FEDERAL REGISTER

VOLUME 10 NUMBER 223

Washington, Wednesday, November 14, 1945

Regulations

TITLE 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 1—POLITICS AND RELIGION

POLITICAL ACTIVITY OF U. S. EMPLOYEES; REEMPLOYMENT; DEBARMENT PERIOD

Section 1.107 (9 F.R. 14225) is amended as follows:

§ 1.107 *Reemployment; debarment period.* An employee removed for violation of § 1.1 may be reinstated in accordance with the provisions of the civil service rules to any position for which he can qualify and other than one the salary or compensation of which is payable under the same appropriation as the position from which removed: *Provided,* That in all cases involving a finding that a Federal employee has engaged in prohibited political activity, the Commission shall consider the matter from a suitability standpoint and shall establish a definite period of debarment applicable to the employee for all Federal positions within the Commission's jurisdiction.

By the United States Civil Service Commission.

[SEAL] H. B. MITCHELL,
President.

OCTOBER 26, 1945.

[F. R. Doc. 45-20663; Filed, Nov 13, 1945; 10:23 a. m.]

TITLE 6—AGRICULTURAL CREDIT

Chapter I—Farm Credit Administration

PART 22—THE FEDERAL LAND BANK OF BALTIMORE

NEW LOAN FEES

Section 22.1 of Title 6, Code of Federal Regulations, is amended by striking out (c), (d) and (e) thereof and all of the succeeding paragraphs and by substituting in lieu thereof the following:

In the event no appraisal of the property is made, the entire application fee shall be refunded.

On each loan closed exceeding $5,000.00 in amount, an additional fee shall be deducted from the loan proceeds in an amount equal to $1.00 for each $1,000.00 or fraction thereof by which the amount loaned exceeds $5,000.00: *Provided,* That the amount of an additional loan shall be determined by the amount of new money loaned and the additional fee on joint Land Bank and Land Bank Commissioner loans shall be computed on the aggregate amount loaned. The amount of a direct or association-endorsed loan made partially for the purpose of refinancing a real estate contract or purchase money mortgage executed to the Bank or the Federal Farm Mortgage Corporation shall likewise be determined by the amount of new money loaned.

When a reappraisal in connection with an application for a new loan or an additional loan is required because of the delay of the applicant or is made at the applicant's request, a second fee shall be charged computed on the basis of the fee applicable to the original application.

A single fee shall be charged on an application resulting in a single Land Bank or Land Bank Commissioner loan or on joint Land Bank and Land Bank Commissioner loans. *Provided, however,* That no initial application or loan closing fees shall be charged by the Bank in connection with new or additional loans made through any national farm loan association after the date on which such national farm loan association makes effective a policy eliminating all initial application fees in connection with new and additional loans and reducing the amount of the association loan closing fees to be collected from borrowers to ½ of 1% of the amount of each new Land Bank loan closed or, in the case of an additional Land Bank loan, to ½ of 1% of the new money loaned.

Each applicant shall be required to pay actual cash outlays for abstract expenses, title insurance fees, notarial fees, recording fees or other disbursements necessary for the completion of the transaction.

(Sec. 13 "Ninth", 39 Stat. 372; sec. 26, 48 Stat. 44; sec. 32, 48 Stat. 48, as amended; 12 U.S.C. 781 "Ninth", 723 (c),

(Continued on p. 13863)

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FEDERAL REGISTER

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NOTICE

1944 Supplement

The following books of the 1944 Supplement to the Code of Federal Regulations are now available from the Superintendent of Documents, Government Printing Office, at $3 per copy:

Book 1: Titles 1–10, including Presidential documents in full text.

Book 2: Titles 11–32.

A limited sales stock of the Cumulative Supplement and the 1943 Supplement is still available as previously announced.

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1016 (e) and Sup.; 6 CFR 19.326 and 19.330)

[Res. Bd. of Dir. April 21, 1943; July 19, 1944; May 22, 1945; and Sept. 17, 1945.]

[SEAL] THE FEDERAL LAND BANK OF BALTIMORE,
E. W. MCSPARRAN,
Treasurer.

[F. R. Doc. 45-20672; Filed, Nov. 13, 1945; 10:27 a. m.]

Chapter II—Production and Marketing Administration

[Amdt. 1]

PART 249—GRAPEFRUIT JUICE PAYMENT PROGRAM

SUBPART—1944–45

Amendment 1 to the offer of Commodity Credit Corporation to make payments with respect to grapefruit juice derived from the 1944–45 crop of grapefruit.

In order that the "Offer of Commodity Credit Corporation to Make Payments with Respect to Grapefruit Juice Derived from the 1944–45 Crop of Grapefruit," 10 F.R. 7564 (herein called the "Offer"), may reflect more accurately the commitments heretofore made by Commodity Credit Corporation (herein called "Commodity") with respect to the 1944–45 Grapefruit Juice Payment Program, Commodity hereby amends the offer in the manner and to the extent provided in this Amendment 1 to the offer.

1. Section (7) of the offer is hereby amended to read as follows:

(7) *Establishment of seasonal fruit cost.* As soon as practicable after receipt by Commodity of the reports required to be submitted by canners pursuant to (c) and (d) of section (10) hereof, Commodity shall, with respect to each canner and all of such canner's plants in each area, establish, for each such canner and area, a weighted average seasonal delivered cost (herein called "Seasonal Fruit Cost") per ton of grapefruit of the 1944–45 crop delivered, during the period October 1, 1944, to May 31, 1945, both dates inclusive, to such canner's plants in each such area exclusively for processing. Each such Seasonal Fruit Cost shall be established by Commodity on the basis of all such canner's applicable Monthly Fruit Costs for the aforesaid period, weighted according to the total quantity of grapefruit juice canned in such area by such canner during each month of such period, less the respective total quantities of such grapefruit juice which (a) prior to November 10, 1944, such canner had sold and delivered to purchasers other than government procurement agencies, and other than for export, (b) prior to June 1, 1945, such canner had sold and delivered to government procurement agencies and to purchasers for export, and (c) on June 1, 1945, such canner was holding for sale and delivery to government procurement agencies and to purchasers for export: *Provided*, That with respect to each such Monthly Fruit Cost which is in excess of 103 percent of the applicable Monthly Area Fruit Cost, 103 percent of such Monthly Area Fruit Cost, or the applicable maximum cost specified in (a) of section (6) hereof, whichever is the lower, shall be used in lieu of such Monthly Fruit Cost.

2. Section (10) of the offer is hereby amended by deleting therefrom paragraph (c) and inserting, in lieu thereof, the following paragraphs (c) and (d):

(c) Each canner shall, within ten (10) calendar days following the publication of this offer in the FEDERAL REGISTER, and with respect to grapefruit juice produced during each month of the period October 1, 1944, to May 31, 1945, both dates inclusive, mail to Commodity an accurate report stating the respective quantities of such juice (i) which, prior to June 1, 1945, such canner sold and delivered to government procurement agencies, and for export, and (ii) which, on June 1, 1945, were set aside for sale and delivery to government procurement agencies, and for export.

(d) Each canner who, prior to November 10, 1944, sold and delivered grapefruit juice to purchasers other than government procurement agencies, and other than for export, shall, within ten (10) calendar days following the publication of this Amendment 1 in the FEDERAL REGISTER, mail to Commodity an accurate report stating the total quantity of grapefruit juice which such canner sold and delivered, as aforesaid, during each of the following periods:

(i) October 1, 1944, to November 4, 1944, both dates inclusive; and

(ii) November 5, 1944, to November 9, 1944, both dates inclusive.

3. Table V and Table VI, respectively, of Schedule A of the offer are hereby amended by deleting from each such table the figures "23.90" and inserting, in lieu thereof, the figures "27.90".

Persons acting in reliance upon the offer shall do so in accordance with, and subject to, the terms and conditions of the offer, as hereby amended.

NOTE: All reporting and record-keeping requirements of this agreement have been approved by, and subsequent reporting and record-keeping requirements will be subject to the approval of, Bureau of the Budget in accordance with the Federal Reports Act of 1942.

Issued at Washington, D. C., this 9th day of November, 1945.

[SEAL] COMMODITY CREDIT CORPORATION,
By J. B. HUTSON,
President.

Attest:

MARION M. CRUMPLER,
Assistant Secretary.

[F. R. Doc. 45-20639; Filed, Nov. 9, 1945; 3:14 p. m.]

TITLE 31—MONEY AND FINANCE: TREASURY

Chapter I—Monetary Offices, Department of the Treasury

[Public Circ. 15]

APPENDIX B—PUBLIC CIRCULARS UNDER EXECUTIVE ORDER NO. 8389, APRIL 10, 1940, AS AMENDED, AND REGULATIONS ISSUED PURSUANT THERETO

WAIVER OF CERTAIN REPORTING REQUIREMENTS

NOVEMBER 14, 1945.

Public Circular No. 15, as amended, under Executive Order No. 8389, as amended, Executive Order No. 9193, as amended, sections 3 (a) and 5 (b) of the Trading with the Enemy Act, as amended by the First War Powers Act, 1941, relating to foreign funds control.

Public Circular No. 15 is hereby amended to read as follows:

(1) *Reports under licenses.* All requirements for reports under general or other licenses are hereby waived, except as to General Licenses Nos. 42, 49, 50, 52, 58, 59, 60, 61, 68A, 70, and 75.

(2) *Reports under Public Circular No. 14.* The reporting requirements of Public Circular No. 14 are also waived.

(Sec. 3 (a), 40 Stat. 412; sec. 5 (b), 40 Stat. 415 and 966; sec. 2, 48 Stat. 1; 54 Stat. 179; 55 Stat. 838; E. O. 8389, Apr.

10, 1940, as amended by E. O. 8785, June 14, 1941, E. O. 8832, July 26, 1941, E. O. 8963, Dec. 9, 1941, and E. O. 8998, Dec. 26, 1941; E. O. 9193, July 6, 1942, as amended by E. O. 9567, June 8, 1945; Regs., Apr. 10, 1940, as amended June 14, 1941, and July 26, 1941).

[SEAL] FRED M. VINSON,
Secretary of the Treasury.

[F. R. Doc. 45-20693; Filed, Nov. 13, 1945; 11:02 a. m.]

TITLE 32—NATIONAL DEFENSE

Chapter VI—Selective Service System

[Amdt. 355]

PART 622—CLASSIFICATION

REGISTRANTS CONNECTED WITH ARMED FORCES OF COBELLIGERENT NATION, AMERICAN FIELD SERVICE OR MERCHANT MARINE

Pursuant to authority contained in the Selective Training and Service Act of 1940, as amended, Selective Service Regulations, Second Edition, are hereby amended in the following respect:

Amend the regulations by changing the title and adding a new paragraph (d) to § 622.17 to read as follows:

§ 622.17 *Class I-G: Registrants who are members of or are honorably separated from land or naval forces of cobelligerent nations; or registrants separated from American Field Service or Merchant Marine.* * * *

(d) In Class I-G may be placed any registrant who, on or after November 15, 1945, has completed a period of substantially continuous service in the Merchant Marine of the United States, and who has a certificate to that effect issued by the War Shipping Administration; provided it is found that such a registrant should be relieved from any future consideration for classification into a class available for service because the registrant has already made a sufficient contribution to the war effort through his service in the Merchant Marine.

The foregoing amendment to the Selective Service Regulations shall be effective within the continental United States immediately upon the filing hereof with the Division of the Federal Register and shall be effective outside the continental limits of the United States on the 30th day after the date of filing hereof with the Division of the Federal Register.

LEWIS B. HERSHEY,
Director.

NOVEMBER 1, 1945.

[F. R. Doc. 45-20632; Filed, Nov. 9, 1945; 3:51 p. m.]

[Amdt. 356]

PART 623—CLASSIFICATION PROCEDURE

MEN RELIEVED FROM DUTY WITH ARMED FORCES OF COBELLIGERENT NATION, AMERICAN FIELD SERVICE OR MERCHANT MARINE

Pursuant to authority contained in the Selective Training and Service Act of 1940, as amended, Selective Service Regulations, Second Edition, are hereby amended in the following respect:

Amend paragraph (a) of § 623.54 to read as follows:

§ 623.54 *Man relieved from active duty with land or naval forces of cobelligerent nation, American Field Service, or Merchant Marine.* (a) Immediately upon receipt by the local board of information that a registrant has been relieved from active duty as a member of the land or naval forces of a cobelligerent nation, or has been separated from active duty with the American Field Service, or has completed a period of substantially continuous service in the Merchant Marine of the United States, the local board shall review the registrant's classification to determine whether he should be placed or retained in Class I-G.

The foregoing amendment to the Selective Service Regulations shall be effective within the continental United States immediately upon the filing hereof with the Division of the Federal Register and shall be effective outside the continental limits of the United States on the 30th day after the date of filing hereof with the Division of the Federal Register.

LEWIS B. HERSHEY,
Director.

NOVEMBER 1, 1945.

[F. R. Doc. 45-20633; Filed, Nov. 9, 1945; 3:51 p. m.]

[Amdt. 357]

PART 653—WORK OF NATIONAL IMPORTANCE UNDER CIVILIAN DIRECTION

TRAVEL AND SUBSISTENCE EXPENSES

Pursuant to authority contained in the Selective Training and Service Act of 1940, as amended, Selective Service Regulations, Second Edition, are hereby amended in the following respect:

Amend paragraph (a) of § 653.4 to read as follows:

§ 653.4 *Special provisions concerning travel and subsistence expenses.* (a) Unless necessary transportation, meals, and lodgings are provided at no expense to the Selective Service System, Government Requests for Transportation (Standard Form No. 1030) and Government Requests for Meals or Lodgings for Civilian Registrants (Form 256) shall be supplied by the Director of Selective Service to the National Service Board for Religious Objectors or to the technical agency operating the camp, which in turn shall supply camp directors with such requests as are necessary. Upon receiving from the Director of Selective Service an order of transfer of an assignee, the camp director shall issue requests to the assignee to provide for necessary transportation, meals, and lodgings between the place where the assignee is and the place to which he is being transferred. Upon receiving from the Director of Selective Service a Certificate of Release (Form 45) or an Interim Certificate (Form 46) for an assignee, the camp director shall issue requests to the assignee to provide for necessary transportation, meals, and lodgings between the camp (or other place of release) and (1) the local board from which the assignee was assigned; or (2) the assignee's home, if the distance thereto is equal to or less than the distance to the local board of assignment; or (3) any other place chosen by the assignee if the distance thereto is equal to or less than the distance to the local board of assignment; *Provided,* That the Director of Selective Service shall not be responsible for furnishing and the camp director shall not issue requests to the assignee for transportation, meals, or lodgings in connection with any travel by the assignee outside the continental limits of the United States.

