Indiana, filed with the Federal Power Commission its application for a certificate of public convenience and necessity under section 7 (c) of the Natural Gas Act as amended, requesting authority to acquire and operate the following described properties of the Kentucky Pipe Line Company:

Approximately 40,286 feet of 8-inch transmission lines, extending from the compressor station proposed to be purchased to the North Line of the Ohio River, in Harrison County, Indiana.

Approximately 33,700 feet of gathering lines, as follows: 12,445 ft. of 8" line; 4,155 ft. of 6" line; 10,188 ft. of 4" line; 1,850 ft. of 3" line; 5,062 ft. of 2" line.

Seven producing natural gas wells and two natural gas wells, not now commercial producers, with the equipment therein.

Nine natural gas leases in Harrison County, Indiana.

One and one-half acres of land in Harrison County, Indiana, with building thereon, used as a compressor station.

One Clark gas compressor, 60 horsepower, single cylinder, with appurtenances.

The applicant, upon acquisition of the above described properties from the Kentucky Pipe Line Company, proposes, in connection with its present system, to furnish natural gas for domestic, commercial and industrial purposes to the town of Corydon, Indiana, and the town of Laconia, Indiana, and to customers along its transmission lines in Harrison County, Indiana.

The applicant further proposes to enter into a contract with the Louisville Gas and Electric Company of Louisville, Kentucky, for the purchase of a supply of natural gas to be delivered to it at the North shore of the Ohio River in Harrison County, Indiana, through the Louisville Gas and Electric Company's lines in the State of Kentucky.

Any person desiring to be heard or to make any protest with reference to said application should, on or before January 6, 1944, file with the Federal Power Commission a petition or protest in accordance with the Rules of Practice and Regulations of the Commission.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 43-20262; Filed, December 21, 1943; 11:22 a. m.]

OFFICE OF ALIEN PROPERTY CUSTODIAN.

[Vesting Order 2022]

TAKEO ABE

In re: Claim of Takeo Abe for income tax refund.

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, the undersigned, after investigation, finding:

1. That Takeo Abe is a resident of Japan and is a national of a designated enemy country (Japan);

2. That Takeo Abe is the owner of the property described in subparagraph 3 hereof;

3. That the property described as follows:

All right, title, and interest, of any name or nature whatsoever, of Takeo Abe, in and to a claim for refund of certain income taxes paid under protest by Takeo Abe to the Collector of Internal Revenue, Treasury Department, on October 15, 1941, for the period from January 1, 1941 to October 15, 1941, including but not limited to the right to file, prosecute, enforce and collect such claim,

is property within the United States owned or controlled by a national of a designated enemy country (Japan);

And determining that to the extent that such national is a person not within a designated enemy county, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Japan);

And having made all determinations and taken all action, after appropriate consultation and certification required by law, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the property described in subparagraph 3 hereof, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest, and for the benefit, of the United States.

Such property and any or all of the proceeds thereof shall be held in an appropriate account, or accounts, pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien Property Custodian to return such property or the proceeds thereof in whole or in part, nor shall this order be deemed to indicate that compensation will not be paid in lieu thereof, if and when it should be determined to take any one or all of such actions.

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as may be allowed, file with the Alien Property Custodian on Form APC-1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on August 20, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

[F. R. Doc. 43-20212; Filed, December 20, 1943; 12:03 p. m.]

[Vesting Order 2051]

ITALICO BRASS

In re: A painting of "Saint Cecilia" owned by Italico Brass.

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, the undersigned, after investigation, finding:

1. That the last known address of Italico Brass is 1089 Campo San Trovasco, Venice, Italy, and that he is a resident of Italy and a national of a designated enemy country (Italy);

2. That Italico Brass is the owner of the property described below;

3. That the property described as follows:

The painting "Saint Cecilia" by Bernardo Strozzi, portraying Saint Cecilia with a musical instrument and palm of martyrdom, presently on exhibition at the William Rockhill Nelson Gallery of Art, Kansas City, Missouri,

is property within the United States owned or controlled by a national of a designated enemy country (Italy);

And determining that to the extent that such national is a person not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Italy);

And having made all determinations and taken all action, after appropriate consultation and certification required by law, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the property described in subparagraph 3 hereof, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest, and for the benefit, of the United States.

Such property and any or all of the proceeds thereof shall be held in an appropriate account, or accounts pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien Property Custodian to return such property or the proceeds thereof in whole or in part, nor shall this order be deemed to indicate that compensation will not be paid in lieu thereof, if and when it should be determined to take any one, or all, of such actions.

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as may be allowed, file with the Alien Property Custodian on Form APC-1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national' and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on September 1, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

[F. R. Doc. 43-20213; Filed, December 20, 1943; 12:03 p. m.]

[Vesting Order 2248]

DR. OTTO BURCHARD

In re: A Chinese stone relief from Lung Men, owned by Dr. Otto Burchard.

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, the undersigned, after investigation, finding:

1. That Dr. Otto Burchard is a citizen of Germany, whose last known address is 87 Ken Mien Hutung, Peking, China, and is a resident of an enemy occupied country (China) and a national of designated enemy countries (Germany and Japan);

2. That Dr. Otto Burchard is the owner of the property described in subparagraph 3 hereof;

3. That the property described as follows:

A Chinese stone relief from Lung Men, owned by Dr. Otto Burchard, presently in the custody of the William Rockhill Nelson Gallery of Art, Kansas City, Missouri.

is property within the United States owned or controlled by a national of designated enemy countries (Germany and Japan);

And determining that to the extent that such national is a person not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of designated enemy countries (Germany and Japan);

And having made all determinations and taken all action, after appropriate consulta-

tion and certification required by law, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest, and for the benefit, of the United States.

Such property and any or all of the proceeds thereof shall be held in an appropriate account, or accounts, pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien Property Custodian to return such property or the proceeds thereof in whole or in part, nor shall this order be deemed to indicate that compensation will not be paid in lieu thereof if and when it should be determined to take any one or all of such actions.

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as may be allowed, file with the Alien Property Custodian on Form APC-1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on September 22, 1943.

LEO T. CROWLEY,
Alien Property Custodian.

[F. R. Doc. 43-20214; Filed, December 20, 1943; 12:03 p. m.]

[Vesting Order 2269]

LANCIA AND CO.

In re: Steel bars, abrasive wheels, honing stones and fuel pumps owned by Lancia & Company.

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order Number 9095, as amended, and pursuant to law, the undersigned, after investigation, finding:

1. That Lancia & Company (Lancia & Compania Fabrica Automobili Torino, S. A.) is a corporation organized under the laws of Italy with its principal place of business at Turin, Italy, and is a national of a designated enemy country (Italy);

2. That Lancia & Company (Lancia & Compania Fabrica Automobili Torino, S. A.) is the owner of the property described in subparagraph 3 hereof;

3. That the property described as follows:

Sixty-four bundles of steel bars presently stored at the Lackawanna Warehouse Company, Inc., Jersey City, New Jersey, in the name of Gondrand Shipping Company, Inc., and four cases of fuel pumps, one box of Carborundum brand honing stones and nine kegs of artificial abrasive wheels, presently stored at the Towers Warehouses, Inc., 11-13 Worth Street, New York, New York, in the name of Gondrand Shipping Company, Inc. This property is more particularly described in Exhibits A and B, attached hereto and by reference made a part hereof,

is property within the United States owned or controlled by a national of a designated enemy country (Italy);

And determining that to the extent that such national is a person not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Italy);

And having made all determinations and taken all action, after appropriate consultation and certification required by law, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest, and for the benefit, of the United States.

Such property and any or all of the proceeds thereof shall be held in an appropriate account, or accounts, pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien Property Custodian to return such property or the proceeds thereof in whole or in part, nor shall this order be deemed to indicate that compensation will not be paid in lieu thereof, if and when it should be determined to take any one or all of such actions.

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as may be allowed, file with the Alien Property Custodian on Form APC-1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on September 27, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

EXHIBIT A—HOT ROLLED ANNEALED HIGH SPEED STEEL BARS

Bundles	Pieces	M. L.	Pounds
8	(6)	50 mm. rds	803
4	(2)	48 mm. rds	1,040
3	(6)	53 mm. rds	812
1	(3)	60 mm. rds	520
2	(2)	65 mm. rds	500
5	(28)	22 mm. rds	625
5	(14)	35 mm. rds	819
4	(11)	38 mm. rds	795
1	(1)	89 mm. rds	387
1	(9)	19 mm. rds	176
1	(3)	45 mm. rds	363
2	(2)	83 mm. rds	559
1	(1)	100 mm. rds	459
1	(1)	95 mm. rds	526
2	(4)	45 mm. rds	370
5	(75)	14 mm. rds	686
PANTHER SPECIAL			
3	(18)	24 mm. rds	517
4	(22)	25 mm. rds	722
3	(12)	28 mm. rds	476
3	(43)	14 mm. rds	448
2	(18)	19 mm. rds	294
2	(2)	73 mm. rds	496
PANTHER SPECIAL			
2	(6)	35 mm. rds	364
2	(8)	35 mm. rds	523
2	(20)	16 mm. rds	520
		Kilos 6260	13,800

EXHIBIT B

150 aluminum oxide vitrified wheels 305 m/m diameter—25 m/m thickness, 127 m/m hole—grading 50-K-30.

2000 carbide honing stones 100 m/m x 13 m/m x 9 m/m, grading FFF-R-HW.

4 cases containing 100 pumps each of the 1934 model autopulse 12 volt fuel pumps with metal bowl and without brackets.

[F. R. Doc. 43-20215; Filed, December 20, 1943; 12:04 p. m.]

[Vesting Order 2300]

IDA AND OTTO HUNING

In re: Claim due under an insurance policy owned by Ida Niemeyer and Otto Huning.

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, the undersigned, after investigation, finding:

1. That the respective last known addresses of Ida Niemeyer and Otto Huning are Melle, Hanover, Germany, and Diellengdorf, Hanover, Germany, and that they are residents of Germany and nationals of a designated enemy country (Germany);

2. That Ida Niemeyer and Otto Huning are the owners of the property described in subparagraph 3 hereof;

3. That the property described as follows:

All right, title, interest and claim, of any name or nature whatsoever, of Ida Niemeyer and Otto Huning, and each of them, in and to any and all obligations, contingent or otherwise, and whether or not matured, owing to the said Ida Niemeyer and Otto Huning by the General American Life Insurance Company, St. Louis, Missouri, and particularly that obligation evidenced by an annuity and life insurance contract, being Policy Number 693679, issued by the Missouri State Life Insurance Company, and assumed by the General American Life Insurance Company, on the life of Fred Scholle, deceased, in which Ida Niemeyer and Otto Huning are designated beneficiaries, including but not limited to all security rights in and to any and all collateral for any and all such obligations, and the right to enforce and collect such obligations,

is property within the United States owned or controlled by nationals of a designated enemy country (Germany);

And determining that to the extent that such nationals are persons not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany);

And having made all determinations and taken all action, after appropriate consultation and certification required by law, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the property described in subparagraph 3 hereof, subject to recorded liens, encumbrances and other rights of record held by or for persons who are not nationals of designated enemy countries, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest, and for the benefit, of the United States.

Such property and any or all of the proceeds thereof shall be held in an appropriate account, or accounts, pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien

Property Custodian to return such property or the proceeds thereof in whole or in part, nor shall this order be deemed to indicate that compensation will not be paid in lieu thereof, if and when it should be determined to take any one or all of such actions.

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as may be allowed, file with the Alien Property Custodian on Form APC-1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on September 30, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

[F. R. Doc. 43-20216; Filed, December 20, 1943; 12:04 p. m.]

[Vesting Order 2324]

UGO PERUZZI

In re: Two hundred twenty pounds of nickel steel copperclad wire and 138 small spools, owned by Ugo Peruzzi.

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, the undersigned, after investigation, finding:

1. That the last known address of Ugo Peruzzi is Via Caprie 18, Torino 117, Italy, and that he is a resident of Italy and a national of a designated enemy country (Italy);

2. That Ugo Peruzzi is the owner of the property described in subparagraph 3 hereof;

3. That the property described as follows:

a. Two hundred and twenty pounds of nickel steel copperclad wire and 138 small combination spools, particularly described in Exhibit A, attached hereto and made a part hereof, produced by the Callite Tungsten Corporation, Union City, New Jersey, and presently stored at Tower's Warehouse, Inc., 11-13 Worth Street, New York City, in the name of Grondrand Shipping Company, Inc., 21-24 State Street, New York City,

is property within the United States owned or controlled by a national of a designated enemy country (Italy);

And determining that to the extent that such national is a person not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Italy);

And having made all determinations and taken all action, after appropriate consultation and certification required by law, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the property described in subparagraph 3-a hereof, subject to recorded liens, encumbrances and other rights of record held by or for persons who are not nationals of designated enemy countries, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest, and for the benefit, of the United States.

Such property and any or all of the proceeds thereof shall be held in an appropriate account, or accounts, pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien Property Custodian to return such property or the proceeds thereof in whole or in part, nor shall this order be deemed to indicate that compensation will not be paid in lieu thereof, if and when it should be determined to take any one or all of such actions.

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as may be allowed, file with the Alien Property Custodian on Form APC-1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on October 4, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

EXHIBIT A

NICKEL STEEL WIRE (COPPERCLAD WIRE)

Box 1

44.00 lbs. 0.25 mm./0.010" (Lots 562, 563) (type CR 1).

44.00 lbs. 0.40 mm./0.016" (Lots 554, 561, 564) (type CR 1).

11.00 lbs. 0.70 mm./0.028" dia. (Lot 576) (type CR 1).

11.00 lbs. 0.80 mm./0.032" dia. (Lot 576) (type CR 1).

NICKEL STEEL WIRE (COPPERCLAD WIRE)

Box 2

66.00 lbs. 0.30 mm./0.012" dia. (Lots 563, 565, 567) (type CR 1).

22.00 lbs. 0.50 mm./0.020" dia. (Lot 560) (type CR 1).

22.00 lbs. 0.60 mm./0.024" dia. (Lot 563) (type CR 1).

138 Small Combination Spools

Marks:	Case #1.	Case #2.
U. P.	L 2'8".	L 2'1".
Torino.	W 1'3".	W 1'6".
Via Genoa.	H 9".	H 9".
#½.	Gr. wt. 146 lbs.	Gr. wt. 143 lbs.
	Net wt. 110 lbs.	Net wt. 110 lbs.

[F. R. Doc. 43-20217; Filed, December 20, 1943; 12:04 p. m.]

[Vesting Order 2533]

ROBERT METZGER

In re: Household furniture and furnishings, and other personal property owned by Robert Metzger.

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, the undersigned, after investigation, finding:

1. That Robert Metzger is a citizen of Germany, whose last known address was Marseilles, France, and is a resident of an enemy-occupied country (France), and is a national of a designated enemy country (Germany);

2. That Robert Metzger is the owner of the property described in subparagraph 3 hereof;

3. That the property described as follows:

Household furniture and furnishings, and other personal property, particularly described in Exhibit A,[1] attached hereto and by reference made a part hereof, which is held in storage by Lyon Van & Storage Co., 3600 South Grand Avenue, Los Angeles, California, under Warehouse Receipt No. O-10276,

is property within the United States owned or controlled by a national of a designated enemy country (Germany);

And determining that to the extent that such national is a person not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany);

And having made all determinations and taken all action, after appropriate consultation and certification required by law, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest, and for the benefit, of the United States.

Such property and any or all of the proceeds thereof shall be held in an appropriate account, or accounts, pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien Property Custodian to return such property or the proceeds thereof in whole or in part, nor shall this order be deemed to indicate that compensation will not be paid in lieu thereof, if and when it should be determined to take any one or all of such actions.

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as may be allowed, file with the Alien Property Custodian on Form APC-1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on November 6, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

[F. R. Doc. 43-20206; Filed, December 20, 1943; 12:05 p. m.]

[Vesting Order 2544]

SOCIETA BOMBRINI PARODI DELFINO

In re: Tungsten steel owned by Societa Bombrini Parodi Delfino.

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended,

[1] Filed as part of the original document.

and pursuant to law, the undersigned, after investigation, finding:

1. That Societa Bombrini Parodi Delfino is a business enterprise organized under the laws of Italy, with its principal place of business at C. Umberto I, 267 Rome, Italy, and is a national of a designated enemy country (Italy);

2. That Societa Bombrini Parodi Delfino is the owner of the property described in subparagraph 3 hereof;

3. That the property described as follows:

Two hundred ninety (290) cases, believed to contain approximately one hundred twenty eight thousand (128,000) pounds of tungsten steel bars, stored in the name of Hermenegildo Martini in Gallagher's Warehouses, located at 708–714 South Delaware Avenue, Philadelphia, Pennsylvania,

is a property within the United States owned or controlled by a national of a designated enemy country (Italy);

And determining that to the extent that such national is a person not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Italy);

And having made all determinations and taken all action, after appropriate consultation and certification required by law, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the property described in paragraph 3 hereof, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest, and for the benefit, of the United States.

Such property and any or all of the proceeds thereof shall be held in an appropriate account, or accounts, pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien Property Custodian to return such property or the proceeds thereof in whole or in part, nor shall this order be deemed to indicate that compensation will not be paid in lieu thereof, if and when it should be determined to take any one or all of such actions.

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as may be allowed, file with the Alien Property Custodian on Form APC–1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on November 9, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

[F. R. Doc. 43–20207; Filed, December 20, 1943; 12:05 p. m.]

[Vesting Order 2550]

GEORGE HUFNAGEL, ET AL.

In re: Interests in real property and savings accounts owned by George Hufnagel, Ferdinand Alfred Greb and Otto Eugen Hans Hofmann.

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, the undersigned, after investigation, finding:

1. That the last known address of George Hufnagel is 4 Bibra Street, Wuerzburg, Germany, and the last known address of Ferdinand Alfred Greb and Otto Eugen Hans Hofmann is 15 Eiseneck Street, Wuerzburg, Germany, and that they are residents of Germany and nationals of a designated enemy country (Germany);

2. That George Hufnagel, Ferdinand Alfred Greb and Otto Eugen Hans Hofmann are the owners of the property described in subparagraph 3 hereof;

3. That the property described as follows:

a. The undivided two-thirds interest, identified as the interest which was inherited from John Huff, also known as John Hufnagel, by George Hufnagel, Ferdinand Alfred Greb and Otto Eugen Hans Hofmann, as certified in Certificate of Transfer of Real Estate issued on April 14, 1941, by the Judge of the Probate Court of Cuyahoga County, Ohio, recorded on April 19, 1941 in the Office of the Recorder of Cuyahoga County, Ohio, in Vol. 5225, Page 589 of Deeds, in and to the real property situated in the Village of Lyndhurst, County of Cuyahoga and State of Ohio, and known as being Sublot No. 164 in R. M. Wilkoff and Co., Inc.'s Mayfair Subdivision No. 1 of part of original Mayfield Township Lot No. 19, in Tract No. 2, and of part of original Mayfield Lot No. 25, in Tract No. 3, as shown by the recorded plat of said Subdivision in Vol. 98 of Maps, Page 38 of Cuyahoga County Records, together with all hereditaments, fixtures, improvements and appurtenances thereto, and any and all claims for rents, refunds, benefits or other payments arising from the ownership of such property, and

b. All right, title, interest and claim of George Hufnagel in and to the sum of $150, constituting a portion of savings account No. E 60424 in the Central National Bank of Cleveland, Ohio, which is due and owing to, and held for George Hufnagel, in the name of Otto L. Fricke, Attorney in Fact for George Hufnagel, including but not limited to all security rights in and to any and all collateral for such account or portion thereof, and the right to enforce and collect the same, and

c. All right, title, interest and claim of Ferdinand Alfred Greb and Otto Eugen Hans Hofmann, and each of them, in and to the sum of $150, constituting a portion of savings account No. 60423 in the Central National Bank of Cleveland, Ohio, which is due and owing to, and held for Ferdinand Alfred Greb and Otto Eugen Hans Hofmann, in the name of H. W. McLeod, Guardian of Ferdinand Alfred Greb and Otto Eugen Hans Hofmann, including but not limited to all security rights in and to any and all collateral for such account or portion thereof, and the right to enforce and collect the same,

is property within the United States owned or controlled by nationals of a designated enemy country (Germany);

And determining that the property described in subparagraphs 3–b and 3–c hereof is necessary for the maintenance or safeguarding of other property (namely that property described in subparagraph 3–a hereof) belonging to the same national of the same designated enemy country and subject to vesting (and in fact vested by this order) pursuant to section 2 of said Executive order;

And further determining that to the extent that such nationals are persons not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany);

And having made all determinations and taken all action, after appropriate consultation and certification required by law, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the property described in subparagraph 3–a hereof, subject to recorded liens, encumbrances and other rights of record held by or for persons who are not nationals of designated enemy countries, and hereby vests in the Alien Property Custodian the property described in subparagraphs 3–b and 3–c hereof,

All such property so vested to be held, used, administered, liquidated, sold or otherwise dealt with in the interest, and for the benefit, of the United States.