The foregoing amendment to the Selective Service Regulations shall be effective within the continental United States immediately upon the filing hereof with the Division of the Federal Register and shall be effective outside the continental limits of the United States on the 30th day after the date of filing hereof with the Division of the Federal Register.

LEWIS B. HERSHEY,
Director.

NOVEMBER 7, 1945.

[F. R. Doc. 45-20634; Filed, Nov. 9, 1945; 3:51 p. m.]

Chapter IX—Civilian Production Administration

AUTHORITY: Regulations in this chapter unless otherwise noted at the end of documents affected, issued under sec. 2 (a), 54 Stat. 676, as amended by 55 Stat. 236, 56 Stat. 177, 58 Stat. 827; E.O. 9024, 7 F.R. 329; E.O. 9040, 7 F.R. 527; E.O. 9125, 7 F.R. 2719; E.O. 9599, 10 F.R. 10155; E.O. 9638, 10 F.R. 12591; CPA Reg. 1, *Nov. 5, 1945,* 10 F.R. 13714.

PART 1010—SUSPENSION ORDERS

[Suspension Order 907]

H. K. HUBBARD & CO.

H. K. Hubbard & Company, partnership composed of Josephine Hubbard, Virginia Hubbard Schotters, and Thomas E. Hubbard, is engaged in publishing The Daily Examiner and The Weekly Examiner, Bellefontaine, Ohio. During the years 1943 and 1944 the partnership used or caused to be used in the publishing of these newspapers print paper in excess of its quota as permitted by Limitation Order L-240. These actions constituted grossly negligent violations of Limitation Order L-240. This excessive use of paper has diverted scarce materials to uses not authorized by the War Production Board. In view of the foregoing, it is hereby ordered, that:

§ 1010.907 *Suspension Order No. S-907.* (a) Josephine Hubbard, Virginia Hubbard Schotters and Thomas E. Hubbard shall reduce their consumption of print paper for the fourth quarter of 1945 by 1⅔ tons less, for each of the first three quarters of 1946 by 2½ tons less and for the fourth quarter of 1946 by 5/6th tons less than the consumption quota of print paper they would otherwise be entitled to use during each of these periods under the provisions of Limitation Or-

der L-240. *Provided,* That, if the partners can reduce their usage under their permitted consumption by ten tons in less than four calendar quarters, they are hereby permitted to do so and may use up to their permitted usage in any quarter after they have made up said ten (10) tons.

(b) Nothing contained in this order shall be deemed to relieve Josephine Hubbard, Virginia Hubbard Schotters, and Thomas E. Hubbard from any restriction, prohibition, or provision contained in any order or regulation of the Civilian Production Administration, except insofar as the same may be inconsistent with the provisions hereof.

(c) The restrictions and prohibitions contained herein shall apply to Josephine Hubbard, Virginia Hubbard Schotters, and Thomas E. Hubbard, doing business as H. K. Hubbard & Company, or under any other name, their successors and assigns or persons acting on their behalf. Prohibitions against the taking of any action include the taking indirectly as well as directly of any such action.

Issued this 9th day of November 1945.

CIVILIAN PRODUCTION ADMINISTRATION,
By J. JOSEPH WHELAN,
Recording Secretary.

[F. R. Doc. 45-20636; Filed, Nov. 9, 1945; 4:06 p. m.]

PART 1010—SUSPENSION ORDERS

[Suspension Order S-911]

PULITZER PUBLISHING CO.

The Pulitzer Publishing Company, a Missouri corporation, with its principal place of business in St. Louis, Missouri, is engaged in the publication of a newspaper known as the St. Louis Post-Dispatch. During the first, second, third and fourth quarters of 1944 and the first quarter of 1945, it used, or caused to be used print paper in excess of its quotas for such quarters under the provisions of Limitation Order L-240 and in violation of that order. This excessive use of print paper has diverted critical materials to uses not authorized by the War Production Board. In view of the foregoing, it is hereby ordered, that:

§ 1010.911 *Suspension Order No. S-911.* (a) The Pulitzer Publishing Company shall reduce its use of newsprint in the publication of its newspaper, the St. Louis Post-Dispatch, during the fourth quarter of 1945 by 130.86 tons less, during each of the first, second and third quarters of 1946 by 196.29 tons per quarter less, and during the fourth quarter of 1946 by 65.43 tons less than it would otherwise be entitled to use during each of these quarters as specified by the provisions of Limitation Order L-240.

(b) Nothing contained in this order shall be deemed to relieve The Pulitzer Publishing Company from any restriction, prohibition or provision contained in any other order or regulation of the Civilian Production Administration, except insofar as the same may be inconsistent with the provisions hereof.

(c) The restrictions and prohibitions contained herein shall apply to The Pulitzer Publishing Company, its successors and assigns, or persons acting on its behalf. Prohibitions against the taking of any action include the taking indirectly as well as directly of any such action.

Issued this 9th day of November 1945.

CIVILIAN PRODUCTION ADMINISTRATION,
By J. JOSEPH WHELAN,
Recording Secretary.

[F. R. Doc. 45-20637; Filed, Nov. 9, 1945; 4:06 p. m.]

PART 903—DELEGATION OF AUTHORITY

[Supp. Directive 1-T, Revocation]

FURTHER DELEGATION OF AUTHORITY TO OFFICE OF PRICE ADMINISTRATION WITH REFERENCE TO RATIONING OF SHOES

Section 903.25 *Directive 1-T* is hereby revoked. This revocation is subject to the provisions of paragraphs (f) and (g) of Directive 1.

Issued this 9th day of November 1945.

J. D. SMALL,
Civilian Production Administrator.

[F. R. Doc. 45-20638; Filed, Nov. 9, 1945; 4:13 p. m.]

PART 3290—TEXTILE, CLOTHING AND LEATHER

[General Conservation Order M-85, as Amended Nov. 13, 1945]

KAPOK

The fulfillment of requirements for the defense of the United States has created a shortage in the supply of kapok for defense, for private account and for export; and the following order is deemed necessary and appropriate in the public interest and to promote the national defense.

§ 3290.331 *General Conservation Order M-85—(a) Applicability of regulations.* This order and all transactions affected thereby are subject to all applicable regulations of the Civilian Production Administration, as amended from time to time.

(b) *Additional definitions.* For the purposes of this order:

(1) "Kapok" means the fiber or pulp from the pod of the Ceiba or Kapok tree before incorporation into a finished product.

(2) [Deleted May 22, 1944]

(3) "Manufacturer" means any person producing any product of which kapok is a component part or into which it is physically incorporated.

(c) *Restrictions on purchase of kapok from the Reconstruction Finance Corporation.* No person may buy or accept delivery of any kapok of Java grades from the Reconstruction Finance Corporation unless specifically authorized in writing by the Civilian Production Administration. Persons wishing to buy kapok from the Reconstruction Finance Corporation must apply by letter to the Textile Division, Civilian Production Administration, Washington 25, D. C., Ref.: M-85. The letter must be filed in duplicate and contain the following information: (1) A complete description of each type of life-saving equipment or ear phone pads which the applicant proposes to manufacture together with a specification number if government specifications are used, (2) the amount of kapok required for each unit, and (3) the total amount of kapok for which authorization is requested. The applicant will be advised by the Reconstruction Finance Corporation if his application is granted, and by the Civilian Production Admnistration if his application is denied.

(d) *Restrictions on the use of kapok of Java grades for manufacturing purposes.* No manufacturer shall use any kapok of Java grades except for (1) life vests, life jackets, life collars, and other life-saving equipment, and (2) ear phone pads for immediate or ultimate delivery to the Army, Navy, Maritime Commission or War Shipping Administration.

(e) [Deleted Nov. 13, 1945]

(f) *Restrictions on inventory.* No person may accept title to or accept delivery of any kapok if his inventory will thereby exceed the amount required for continuing his operations at his current rate for a sixty-day period, unless otherwise authorized in writing by the Civilian Production Administration.

(g) [Deleted Nov. 13, 1945]

(h) *Appeals.* Any appeal from the provisions of this order shall be made by filing a letter in triplicate, referring to the particular provisions appealed from and stating fully the grounds of the appeal.

(i) *Communications to the Civilian Production Administration.* All reports required to be filed hereunder, and all communications concerning this order, shall, unless otherwise directed, be addressed to the Textile Division, Civilian Production Administration, Washington 25, D. C., Ref.: M-85.

(j) *Violations.* Any person who wilfully violates any provision of this order, or who, in connection with this order, 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.

(k) [Deleted Nov. 13, 1945]

Issued this 13th day of November 1945.

CIVILIAN PRODUCTION ADMINISTRATION,
By J. JOSEPH WHELAN,
Recording Secretary.

[F. R. Doc. 45-20703; Filed, Nov. 13, 1945; 11:43 a. m.]

PART 3290—TEXTILE, CLOTHING AND LEATHER

[Conservation Order M-328, as amended November 13, 1945]

PROVISIONS APPLICABLE TO TEXTILES, CLOTHING AND RELATED PRODUCTS

Section 3290.118 *Conservation Order M-328* is amended to read as follows:

The fulfillment of requirements for the defense of the United States has created shortages in the supplies of textiles, clothing, leather and related products for defense, for private account and for export; and the following order is deemed necessary and appropriate in the public interest and to promote the national defense:

§ 3290.118 *Conservation Order M-328*—(a) *Definitions.* The term "textile, clothing and related products" includes the following items:

1. Animal bristles and hair.
2. Clothing, footwear (including safety shoes, hats, gloves, and all other outer or under garments or apparel, if made in whole or in part of leather or textile yarn, staple fiber, or fabrics). However, this does not include rubber footwear, professional rubber gloves, or the following items when such items are specifically designed and used to furnish protection against occupational hazards (other than weather):
   - Asbestos clothing.
   - Gauntlet type welders' leather gloves and mittens, and electricians' leather protector or cover gloves.
   - Metal mesh gloves, aprons and sleeves.
   - Other safety leather gloves or mittens, but only if steel-stitched or steel-reinforced.
   - Plastic and fiber safety helmets.
   - Safety belts and harnesses.
   - Safety clothing impregnated or coated for the purposes of making the same resistant against fire, acids or other chemicals or abrasives.
   - Safety industrial leather clothing other than gloves or mittens.
   - Safety industrial rubber gloves and hoods, and linemen's rubber gloves and sleeves.
3. Cotton, wool and synthetic yarns and blends of the foregoing.
4. Woven, felted, knitted and braided fabrics of cotton, wool or synthetic yarns and blends of the foregoing, including but not limited to:
   - Bedsheets.
   - Pillow cases.
   - Blankets.
   - Towels.
   - Diapers.
   - Face cloths.
   - Table "linens."
5. Dyestuffs, which means organic coloring matter even though the matter itself appears colorless. The term does not include inorganic pigments extended or otherwise processed with resinates, with dispersing agents, or with other substantially colorless organic material.
6. The following metal shoe findings:
   - Arch supports.
   - Box toes and caps.
   - Heel rims and plates.
   - Heel washers.
   - Shoe shanks.
   - Toe rims and plates.
   - Steel wire shoe nails.
7. Hides, skins, furs and leather and products made primarily therefrom.
8. Manila, agave, istle, hemp (cannabis sativa), jute, coir yarn and other fibers, suitable for cordage (rope and twine), and cordage products made primarily therefrom.
9. Mops.
10. Slide fasteners.
11. Sponges, marine and loofa.
12. Textile fibers (animal, vegetable, or synthetic, including curled istle) and products made primarily from textile fibers or textiles. This does not include fabrics after they have been coated or impregnated, fire hose, fire hose jackets, sisal processors' mill waste or sisal bagasse.
13. Steel tacks (except thumb tacks).
14. Synthetic rubber thread and products made therefrom.

(b) *CPA may issue directions.* The Civilian Production Administration may issue published directions, or specific directions to individual producers or processors of textile, clothing and related products, with respect to the production, fabrication, processing or delivery of items to meet particular military or civilian requirements, and no person shall produce, fabricate, process, deliver or accept delivery contrary to these directions.

(c) *Applicability of regulations.* Except as otherwise provided in this order or any direction under it, this order and such direction and all transactions affected thereby are subject to all applicable regulations of the Civilian Production Administration.

(d) *Appeals.* (1) Any appeal from the provisions of this order or of any direction to it shall be made by filing a letter in triplicate, referring to the particular provision appealed from, and stating fully the grounds of the appeal.

(2) An appeal for suspension of a production direction dealing with any textile, clothing or related products may be made (whether or not such direction is issued under this order) on the ground that compliance with the action will result in production at a loss: *Provided,* That an application for price relief on that ground is first filed with the Secretary of the Office of Price Administration, Washington, D. C., and a copy is filed with the CPA appeal. If the CPA appeal is granted, requirements of a direction for increases above current production will be suspended until the decision of the Office of Price Administration upon the application for price relief. This paragraph does not indicate or limit the extent or kind of price relief, if any, which may be granted by the Office of Price Administration.

(3) No direction or order relating to textile, clothing or related products (whether or not it refers to Order M-328) shall be deemed to require the furnishing of materials or facilities to the Civilian Production Administration. If a direction requires the furnishing of materials or facilities to a contracting agency or to its contractors, or the production of a specified amount of a material or product, or restricts all or a part of a person's production or inventory to specified purposes, and if the person affected cannot get firm orders to cover the materials, facilities, production or inventory involved, he may appeal, and the Civilian Production Administration will grant appropriate relief.

(e) *Violations and false statements.* Any person who wilfully violates any provision of this order, or any direction under it, or who in connection with this order, or any such direction, 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.

(f) *Communications.* All reports to be filed hereunder and communications concerning this order or any direction under it shall, unless otherwise directed, be addressed to the Civilian Production Administration, Textile Division, Washington 25, D. C., Ref: M-328.

(g) *Reports.* Every person shall execute and file with the Civilian Production Administration such reports and questionnaires as it shall from time to time request with respect to textile, clothing and related products, subject to the approval of the Bureau of the Budget pursuant to the Federal Reports Act of 1942.

Issued this 13th day of November 1945.

CIVILIAN PRODUCTION ADMINISTRATION,
By J. JOSEPH WHELAN,
Recording Secretary.

LIST OF DIRECTIONS TO ORDER M-328 AS OF NOVEMBER 13, 1945

All published Directions to Order M-328, issued before November 13, 1945, have been revoked, except those listed below:

Direction 3. Production of laundry nets.

Direction 12. Production of work glove jersey knitted fabrics.

Direction 18. CO ratings for textiles and related items.

Direction 25. Expiration of individual instruments to named persons, issued prior to July 1, 1945, under paragraph (c) of Order M-328, and certain other individual instruments with respect to manufacture, sale, distribution, or delivery of items on Schedule A of Order M-328.

Direction 26. Rated orders for cotton or synthetic finished piece goods in conflict with MPR 127 of Office of Price Administration.

Direction 27. Sequence of filling rated export orders.

Direction 28. Sales, delivery, and use of certain rayon fabrics as linings in men's and boys' clothing.

[F. R. Doc. 45-20704; Filed, Nov. 13, 1945; 11:43 a. m.]

PART 3290—TEXTILE, CLOTHING, AND LEATHER

[Conservation Order M-328, Revocation of Interpretation 1]

RATINGS OF TWINE AND WRAPPING MATERIALS

Interpretation 1 to Conservation Order M-328 is hereby revoked.

Issued this 13th day of November 1945.

CIVILIAN PRODUCTION ADMINISTRATION,
By J. JOSEPH WHELAN,
Recording Secretary.

[F. R. Doc. 45-20706; Filed, Nov. 13, 1945; 11:43 a. m.]

PART 3290—TEXTILE, CLOTHING AND LEATHER

[Conservation Order M-328, Revocation of Directions 1, 5, 6, 7, 8, 11, 14, 16, 17, 19, 20, 22, 23 and 24]

The following published directions to Conservation Order M-328 are hereby revoked, since they have expired or have become obsolete under the order, as amended November 13, 1945: Direction 1, Direction 5, Direction 6, Direction 7, Direction 8, Direction 11, Direction 14, Direction 16, Direction 17, Direction 19, Direction 20, Direction 22, Direction 23, and Direction 24.

These revocations do not affect any liabilities incurred for violation of these directions or of actions taken by the War Production Board under the directions.

The manufacture, distribution and use of textile, clothing and related products remain subject to all other applicable regulations and orders of the Civilian Production Administration.

Issued this 13th day of November 1945.

CIVILIAN PRODUCTION ADMINISTRATION,
By J. JOSEPH WHELAN,
Recording Secretary.

[F. R. Doc. 45-20705; Filed, Nov. 13, 1945; 11:43 a. m.]

Chapter XI—Office of Price Administration

PART 1380—HOUSE AND SERVICE INDUSTRY MACHINES

[MPR 598, Amdt. 1]

POSTWAR HOUSEHOLD MECHANICAL REFRIGERATORS

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. 598 is amended in the following respect:

Section 24, Appendix A, is amended by adding to the table of retail prices the following makes of refrigerators to be inserted in alphabetical order:

Make	Brand	1945 model No.	1st Zone	2d Zone
Associated Merchandising Corporation	A. M. C.	A-709 S	$147.05	$157.05
Cussins & Fearn	Whitehouse	C-709 S	147.05	
Edwards Stores	Edwards	E-709 S	147.05	
Gamble-Skogmo, Inc.	Coronado	44-1093	147.05	157.05
Goldblatt Brothers	Freezemaster	GB 709 S	147.05	
Western Auto Supply Co.	Coronado	44-1093	147.05	157.05

This amendment shall become effective on the 9th day of November 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20642; Filed, Nov. 9, 1945; 4:36 p. m.]

PART 1305—ADMINISTRATION

[Gen. RO 16, Amdt. 1]

RE-REGISTRATION OF INDUSTRIAL USERS

A rationale for this amendment has been issued simultaneously herewith and has been filed with the Division of the Federal Register.

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

SECTION 1. *Industrial users who are already registered must re-register between December 15, 1943 and January 5, 1944.* (a) Each industrial user of foods covered by Revised Ration Order 16 or Second Revised Ration Order 3 (called "rationed foods"), whose industrial user establishment is already registered under either or both of those orders, was required to re-register his establishment, on OPA Form R-1200, with the Office of Price Administration, at any time from December 15, 1943 to January 5, 1944, inclusive. However, if he did not re-register his establishment during that period, he may apply pursuant to section 7.2 (g) of Revised Ration Order 16 or section 3.1 (d) of Second Revised Ration Order 3, or both, if he meets the tests specified in those provisions, for permission to re-register his establishment in the way provided in this order.

This amendment shall become effective November 17, 1945.

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.

Issued this 13th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20716; Filed, Nov. 13, 1945; 12:00 m.]

PART 1305—ADMINISTRATION

[SO 129, Amdt. 5]

EXEMPTION AND SUSPENSION FROM PRICE CONTROL OF MACHINES, PARTS, INDUSTRIAL MATERIALS AND SERVICES

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 Order 129 is amended in the following respects:

Section 8 (a) (2) is amended by adding the following to the list of chemicals and drugs thereunder:

Quinidine and its salts in all forms.

This amendment shall become effective November 19, 1945.

Issued this 13th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20720; Filed, Nov. 13, 1945; 11:09 a. m.]

PART 1351—FOOD AND FOOD PRODUCTS

[MPR 53, Amdt. 52]

FATS AND OILS

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 11.9(n) is amended to read as follows:

(n) "Packing house product freight rate" means the packing house product freight rate, in effect on November 1, 1945 and published in public tariffs for minimum 30,000 pound weight packing house products (except canned meats) or if no rate for 30,000 pound minimum weight same class is available the nearest minimum weight carload established for same class shall apply in computing maximum prices under this Article XI.

This amendment shall become effective November 10, 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

Approved: November 9, 1945.

J. B. HUTSON,
Acting Secretary of Agriculture.

[F. R. Doc. 45-20712; Filed, Nov. 13, 1945; 11:59 a. m.]

PART 1407—RATIONING OF FOOD AND FOOD PRODUCTS

[Rev. RO 16,[1] Amdt. 84]

MEAT, FATS, FISH AND CHEESES

A rationale for this amendment has been issued simultaneously herewith and has been filed with the Division of the Federal Register.

A new section 7.2 (g) is added to read as follows:

(g) *Late registration or reregistration.* An industrial user who did not register under paragraph (a) or reregister under paragraph (b) within the time limited by those paragraphs, may apply to the District Office, in writing, for permission to register or reregister his industrial user establishment on a later date than that fixed in those paragraphs. The application must state:

(1) That his failure to register or reregister was due to circumstances beyond his control (in that case he must describe these circumstances), or because he was engaged in war activities;

(2) Whether he still has his industrial user equipment and establishment;

(3) Whether he used rationed foods during the base period; and

(4) If he did not operate his establishment, the reason for not operating it.

If the District Office finds that the industrial user failed to register his industrial user establishment under paragraph (a) or to reregister his industrial user establishment under paragraph (b) due to circumstances beyond his control, or because he was engaged in war activities, and that he used rationed foods during the base period, and that he still has his

[1] 10 F.R. 2521, 2575, 3223, 3553, 3549.

industrial user equipment and establishment, it shall permit him to register later than the time fixed in paragraph (a), or reregister later than the time fixed in paragraph (b).

This amendment shall become effective November 17, 1945.

NOTE: All 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.

Issued this 13th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20719; Filed, Nov. 13, 1945; 12:00 m.]

PART 1360—MOTOR VEHICLES AND MOTOR VEHICLE EQUIPMENT

[RMPR 341,[1] Incl. Amdts. 1–12]

MAXIMUM PRICES FOR USED COMMERCIAL MOTOR VEHICLES

This compilation of Revised Maximum Price Regulation 341 includes Amdt. 12, effective November 14, 1945. Changes made by Amdt. 12 are indicated by underscoring or notes.

In the judgment of the Price Administrator, prices of used commercial motor vehicles have risen to an extent and in a manner inconsistent with the purposes of the Emergency Price Control Act of 1942, as amended. The Price Administrator has ascertained and given due consideration to the prices of used commercial motor vehicles prevailing between October 1 and October 15, 1941, and has made adjustments for such relevant factors as he has determined to be of general applicability. So far as practicable, the Price Administrator has consulted with and has been advised by representative members of the industry which will be affected by this regulation.

Such specifications and standards as are used in this regulation were, prior to such use, in general use in the trade or industry affected.

[Above sentence added by Supplementary Order 70, 8 F.R. 12556, effective 9–11–43]

In the judgment of the Price Administrator, the maximum prices established by this revised 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 revised regulation has been issued simultaneously herewith and has been filed with the Division of the Federal Register.[2]

ARTICLE I—SCOPE OF REGULATION AND PROHIBITION

Sec.

1. Applicability of this regulation.
2. Prohibition against dealing in used vehicles at prices above the maximum.
3. Relation to other regulations.
4. Less than maximum prices.

ARTICLE II—MAXIMUM PRICES

5. Maximum prices for used vehicles.
6. Computation of "base price".
7. Percentage to be used in multiplying "base price" to obtain maximum price.
8. Warranted used vehicles.
9. Maximum prices for special cases.

ARTICLE III—MISCELLANEOUS

10. Federal and state taxes.
11. Evasion.
12. Tag to be attached by dealer to vehicle.
13. Certificate of transfer that must be completed for a sale of a used vehicle.
14. Records and reports.
15. Enforcement.
16. Licensing.
17. Petitions for amendment of general applicability.
18. Definitions.

Appendix A: Form of tag to be attached by dealer when offering a used commercial motor vehicle for sale.
Appendix B: Form of certificate of transfer to be completed for a sale of a used vehicle.
Appendix C: Tables of "value when new" prices.
Appendix D: Table of Freight allowance rates for vehicles covered by this regulation from places of manufacture to states and parts of states nearest specified cities.
Appendix E: Application for authorization to act as a dealer in automotive and related vehicles.
Appendix F: Request for review of order.
Appendix G: Tables of "value when new" prices for vehicles sold to the War Department, Department of the Navy, Marine Corps, or Coast Guard.

AUTHORITY: § 1360.501 issued under 56 Stat. 23, 765, 57 Stat. 566; Pub. Law 383, 78th Cong.; Pub. Law 108, 79th Cong.; E.O. 9250, 7 F.R. 7871, E.O. 9328, 8 F.R. 4681, E.O. 9599, 10 F.R. 10155.

ARTICLE I—SCOPE OF REGULATION AND PROHIBITION

SECTION 1. *Applicability of this regulation*—(a) *To what sales this regulation applies.* This regulation applies to all sales by dealers and other persons of used commercial motor vehicles.

(1) *Definition of used commercial motor vehicle ("used vehicle").* Used commercial motor vehicle (called used vehicle in this regulation) means

(i) Any self-propelled vehicle, or a vehicle drawn by it, which may be used commercially on and off the highway for the transportation of property or of more than ten persons; or

(ii) Any self-propelled vehicle or a vehicle drawn by it, except a civilian type of passenger automobile, sold to the War Department, Department of the Navy, United States Marine Corps, or the United States Coast Guard; or

(iii) Any chassis or body of a vehicle named in (i) or (ii); which irrespective of mileage has been used other than for the purpose of sale.

This definition covers vehicles of the following types:

(iv) Vehicles primarily designed for civilian use, such as: ambulances, cab pickups, carryall suburbans, combinations consisting of truck bodies and passenger automobile chassis, coupes fitted with pickup boxes, fire trucks, hearses, omnibuses, sedan deliveries, trucks, truck tractors, truck trailers (full and semi) and utility sedans; and

(v) Army general and special purpose vehicles and army special equipment vehicles defined in section 18.

This definition does not cover the following vehicles:

(vi) Civilian passenger automobiles, civilian station wagons having a seating capacity of less than eleven persons, vehicles operated on rails, self-tracklaying vehicles, motorcycles, or farm and garden tractors designed and used for agricultural purposes.

[Subparagraph (1) amended by Am. 1, 8 F.R. 17036, effective 12–23–43; Am. 4, 9 F.R. 7009, effective 6–28 44; and Am. 11, 10 F. R. 12255, effective 10–28–45]

(b) *Geographical applicability.* This regulation applies to the 48 states of the United States and the District of Columbia, and to the territories and possessions of the United States.

SEC. 2. *Prohibition against dealing in used vehicles at prices above the maximum.* (a) On and after August 16, 1943, regardless of any contract or other obligation, except as provided in paragraphs (b), (c) and (d):

(1) No person shall sell or deliver any used vehicle at a price higher than the maximum price permitted by this regulation; and

(2) No person in the course of trade or business shall buy or receive a used vehicle at a price higher than the maximum price permitted by this regulation, 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 subparagraph; and

(3) No dealer shall retain payment in excess of the adjusted maximum price where the maximum price has been adjusted downward pursuant to section 5 (b), because of his refusal to make the repairs or replacements required under his warranty; and

(4) No person shall agree, offer or attempt to do any of the acts prescribed in subparagraphs (1), (2) and (3) of this section.

[Paragraph (a) amended by Am. 8, 10 F.R. 6940, effective 6–13–45]

(b) The provisions of paragraph (a) (2) of this section shall not be applicable to any War Procurement Agency or any contracting officer thereof, and any such contracting officer or any paying finance officer shall be relieved of any and every liability, civil or criminal, imposed by this regulation or by the Emergency Price Control Act of 1942, as amended.

(c) Nothing in this regulation shall prevent the fulfillment of any contract for the purchase of a used vehicle whether in the nature of a conditional sales agreement, rental contract providing for purchase, or other arrangement, entered into before April 26, 1943, and under which the used vehicle was delivered prior to April 26, 1943.

(d) Where a promissory note covering payment to a dealer or other seller for a used vehicle is discounted by a bank, finance company, or other person and the latter takes possession of the vehicle after default by the maker of the note, the return of the repossessed used vehicle 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 the regulation. However, the sale of a repossessed used vehicle by such a holder

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[1] 8 F.R. 11176.