Such property and any or all of the proceeds thereof shall be held in an appropriate account, or accounts, pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien Property Custodian to return such property or the proceds thereof in whole or in part, nor shall this order be deemed to indicate that compensation will not be paid in lieu thereof, if and when it should be determined to take any one or all of such actions.

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as may be allowed, file with the Alien Property Custodian on Form APC–1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on November 10, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

[F. R. Doc. 43–20208; Filed, December 20, 1943; 12:06 p. m.]

[Vesting Order 2587]

ORE & CHEMICAL CORP.

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, the undersigned, after investigation, finding:

1. That of the issued and outstanding capital stock of The Ore & Chemical Corporation, a corporation organized and doing business under the laws of the State of New York and a business enterprise within the United States, consisting of 2,000 shares of common stock without par value and 2,000 shares of $100 par value preferred stock, 1,500 shares (75%) of the common stock and 1,500 shares (75%) of the preferred stock are registered in the names of and are beneficially owned by the persons listed below in the amount appearing opposite each name and are evidence of control of said business enterprise:

Registered holder	Beneficial owner	Number of shares	
		Common	Preferred
Luxemburger Unionbank.	Luxemburger Unionbank.	500	500
Rotopulsor, A. G.	Metallgesellschaft, A. G.	1,000	1,000
Total		1,500	1,500

2. That Metallgesellschaft, A. G., whose principal place of business is Frankfurt a/M, Germany, is a corporation organized under the laws of Germany and is a national of a designated enemy country (Germany);

3. That Rotopulsor, A. G., a corporation organized under the laws of Switzerland, whose principal place of business is Schaffhausen, Switzerland, and which is listed on The Proclaimed List of Certain Blocked Nationals, is owned and controlled by Metallgesellschaft, A. G.;

4. That Luxemburger Unionbank, a corporation organized under the laws of the Grand Duchy of Luxemburg, whose principal place of business is Luxemburg, G. D. of Luxemburg, is owned and controlled by the Ratjen family, residents of Germany;

5. That Luxemburger Unionbank, Luxemburg, G. D. is acting directly or indirectly for the benefit or on behalf of Metallgesellschaft, A. G., Frankfurt a/M, Germany;

6. That the persons listed below have claims against The Ore & Chemical Corporation, which claims, as of November 30, 1942, were in the amount appearing opposite each name, subject, however, to any accruals or deductions subsequent thereto, and represent interests in said business enterprise:

Rotopulsor, A. G.	$ 2,922.50
Metallgesellschaft, A. G.	8,666.20
Total	11,588.70

and determining:

7. That Rotopulsor, A. G. is controlled by and acting for and on behalf of Metallgesellschaft, A. G., and is a national of a designated enemy country (Germany);

8. That Luxemburger Unionbank is controlled by the Ratjen family of Germany and is acting for or on behalf of Metallgesellschaft, A. G., and is a national of a designated enemy country (Germany);

9. That The Ore & Chemical Corporation is controlled by and acting for or on behalf of Metallgesellschaft, A. G., and is a national of a designated enemy country (Germany);

10. That to the extent that such nationals are persons not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany);

and having made all determinations and taken all action required by law, including appropriate consultation and certification, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the 1,500 shares of no par value common stock and the 1,500 shares of $100 par value preferred stock of The Ore & Chemical Corporation and the interests of Rotopulsor, A. G. and Metallgesellschaft, A. G., hereinbefore more fully described, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest and for the benefit of the United States, and hereby undertakes the direction, management, supervision and control of said business enterprise to the extent deemed necessary or advisable from time to time by the Alien Property Custodian.

Such property and any or all of the proceeds thereof shall be held in an appropriate account or accounts, pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien Property Custodian to vary the extent of or terminate such direction, management, supervision or control, or return such property or the proceeds thereof in whole or in part, nor shall it be deemed to indicate that compensation will not be paid in lieu thereof, if and when it should be determined to take any one or all of such actions.

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as may be allowed, file with the Alien Property Custodian on Form APC-1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national", "designated enemy country" and "business enterprise within the United States" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on November 17, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

[F. R. Doc. 43-20209; Filed, December 20, 1943; 12:06 p. m.]

[Vesting Order 2588]

STOCKTON COOPERATIVE INVESTMENT CO.

In re: Stockton Cooperative Investment Company.

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, the undersigned, after investigation, finding:

1. That of the issued and outstanding capital stock of Stockton Cooperative Investment Company, a corporation organized and doing business under the laws of the State of California and a business enterprise within the United States, consisting of 310 shares of the par value of $100, 147 shares (47.42%) are registered in the names of and are owned by the persons listed below in the amounts appearing opposite each name, and are evidence of control of Stockton Cooperative Investment Company:

Names in which registered and names of beneficial owners:	*Number of shares*
S. Hisaka (deceased), Mikio Hisaka and Toshio Hisaka	59
Edward F. Harris and Gordon A. Stewart (deceased) as trustees, Yoichi Okura	69
N. Nishimori, N. Nishimori	5
M. Fujishige, M. Fujishige	7
T. Baishiki, T. Baishiki	7
Total	147

2. That the following named persons, whose last known address is Japan, are nationals of a designated enemy country (Japan):

Mikio Hisaka.
Toshio Hisaka.
Yoichi Okura.
N. Nishimori.
M. Fujishige.

3. That T. Baishiki is a subject of Japan, interned in the United States, and is a national of a designated enemy country (Japan);

and determining:

4. That Stockton Cooperative Investment Company is controlled by Mikio Hisaka, Toshio Hisaka, Yoichi Okura, N. Nishimori, M. Fujishige and T. Baishiki and is a national of a designated enemy country (Japan);

5. That to the extent that such nationals are persons not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Japan);

and having made all determinations and taken all action required by law, including appropriate consultation and certification, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the 140 shares of $100 par value capital stock of Stockton Cooperative Investment Company, beneficially owned by Mikio Hisaka and Toshio Hisaka, Yoichi Okura, N. Nischimori and M. Fujishige, and hereinbefore more fully described, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest and for the benefit of the United States, and hereby undertakes the direction, management, supervision and control of said business enterprise to the extent deemed necessary or advisable from time to time by the Alien Property Custodian.

Such property, and any or all of the proceeds thereof, shall be held in an appropriate account or accounts pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien Property Custodian to vary the extent of or terminate such direction, management, supervision or control, or return such property or the proceeds thereof in whole or in part, nor shall it be deemed to indicate that compensation will not be paid in lieu thereof, if and when it should be determined to take any one or all of such actions.

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as may be allowed, file with the Alien Property Custodian on Form APC-1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national", "designated enemy country" and "business enterprise within the United States" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on November 17, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

[F. R. Doc. 43-20210; Filed, December 20, 1943; 12:06 p. m.]

[Vesting Order 2617]

CARL ZEISS

In re: 16 patents of Carl Zeiss.

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, the undersigned, after investigation, finding;

1. That Carl Zeiss is a business organization organized under the laws of and having its principal place of business in Germany and is a national of a foreign country (Germany);

2. That the patents and other property related thereto identified in subparagraph 3 hereof are property of Carl Zeiss;

3. That the property described as follows:

All right, title and interest, including all accrued royalties and all damages and profits recoverable at law or in equity from any person, firm, corporation or government for past infringement thereof, in and to the patents identified in Exhibit A attached hereto and made a part hereof,

is property of a national of a foreign country (Germany);

And having made all determinations and taken all action required by law, including appropriate consultation and certification, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest and for the benefit of the United States.

Such property and any or all of the proceeds thereof shall be held in an appropriate account or accounts, pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien Property Custodian to return such property or the proceeds thereof in whole or in part, nor shall it be deemed to indicate that compensation will not be paid in lieu thereof, if and when it should be determined to take any one or all of such actions.

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as may be allowed, file with the Alien Property Custodian on Form APC-1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on November 19, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

EXHIBIT A

Patents identified as follows:

Patent Number, Date, Inventor, and Title

1,414,779; 5-2-22; Otto Eppenstein; Telemeter system.

1,414,790; 5-2-22; Franz Riedinger; Horizontal telemeter.

1,430,316; 9-26-22; Paul Nichterlein; Optical square.

1,449,526; 3-7-23; Otto Mackensen; Sighting device for aircraft.

1,449,527; 3-27-23; Otto Mackensen; Sighting device for aircraft.

1,450,915; 4-10-23; Otto Eppenstein; Stereostopic telemeter.

1,475,706; 11-27-23; Albert Konig; Telemeter.

1,447,112; 12-11-23; Otto Eppenstein; Telemeter.

1,492,583; 5-6-24; Adolf Steinle; Submarine periscope.

1,497,294; 6-10-24; Heinrich Erfle; Double telescope.

1,503,752; 8-5-24; Otto Eppenstein; Telemeter.

1,505,877; 8-19-24; Otto Eppenstein, Telemeter.

1,505,878; 8-19-24; Heinrich Erfle; Telescope.

1,520,383; 12-23-24; Walther Bauersfeld & O. Mackensen; Method for examining the relative position of sighting lines.

1,546,723; 7-21-25; Otto Eppenstein; Telemeter.

1,564,769; 12-8-25; Otto Eppenstein; Distance-measuring device.

[F. R. Doc. 43-20211; Filed, December 20, 1943; 12:06 p. m.]

[Vesting Order 2618]

DR. MARIO MAZZUCCHI, ET AL.

In re: Interests of Dr. Mario Mazzucchi and Istituto Sieroterapeutico Milanese in agreements with Lederle Laboratories, Inc.