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

of "used vehicle paper" at public or private sale, except the return of a used vehicle in connection with a contract to repurchase, is subject to the regulation.

SEC. 3. *Relation to other regulations*—(a) *In general.* The transactions, persons, and commodities subject to this regulation shall not be subject to any other regulation issued by the Office of Price Administration in so far as they are affected by this regulation, except as provided in paragraphs (b) and (c).

(b) *Exports.* The provisions of this regulation do not apply to the purchase, sale, or delivery for export from the Continental United States or the District of Columbia of a used vehicle. Such a sale, purchase, or delivery is covered by the Second Revised Maximum Export Price Regulation.[3]

(c) *Imports.* The provisions of this regulation shall not apply to the sale, purchase or delivery of a used vehicle which is not manufactured in, but is imported from, any foreign country other than Mexico or the Dominion of Canada into the continental United States or the District of Columbia. Such a sale, purchase, or delivery is covered by the provisions of the General Maximum Price Regulation[4] and especially its Revised Supplementary Regulation No. 12.

SEC. 4. *Less than maximum prices.* Prices lower than maximum prices established by this regulation may be charged and paid.

ARTICLE II—MAXIMUM PRICES

SEC. 5. *Maximum prices for used vehicles.* Except for special cases provided for in section 9, to figure the maximum price of a used vehicle, the seller must

(a) Find the "base price" according to section 6; and

(b) Multiply such "base price" by the percentage in section 7 (a) applicable to the model year of the vehicle and the condition in which it is sold ("as is" or "warranted"). Before the percentage applicable to a "warranted" vehicle can be used the vehicle must be in the condition required by section 8, the warranty in that section must be furnished in writing to the purchaser, and the sale must be to a purchaser other than a person generally engaged in the business of selling used vehicles.

The inclusion in the maximum price of an additional amount when a used vehicle is warranted is conditioned on the used vehicle being in good operating condition as defined in section 8 (b). If a dealer sells at the warranted maximum price a used vehicle not in good operating condition he makes an overcharge in excess of the permitted maximum price (the as-is maximum price).

The inclusion in the maximum price of an additional amount when a used vehicle is warranted is also conditioned upon the making of repairs or replacements in accordance with the dealer's warranty. If the dealer refuses to make these repairs or replacements, the maximum price for the used vehicle shall be the maximum price for the used vehicle when warranted reduced by 50% of the amount the purchaser would have to pay for the repairing or replacement which the dealer should have made under his warranty, and the dealer shall refund the amount of that reduction to the buyer. Refusal to refund that amount will constitute an overcharge in excess of the maximum price. If upon the dealer's refusal to make repairs or replacements in accordance with his warranty, the purchaser has such work done by another before receiving a refund from the dealer, the actual cost of such work shall be considered the amount by which the maximum price is reduced. For the purposes of this section, failure to make repairs or replacements required by the warranty within a reasonable time from the date the used vehicle is delivered to the place of business of the dealer shall constitute a refusal to make such repairs or replacements regardless of the reasons why they are not made.

[Paragraph (b) amended by Am. 7, 10 F.R. 5457, effective 5-16-45 and Am. 8, 10 F.R. 6940, effective 6-13-45]

SEC. 6. *Computation of "base price".* (a) The "base price" for any used vehicle shall be the sum of

(1) The "value when new" of the vehicle, determined in accordance with paragraph (b) or (c) of this section, whichever is applicable;

[Subparagraph (1) amended by Am. 11, 10 F.R. 12255, effective 10-23-45]

(2) A transportation allowance, determined in accordance with paragraph (c) of this section; and

(3) The "value when new" of any extras, determined in accordance with paragraph (d) of this section.

(b) *Determining "value when new" for vehicles other than Army, Navy, Marine Corps and Coast Guard vehicles.* The "value when new" of a vehicle, or a vehicle chassis or body when sold or priced separately, shall be determined under this paragraph (b) except when the vehicle, including a chassis or body, was sold when new to the War Department, Department of the Navy, Marine Corps or United States Coast Guard. In this latter case the "value when new" shall be determined under paragraph (c). (The "value when new" determined under subparagraph (1) is for a vehicle complete with the customary functional, and non-functional parts and other standard equipment. When a functional or non-functional part or a piece of standard equipment is missing from the vehicle at the time of sale, the "value when new" under subparagraph (1) shall be reduced by the amount of the retail list price for each removed part or piece of equipment when new. If the list price is not ascertainable deduct from the "value when new" of the vehicle an amount which is a reasonable estimate of the retail price of such a part or equipment when new).

[Above paragraph amended by Am. 11, 10 F.R. 12255, effective 10-23-45]

(1) *When the chassis and body are priced as one unit*—(i) *If the chassis and body are listed as one unit (called complete vehicle) in Appendix C.* When the complete vehicle (includes both chassis and body) is listed in Appendix C, the "value when new" is the price listed in that appendix for such a vehicle.

(ii) *Only chassis listed in Appendix C.* If the chassis of the vehicle being priced is listed in Appendix C, and if the complete vehicle is not so listed, the "value when new" shall be the price listed in Appendix C for the chassis alone or the chassis with cab, whichever is appropriate, plus the first applicable of the following:

(*a*) The original retail price when new, f. o. b. factory, (exclusive of transportation costs and taxes) for the body with which the vehicle being priced is now equipped; or

(*b*) If that price is not ascertainable, the retail price new, f. o. b. factory, in effect on March 31, 1942, (exclusive of transportation costs and taxes) for the same or most comparable body.

(iii) *If neither complete vehicle nor chassis alone is listed in Appendix C.* If neither the complete vehicle nor the chassis being priced is listed in Appendix C, the "value when new" shall be determined as follows:

(*a*) If the vehicle being priced was purchased new as a complete vehicle, the "value when new" shall be the original retail price new of the vehicle, f. o. b. factory, (exclusive of transportation costs and taxes) or if that price is not ascertainable, the first applicable of the following: the price listed in Appendix C for the most comparable vehicle of the same year of manufacture; or the price listed in Appendix C for the most comparable vehicle of the nearest year of manufacture.

(*b*) If the chassis and body were bought separately, the "value when new" of the vehicle shall be the sum of the price of the chassis, or chassis with cab, and the price of the body, each determined by one of the following methods:

(*1*) *The chassis, or the chassis with cab.* The original retail price new, f. o. b. factory, (exclusive of transportation costs and taxes) or if that price is not ascertainable, the first applicable of the following: The price listed in Appendix C for the most comparable chassis, or chassis with cab, of the same year of manufacture; or the price listed in Appendix C for the most comparable chassis, or chassis with cab, of the nearest year of manufacture.

(*2*) *The body.* The original retail price new, f. o. b. factory, (exclusive of transportation costs and taxes) or if that price is not ascertainable, the retail price new, f. o. b. factory, (exclusive of transportation costs and taxes) in effect on March 31, 1942, for the same or most comparable body.

(2) *When the chassis, or chassis with cab, and body are sold or priced separately.* If the chassis, or chassis with cab, and body are sold separately, or are priced separately in accordance with sec-

[3] 8 F.R. 4132, 5987, 7662, 9998, 15193; 9 F.R. 1026, 5435, 5923, 7201, 9835, 11273, 12919, 14436; 10 F.R. 863, 923, 2432, 6590, 8746, 8611, 9586, 10029.

[4] 9 F.R. 1385, 5169, 6106, 8150, 10193, 11274.

tion 9 (b), the "value when new" shall be determined as follows:

(i) *The chassis or chassis with cab—(a) When listed in Appendix C.* When the chassis, or chassis with cab, is listed in Appendix C, the "value when new" is the price there listed.

(b) *When not listed in Appendix C.* When the chassis, or chassis with cab, is not listed in Appendix C, the "value when new" shall be the original retail price new, f. o. b. factory, (exclusive of transportation costs and taxes) or if that price is not ascertainable, the first applicable of the following: the price listed in Appendix C for the most comparable chassis, or chassis with cab, of the same year of manufacture; or the price listed in Appendix C for the most comparable chassis, or chassis with cab, of the nearest year of manufacture.

(ii) *The body.* The "value when new" of the body shall be the original retail price new, f. o. b. factory, (exclusive of transportation costs and taxes) or if that price is not ascertainable, the retail price when new, f. o. b. factory, in effect on March 31, 1942 (exclusive of transportation costs and taxes) for the same or most comparable body.

[Paragraph (b) amended by Am. 1, 8 F.R. 17036, effective 12-23-43; and Am. 4, 9 F.R. 7009, effective 6-28-44]

(c) *Determining "value when new" of Army, Navy, Marine Corps and Coast Guard vehicles—(1) General.* The "value when new" of vehicles sold when new to the War Department, Department of the Navy, Marine Corps or the Coast Guard shall be determined under this paragraph (c). (The term vehicle includes a vehicle consisting of a chassis and body or a chassis or body of a vehicle sold separately).

(2) *Method for determining "value when new."* The "value when new" shall be the dollar amount listed in Appendix G for a vehicle having the same specifications as the vehicle being priced with respect to model year, tonnage rating drive (i. e. 4 x 2, 4 x 4, etc.) body type (i. e. cargo, pickup, etc.) and wheelbase.

If a vehicle having these same specifications as the vehicle being priced does not have a price listed in Appendix G use the price in that Appendix for a vehicle most comparable to the vehicle being priced with respect to these specifications.

In the case of a body sold separately, the "value when new" shall be the original retail price new, f. o. b. factory, (exclusive of transportation costs and taxes) or, if that price is not ascertainable, the retail price when new, f. o. b. factory, (exclusive of transportation costs and taxes) for the most comparable body of the closest model year.

(3) *What "value when new covers."* "Value when new" covers all parts and other equipment present on the vehicle at the time it is sold to the War Department, Department of the Navy, Marine Corps or Coast Guard. When either the Procurement Division, United States Treasury, or the United States Department of Commerce sells a vehicle less a part or other equipment that was on the vehicle when sold new to the War Department, Department of the Navy, Marine Corps or Coast Guard, it shall deduct from the "value when new" of the vehicle, the retail list price for each missing part or piece of removed equipment when new. If the retail list price of a missing part or piece of equipment when new is not ascertainable, deduct from the "value when new" of the vehicle an amount which is a reasonable estimate of the retail price of such part or equipment when new. A reseller of a vehicle from which a part or piece of equipment is missing must make the same deductions in determining the maximum price for such a vehicle.

[Paragraph (c) added and former (c) and (d) redesignated as (d) and (e), respectively, by Am. 11, 10 F.R. 12255, effective 10-28-45]

(d) *Transportation allowance to be included in "base price".* There may be included in the "base price" of a used vehicle, an allowance for transportation determined in accordance with the following subparagraphs:

(1) *Sales within the 48 United States and the District of Columbia.* Upon any sale within the United States and the District of Columbia, the allowance that may be added is the amount based on the rate per hundred weight listed in Appendix D for shipment from the principal place of manufacture of the chassis to the area in which the seller's place of business is located. If applicable rates are not listed in Appendix D, the allowance shall be an amount not to exceed the actual rail freight at carload rates as of March 31, 1942, or at current carload rates, whichever are lower, or $20.00. The carload rates shall be those for a vehicle of the same wheel base, shipping weight (actual or as listed in Appendix C) and over-all size of the vehicle being priced, shipped by the most direct route from the principal place of manufacture of the chassis to the freight station nearest the seller's place of business.

(2) *Sales within a territory or possession of the United States.* Upon any sale occurring in any territory or possession of the United States, the transportation allowance shall be the allowance calculated in accordance with subparagraph (1), from the principal place of manufacture of the chassis to Seattle, Washington, for sales in the Territory of Alaska; to San Francisco, California, for sales in any other territory or possession in the Pacific Ocean; to New York, New York, for sales in any other territory or possession, plus the costs of shipment in each case from such port to the seller's place of business at rates in effect on October 1, 1941.

(3) *Transportation allowances for vehicles which have "values when new" under section 6 (c).* For the purpose of determining transportation allowances under this paragraph (d) for vehicles which have "values when new" determined under section 6 (c), Detroit, Michigan, shall be considered as the principal place of manufacture in all cases regardless where the principal places of manufacture actually are.

[Subparagraph (3) added by Am. 11, 10 F.R. 12255, effective 10-28-45]

(e) *Allowance for extras to be included in "base price"—(1) When allowances may be included in base price.* This paragraph (e) establishes allowances for extras (defined in section 16 (c)) that may be included in the "base price" permitted by paragraph (a) of section 6. The only extras for which a seller other than a consumer may include allowances in the "base price" are those with which the vehicle was equipped at the time of purchase and which are present on the vehicle at the time it is sold. A consumer may include allowances for extras present on the vehicle at the time he sells it. The amount of the allowances for these extras shall be determined in accordance with subparagraph (2) below.

NOTE: When extras are added by a dealer at the request of a purchaser, or are added in connection with alterations, additions may be added to the maximum price. The amount of the allowances and the circumstances under which they may be added to the maximum price are covered by paragraph (a) of section 9.

[Subparagraph (1) amended by Am. 7, 10 F.R. 5457, effective 5-16-45; and Am. 11, 10 F.R. 12255, effective 10-28-45]

(2) *Method of determining amount of allowance, "value when new", of extras.* The "value when new" of extras shall be the sum of the original retail prices new, or, if such original retail prices new, are not ascertainable, then the current retail prices new in the area in which the vehicle is being sold (not to exceed applicable maximum prices), for the same or most comparable extras. Where an extra has replaced equipment on the used vehicle, the amount to be included in the "base price" for such an extra is the charge which the manufacturer of the vehicle had in effect on March 31, 1942 as an addition to be made to the vehicle list price when such a replacement was made, or if such a charge is not ascertainable, it is the difference between the "value when new" of the extra and the "value when new" of the standard equipment, replaced by this extra or previous extra, which was provided for in the list price of the vehicle when new. The "value when new" of standard equipment shall be determined by using the procedure prescribed in this paragraph for determining the "value when new" of an extra.

[Subparagraph (2) amended by Am. 4, 9 F.R. 7009, effective 6-28-44]

SEC. 7. *Percentage to be used in multiplying "base price" to obtain maximum price—(a) For a used vehicle or chassis.* For a used vehicle or used chassis, the percentage to be used during the calendar year 1945 in multiplying the "base price" to obtain the maximum price shall not exceed the percentage stated in the following schedule which is applicable to the model year of the vehicle as determined by the manufacturer and the condition in which the vehicle is sold ("as is" or "warranted").