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, the undersigned, after investigation, finding:

1. That Dr. Mario Mazzucchi is a resident of Italy and is a national of a foreign country (Italy);

2. That Istituto Sieroterapeutico Milanese is a corporation organized under the laws of Italy and is a national of a foreign country (Italy);

3. That the property described in subparagraph 5a hereof is property of Dr. Mario Mazzucchi;

4. That the property described in subparagraph 5b hereof is property of Istituto Sieroterapeutico Milanese;

5. That the property described as follows:

(a) All interests and rights (including all royalties and other monies payable or held with respect to such interests and rights and all damages for breach of the agreement hereinafter described, together with the right to sue therefor) created in Dr. Mario Mazzucchi by virtue of an agreement dated March 14, 1933 (including all modifications thereof and supplements thereto, including, but without limitation, an amendment dated December 6, 1938) by and between Dr. Mario Mazzucchi and Lederle Laboratories, Inc., relating, among other things, to United States Patent No. 1,989,014,

(b) All interests and rights (including all royalties and other monies payable or held with respect to such interests and rights and all damages for breach of the agreement hereinafter described, together with the right to sue therefor) created in Istituto Sieroterapeutico Milanese by virtue of an agreement dated July 19, 1933 (including all modifications thereof and supplements thereto, if any) by and between Istituto Sieroterapeutico Milanese and Lederle Laboratories, Inc., relating, among other things, to United States Letters Patent No. 1,989,014,

is property payable or held with respect to patents or rights related thereto in which interests are held by, and such property itself constitutes interests held therein by, nationals of a foreign country (Italy);

And having made all determinations and taken all action required by law, including appropriate consultation and certification, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest and for the benefit of the United States.

Such property and any or all of the proceeds thereof shall be held in an appropriate account or accounts, pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien Property Custodian to return such property or the proceeds thereof in whole or in part, nor shall it be deemed to indicate that compensation will not be paid in lieu thereof, if and when it should be determined to take any one or all of such actions.

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as may be allowed, file with the Alien Property Custodian on Form APC-1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on November 19, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

[F. R. Doc. 43-20219; Filed, December 20, 1943; 12:06 p. m.]

[Vesting Order 2619]

JACOB VAN DE GRIEND, ET AL.

In re: Patents of Jacob Van de Griend and interests of Max Giese, Fritz Hell and Jacobus Cornelis Kooyman in an agreement with Chain Belt Company.

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, the undersigned, after investigation, finding:

1. That Jacob Van de Griend and Jacobus Cornelis Kooyman are residents of The Netherlands and are nationals of a foreign country (The Netherlands);

2. That Max Giese and Fritz Hell are residents of Germany and are nationals of a foreign country (Germany);

3. That the property identified in subparagraph 5a hereof is property of Jacob Van de Griend;

4. That the property identified in subparagraph 5b hereof is property of Max Giese and/or Fritz Hell and/or Jacobus Cornelis Kooyman;

5. That the property described as follows:

(a) All right, title and interest, including all accrued royalties and all damages and

profits recoverable at law or in equity from any person, firm, corporation or government for past infringment thereof, in and to the following patents:

Patent No., Date of Issue, Inventor and Title

2,017,974; 10-22-35; Otto M. Kastner; Method of and apparatus for pumping concrete.

2,017,975; 10-22-35; Jacobus Kooyman; Concrete pump.

(b) All interests and rights (including all royalties and other monies payable or held with respect to such interests and rights and all damages for breach of the agreement hereinafter described, together with the right to sue therefor) created in Max Giese, Fritz Hell and Jacobus Cornelis Kooyman, and each of them, by virtue of an agreement dated June 24, 1932 (including all modifications thereof and supplements thereto, if any) by and between Max Giese, Fritz Hell, Jacobus Cornelis Kooyman and Chain Belt Company, which agreement relates, among other things, to Patent No. 2,017,974,

is property of, or is property payable or held with respect to patents or rights related thereto in which interests are held by, and such property itself constitutes interests held therein by, nationals of foreign countries (Germany and The Netherlands);

And having made all determinations and taken all action required by law, including appropriate consultation and certification, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest and for the benefit of the United States.

Such property and any or all of the proceeds thereof shall be held in an appropriate account or accounts, pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien Property Custodian to return such property or the proceeds thereof in whole or in part, nor shall it be deemed to indicate that compensation will not be paid in lieu thereof, if and when it should be determined to take any one or all of such actions.

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as may be allowed, file with the Alien Property Custodian on Form APC-1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on November 19, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

[F. R. Doc. 43-20220; Filed, December 20, 1943; 12:06 p. m.]

[Vesting Order 2620]

N. V. NEDERLANDSCHE GIST-EN SPIRITUSFABRIEK

In re: Patents and Interest of N. V. Nederlandsche Gist-en Spiritusfabriek in an agreement with Lucidol Corporation and Novadel-Agene Corporation.

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, the undersigned, after investigation, finding;

1. That N. V. Nederlandsche Gist-en Spiritusfabriek is a corporation organized under the laws of and having its principal place of business in The Netherlands and is a national of a foreign country (The Netherlands);

2. That the property identified in subparagraph 3 hereof is property of N. V. Nederlandsche Gist-en Spiritusfabriek;

3. That the property described as follows:

Property identified in Exhibit A attached hereto and made a part hereof,

is property of, or is property payable or held with respect to patents or rights related thereto in which interests are held by, and such property itself constitutes interests held therein by, a national of a foreign country (The Netherlands);

And having made all determinations and taken all action required by law, including appropriate consultation and certification, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest and for the benefit of the United States.

Such property and any or all of the proceeds thereof shall be held in an appropriate account or accounts, pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien Property Custodian to return such property or the proceeds thereof in whole or in part, nor shall it be deemed to indicate that compensation will not be paid in lieu thereof, if and when it should be determined to take any one or all of such actions.

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as may be allowed, file with the Alien Property Custodian on Form APC-1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on November 19, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

EXHIBIT A

(1) All right, title and interest, including all accrued royalties and all damages recoverable at law or in equity from any person, firm, corporation or government for past infringement thereof, in and to the following patents:

Patent Number, Date, Inventor, and Title

1,899,094; 2-28-33; Albert J. Kluyver and M. A. Scheffer; Process for the preparation of acetyl-methyl-carbinol and diacetyl.

1,899,156; 2-28-33; Albert J. Kluyver and M. A. Scheffer; Process for the preparation of acetyl-methyl-carbinol and diacetyl.

(2) All interests and rights (including all royalties and other monies payable or held with respect to such interests and rights and all damages for breach of the agreement hereinafter described, together with the right to sue therefor) created in N. V. Nederlandsche Gist-en Spiritusfabriek by virtue of an agreement executed by it on May 19, 1933 and by Lucidol Corporation and Novadel Agene Corporation August 1, 1933 (including all modifications thereof and supplements thereto, if any) by and between N. V. Nederlandsche Gist-en Spiritusfabriek, Lucidol Corporation and Novadel Agene Corporation, which agreement relates, among other things, to United States Letters Patent Nos. 1,899,094 and 1,899,156.

[F. R. Doc. 43-20221; Filed, December 20, 1943; 12:06 p. m.]

[Vesting Order 2621]

ALBERT EMILE PIERRE GIRARD AND MAURICE JEAN PAUL ROUMAZEILLES

In re: Interests of Albert Emile Pierre Girard and Maurice Jean Paul Roumazeilles in an agreement with Freydberg Bros., Inc.

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, the undersigned, after investigation, finding;

1. That Albert Emile Pierre Girard and Maurice Jean Paul Roumazeilles are residents of France and are nationals of a foreign country (France);

2. That the property identified in subparagraph 3 hereof is property of Albert Emile Pierre Girard and Maurice Jean Paul Roumazeilles;

3. That the property described as follows:

All interests and rights (including all royalties and other monies payable or held with respect to such interests and rights and all damages for breach of the agreement hereinafter described, together with the right to sue therefor) created in Albert Emile Pierre Girard and Maurice Jean Paul Roumazeilles, and each of them, by virtue of an agreement entered into on or about September 1, 1938 (including all modifications thereof and supplements thereto, if any) by and between Albert Emile Pierre Girard, Maurice Jean Paul Roumazeilles and Freydberg Bros., Inc., which agreement relates, among other things, to Patent No. 1,776,073,

is property payable or held with respect to patents or rights related thereto in which interests are held by, and such property itself constitutes interests held therein by, nationals of a foreign country (France);

And having made all determinations and taken all action required by law, including appropriate consultation and certification, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest and for the benefit of the United States.

Such property and any or all of the proceeds thereof shall be held in an appropriate account or accounts, pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien Property Custodian to return such property or the proceeds thereof in whole or in part, nor shall it be deemed to indicate that compensation will not be paid in lieu thereof, if and when it should be

determined to take any one or all of such actions.

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as may be allowed, file with the Alien Property Custodian on Form APC-1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on November 19, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

[F. R. Doc. 43-20218; Filed, December 20, 1943; 12:04 p. m.]

[Vesting Order 2622]

I. G. FARBENINDUSTRIE AG., ET AL.

In re: Interests of I. G. Farbenindustrie Aktiengesellschaft, Gesellschaft fur Linde's Eismaschinen, A. G. and Heylandt Gesellschaft fur Apparatebau M. B. H. in Contracts with each other and with The Linde Air Products Company, and certain patents related thereto.

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, the undersigned, after investigation, finding:

1. That each of the persons to whom reference is made in the column headed "Owner" in Exhibit A attached hereto and made a part hereof, if an individual, is a resident of, or, if a business organization, has its principal place of business in Germany and is a national of a foreign country (Germany);

2. That I. G. Farbenindustrie Aktiengesellschaft and Heylandt Gesellschaft fur Apparatebau M. B. H. are corporations organized under the laws of Germany and are nationals of a foreign country (Germany);

3. That the patents and other property related thereto described in subparagraph 6a hereof are property of the persons whose names appear in the column headed "Owner" opposite the respective numbers thereof in said Exhibit A;

4. That the property described in subparagraphs 6b and 6c hereof is property of Gesellshaft fur Linde's Eismaschinen, A. G. and Heylandt Gesellschaft fur Apparatebau M. B. H.;

5. That the property described in subparagraph 6d hereof is property of I. G. Farbenindustrie Aktiengesellschaft;

6. That the property described as follows:

(a) All right, title and interest, including all accrued royalties and all damages and profits recoverable at law or in equity from any person, firm, corporation or government for past infringement thereof, in and to the patents identified in Exhibit A attached hereto and made a part hereof,

(b) All interests and rights (including all royalties and other monies payable or held with respect to such interests and rights and all damages for breach of the agreement hereinafter described, together with the right to sue therefor) created in Gesellschaft fur Linde's Eismaschinen, A. G. and Heylandt Gesellschaft fur Apparatebau M. B. H., and each of them, by virtue of an oral agreement entered into by and between The Linde Air Products Company, Gesellschaft fur Linde's Eismaschinen, A. G. and Heylandt Gesellschaft fur Apparatebau M. B. H. by which agreement said Gesellschaft fur Linde's Eismaschinen, A. G. and Heylandt Gesellschaft fur Apparatebau M. B. H. acquired certain rights, including the right to a non-exclusive license under certain United States Letters Patent owned by The Linde Air Products Company, including United States Letters Patent No. 2,122,238,

(c) All interests and rights (including all royalties and other monies payable or held with respect to such interests and rights and all damages for breach of the agreement hereinafter described, together with the right to sue therefor) create in Gesellschaft, fur Linde's Eismaschinen, A. G. and Heylandt Gesellschaft fur Apparatebau M. B. H., and each of them, by virtue of an agreement dated December 3, 1936 (including all modifications of and supplements to such agreement, including, but without limitation, an amendment dated June 1, 1937) by and between The Linde Air Products Company, Gesellschaft fur Linde's Eismaschinen, A. G. and Heylandt Gesellschaft fur Apparatebau M. B. H., which agreement and amendment relate, among other things, to certain United States Letters Patent, including Patent No. 1,865,135,

(d) All interests and rights (including all royalties and other monies payable or held with respect to such interests and rights and all damages for breach of the agreement hereinafter described, together with the right to sue therefor) created in I. G. Farbenindustrie Aktiengesellschaft by virtue of an agreement (including all modifications thereof and supplements thereto, if any) entered into by and between said I. G. Farbenindustrie Aktiengesellschaft, and Gesellschaft fur Linde's Eismaschinen, A. G. and/or Heylandt Gesellschaft fur Apparatebau M. B. H., by which agreement said I. G. Farbenindustrie Aktiengesellschaft was granted a license to practice the inventions in the production of rare gases of the atmosphere of certain United States Letters Patent, including Patent No. 2,048,076,

is property of, or is property payable or held with respect to patents or rights related thereto in which interests are held by, and such property itself constitutes interests held therein by, nationals of a foreign country (Germany);

And having made all determinations and taken all action required by law, including appropriate consultation and certification, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest and for the benefit of the United States.

Such property and any or all of the proceeds thereof shall be held in an appropriate account or accounts, pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien Property Custodian to return such property or the proceeds thereof in whole or in part, nor shall it be deemed to indicate that compensation will not be paid in lieu thereof, if and when it should be determined to take any one or all of such actions:

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as may be allowed, file with the Alien Property Custodian on Form APC-1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on November 19, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

EXHIBIT A

Patents which are identified as follows:

Patent Number, Date of Issue, Inventors, Title and Owner

1,821,170; 9-1-31; Richard Linde; Process for fractionation of coke oven gas; Gesellschaft fur Linde's Eismaschinen, A. G.

1,880,981; 10-4-32; Franz Pollitzer and Stephan Stark; Separation of Oxygen, nitrogen and argon from air; Franz Pollitzer and Stephan Stark.

1,913,805; 6-13-33; Helmuth Hausen; Process for separating gas mixtures, more particularly coke oven gas; Helmuth Hausen.

2,022,782; 12-3-35; Franz Pollitzer and Paul Schuftan; Process for condensing vapors from gas mixtures; Franz Pollitzer and Paul Schuftan.

2,048,076; 7-21-36; Richard Linde; Process for separating low boiling gas mixtures; Richard Linde.

2,290,192; 7-21-42; Ernst Karwat; Operation of shaft furnaces; Ernst Karwat.

[F. R. Doc. 43-20222; Filed, December 20, 1943; 12:04 p. m.]

[Vesting Order 2623]

OTTO GRAVE

In re: Patent and Interest of Otto Grave in an agreement with Carnegie-Illinois Steel Corporation.

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, the undersigned, after investigation, finding;

1. That Otto Grave is a citizen and resident of Germany and is a national of a foreign country (Germany);

2. That the property described in subparagraph 3 hereof is property of Otto Grave;

3. That the property described as follows:

Property identified in Exhibit A attached hereto and made a part hereof,

is property of, or is property payable or held with respect to patents or rights related thereto in which interests are held by, and such property itself constitutes interests held therein by, a national of a foreign country (Germany);

And having made all determinations and taken all action required by law, including appropriate consultation and certification, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest and for the benefit of the United States.

Such property and any or all of the proceeds thereof shall be held in an appropriate account or accounts, pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien Property Custodian to return such property or the proceeds thereof in whole or in part, nor shall it be deemed to indicate that compensation will not be paid in lieu thereof, if and when it should be determined to take any one or all of such actions.

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as may be allowed, file with the Alien Property Custodian on Form APC-1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on November 19, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

EXHIBIT A

(1) All right, title and interest, including all accrued royalties and all damages and profits recoverable at law or in equity from any person, firm, corporation or government for past infringement thereof, in and to the following United States Letters Patent:

Patent Number, Date, Inventor, and Title

2,018,625; 10-22-35; Otto Grave, Piling.

(2) All interests and rights (including all royalties and other monies payable or held with respect to such interests and rights and all damages for breach of the agreement hereinafter described, together with the right to sue therefor) created in Otto Grave by virtue of an agreement dated March 11, 1936 (including all modifications thereof and supplements thereto, if any) by and between Otto Grave and Carnegie-Illinois Steel Corporation, relating, among other things, to United States Patent No. 2,018,625.

[F. R. Doc. 43-20223; Filed, December 20, 1943; 12:05 p. m.]

[Vesting Order 2624]

SOCIETE ANONYME DE COMMENTRY FOURCHAMBAULT & DECAZEVILLE

In re: Interest of Societe Anonyme De Commentry Fourchambault & Decazeville in an Agreement with The Midvale Company.

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, the undersigned, after investigation, finding;

1. That Societe Anonyme De Commentry Fourchambault & Decazeville is a corporation having its principal place of business in France and is a national of a foreign country (France);

2. That the property identified in subparagraph 3 hereof is property of Societe Anonyme De Commentry Fourchambault & Decazeville;

3. That the property described as follows:

All interests and rights (including all royalties and other monies payable or held with respect to such interests and rights and all damages for breach of the agreement hereinafter described, together with the right to sue therefor) created in Societe Anonyme De Commentry Fourchambault & Decazeville, by virtue of an agreement evidenced by letters dated October 24, 1939, October 26, 1939, and November 14, 1939 (including all modifications thereof and supplements thereto, if any), by and between Societe Anonyme De Commentry Fourchambault & Decazeville and The Midvale Company, which agreement relates, among other things, to Patent No. 1,580,662,

is property payable or held with respect to patents or rights related thereto in which interests are held by, and such property itself constitutes interests held therein by, a national of a foreign country (France);

And having made all determinations and taken all action required by law, including appropriate consultation and certification, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest and for the benefit of the United States.

Such property and any or all of the proceeds thereof shall be held in an appropriate account or accounts, pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien Property Custodian to return such property or the proceeds thereof in whole or in part, nor shall it be deemed to indicate that compensation will not be paid in lieu thereof, if and when it should be determined to take any one or all of such actions.

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as may be allowed, file with the Alien Property Custodian on Form APC-1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on November 19, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

[F. R. Doc. 43-20224; Filed, December 20, 1943; 12:05 p. m.]

[Vesting Order 2625]

SOCIETE D'EXPLOITATION DES PROCEDES DABEG

In re: Patents and interest of Societe D'Exploitation Des Procedes Dabeg in a contract with Associated Locomotive Equipment, Limited and Franklin Railway Supply Company.

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, the undersigned after investigation, finding:

1. That Societe D'Exploitation Des Procedes Dabeg is a corporation organized under the laws of France and is a national of a foreign country (France);

2. That the property described in subparagraph 3 hereof is property of Societe D'Exploitation Des Procedes Dabeg;

3. That the property described as follows:

(a) All right, title and interest, including all royalties and all damages and profits recoverable at law or in equity from any person, firm, corporation or government for past infringement thereof, in and to the United States patents identified in Exhibit A attached hereto and made a part hereof,[1]

(b) An undivided ½ (50%) interest, which stands of record in the United States Patent Office in the name of Societe D'Exploitation Des Procedes Dabeg, in and to the following patent:

Patent Number, Date, Inventor, and Title

2,218,824; 10-22-40; John J. Kupka and Gordon T. Wilson; Valve mechanism;

including all royalties and all damages and profits recoverable at law or in equity from any person, firm, corporation or government for past infringement thereof, to which the owner of such interest is entitled.

(c) All interests and rights (including all royalties and other monies payable or held with respect to such interests and rights and all damages for breach of the agreement hereinafter described, together with the right to sue therefor) created in Societe D'Exploitation Des Procedes Dabeg by virtue of an agreement dated April 27, 1937 (including all modifications thereof and supplements thereto, if any) by and between Societe D'Exploitation Des Procedes Dabeg, the Associated Locomotive Equipment, Limited and the Franklin Railway Supply Company, which agreement relates, among other things, to Patent No. 2,243,055,

is property of, or is property payable or held with respect to patents or rights related thereto in which interests are held by, and such property itself constitutes interests held therein by, a national of a foreign country (France);

And having made all determinations and taken all action required by law, including appropriate consultation and certification, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest and for the benefit of the United States.

Such property and any or all of the proceeds thereof shall be held in an appropriate account or accounts, pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien Property Custodian to return such property or the proceeds thereof in whole or in part, nor shall it be deemed to indicate that compensation will not be paid in lieu thereof, if and when it should be determined to take any one or all of such actions.

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as

[1] Filed as part of the original document.

may be allowed, file with the Alien Property Custodian on Form APC-1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on November 19, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

[F. R. Doc. 43-20225; Filed, December 20, 1943; 12:05 p. m.]

[Vesting Order 2626]

ANTOINE BOSSELUT

In re: Patent and Interest of Antoine Bosselut in an Agreement with Otis Elevator Company.

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, the undersigned, after investigation, finding;

1. That Antoine Bosselut is a resident of France and is a national of a foreign country (France);

2. That the property described in subparagraph 3 hereof is property of Antoine Bosselut;

3. That the property described as follows:

Property identified in Exhibit A attached hereto and made a part hereof,

is property of, or is property payable or held with respect to patents or rights related thereto in which interests are held by, and such property itself constitutes interests held therein by, a national of a foreign country (France);

And having made all determinations and taken all action required by law, including appropriate consultation and certification, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest and for the benefit of the United States.

Such property and any or all of the proceeds thereof shall be held in an appropriate account or accounts, pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien Property Custodian to return such property or the proceeds thereof in whole or in part, nor shall it be deemed to indicate that compensation will not be paid in lieu thereof, if and when it should be determined to take any one or all of such actions.