[Above paragraph amended by Am. 6, 9 F.R. 15059, effective 1-1-45]

Model year	Percentages	
	As is	Warranted
1945, 1944, 1943, and 1942 sold new in 1945	81	103
1944, 1943, and 1942 sold new in 1944	81	103
1943 and 1942 sold new in 1943	81	103
1942	72	92
1941	62	80
1940	56	74
1939	53	71
1938	49	67
1937	44	62
1936	41	58
1935	37	54
1934 [1]	33	50

[1] 1933 and lower model year vehicles take the percentages applicable to 1934.

[Table amended by Am. 5, 9 F.R. 10641, effective 9-4-44; and Am. 7, 10 F.R. 5457, effective 5-16-45]

Where the manufacturer did not designate a model year for the vehicle when it was new, the year including the date when it was delivered new to the first purchaser for use shall be considered as the model year if such date of delivery can be substantiated by the original bill of sale or original invoice. If the year including the date of delivery cannot be substantiated, then the model year shall be the year of manufacture if substantiated by the motor or serial number, or lacking such data, the year 1934.

(b) *For a body of a used vehicle.* For a body of a used vehicle, the percentage to be used during the calendar year 1945 in multiplying the "base price" to obtain the maximum price shall not exceed the percentage listed in the schedule in paragraph (a) which is applicable to the model year and the condition in which the body is sold ("as is" or "warranted"). The model year is the year of the original manufacture of the body or the model year 1934.

[Paragraph (b) amended by Am. 6, 9 F.R. 15059, effective 1-1-45]

[Sec. 7 amended by Am. 1, 8 F.R. 17036, effective 12-23-43; and Am. 4, 9 F.R. 7009, effective 6-28-44 and as otherwise noted]

SEC. 8. *Warranted used vehicle*—(a) *Definition.* A warranted used vehicle is a used vehicle:

(1) Which is in good operating condition as defined in paragraph (b); and

(2) For which a dealer (as defined in section 18 (b)) furnishes in writing to the purchaser at the time of sale the warranty in paragraph (c); and

(3) In the case of a dealer who does not have a shop and equipment adequate for repairing or reconditioning used vehicles, it shall be a used vehicle which, in addition to satisfying the conditions in (1) and (2), is one for which the service supplier that makes the repairs or replacements for the dealer in accordance with section 18 (b) guarantees in writing the making of the repairs or replacements the dealer is obligated to make under his warranty. The guaranty shall be made in the manner stated in paragraph (d).

(b) *Good operating condition.* A used vehicle is in good operating condition when its functional parts, and those of its non-functional parts which are customarily attached to a used vehicle, are in a condition that will permit the used vehicle to be driven safely and efficiently. Functional parts include, but are not limited to: the chassis, motor, clutch, transmission, drive shaft, differential, steering mechanism, front axle, rear axle, brakes, battery and lighting system.

(c) *Dealer's warranty.* The warranty a dealer shall furnish in writing to a purchaser at the time of sale is:

DEALER'S WARRANTY

The used vehicle 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 1000 miles, whichever may first occur.

We agree, if said vehicle 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 at a cost to the purchaser named below of not more than 50% of the normal charge for such repairs and replacements. Our normal charge is not in excess of OPA ceilings.

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 vehicle _____
Date of delivery _____
Serial or motor number _____
Total selling price $_____
Model _____
Speedometer reading _____

_____
Name of Purchaser

_____
Address

_____
Signature of Dealer making sale, or name of Dealer and signature of authorized agent.

_____
Dealer's Address

(d) *Service supplier's guaranty.* The guaranty which a service supplier shall furnish in connection with the sale of a warranted used vehicle shall be part of the same document that contains the "Dealer's Warranty" for such a used vehicle, and shall be stated in that document immediately below the address of the dealer given in that warranty. The service supplier's guaranty is as follows:

The undersigned service supplier guarantees the making of the repairs or replacements which the dealer furnishing the above warranty is required to make under that warranty.

_____
Signature of Service Supplier who will perform reconditioning or repairing under the warranty, or name of such person and signature of authorized agent.

_____
Service Supplier's Address.

(e) *Additional warranties by dealer.* A dealer may extend to the purchaser warranties in addition to those provided in the warranty stated in paragraph (c) but this shall be done in warranties separate and in addition to the warranty provided in paragraph (c), and the maximum price established by section 5 shall not be increased thereby.

(f) *Purchaser's customary legal remedies for dealer's failure to perform obligations of warranty or service supplier's failure to perform obligations of his guaranty.* Nothing in this regulation restricts the legal remedies available to a purchaser of a used vehicle under the applicable state law for the breach either of a dealer's warranty or a service supplier's guaranty.

[Sec. 8 amended by Am. 4, 9 F.R. 7009 effective 6-23-44; Am. 5, 9 F.R. 10641, effective 9-4-44; and Am. 8, 10 F.R. 6340, effective 6-13-45]

SEC. 9. *Maximum prices for special cases*—(a) *Maximum price where alterations are made or extras added at purchaser's request or for purpose of attaching a new body to form a complete vehicle.* (1) Where alterations are made or extras added to reconnaissance vehicles, or such changes are made in other vehicles at the request of purchasers, the maximum price applicable to the sale of such vehicles by the dealer after he has made the alterations or installed the extras shall be the sum of subdivisions (i), (ii) and (iii). (No reconditioning operations are covered by (ii) and (iii)).

(i) The maximum price for the vehicle without alterations or such extras, determined in accordance with other provisions of this regulation; and

(ii) Prices for extras (as defined in section 18 (c)) not to exceed maximum prices under applicable maximum price regulations, except that where an extra replaces standard equipment only the difference between the price of the standard equipment removed and the price of the extra may be added; and

[Subparagraph (ii) amended by Am. 11, 10 F.R. 12255, effective 10-23-45]

(iii) Prices for parts, materials, and services supplied in making the alterations, not to exceed their maximum prices under applicable maximum price regulations when supplied by the dealer in the course of an alteration job to a regular customer of the same class of customers.

(2) Where a used chassis is altered, extras added and a new body attached to form a complete vehicle, the dealer's maximum price for such a vehicle shall be the sum of the prices determined for the used chassis in accordance with subdivisions (i), (ii) and (iii) of subparagraph (1), exclusive of reconditioning, plus the maximum price for the new body under the applicable maximum price regulation. Extras added in connection with the installation of a new body do not have to be requested by the purchaser provided they are necessary to the installation of the new body.

[Subparagraphs (1) and (2) amended by Am. 7, 10 F.R. 5457, effective 5-16-45]

(b) *Maximum prices for a used vehicle consisting of a chassis and body of different model years.* Where a used vehicle consists of a chassis and body of different model years, the maximum price for both the chassis and the body may be determined separately in accordance with the applicable provisions of this regulation.

(c) *Maximum prices for a used vehicle to which is attached special equipment.* Where there is attached to a used vehicle special equipment such as mixers, cranes, scoops, shovels, welding machines, compressors, and winches with independent power or other equipment, whose use is not dependent on its attachment to the vehicle, this special

equipment shall be priced separately in accordance with the maximum price regulation that would be applicable if such equipment were not attached to the vehicle, and the used vehicle shall be priced in accordance with the applicable provisions of this regulation.

However, where a heavy duty crane, or shovel, designed and manufactured for construction work and operated by independent power, is mounted on a used vehicle and the price of the crane, or shovel, under Revised Maximum Price Regulation 136, is higher than the price of the used vehicle under this revised regulation, the entire unit shall be priced under Maximum Price Regulation 136, as amended. The prices used in this determination shall be:

(1) *For the crane or shovel.* The maximum price, at the time of the sale of the combination by the present seller.

(2) *For the used vehicle.* The maximum price, at the time of the sale of the combination by the present seller, for the bare used vehicle as though it were standard and without any extras, alterations or other improvements.

[Paragraph (c) amended by Am. 3, 9 F.R. 4396, effective 4-29-44]

(d) *Maximum prices for used vehicles which cannot be priced under other sections of this regulation.* Where a used vehicle cannot be priced under any of the other sections of this regulation because it cannot be identified with any model year, or for any other reason, a maximum price may be established for such a vehicle by the nearest Office of Price Administration regional office, or any district office authorized by a regional office, if the seller furnishes adequate data in writing to that office to indicate the nature of the vehicle, the special circumstances making the other pricing provisions of this regulation inapplicable, the proposed selling price, the costs of the vehicle to the seller, and his proposed margin of profit. The regional or district office to which application is made may approve for such a vehicle a pricing method for establishing a maximum price, or a specified maximum price. If that office does not disapprove the application within thirty days from the date it is received, the proposed price shall be the maximum price. The proposed price may be charged on the mailing of the application and thereafter unless the regional or district office disapproves the application within the thirty-day period, but no payment shall be received until either that office has approved the proposed price or has not disapproved it within the thirty-day period.

ARTICLE III—MISCELLANEOUS

SEC. 10. *Federal and state taxes.* There may be added to the maximum price for any used vehicle the amount of any federal, state and municipal tax upon, or incident to, the sale, delivery, processing or use of such vehicle. However, the amount of such tax must be stated separately on the certificate required by section 13. No taxes on the vehicle or extras when new may be added to, or included in, the maximum price.

[Sec. 10 amended by Am. 1, 8 F.R. 17036, effective 12-23-43]

SEC. 11 *Evasion.* It shall be a violation of this regulation to charge a price above the applicable maximum price in connection with any sale of a used vehicle, either alone or in conjunction with any other consideration even though the price increase appears only indirectly. Specifically, but not exclusively, the seller is not permitted to require the purchaser, as a condition of the sale or transfer of the vehicle, 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, transferring or trading in any other vehicle, product or commodity. Where there is an exchange, transfer or trade-in, in connection with a sale, it is a violation for the seller to give the purchaser an allowance for the vehicle, product or commodity, exchanged, transferred, or traded in, which is less than its reasonable value.

Furthermore, the seller is prohibited from providing for the purchase of the vehicle 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 sale more onerous to purchasers than they customarily have been except to the extent allowed by this regulation. However, the Office of Price Administration may upon written request grant written permission to any dealer subject to this regulation to change his credit terms, where such change is necessitated by orders issued by, or at the request of, the United States Government.

It shall also be a violation for any person to charge, pay or receive a finder's fee or other compensation in connection with the procurement of a used vehicle where the finder's fee or other compensation plus the purchase price for the used vehicle exceeds the permitted maximum price, except that this prohibition shall not apply to the case of a bona fide employer-employee relationship between a seller generally engaged in the business of selling used vehicles and an employee of the type of employee generally considered by the automotive trade to be a used vehicle salesman.

[Sec. 11 amended by Am. 8, 10 F.R. 6940, effective 6-13-45]

SEC. 12. *Tag to be attached by dealer to vehicle.* Every dealer offering a used vehicle 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 Appendix A, on which shall be set forth legibly all of the information called for in Appendix A.

SEC. 13. *Certificate of Transfer that must be completed for a sale of a used vehicle.* Every person when he sells a used vehicle covered by this regulation shall prepare a Certificate of Transfer, Appendix B, in duplicate, in accordance with the instructions in that appendix, sign both copies of the certificate, give one copy to the purchaser at the time of sale, and not later than five days from the date of sale turn in the original copy to his local War Price and Rationing Board.

For the purposes of this section, a trade-in of a used vehicle is a sale, and the person trading in the used vehicle must take the steps required of sellers by this section.

Copies of the Certificate of Transfer may be obtained from sellers generally engaged in the business of selling used vehicles or from local War Price and Rationing Boards.

[Sec. 13 amended by Am. 12, effective 11-14-45]

SEC. 14. *Records and reports.*—(a) *Records.* Every person generally engaged in the business of selling used vehicles shall, so long as this regulation remains in effect, keep and make available for examination by the Office of Price Administration the following information in regard to every used vehicle he has acquired for resale:

(1) A complete description of the used vehicle including make, model year, serial number, motor number, body type and carrying capacity;

(2) The name and address of the person from whom he acquired the used vehicle;

(3) The price he paid for the used vehicle either on an outright basis or on a trade-in;

(4) The cost of repairs and replacements made in the used vehicle and a description of the repairs and replacements made;

(5) The name and address of the person to whom he sold the used vehicle;

(6) The price he charged the purchaser for the used vehicle excluding taxes and finances charges;

(7) The amount he charged the purchaser to cover taxes and the taxes for which the amount was charged;

(8) The amount he charged the purchaser for financing the sale on an instalment basis, if any;

(9) A copy of the warranty he furnished the purchaser if he sold the used vehicle at a price higher than the as-is price. Other sellers of used vehicles shall keep and make available for examination by the Office of Price Administration records customarily kept in connection with the sale of a used vehicle.

(b) *Additional records and reports.* Every dealer, or other seller generally engaged in the business of selling used vehicles, shall keep such records in addition to those required by paragraph (a), and file such reports, as the Office of Price Administration may from time to time require. Such records and reports, however, shall be subject to the approval of the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

[Sec. 14 amended by Am. 8, 10 F.R. 6940, effective 6-13-45]

SEC. 15. *Enforcement.* (a) Persons violating any provisions of this regulation 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, as amended.

SEC. 16. *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 or schedule. 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.

[Sec. 16 amended by Supplementary Order 72, 8 F.R. 13244, effective 10-1-43]

SEC. 17. *Petitions for amendment of general applicability.* Any person seeking a modification of any provision of this regulation may file a petition for an amendment in accordance with the provisions of Revised Procedural Regulation No. 1,[6] issued by the Office of Price Administration.

[Sec. 17 corrected, 8 F.R. 17414, effective 8-16-43]

SEC. 18. *Definitions.* (a) "As-is" refers to a used vehicle for which the highest price that may be charged is the base price permitted by section 6 multiplied by the applicable as-is percentage in section 7.

[Paragraph (a) amended by Am. 8, 10 F.R. 6940, effective 6-13-45]

(b) "Dealer" is a person who has received an order from the Office of Price Administration authorizing him to charge for a warranted used vehicle defined in section 8 a warranted maximum price permitted by section 5, and whose authorization has not been revoked in accordance with paragraph (2) or (5) below.

(1) *Application for dealer authorization*—(i) *Preparation of application form.* A person who seeks authorization to act as a dealer must request this authorization from the Office of Price Administration on OPA Form No. 694-2163, "Application for Authorization to Act as a Dealer in Automotive and Related Vehicles." This form is Appendix E of the regulation. The form will be acceptable as an application only when the information the form requests is inserted in, or attached to, the form, and it is signed by the applicant or his authorized representative.

(ii) *Place of filing.* The application must be filed in the district office of the Office of Price Administration having jurisdiction of the area in which the place of business of the applicant is located. If applicant has a place of business in more than one district office area a separate application must be filed for each place of business with the district office having jurisdiction over the area in which the place of business is located. If the applicant has more than one place of business within one district office area, he shall file one application for the group of businesses in that area.

(iii) *Investigation of application.* Upon receipt of an application for dealer authorization, the authorized district office may make such investigation of the facts involved in the application, hold such conferences, and request the filing of such supplementary information, as may be necessary to the disposition of the application.

(iv) *Disposition of application for dealer authorization by District Director.* The District Director of the district office having jurisdiction over the area in which the applicant's place of business is located shall either grant or deny by order an application for dealer authorization. The requirements that must be present before the grant shall be made are contained in (v) below. If they are not all present the application shall be denied.

(v) *Requirements for grant of application by District Director.* An application for authorization to sell as a dealer shall be granted if;

(a) The applicant is generally engaged in the business of acquiring for sale, selling, displaying, repairing and reconditioning used vehicles; and

(b) The applicant has a place for selling and displaying used vehicles; and

(c) The applicant has a shop and equipment for reconditioning and repairing which in general are adequate for placing used vehicles in good operating condition as defined in section 8 (b) and for fulfilling the terms of the warranty in section 8 (c). (The location of the shop and equipment beyond a reasonable distance from the place of delivery of used vehicles to purchasers, is one of the reasons why such facilities are not adequate); but

(d) In the case of an applicant who does not have the facilities described in (c) above, as a substitute for them, he may have a working arrangement, evidenced by a written contract, with a service supplier, who has adequate reconditioning and repairing facilities described in (c) above, whereby the service supplier will perform the reconditioning and make the replacements the applicant, as a dealer, is required to make to place a used vehicle in good operating condition as defined in section 8 (b) or to fulfill the terms of the warranty in section 8 (c); but

(e) Notwithstanding the requirements in (a) to (d) inclusive, an application for authorization of an owner and operator of any number of commercial motor vehicles shall be granted if such an applicant has an established place of business and a shop and equipment which in general are adequate for the repairing and reconditioning of used vehicles to place them in good operating condition as defined in section 8 (b) and for fulfilling the terms of the warranty in section 8 (c).

(vi) *Publicizing of dealer authorization.* Every person who receives an order authorizing him to sell as a dealer shall place this order in a conspicuous place in his place of business. Such a person shall also state on every Certificate of Transfer he prepares in accordance with the regulation the dealer authorization number which he shall receive in the dealer authorization order.

(2) *Revocation of dealer authorization*—(i) *General.* The District Director of a district office having jurisdiction over the area in which a dealer's place of business is located may by order revoke a dealer's authorization for the reasons stated in (ii) below. However, no order of revocation shall be effective unless the dealer against whom the order is directed was notified by registered mail or by personal service of the District Director's intention to revoke the authorization and the reasons for such action at least ten days prior to the issuance date of the revocation order, and had a reasonable opportunity prior to the issuance of the order to present information either orally or in writing to the District Director, or a responsible official in the district office designated by the District Director, to show that the authorization should not be revoked.

(ii) *Basis for revocation of dealer authorization.* An order granting a dealer authorization may be revoked if the District Director finds from substantial evidence that:

(a) Any one of the requirements in (b) (1) (v) was not in existence at the time the applicant filed his application although he represented in his application that the requirement was in existence; or

(b) Any one of the requirements in (b) (1) (v) is not in existence after the date of filing of the application; or

(c) A person authorized to sell as a dealer does not comply with the provisions of the regulation which permit the charging of a price higher than the maximum as-is price; or

(d) Reconditioning and repairing facilities are beyond a reasonable distance from the dealer's place of delivery of used vehicles.

(3) *Request for review*—(i) *General.* Any person generally engaged in the business of selling used vehicles whose application for dealer authorization has been denied, or whose dealer authorization has been revoked, by an authorized District Director of a district office may file with that district office a request for review by the Regional Administrator for the region in which the district office is located. However, where an application for dealer authorization is denied in the first instance or a dealer authorization is revoked by an authorized Regional Administrator the request for review shall be filed with his regional office. The request for review shall be made on OPA Form 694-2350 set out in Appendix F, and shall be filed not later than 60 days after the date on which the order of denial or revocation was mailed. Requests for review shall be deemed filed on the date received by the district office. However, requests for review addressed to the appropriate district office bearing a postmark dated within the 60 days after the date the order of denial or revocation was mailed which are received after the expiration of the 60-day period shall be considered filed within that period.

(ii) *Action on review.* After due consideration, the Regional Administrator

[5] 8 F.R. 13240.
[6] 9 F.R. 10476, 13715.

shall grant or deny the application for dealer authorization or affirm or reverse the order of revocation issued by the District Director. However, where the authorized Regional Administrator denied the application for dealer authorization in the first instance or revoked the dealer authorization, the Administrator shall grant or deny the application for dealer authorization or affirm or reverse the order of revocation. The person whose application has been reviewed or the person who has had the revocation of his dealer authorization reviewed, shall be informed by order of the action taken.

[Subparagraphs (i) and (ii) amended by Am. 10, 10 F.R. 7930, effective 6-27-45]

(iii) *Maximum prices of applicant for dealer authorization or of person whose dealer authorization has been revoked—(a) Applicant for dealer authorization.* No applicant for dealer authorization shall charge prices higher than as-is maximum prices unless he is specifically authorized by order to charge maximum warranted prices for warranted used vehicles defined in section 8.

(b) Person whose dealer authorization has been revoked. No person whose dealer authorization has been revoked shall charge prices higher than as-is maximum prices unless he is specifically authorized by order to resume charging warranted maximum prices for warranted used vehicles defined in section 8.

[Headnote amended by Am. 12, effective 11-14-45]

(4) *Protest of denial of application for dealer authorization or of revocation of dealer authorization.* When on request for review the Regional Administrator or the Administrator, whoever is applicable, issues an order denying an application for dealer authorization, or affirming a revocation of a dealer authorization, the applicant, or the person whose dealer authorization has been revoked, whoever it may be, may file a protest against such order in accordance with the provisions of Revised Procedural Regulation No. 1. There is no specific statutory limit of time within which protests must be filed. However, if the filing of a protest is unduly delayed, the defense of laches (unreasonable delay) may be available to the Administrator. Where an order is issued denying an application for dealer authorization or revoking a dealer authorization ordinarily there will be no reason why a protest cannot be filed promptly after the order of denial is issued. Accordingly, if a protest is filed more than 90 days after the issuance of the order, the Administrator will ordinarily regard the delay as unreasonable and dismisss the protest unless special circumstances are shown which justify the delay.

[Subparagraph (4) amended by Am. 12, effective 11-14-45]

(5) *Revocation of authorization to sell as dealers in effect prior to August 1, 1945.* Any and all authorizations to sell as dealers which were granted under section 18 (b) prior to its amendment by Amendment 9 either by the wording of that section alone or by its wording and a special authorization issued by the Office of Price Administration are revoked as of August 1, 1945.

[Paragraph (b) amended by Am. 4, 9 F.R. 7009, effective 6-28-44; and Am. 9, 10 F.R. 6952, effective 8-1-45, except as to the filing and processing of applications and the issuance of orders of authorization and denial it became effective June 27, 1945. Effective date provision of Am. 9 amended by Am. 10, 10 F.R. 7930, effective 6-27-45]

(c) "Extra" means any accessory or equipment designed for attachment to the used vehicle when new which is not provided for in the price of such vehicle when new. The term "extra" includes such items as oversized or special tires, special springs, special transmissions, special brakes, optional wheelbase or body frames, heaters, radios, power-take-off winches and other power-take-off equipment. The term "extra" does not include such equipment or any other equipment if it should be present on a vehicle (sold when new to the War Department, Department of the Navy, Marine Corps or Coast Guard) at the time it is sold used by the Procurement Division or Department of Commerce. Neither does the term "extra" include special equipment such as mixers, cranes, scoops, shovels, welding machines, compressors, and winches with independent power, or other equipment having a use not dependent on its attachment to the vehicle.

[Paragraph (c) amended by Am. 7, 10 F.R. 5457, effective 5-16-45; and Am. 11, 10 F.R. 12255, effective 10-28-45]

(d) "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.

(e) "Sale" includes sales, dispositions, exchanges, 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 except as excluded by section 2 (c). 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 except as excluded by section 2 (d). 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 term "sale", "seller", "selling", "purchase", "purchaser", and "purchasing" shall be construed accordingly.

(f) *"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, Metals Reserve Corporation, Defense Plant Corporation and Defense Supplies Corporation, or any agency of any of the foregoing.

(g) *"Army general purpose vehicles"* mean all wheeled vehicles intended for movement of personnel, supplies, ammunition, or equipment or towing of guns, trailers, or semi-trailers, and which are used by more than one service.

(h) *"Army special equipment vehicles"* mean wheeled vehicles, the chassis of which are basically identical to those used in general purpose vehicles but which have a special body or special equipment.

(j) *"Army special purpose vehicles"* mean wheeled vehicles, the chassis and body of which are designed for a special purpose. These vehicles do not incorporate body or chassis of either general purpose vehicles or special equipment vehicles.

[Paragraphs (g), (h) and (j) added by Am. 4, 9 F.R. 7009, effective 6-28-44]

APPENDIX A—FORM OF TAG TO BE ATTACHED BY DEALER WHEN OFFERING A USED COMMERCIAL MOTOR VEHICLE FOR SALE[1]

OFFICE OF PRICE ADMINISTRATION

WASHINGTON, D. C.

Form No. 694-456

Name of dealer _____
Address _____
Chassis make_____Cab_____Body_____
(Yes or No) (Yes or No)
Chassis model____Year____Base Weight____
Chassis serial No_____Motor No_____
Value when new $_____
(Complete vehicle or chassis only)
Extras: (Oversize and spare tires, springs, etc. itemized below)
(1)_____Value when new $_____
(2)_____Value when new $_____
(3)_____Value when new $_____
(etc.)_____Value when new $_____
Transportation allowance____ $_____
Total base price $_____
Body type_____ Year_____ Value when new $_____

(To be filled in only when body and chassis are of different model years or body is sold separately)

The prices computed on this tag are in accordance with the Revised Maximum Price Regulation No. 341 of the Office of Price Administration, a copy of which is available for inspection.

NOT WARRANTED SELLING PRICE SUMMARY

Chassis model year _____% of base price _____% Not warranted price $_____
Body model year _____% of base price _____% not warranted price $_____
Total (not warranted) selling price $_____

WARRANTED SELLING PRICE SUMMARY[2]

Chassis model year _____% of base price _____% warranted price $_____
Body model year _____% of base price _____% warranted price $_____
Total (warranted) selling price $_____

[1] The dealer shall be responsible for the reproduction of this tag.

[2] In the case when the vehicle is sold at the (not warranted) price the portion of this tag devoted to the (warranted) price may be removed by the seller.

APPENDIX B

OPA FORM 694-457 (Rev.)
Form Approved
Budget Bureau No. 08-R1307.1

This Form May Be Reproduced Without Change

UNITED STATES OF AMERICA

OFFICE OF PRICE ADMINISTRATION

WASHINGTON 25, D. C.

CERTIFICATE OF TRANSFER OF USED COMMERCIAL MOTOR VEHICLES

Under the Provisions of Revised Maximum Price Regulation No. 341, Maximum Prices for Used Commercial Motor Vehicles.

INSTRUCTIONS

The seller is to prepare the certificate in duplicate, sign both copies, give one copy to the purchaser at the time of sale, and not later than five days from the date of sale turn in the original copy to his local War Price and Rationing Board.

For the purposes of this certificate, a trade in of a used car is a sale and the person trading in the used car must take the steps required of sellers by this certificate.

The information required under "Description of Vehicle", except for motor and serial numbers, should be supplied from Appendix C or G of the regulation. The motor and serial numbers should be obtained from the vehicle registration card. When the vehicle is not listed in Appendix C or G, supply the description in so far as possible from the vehicle registration card.

To Be Filled in by the Seller

DESCRIPTION OF VEHICLE

(See Instructions)

Make.	Year.
Model.	Body type.
Serial No.	Motor No.

State or Territory in which vehicle was last registered.

(Reference must be made to Appendix C or G of Revised Maximum Price Regulation No. 341 for prices when new of A or C below. If complete vehicle is not listed use price for chassis when new only and add price for body when new on line 3.) Check below to indicate whether information on form is for:

A ☐ Complete Vehicle (Body and Chassis) B ☐ Body Only C ☐ Chassis Only

Name of purchaser.

Address—Number and street.

City and postal zone number.	State.

Name of seller.

Dealer authorization number (if any).

Address—Number and street.

City and postal zone number.	State.

CERTIFICATION OF SELLER

The undersigned hereby certifies that he has complied with the requirements of Revised Maximum Price Regulation No. 341—Maximum Prices for Used Commercial Motor Vehicles—and that the actual sale price of the vehicle is not more than the maximum selling price as established by Revised Maximum Price Regulation No. 341, and further certifies that no payment directly or indirectly was or will be made in addition to the actual sale price of the vehicle as shown on this certificate.

Sign here.....
(Signature of seller)

.....
Date of sale)

MAXIMUM PRICE FOR COMPLETE VEHICLE
CHASSIS ONLY OR BODY ONLY

1	Price listed in Appendix C ☐ Appendix G ☐ Not listed ☐	$.....
2	Price when new	$.....
3	Allowance for extras (List and price all extras on reverse side if total is over $50.)	$.....
4	Allowance for special body (not included in Item 2). (Describe body on reverse side.)	$.....
5	Transportation allowance. (See Appendix D of the regulation.)	$.....
6	Total of 2, 3, 4, and 5, equals base price.	$.....
7	See regulation for percentage applicable to model year.....%	x x
8	Maximum price (6 multiplied by 7).	$.....
9	State and local taxes that may be collected by seller, if any.	$.....
10	Actual sale price of vehicle including taxes, if any.	$.....
11	If seller is a dealer A ☐ Check	Is Vehicle sold (check one) B ☐ Not Warranted ☐ Warranted

Do Not Write in Space Within Heavy Lines

BOARD ACTION

Board number.	Date.
City and postal zone number.	State.