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as may be allowed, file with the Alien Property Custodian on Form APC-1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on November 19, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

EXHIBIT A

(1) All right, title and interest, including all accrued royalties and all damages and profits recoverable at law or in equity from any person, firm, corporation or government for past infringement thereof, in and to the following United States Letters Patent:

Patent Number, Date, Inventor, and Title

1,692,542; 11-20-28; Antoine Bosselut; Electrical means for controlling lifts and the like.

(2) All interests and rights (including all royalties and other monies payable or held with respect to such interests and rights, and all damages for breach of the agreement hereinafter described, together with the right to sue therefor) created in Antoine Bosselut by virtue of an agreement dated November 5, 1934 and November 24, 1934 (including all modifications thereof and supplements thereto, if any) by and between Antoine Bosselut and Otis Elevator Company, which agreement relates, among other things, to United States Letters Patent No. 1,692,542.

[F. R. Doc. 43-20226; Filed, December 20, 1943; 12:05 p. m.]

[Vesting Order 2627]

JEAN LUCIEN REGNIER, ET AL.

In re: Interests of Jean Lucien Regnier and Fabriques de Produits de Chimie Organique de Laire in agreements with each other and with Gerald F. Rorer and William H. Rorer, Inc.

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, the undersigned, after investigation, finding;

1. That Jean Lucien Regnier is a resident of France and is a national of a foreign country (France);

2. That Fabriques de Produits de Chimie Organique de Laire is a corporation organized under the laws of France and is a national of a foreign country (France);

3. That the property identified in subparagraph 4 hereof is property of Jean Lucien Regnier and Fabriques de Produits de Chimie Organique de Laire;

4. That the property described as follows:

Property identified in Exhibit A attached hereto and made a part hereof,

is property payable or held with respect to patents or rights related thereto in which interests are held by, and such property itself constitutes interests held therein by, nationals of a foreign country (France);

And having made all determinations and taken all action required by law, including appropriate consultation and certification, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest and for the benefit of the United States.

Such property and any or all of the proceeds thereof shall be held in an appropriate account or accounts, pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien Property Custodian to return such property or the proceeds thereof in whole or in part, nor shall it be deemed to indicate that compensation will not be paid in lieu thereof, if and when it should be determined to take any one or all of such actions.

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as may be allowed, file with the Alien Property Custodian on Form APC-1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on November 19, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

EXHIBIT A

(a) All interests and rights (including all royalties and other monies payable or held with respect to such interests and rights and all damages for breach of the agreement hereinafter described, together with the right to sue therefor (created in Jean Lucien Regnier and Fabriques de Produits de Chimie Organique de Laire, and each of them, by virtue of an agreement dated July 10, 1939 (including all modifications thereof and supplements thereto, if any) by and between Jean Lucien Regnier, Fabriques de Produits de Chimie Organique de Laire, Gerald F. Rorer and William H. Rorer, Inc., which agreement relates, among other things, to Patent No. 2,312,440.

(b) All interests and rights (including all royalties and other monies payable or held with respect to such interests and rights and all damages for breach of the agreement hereinafter described, together with the right to sue therefor) created in Jean Lucien Regnier and Fabriques de Produits de Chimie Organique de Laire, and each of them, by virtue of an agreement entered into on or before July 10, 1939 (including all modifications thereof and supplements thereto, if any) by and between Jean Lucien Regnier and Fabriques de Produits de Chimie Organique de Laire, granting an exclusive license to said Fabriques de Produits de Chimie Organique de Laire under the invention covered by Patent No. 2,312,440.

[F. R. Doc. 43-20227; Filed, December 20, 1943; 12:05 p. m.]

[Vesting Order 258 as Amended, Amendment]

JOSEPH FEILER AND HELENE FEILER

In re: Certain real and personal property in Brooklyn, New York, owned by Joseph Feiler and Helene Feiler.

Vesting Order No. 258, dated October 28, 1942, as amended, is hereby further amended as follows and not otherwise:

a. By deleting the word "Northeasterly" in line 3 of subparagraph 3-a (1) of said vesting

order and inserting in lieu thereof the word "Northwesterly"; by deleting the word "former" in line 10 of subparagraph 3-a (1) of said vesting order and inserting in lieu thereof the word "formerly"; by inserting the word "by" immediately following the word "intersected" on line 13 of subparagraph 3-a (1) of said vesting order.

b. By deleting the word "Northwesterly" in line 5 of subparagraph 3-a (2) of said vesting order and inserting in lieu thereof the word "Northeasterly".

All other provisions of said Vesting Order Number 258, as amended, and all action taken on behalf of the undersigned in reliance thereon, pursuant thereto and under the authority thereof are hereby ratified and confirmed.

Executed at Washington, D. C., on December 16, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

[F. R. Doc. 43-20228; Filed, December 20, 1943; 12:08 p. m.]

[Vesting Order 1036, Amendment]

CHARLES RUPP & CIE.

In re: Claim of Charles Rupp & Cie. for fair and just compensation, arising by reason of the requisitioning by the Board of Economic Warfare of 313 cases of Java Orange Pekoe Tea.

Vesting Order Number 1036, dated March 8, 1943, is hereby amended to read as follows:

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, the undersigned, after investigation, finding:

1. That Charles Rupp and Cie., Erlenbach-Zurich, Switzerland, is a partnership organized under the laws of and doing business in Switzerland, whose name appears on The Proclaimed List of Certain Blocked Nationals, Revision IV, Part II, promulgated pursuant to Proclamation No. 2497 of the President, dated July 17, 1941;

2. That Charles Rupp and Cie. is acting or purporting to act directly or indirectly for the benefit, or on behalf of, a designated enemy country (Germany) and is a national of a designated enemy country (Germany);

3. That Charles Rupp and Cie. was the owner of the 313 cases of Java Orange Pekoe Tea described in subparagraph 5 hereof at the time of their requisitioning by the Board of Economic Warfare on April 29, 1943;

4. That Charles Rupp and Cie. is the owner of the property described in subparagraph 5 hereof;

5. That the property described as follows:

The claim of Charles Rupp and Cie. for fair and just compensation arising by reason of the requisitioning by the Board of Economic Warfare of 313 cases of Java Orange Pekoe Tea, pursuant to Requisition Number BEW-195, dated April 29, 1943;

is property which is in condemnation or other similar proceedings and which is payable or deliverable to, or claimed by, a national of a designated enemy country, and is property within the United States owned or controlled by a national of a designated enemy country (Germany);

And determining that to the extent that such national is a person not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany);

And having made all determinations and taken all action, after appropriate consultation and certification required by law, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the property described in subparagraph 5 hereof, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest, and for the benefit, of the United States.

Such property and any or all of the proceeds thereof shall be held in an appropriate account, or accounts, pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien Property Custodian to return such property or the proceeds thereof in whole or in part, nor shall this order be deemed to indicate that compensation will not be paid in lieu thereof, if and when it should be determined to take any one or all of such actions.

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as may be allowed, file with the Alien Property Custodian on Form APC-1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on December 16, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

[F. R. Doc. 43-20229; Filed, December 20, 1943; 12:08 p. m.]

[Vesting Order 1491, Amendment]

JOHANNES BISCHOFF

In re: Claim of Johannes Bischoff and/or Johannes Bischoff & Co. for fair and just compensation, arising by reason of the requisitioning by the Board of Economic Warfare of 1022 bales of cotton, more or less.

Vesting Order Number 1491, dated May 17, 1943, is hereby amended to read as follows:

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, the undersigned, after investigation, finding:

1. That the last known address of Johannes Bischoff is Bremen, Germany and that he is a national of a designated enemy country (Germany);

2. That Johannes Bischoff & Co. is a business enterprise organized under the laws of Germany with its principal place of business located at Bremen, Germany, and that it is a national of a designated enemy country (Germany);

3. That the Peruvian raw cotton described in subparagraph 5 hereof was owned by Johannes Bischoff and/or Johannes Bischoff & Co. at the time of its requisitioning by the Board of Economic Warfare on July 9, 1943;

4. That Johannes Bischoff and/or Johannes Bischoff & Co. is the owner of the property described in subparagraph 5 hereof;

5. That the property described as follows:

The claim of Johannes Bischoff and/or Johannes Bischoff & Co., for fair and just compensation arising by reason of the requisitioning by the Board of Economic Warfare of 1022 bales, more or less, of Peruvian raw cotton, pursuant to Requisition Number BEW-201, dated July 9, 1943,

is property which is in condemnation or other similar proceedings and which is payable or deliverable to, or claimed by, nationals of a designated enemy country, and is property within the United States owned or controlled by nationals of a designated enemy country (Germany);

And determining that to the extent that such nationals are persons not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany);

And having made all determinations and taken all action, after appropriate consultation and certification required by law, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the property described in subparagraph 5 hereof, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest, and for the benefit, of the United States.

Such property and any or all of the proceeds thereof shall be held in an appropriate account, or accounts, pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien Property Custodian to return such property or the proceeds thereof in whole or in part, nor shall this order be deemed to indicate that compensation will not be paid in lieu thereof, if and when it should be determined to take any one or all of such actions.

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as may be allowed, file with the Alien Property Custodian on Form APC-1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on December 16, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

[F. R. Doc. 43-20230; Filed, December 20, 1943; 12:03 p. m.]

[Vesting Order 1549, Amendment]

JOHN HILDEBRAND AND MARY HILDEBRAND

In re: Real property, bank account and claim owned by John Hildebrand and Mary Hildebrand, his wife.