Board recommendation:

Sign here.....
(Signature of Board Member)

DISTRICT OFFICE ACTION

Reviewed by .....

.....

Remarks:

[Appendix B amended by Am. 2, 9 F.R. 3347, effective 4-13-44; Am. 9, 10 F.R. 6932, effective 8-1-45; and Am. 12, effective 11-14-45]

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.

(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	1,290	$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	1,210	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	1,160	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-7967 up	7.00/20	7.00/20	6	6	159	5,310	$2,250
	Ch	RE	RE-7967 up	7.50/20	7.50/20	6	6	159	5,514	2,300
	Ch	RF	RF-7967 up	8.25/20	8.25/20	6	6	159	5,735	2,450
	Ch	RG	RG-7967 up	34 x 7	34 x 7	6	6	140	6,100	3,000
			RG-8820 up							
	Ch	A	A-7967 up	8.25/20	8.25/20	6	6	150	6,060	3,000
	Ch	D	D-7967 up	34 x 7	34 x 7	6	6	150	6,140	3,000
			D-8820 up							
	Ch	DE	DE-7967 up	9.00/20	9.00/20	6	6	150	6,675	3,850
	Ch	DF	DF-7967 up	9.00/20	9.00/20	6	6	150	7,010	3,930
			DF-8820 up							
	Ch	DH	DH-7967 up	36 x 8	36 x 8	6	6	150	6,905	4,150
			DH-8820 up							
	Ch	N	N-7967 up	9.75/20	9.75/20	6	6	191½	8,000	4,650
			N-8820 up							
	Ch	NE	NE-7967 up	9.75/22	9.75/22	6	6	149	7,995	4,725
	Ch	NF	NF-7967 up	9.75/22	9.75/22	6	6	161	8,370	4,750
			NF-8820 up							
	Ch	NH	NH-7967 up	9.75/22	9.75/22	6	6	149	8,025	4,925
	Ch	S	S-7967 up	9.75/22	9.75/22	6	6	158	9,050	5,600
			S-8820 up							
	Ch	SE	SE-7967 up	10.50/22	10.50/22	6	6	158	9,230	5,800
	Ch	C	C-7967 up	10.50/24	10.50/24	6	6	158	11,784	6,650
			C-8820 up							
	Ch	CF	CF-7967 up	10.50/24	10.50/24	6	6	164	11,000	6,000
	Ch	T	T-7967 up	10.50/22	10.50/22	6	6	192	9,760	6,000
			T-8820 up							
	Ch	TE	TE-7967 up	10.50/24	10.50/24	6	6	180	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-7967 up	10.50/24	10.50/24	6	6	195	10,820	6,800
	Ch	FE	FE-7967 up	10.50/24	10.50/24	6	6	180⅞	12,200	9,500
	Ch	SHS	SHS-7967 up	9.75/22	9.75/22	6	6	114	8,345	4,800

[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.

(d) AUTOCAR—Continued

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

(1) 1933—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				
	Ch	6GE	6GE-7807 up	9.75/22	9.75/22	10	6	*Inches* 183	*Pounds* 16,275	$11,000
			ENGINE UNDER SEAT							
	Ch	UD	UD-7807 up	34 x 7	34 x 7	6	6	89	6,170	$3,000
			UD-8820 up							
	Ch	UDF	UDF-8820 up	9.00/20	9.00/20	6	6	127	7,625	3,600
	Ch	UN	UN-7807 up	9.75/20	9.75/20	6	6	89	8,625	4,000
			UN-8820 up							
	Ch	UNF	UNF-8820 up	9.75/22	9.75/22	6	6	123	9,200	4,850
	Ch	US	US-7807 up	9.75/22	9.75/22	6	6	89	9,230	5,000
			US-8820 up							
	Ch	USE	USE-7807 up	10.00/22	10.00/22	6	6	83	9,510	5,000
	Ch	UT	UT-8820 up	10.00/22	10.00/22	6	6	123	9,660	5,000
	Ch	UTE	UTE-7807 up	10.00/24	10.00/24	6	6	83	10,020	6,170
	Ch	UTE	UTE-8820 up	9.75/22	9.75/22	6	6	145	10,525	6,000
			(2) 1934							
			CONVENTIONAL							
	Ch	RG	RG-9100 up	8.25/20	8.25/20	6	6	150	6,100	$3,000
			RG-1028S up							
	Ch	RH	RH-1028S up	9.75/20	9.75/20	6	6	174	7,215	3,400
	Ch	D	D-9100 up	8.25/20	8.25/20	6	6	150	6,140	3,000
			D-1028S up							
	Ch	DF	DF-9100 up	9.00/20	9.00/20	6	6	150	7,010	3,600
			DF-1028S up							
	Ch	DH	DH-9100 up	38 x 8	38 x 8	6	6	150	7,400	4,150
	Ch	N	N-9100 up	9.75/20	9.75/20	6	6	173	8,650	4,000
			N-1028S up							
	Ch	NF	NF-9100 up	9.75/22	9.75/22	6	6	151	8,370	4,750
			NF-1028S up							
	Ch	S	S-9100 up	9.75/22	9.75/22	6	6	163	9,675	5,000
	Ch	T	T-9100 up	10.00/22	10.00/22	6	6	173	10,319	5,000
			T-1028S up							
	Ch	TE	TE-9100 up	9.75/22	9.75/22	6	6	214	10,050	6,000
	Ch	C	C-9100 up	10.00/24	10.00/24	6	6	153	11,734	6,000
			CONVENTIONAL (TRACTORS)							
	Ch	RHT	RHT-1028S up	8.25/20	8.25/20	6	6	150	6,525	$3,100
	Ch	DT	DT-1028S up	8.25/20	8.25/20	6	6	150	6,688	3,000
	Ch	DFT	DFT-1028S up	9.00/20	9.00/20	6	6	123	7,634	3,650
	Ch	NT	NT-1028S up	9.75/20	9.75/20	6	6	137	9,121	4,000
	Ch	NFT	NFT-1028S up	9.75/22	9.75/22	6	6	137	9,273	5,000
	Ch	TT	TT-1028S up	10.00/22	10.00/22	6	6	137	9,813	5,000
			CONVENTIONAL (DUMP SERVICE)							
	Ch	RH	RH-1028S up	8.25/20	8.25/20	6	6	150	6,637	$3,150
	Ch	D	D-1028S up	8.25/20	8.25/20	6	6	150	6,855	3,050
	Ch	DH	DH-1028S up	9.00/20	9.00/20	6	6	145	7,620	4,125
	Ch	S	S-1028S up	9.75/22	9.75/22	6	6	163	9,226	5,000
	Ch	C	C-1028S up	10.00/24	10.00/24	6	6	163	11,004	6,050
			CONVENTIONAL (BUILT FOR 3D AXLE ATTACHMENT)							
	Ch	6RH	6RH-1028S up	8.25/20	8.25/20	6	6	174	8,255	[2] $3,150
	Ch	6D	6D-1028S up	8.25/20	8.25/20	6	6	174	8,242	[2] 3,005
	Ch	6DF	6DF-1028S up	9.00/20	9.00/20	6	6	150	8,037	[2] 3,850
	Ch	6N	6N-1028S up	9.00/20	9.00/20	6	6	173	10,757	[2] 4,850
	Ch	6NF	6NF-1028S up	9.00/22	9.00/22	6	6	173	11,553	[2] 5,250
	Ch	6T	6T-1028S up	9.75/20	9.75/20	6	6	253	12,725	[2] 6,250
			ENGINE UNDER SEAT							
	Ch	UD	UD-9100 up	8.25/20	8.25/20	6	6	97	7,155	$3,700
			UD-1028S up							
	Ch	UDF	UDF-9100 up	9.00/20	9.00/20	6	6	150	7,832	4,150
			UDF-1028S up							
	Ch	UN	UN-9100 up	9.75/20	9.75/20	6	6	99	8,635	4,000
			UN-1028S up							
	Ch	UNF	UNF-9100 up	9.75/22	9.75/22	6	6	123	9,200	4,850
			UNF-1028S up							
	Ch	US	US-9100 up	9.75/22	9.75/22	6	6	150	9,115	5,200
	Ch	UT	UT-9100 up	10.00/22	10.00/22	6	6	153	10,005	6,150
			UT-1028S up							
	Ch	UTE	UTE-9100 up	9.75/22	9.75/22	6	6	145	10,525	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

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

(2) 1934—Continued

ENGINE UNDER SEAT—(TRACTORS)

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 [1]	Base weight	F. o. b. list price
								Inches	*Pounds*	
	Ch.	UDT	UDT-10258 up	8.25/20	8.25/20	6	6	89	7,120	$3,700
	Ch.	UDFT	UDFT-10258 up	9.00/20	9.00/20	6	6	91	8,190	4,500
	Ch.	UNT	UNT-10258 up	9.75/20	9.75/20	6	6	96	9,060	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	9,832	6,100

ENGINE UNDER SEAT—(DUMP SERVICE)

	Ch.	UDP	UDP-10258 up	9.00/20	9.00/20	6	6	100	8,687	$4,775
	Ch.	US	US-10258 up	9.75/22	9.75/22	6	6	133	9,933	6,000

ENGINE UNDER SEAT—(BUILT FOR 3D AXLE ATTACHMENT)

	Ch.	6UD	6UD-10258 up	8.25/20	8.25/20	6	6	127	8,880	[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	123	11,416	[2] 4,800
	Ch.	6UNF	6UNF-10258 up	9.00/22	9.00/22	6	6	123	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	6,750	$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	8.25/20	8.25/20	6	6	174	7,082	3,050
			D-10821 up							
	Ch.	DF	DF-10400 up	9.00/20	9.00/20	6	6	159	7,746	3,875
			DF-10821 up							
	Ch.	N	N-10400 up	9.75/20	9.75/20	6	6	178	8,780	4,050
			N-10821 up							
	Ch.	NF	NF-10400 up	9.75/22	9.75/22	6	6	178	9,230	4,900
			NF-10821 up							
	Ch.	T	T-10400 up	10.50/22	10.50/22	6	6	178	10,310	5,900
			T-10821 up							
	Ch.	TF	TF-10821 up	10.50/24	10.50/24	6	6	230	12,102	7,500

CONVENTIONAL—(TRACTORS)

	Ch.	RHT	RHT-10400 up	8.25/20	8.25/20	6	6	150	6,773	$3,250
			RHT-10821 up							
	Ch.	DT	DT-10400 up	8.25/20	8.25/20	6	6	150	6,870	3,550
			DT-10821 up							
	Ch.	DFT	DFT-10400 up	9.00/20	9.00/20	6	6	135	7,755	3,875
			DFT-10821 up							
	Ch.	NT	NT-10400 up	9.75/20	9.75/20	6	6	137	9,121	4,050
	Ch.	NT	NT-10821 up	9.00/20	9.00/20	6	6	137	8,688	4,575
	Ch.	NFT	NFT-10400 up	9.75/22	9.75/22	6	6	137	9,233	5,000
	Ch.	NFT	NFT-10821 up	9.00/22	9.00/22	6	6	137	8,054	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	9,032	6,150
	Ch.	TFT	TFT-10821 up	10.50/24	10.50/24	6	6	147	11,686	7,000

CONVENTIONAL—(DUMP SERVICE)

	Ch.	RH	RH-10400 up	8.25/20	8.25/20	6	6	150	6,537	$3,100
			RH-10821 up							
	Ch.	RHD	RHD-10821 up	8.25/20	8.25/20	6	6	150	6,640	3,250
	Ch.	D	D-10400 up	8.25/20	8.25/20	6	6	150	6,880	3,850
	Ch.	DP	D-10821 up	8.25/20	8.25/20	6	6	150	6,918	3,725
	Ch.	DH	DH-10400 up	9.00/20	9.00/20	6	6	145	7,830	4,125
			DH-10821 up							
	Ch.	S	S-10400 up	9.75/22	9.75/22	6	6	165	10,065	5,850
			S-10821 up							
	Ch.	G	S-10400 up	10.50/24	10.50/24	6	6	165	11,604	6,800
			S-10821 up							
	Ch. (4 x 4)	4N	4N-11420 up	9.75/20	9.75/20	6	6	162	9,069	6,100
	Ch. (4 x 4)	4NF	4NF-11420 up	9.75/20	9.75/20	6	6	162	9,069	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	8.25/20	8.25/20	6	6	174	9,483	[2] $3,600
			6RH-10821 up							
	Ch.	6D	6D-10400 up	8.25/20	8.25/20	6	6	174	9,572	[2] 3,900
			6D-10821 up							
	Ch.	6DF	6DF-10400 up	8.25/20	8.25/20	6	6	159	9,770	[2] 3,950
			6DF-10821 up							
	Ch.	6N	6N-10400 up	9.00/20	9.00/20	6	6	178	11,536	[2] 4,625
			6N-10821 up							
	Ch.	6NF	6NF-10400 up	9.00/22	9.00/22	6	6	178	12,069	[2] 5,225
			6NF-10821 up							
	Ch.	6T	6T-10400 up	9.75/20	9.75/20	6	6	203	13,292	[2] 6,250
			6T-10821 up							
	Ch.	6TF	6TF-10821 up	10.50/24	10.50/24	6	6	210	14,610	[2] 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