Vesting Order Number 1549, dated May 27, 1943, is hereby amended to read as follows:

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, the undersigned, after investigation, finding:

1. That the last known address of both John Hildebrand and Mary Hildebrand, his wife, is Nollenwald Strasse, Gengenbach, Baden, Germany, and that they are residents of Germany and nationals of a designated enemy country (Germany);

2. That John Hildebrand and Mary Hildebrand, his wife, are the owners of the property described in subparagraph 3 hereof;

3. That the property described as follows:

a. Real property situated in the City of Cleveland, County of Cuyahoga, State of Ohio, particularly described in Exhibit A attached hereto and by reference made a part hereof, together with all hereditaments, fixtures, improvements and appurtenances thereto, and any and all claims for rents, refunds, benefits or other payments arising from the ownership of such property,

b. That certain bank account with the Cleveland Trust Company, Payne Avenue and East 55th Street, Cleveland, Ohio, which is due and owing to, and held for John Hildebrand and Mary Hildebrand, his wife, in the name of Miss Elizabeth Schroeder, agent for John Hildebrand and Mary Hildebrand, and any and all security rights in and to any and all collateral for all or part of such account, and the right to enforce and collect the same, and

c. All right, title, interest and claim of any name or nature whatsoever, contingent or otherwise and whether or not matured, in and to any and all obligations owing to John Hildebrand and Mary Hildebrand, his wife, and each of them, by Union Properties, Inc., Cleveland, Ohio, and represented on the books of Union Properties, Inc., as a cerdit balance due and owing to John Hildebrand and Mary Hildebrand, his wife, including but not limited to all security rights in and to any and all collateral for any and all such obligations, and the right to enforce and collect the same,

is property within the United States owned or controlled by nationals of a designated enemy country (Germany);

And determining that the property described in subparagraphs 3-b and 3-c hereof is necessary for the maintenance or safeguarding of other property (namely, that property described in subparagraph 3-a hereof) belonging to the same nationals of the same designated enemy country, and subject to vesting (and in fact vested by this order) pursuant to section 2 of said Executive order;

And further determining that to the extent that such nationals are persons not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany);

And having made all determinations and taken all action, after appropriate consultation and certification required by law, and deeming it necessary in the national interest,

hereby vests in the Alien Property Custodian the property described in subparagraph 3-a hereof, subject to recorded liens, encumbrances and other rights of record held by or for persons who are not nationals of designated enemy countries, and hereby vests in the Alien Property Custodian the property described in subparagraphs 3-b and 3-c hereof,

All such property so vested to be held, used, administered, liquidated, sold or otherwise dealt with in the interest, and for the benefit, of the United States.

Such property and any or all of the proceeds thereof shall be held in an appropriate account, or accounts, pending further determination of the Alien Property Custodian. This order shall not be deemed to limit the power of the Alien Property Custodian to return such property or the proceeds thereof in whole or in part, nor shall this order be deemed to indicate that compensation will not be paid in lieu thereof, if and when it should be determined to take any one or all of such actions.

Any person, except a national of a designated enemy country, asserting any claim arising as a result of this order may, within one year from the date hereof, or within such further time as may be allowed, file with the Alien Property Custodian on Form APC-1 a notice of claim, together with a request for a hearing thereon. Nothing herein contained shall be deemed to constitute an admission of the existence, validity or right to allowance of any such claim.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order No. 9095, as amended.

Executed at Washington, D. C., on December 16, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

EXHIBIT A

PARCEL NO. 1

All that lot or parcel of land situated in the City of Cleveland, County of Cuyahoga and State of Ohio, described as follows:

Sublot No. 116 in L. M. Southern's re-subdivision of part of L. M. Southern's subdivision of part of original one hundred acre lots Nos. 358, 359, 365 and 366 as shown by the recorded plat of said re-subdivision in Volume 31 of Maps, Page 13 of Cuyahoga County records, and being 34 feet front on the South Westerly side of Forest Park Avenue (now known as Arbor Road N. E.) and extending back of equal width 100 feet deep along the Northerly side of an alley as appears by said plat.

PARCEL NO. 2

All that lot or parcel of land lying or being in the City of Cleveland, County of Cuyahoga and State of Ohio, described as follows:

Sub Lot No. 85 in Luther Moses' subdivision of a part of original East Cleveland Township lot No. 340 being 40 feet front on Sixth Avenue (now Whittier Avenue) and extending back of equal width 180 feet according to the plat, of said subdivision recorded in volume 7 of maps, page 13 of Cuyahoga County records, be the same more or less, but subject to all legal highways.

[F. R. Doc. 43-20231; Filed, December 20, 1943; 12:08 p. m.]

[Vesting Order 2263, Amendment]

BOEHME FETTCHEMIE, G. M. B. H., ET AL.

Vesting Order Number 2263 of September 22, 1943 is amended as follows and not otherwise:

By inserting, in subparagraph 4 (c) thereof, after the words "Imperial Chemical Industries Limited, a British corporation, and," the words "General Aniline Works, Inc., a Delaware corporation".

All other provisions of said Vesting Order Number 2263 and all action taken on behalf of the undersigned in reliance thereon, pursuant thereto and under the authority thereof are hereby ratified and confirmed.

Executed at Washington, D. C., on December 13, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

[F. R. Doc. 43-20232; Filed, December 20, 1943; 12:03 p. m.]

[Vesting Order 2322, Amendment]

ANDREWS AND GEORGE CO., INC.

In re: One hundred five (105) metal cutting tools owned by Andrews & George Company, Inc.

Vesting Order Number 2322, dated October 4, 1943, is hereby amended as follows and not otherwise:

a. By deleting the words and figures "HG-213158" "1½ D. P. Ditto" and "1" where such words and figures appear in page one of Exhibit A, attached to and by reference made a part of said vesting order.

b. By deleting the words and figures "one hundred six (106)" where such words or figures appear in said vesting order, and in Exhibit A attached to and by reference made a part of said vesting order, and substituting therefor the words and figures "one hundred five (105)".

All other provisions of said Vesting Order Number 2322 and all action taken on behalf of the undersigned in reliance thereon, pursuant thereto and under the authority thereof are hereby ratified and confirmed.

Executed at Washington, D. C., on December 16, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

[F. R. Doc. 43-20232; Filed, December 20, 1943; 12:08 p. m.]

[Vesting Order 2598, Amendment]

ALFRED HUGO JAHN

In re: Trust under the will of Alfred Hugo Jahn, deceased; File D-28-2524; E. T. sec. 3756.

Whereas, through clerical error, the word "country" was omitted from the last paragraph of Vesting Order Number 2598.

Now, therefore, the last paragraph of Vesting Order Number 2598 is hereby amended to read as follows:

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of said Executive order.

All other provisions of such Vesting Order Number 2598 and all action taken on behalf of the undersigned in reliance thereon, pursuant thereto and under the authority thereof are hereby ratified and confirmed.

Dated: December 16, 1943.

[SEAL] LEO T. CROWLEY,
Alien Property Custodian.

[F. R. Doc. 43-20234; Filed, December 20, 1943; 12:08 p. m.]

OFFICE OF PRICE ADMINISTRATION.

[RMPR 122, Amdt. 1 to Rev. Order 47]

SOLID FUELS IN WASHINGTON, D. C., AREA AND ALEXANDRIA, VA.

ADJUSTMENT OF AUTHORIZED PRICES

Amendment No. 1 to Revised Order No. 47 under Revised Maximum Price Regulation No. 122. Solid fuels sold and delivered by dealers.

For the reasons set forth in the opinion issued herewith and in accordance with §§ 1340.259 (a) (1) and 1340.-260 of Revised Maximum Price Regulation No. 122, *It is ordered,* That Revised Order No. 47 be amended in the following respects:

1. In paragraph (a) (2), the last sentence is amended to read as follows:

Only Price Schedules I and IV permit the making of a service charge and only Price Schedule IV requires the granting of a discount.

2. In paragraph (f), the first sentence is amended to read as follows:

Price Schedule IV sets forth maximum prices for "direct delivery" sales to consumers in Alexandria, Virginia, and for sales made at the yard of any dealer in Alexandria, Virginia.

3. In paragraph (f), a new undesignated paragraph is added immediately preceding the table of prices to read as follows:

If the buyer requests such service of him, the dealer may charge no more than 50 cents per ton for "carry" or "wheel" service except that no service charge may be made on sales of less than one-quarter ton or of any quantity of bagged coal. This provision applies only when the dealer renders the service.

4. In paragraph (l), the first two sentences are amended to read as follows:

Every dealer subject to this order is governed by the licensing provisions of Supplementary Order No. 72, issued by the Office of Price Administration. This provides, in brief, that a license is required of all persons selling at retail commodities for which maximum prices are established.

5. Paragraph (m) is amended to read as follows:

(m) Every dealer making a sale of solid fuel for which a maximum price is set by this order shall keep a record of each such sale: the date, the name and address of the buyer, if known, the price charged and the kind, size, and quantity of fuel sold. The fuel shall be identified in the manner in which the fuel is described in this order. The record shall also state separately each service rendered and the charge made for it.

6. In paragraph (p) (16), the final period is deleted and the words "during December, 1941" are added.

NOTE: The reporting and record-keeping requirements of this amendment have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

This amendment No. 1 to Revised Order No. 47 shall become effective December 21, 1943.

(56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681)

Issued this 20th day of December 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20256; Filed, December 20, 1943; 5:09 p. m.]

[Order 50 Under RMPR 122, Corr. to Amdt. 1]

PENNSYLVANIA ANTHRACITE

PRICES IN YORK AND HARRISBURG COAL TRADING AREAS

Correction to Amendment No. 1 to Order No. 50 under Revised Maximum Price Regulation No. 122—Solid fuels sold and delivered by dealers. Pennsylvania anthracite delivered by dealers in the cities of York, Harrisburg, and designated townships and boroughs in York, Dauphin, Cumberland, and Perry Counties, Commonwealth of Pennsylvania—Coal Area III.

The date on which Amendment No. 1 to Order No. 50 becomes void, i. e., May 20, 1944, is corrected to read, June 1, 1944.

(56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681)

Issued this 20th day of December, 1943.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 43-20258; Filed, December 20, 1943; 5:09 p. m.]

Regional and District Office Orders.

[Region VIII Order G-1 Under MPR 269, Amdt. 2]

TURKEYS AND FOWL IN SPOKANE, WASH.

Amendment No. 2 to Order G-1 under Revised Maximum Price Regulation No. 269, as amended. Poultry.

For reasons set forth in an opinion issued simultaneously herewith and under the authority vested in the Regional Administrator of the Office of Price Administration by § 1429.14 of Revised Maximum Price Regulation No. 269, as amended, it is hereby ordered that paragraph (b) be revoked.

This amendment shall become effective upon its issuance.

(56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871 and E.O. 9328, 8 F.R. 4681)

Issued this 10th day of December 1943.

EDGAR SNYDER,
Acting Regional Administrator.

[F. R. Doc. 43-20200; Filed, December 20, 1943; 11:39 a. m.]

[Region VIII, Order G-3 Under MPR 329, Amdt. 4]

FLUID MILK IN LOS ANGELES, CALIF., AREA

Amendment No. 4 to Order No. G-3 under Maximum Price Regulation No. 329. Purchases of milk from producers for resale as fluid milk.

For the reasons set forth in an opinion issued simultaneously herewith, and under the authority vested in the Regional Administrator of the Office of Price Administration by § 1351.408 of Maximum Price Regulation No. 329, Order No. G-3 under Maximum Price Regulation No. 329 is hereby amended as follows:

(a) Paragraph (b) is hereby amended to read as follows:

(b) (1) The maximum delivered price at which any person may purchase fluid milk from any producer whose dairy is situated in any of the localities listed in paragraph (a) above, where the producer (including a group or association of producers) delivers the milk to the purchaser's plant, or to a railway freight depot where such milk is collected for shipment in railway cars, in vehicles operated by the producers (but not where an individual producer operates more than one vehicle in the collection of milk from other producers for delivery to the purchaser) shall be the maximum price determined under paragraph (a), plus a transportation allowance computed as follows:

Distance From Producer's Dairy to Purchaser's Plant and Transportation Allowance

Less than 5 miles, $0.02 per lb. milk fat.
5 miles and less than 10, $0.025 per lb. milk fat.
10 miles and less than 20, $0.03 per lb. milk fat.
20 miles and less than 30, $0.035 per lb. milk fat.
30 miles and less than 40, $0.04 per lb. milk fat.
40 miles and less than 50, $0.045 per lb. milk fat.
50 miles and less than 60, $0.05 per lb. milk fat.
60 miles and over, $0.055 per lb. milk fat.

(2) Any purchaser may pay a maximum delivered price of $1.19 per pound milk fat for milk delivered to the purchaser's plant located in San Diego County, or $1.10 per pound milk fat for milk delivered to the purchaser's plant located within the Los Angeles area, provided the following conditions exist:

(i) The milk must have been produced at dairies located within the Los Angeles area, and must be sold to the purchaser by a farmers' cooperative acting as a "producer" within the meaning of § 1351.404 (c) of Maximum Price Regulation No. 329.

(ii) The cooperative must also maintain a plant within the Los Angeles area at which it receives, for resale either in glass or paper containers or at wholesale in bulk (whether to stores, hotels, restaurants and institutions or as a

"handler" within the meaning of § 1351.816 (a) (11) of Maximum Price Regulation No. 280), milk which has previously been received and prepared for shipment in a plant located outside the Los Angeles area.

(iii) During the calendar month preceding the month in which the purchase is made, the total amount of milk which the cooperative received in its Los Angeles area plant as described in subdivision (ii) of this subparagraph must have equalled or exceeded the total amount of milk sold during such preceding month by the cooperative in the manner described in subdivision (i) of this subparagraph to purchasers whose plants are located in San Diego County or the Los Angeles area.

(b) Paragraph (d) is hereby amended by adding a new subparagraph to be designated (12) and to read as follows:

(12) "Los Angeles area" means the Counties of Los Angeles, Orange, Riverside and San Bernardino, California.

This amendment shall become effective December 16, 1943.

(56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871 and E.O. 9328, 8 F.R. 4681)

Issued this 11th day of December 1943.

EDGAR SINTON,
Acting Regional Administrator.

Approved:

BUELL F. MABEN,
Regional Director, Food Distribution Administration, War Food Administration.

[F. R. Doc. 43-20205; Filed, December 20, 1943; 11:41 a. m.]

[Region VIII Order G-2 Under 18 (c), Amdt. 19]

FLUID MILK AND CREAM IN CALIFORNIA

Amendment No. 19 to Order No. G-2 under § 1499.18 (c) of the General Maximum Price Regulation, as amended. Fluid milk prices at wholesale and retail in certain localities in the State of California.

For the reasons set forth in an opinion issued simultaneously herewith and under the authority vested in the Regional Administrator of the Office of Price Administration by § 1499.75 (a) (9) of Supplementary Regulation No. 15, Order No. G-2 is hereby amended as set forth below:

(a) Schedule A is amended by striking out the schedule of prices under the heading "San Diego County" and substituting therefor the following Milk Prices:[1]

Not less than	Wholesale delivered		Retail store		Retail home delivered	
	3.5 percent milk fat	4.2 percent milk fat	3.5 percent milk fat	4.2 percent milk fat	3.5 percent milk fat	4.2 percent milk fat
Gallon	$0.50		$0.55		$0.59	
Half-gallon	.265	$0.235	.30	$0.32	.32	$0.31
Quart, glass	.1325	.1425	.15	.16	.16	.17
Quart, fibre	.1375	.1475	.15	.16	.16	.17
Pint, glass	.08	.085				
Pint, fibre	.0825					
Half-pint	.048					

[1] The maximum prices of milk sold to the Armed Forces of the United States, in glass or fibre containers, shall be the wholesale delivered prices, provided above, subject to no discount.

The maximum prices of milk sold to the Armed Forces of the United States, in bulk, shall be $0.45 per gallon, subject to no discount.

This amendment to Order No. G-2 shall become effective December 15, 1943.

(56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871 and E.O. 9328, 8 F.R. 4681)

Issued this 9th day of December 1943.

EDGAR SINTON,
Acting Regional Administrator.

[F. R. Doc. 43-20204; Filed, December 20, 1943; 11:40 a. m.]

[Region VIII Order G-3 Under 18 (c), Amdt. 34]

FLUID MILK IN OKANOGAN COUNTY, WASHINGTON

Amendment No. 34 to Order No. G-3 under § 1499.18 (c) as amended of the General Maximum Price Regulation. Fluid milk prices at wholesale and retail in the State of Washington.

For the reasons set forth in an opinion issued simultaneously herewith and under the authority vested in the Regional Administrator of the Office of Price Administration by special authorization from the Price Administrator dated December 10, 1943, *It is hereby ordered,* That Order No. G-3 under § 1499.18 (c) as amended of the General Maximum Price Regulation be amended as set forth below:

(a) The preamble is amended to read as follows:

For the reasons set forth in an opinion issued simultaneously herewith and under the authority vested in the Regional Administrator of the Office of Price Administration by § 1499.18 (c) as amended of the General Maximum Price Regulation, § 1499.75 (a) (9) of Supplementary Regulation No. 15, and special authorization conferred by the Price Administrator, *It is hereby ordered:*

(b) Section (1) is hereby amended by adding at the end thereof the following:

THE TOWN OF MONROE

[Not less than 4.0% milk fat]

Quantity	Wholesale price	Retail price
Quart container	$0.11	$0.13
Half pint container	.035	.05

This amendment shall become effective December 15, 1943.

(56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871, and E.O. 9328, 8 F.R. 4681)

Issued this 11th day of December 1943.

EDGAR SINTON,
Acting Regional Administrator.

[F. R. Doc. 43-20201; Filed, December 20, 1943; 11:40 a. m.]

[Region VIII, Order G-28 under 18 (c), Amdt. 2]

FIREWOOD IN YAKIMA COUNTY, WASHINGTON

Amendment No. 2 to Order No. G-28 under § 1499.18 (c) as amended of the General Maximum Price Regulation. Certain firewood in Yakima County, Washington. Pursuant to the authority vested in the Regional Administrator of the Office of Price Administration by § 1499.18 (c) as amended of the General Maximum Price Regulation and paragraph (e) of Order No. G-28 as Amended and for the reasons set forth in the opinion issued herewith, *It is ordered:*

(a) Paragraph (b) of Order No. G-28 as amended under section 18 (c) of the General Maximum Price Regulation, granting maximum prices for the sale of the specified kinds of firewood in Yakima County, Washington, is hereby amended to read as follows:

(b) The maximum price for the specified kinds of firewood shall be:

(1) For sales to any person delivered on the grounds, in the woods within Yakima County, Washington:

	4 feet	24 inches	16 inches
(i) Fir forest wood, old and second growth, green or dry, per cord	$7.00	$7.75	$3.50
(ii) Apple wood, green or dry, per cord	8.00	8.75	9.50

(2) For sales to a dealer delivered to the dealer's yard or place of business in

the city of Yakima, Washington, or in the area within five miles of the corporate limits thereof:

	4 feet	24 inches	16 inches
(i) Fir forest wood, old and second growth, green or dry, per cord	$9.75	$10.50	$11.25
(ii) Apple wood, green or dry, per cord	10.25	11.00	11.75

(3) For sales delivered to the premises of the consumer in the County of Yakima outside the city of Yakima, Washington, and the area within five miles of the corporate limits thereof:

	4 feet	24 inches	16 inches
(i) Fir forest wood, old and second growth, green or dry, per cord	$11.50	$12.25	$13.50
(ii) Apple wood, green or dry, per cord	12.25	13.00	14.25

(4) For sales delivered to the premises of the consumer in the city of Yakima, or in the area within five miles of the corporate limits thereof:

	4 feet	24 inches	16 inches
(i) Fir forest wood, old and second growth, green or dry, per cord	$12.25	$13.00	$14.25
(ii) Apple wood, green or dry, per cord	13.00	13.75	15.00

(b) This amendment No. 2 to Order No. G-28 as amended shall become effective December 10, 1943.

Issued: December 10, 1943.

EDGAR SINTON,
Acting Regional Administrator.

[F. R. Doc. 43-20202; Filed, December 20, 1943; 11:40 a. m.]

[Region VIII Order G-78 Under 18 (c)]

FRESH GREEN BONES IN CALIFORNIA

Order No. G-73 under § 1499.18 (c), as amended, of the General Maximum Price Regulation. Adjusted maximum prices for sales of fresh green bones in the State of California.

For the reasons set forth in an opinion issued simultaneouly herewith and under the authority vested in the Regional Administrator of the Office of Price Administration by § 1499.18 (c), as amended, of the General Maximum Price Regulation, *It is hereby ordered:*

(a) The adjusted maximum price for sales of fresh green bones to any person who operates a bone glue production plant located in the State of California, f. o. b., the seller's place of business shall be as follows:

Location of the Seller's Place of Business and Adjusted Maximum Price

Southern California Area, $30 per ton.
Northern California Area, $35 per ton.

(b) Definitions:

(1) "Southern California Area" means that portion of the State of California south of the northern boundaries of San Luis Obispo, Kern, and San Bernardino Counties.

(2) "Northern California Area" means that portion of the State of California north of the northern boundaries of San Luis Obispo, Kern, and San Bernardino Counties.

(c) This order shall become effective December 13, 1943.

(56 Stat. 23, 765; Pub. Law 151, 78th Cong.; E.O. 9250, 7 F.R. 7871 and E.O. 9326, 8 F.R. 4681)

Issued this 10th day of December 1943.

EDGAR SINTON,
Acting Regional Administrator.

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