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

(3) 1935—Continued

ENGINE UNDER SEAT

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-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	9,025	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	9,405	5,150
	Ch	UT	UT-10400 up	10.00/22	10.00/22	6	6	123	10,050	6,100
	Ch	UT	UT-10821 up	9.75/24	9.75/24	6	6	123	10,275	6,000
			ENGINE UNDER SEAT—(TRACTORS)							
	Ch	UDT	UDT-10400 up UDT-10821 up	8.25/20	8.25/20	6	6	89	7,195	$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	93	9,099	4,775
	Ch	UNT	UNT-10821 up	9.00/20	9.00/20	6	6	93	8,459	4,600
	Ch	UNFT	UNFT-10400 up	9.75/22	9.75/22	6	6	93	9,435	5,200
	Ch	UNFT	UNFT-10821 up	9.00/20	9.00/20	6	6	93	8,699	5,000
	Ch	UTT	UTT-10400 up	10.00/22	10.00/22	6	6	93	9,832	6,100
	Ch	UTT	UTT-10821 up	9.00/20	9.00/20	6	6	109	9,705	6,100
			ENGINE UNDER SEAT (DUMP SERVICE)							
	Ch	UDP	UDP-10400 up UDP-10821 up	9.00/20	9.00/20	6	6	109	8,137	$4,770
	Ch	US	US-10400 up US-10821 up	9.75/22	9.75/22	6	6	120	9,762	5,700
			ENGINE UNDER SEAT (BUILT FOR 3D AXLE ATTACHMENT)							
	Ch	6UD	6UD-10400 up 6UD-10821 up	8.25/20	8.25/20	6	6	127	9,057	[2]$4,200
	Ch	6UDF	6UDF-10400 up	9.00/20	9.00/20	6	6	127	9,092	[2]4,150
	Ch	6UN	6UN-10400 up 6UN-10821 up	9.00/20	9.00/20	6	6	123	11,047	[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	13,283	[2]6,450
			(4) 1936							
			CONVENTIONAL							
	Ch	RH	RH-11695 up RH-12219 up	8.25/20	8.25/20	6	6	164	6,875	$3,250
	Ch	RM	RM-13248 up	7.50/20	7.50/20	6	6	164	6,715	1,950
	Ch	RL	RL-13248 up	8.25/20	8.25/20	6	6	164	6,895	2,450
	Ch	D	D-11695 up D-12219 up	8.25/20	8.25/20	6	6	164	7,215	3,350
	Ch	D	D-13248 up	9.00/20	9.00/20	6	6	164	7,925	3,600
	Ch	DF	DF-11695 up DF-12219 up	9.00/20	9.00/20	6	6	169	7,743	3,575
	Ch	DF	DF-13248 up	9.75/20	9.75/20	6	6	164	8,445	4,250
	Ch	N	N-11695 up N-12219 up N-13248 up	9.75/20	9.75/20	6	6	164	8,705	4,050
	Ch	NF	NF-11695 up NF-12219 up	9.75/22	9.75/22	6	6	164	9,625	4,600
	Ch	NF	NF-13248 up	10.00/20	10.00/20	6	6	164	9,735	5,100
	Ch	T	T-11695 up T-12219 up	10.00/22	10.00/22	6	6	173	10,023	5,000
	Ch	T	T-13248 up	10.00/20	10.00/20	6	6	132	10,435	5,850
	Ch	TF	TF-11695 up	10.00/24	10.00/24	6	6	225	12,102	7,000
			CONVENTIONAL (TRACTORS)							
	Ch	RHT	RHT-11695 up	8.25/20	8.25/20	6	6	157	6,773	$3,250
	Ch	RMT	RMT-13248 up	8.25/20	8.25/20	6	6	142	6,825	2,150
	Ch	DT	DT-11695 up	8.25/20	8.25/20	6	6	157	6,870	3,350
	Ch	DFT	DFT-11695 up	9.00/20	9.00/20	6	6	142	7,775	3,875
	Ch	NT	NT-11695 up	9.00/20	9.00/20	6	6	143	8,043	4,575
	Ch	NFT	NFT-11695 up	9.00/22	9.00/22	6	6	143	8,854	4,900
	Ch	TT	TT-11695 up	9.75/20	9.75/20	6	6	143	9,032	6,150
	Ch	TFT	TFT-11695 up	10.00/24	10.00/24	6	6	175	11,535	7,500
	Ch	1TR	1TR-12219 up	8.25/20	8.25/20	6	6	142	6,875	3,400
	Ch	1TR	1TR-13248 up	8.25/20	8.25/20	6	6	142	6,875	2,695
	Ch	2TR	2TR-12219 up 2TR-13248 up	9.00/20	9.00/20	6	6	142	7,805	4,225
	Ch	3TR	3TR-12219 up 3TR-13248 up	9.75/20	9.75/20	6	6	143	8,375	5,000
	Ch	4TR	4TR-12219 up	9.75/22	9.75/22	6	6	143	9,225	5,050
	Ch	4TR	4TR-13248 up	9.75/20	9.75/20	6	6	143	9,225	4,020
	Ch	5TR	5TR-12219 up	10.00/22	10.00/22	6	6	143	9,625	6,000
	Ch	5TR	5TR-13248 up	10.00/20	10.00/20	6	6	143	9,625	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

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

(4) 1936—Continued

CONVENTIONAL (DUMP SERVICE)

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 [1]	Base weight	F. o. b. list price
								Inches	*Pounds*	
	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	10,065	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	11,421	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	9,069	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	9,069	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

CONVENTIONAL (3D AXLE 6 x 4)

	Ch. (6 x 4)	DF	DF-11777 up DF-13248 up	9.00/20	9.00/20	10	6	135	11,005	$5,750
	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	184	14,115	8,650
	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	15,645	9,500
	Ch. (6 x 4)	T	T-11777 up	10.50/24	10.50/24	10	6	137	15,035	9,300

CONVENTIONAL (BUILT FOR 3D AXLE ATTACHMENT)

	Ch.	6RH	6RH-11565 up 6RH-12219 up	8.25/20	8.25/20	6	6	164	9,345	[2] $3,350
	Ch.	6RL	6RL-13248 up	8.25/20	8.25/20	6	6	164	9,345	[2] 2,715
	Ch.	6D	6D-11565 up	8.25/20	8.25/20	6	6	174	9,572	[2] 3,900
	Ch.	6DF	6DF-11565 up	8.25/20	8.25/20	6	6	169	9,770	[2] 3,950
	Ch.	6DF	6DF-12219 up 6DF-13248 up	9.00/20	9.00/20	6	6	164	10,495	[2] 4,250
	Ch.	6N	6N-11565 up	9.00/20	9.00/20	6	6	178	11,636	[2] 4,625
	Ch.	6NF	6NF-11565 up 6NF-12219 up	9.00/22	9.00/22	6	6	178	12,068	5,175
	Ch.	6NF	6NF-13248 up	9.75/20	9.75/20	6	6	182	11,695	[2] 5,300
	Ch.	6T	6T-11565 up 6T-12219 up 6T-13248 up	9.75/20	9.75/20	6	6	203	13,282	[2] 6,250
	Ch.	6TF	6TF-11565 up	10.50/24	10.50/24	6	6	210	14,610	[2] 7,600

ENGINE UNDER SEAT

	Ch.	UD	UD-11565 up	8.25/20	8.25/20	6	6	109	7,393	$3,750
	Ch.	UD	UD-13248 up	9.00/20	9.00/20	6	6	109	8,230	3,800
	Ch.	UDF	UDF-11565 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-11565 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	9,400	5,000
	Ch.	UNF	UNF-11565 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	5,400
	Ch.	UT	UT-11565 up	9.75/24	9.75/24	6	6	123	10,253	6,000
	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-11565 up	8.25/20	8.25/20	6	6	109	7,357	$3,750
	Ch.	UDFT	UDFT-11565 up	9.00/20	9.00/20	6	6	91	8,026	4,250
	Ch.	UNT	UNT-11565 up	9.00/20	9.00/20	6	6	98	8,429	4,600
	Ch.	UNFT	UNFT-11565 up	9.00/20	9.00/20	6	6	98	8,699	5,000
	Ch.	UTT	UTT-11565 up	9.00/20	9.00/20	6	6	109	9,795	6,100
	Ch.	1UTR	1UTR-13248 up	8.25/20	8.25/20	6	6	98	7,470	3,850
	Ch.	2UTR	2UTR-13248 up	9.00/20	9.00/20	6	6	98	9,050	4,650
	Ch.	3UTR	3UTR-13248 up	9.75/20	9.75/20	6	6	98	9,230	5,200
	Ch.	4UTR	4UTR-13248 up	9.75/20	9.75/20	6	6	98	9,530	5,450
	Ch.	5UTR	5UTR-13248 up	10.50/20	10.50/20	6	6	98	10,120	5,900

ENGINE UNDER SEAT (DUMP SERVICE)

	Ch.	UDP	UDP-11565 up UDP-13248 up	9.00/20	9.00/20	6	6	109	8,740	$4,650
	Ch.	US	US-11565 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

[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

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

(4) 1939—Continued

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)	6UT	6UT-11777 up	10.00-22	10.00-22	10	6	109	13,452	$3,870
	Ch. (6 x 4)	6UTD	6UTD-13248 up	9.75-20	9.75-20	10	6	118	13,050	8,500
	Ch. (6 x 4)	6UTD	6UTD-13248 up	10.00-22	10.00-22	10	6	109	13,850	8,720
	ENGINE UNDER SEAT (BUILT FOR 3D AXLE ATTACHMENT)									
	Ch	6UD	6UD-11695 up	8.25-20	8.25-20	6	6	127	9,077	[2]4,500
	Ch	6UD	6UD-13248 up	9.00-20	9.00-20	6	6	127	11,269	[2]4,700
	Ch	6UN	6UN-11695 up	9.00-20	9.00-20	6	6	123	11,909	[2]5,200
			6UN-13248 up							
	Ch	6UNF	6UNF-11695 up	9.00-22	9.00-22	6	6	123	12,207	[2]5,220
	Ch	6UNF	6UNF-13248 up	9.75-20	9.75-20	6	6	123	12,620	[2]5,000
	Ch	6UT	6UT-11695 up	9.75-20	9.75-20	6	6	145	13,400	[2]6,000
			6UT-13248 up							
	(5) 1937									
	CONVENTIONAL									
	Ch	A	A-10691 up	6.50-20	6.50-20	6	6	139	4,700	$1,095
	Ch	B	B-10691 up	6.50-20	6.50-20	6	6	139	5,150	1,450
	Ch	RM	RM-13699 up	7.50-20	7.50-20	6	6	164	6,715	1,950
	Ch	RM	RM-14099 up	7.50-20	7.50-20	6	6	164	6,665	2,280
	Ch	RL	RL-13699 up	8.25-20	8.25-20	6	6	164	6,855	2,295
			RL-14099 up							
	Ch	D	D-13699 up	9.00-20	9.00-20	6	6	164	7,525	3,000
	Ch	DF	DF-13699 up	9.75-20	9.75-20	6	6	164	8,445	4,000
	Ch	N	N-13699 up	9.75-20	9.75-20	6	6	164	8,705	4,500
	Ch	NF	NF-13699 up	10.00-20	10.00-20	6	6	164	9,735	5,100
	Ch	T	T-13699 up	10.00-20	10.00-20	6	6	152	10,455	5,850
	CONVENTIONAL (TRACTORS)									
	Ch	RMT	RMT-13699 up	8.25-20	8.25-20	6	6	142	6,835	$2,150
	Ch	RMT	RMT-14099 up	8.25-20	8.25-20	6	6	142	6,835	2,420
	Ch	1TR	1TR-13699 up	8.25-20	8.25-20	6	6	142	6,875	2,700
			1TR-14099 up							
	Ch	2TR	2TR-13699 up	9.00-20	9.00-20	6	6	142	7,805	4,100
	Ch	3TR	3TR-13699 up	9.75-20	9.75-20	6	6	148	8,375	4,500
	Ch	4TR	4TR-13699 up	9.75-20	9.75-20	6	6	148	9,255	4,950
	Ch	5TR	5TR-13699 up	10.00-20	10.00-20	6	6	148	9,655	5,700
	CONVENTIONAL (DUMP SERVICE)									
	Ch	RLD	RLD-13699 up	8.25-20	8.25-20	6	6	148	6,735	$2,595
			RLD-14099 up							
	Ch	DP	DP-13699 up	9.00-20	9.00-20	6	6	148	7,625	3,700
	Ch	DH	DH-13699 up	9.75-20	9.75-20	6	6	148	8,295	4,500
	Ch	S	S-13699 up	10.00-20	10.00-20	6	6	170	10,025	5,750
	Ch	C	C-13699 up	10.00-24	10.00-24	6	6	170	11,355	6,650
	Ch. (4 x 4)	4DF	4DF-13699 up	9.00-20	9.00-20	6	6	163	8,419	5,000
	Ch. (4 x 4)	4N	4N-13699 up	9.75-20	9.75-20	6	6	167	9,000	6,000
	Ch. (4 x 4)	4NF	4NF-13699 up	9.75-20	9.75-20	6	6	163	10,915	6,750
	Ch. (4 x 4)	4S	4S-13699 up	10.00-20	10.00-20	6	6	163	11,145	7,250
	CONVENTIONAL (3D AXLE 6 x 4)									
	Ch	6X4DF	6X4DF-13699 up	9.00-20	9.00-20	10	6	139	11,005	$5,750
	Ch	6X4TD	6X4TD-13699 up	9.75-20	9.75-20	10	6	184	14,415	8,850
	Ch	6X4TD	6X4TD-13699 up	9.75-24	9.75-24	10	6	142	14,415	8,700
	Ch	6X4TC	6X4TC-13699 up	10.00-24	10.00-24	10	6	142	15,045	9,650
	CONVENTIONAL (BUILT FOR 3D AXLE ATTACHMENT)									
	Ch	6RL	6RL-13699 up	8.25-20	8.25-20	6	6	164	9,245	[2]$2,715
			6RL-14099 up							
	Ch	6DF	6DF-13699 up	9.00-20	9.00-20	6	6	164	10,435	[2]4,270
	Ch	6NF	6NF-13699 up	9.75-20	9.75-20	6	6	182	11,935	[2]5,200
	Ch	6T	6T-13699 up	9.75-20	9.75-20	6	6	203	12,635	[2]5,600
	CAB OVER ENGINE									
	Ch	UA	UA-10691 up	6.50-20	6.50-20	6	6	84	4,740	$1,095
	Ch	UB	UB-10691 up	7.00-20	7.00-20	6	6	84	5,250	1,345
	ENGINE UNDER SEAT									
	Ch	UD	UD-13699 up	9.00-20	9.00-20	6	6	109	8,230	$3,800
	Ch	UDF	UDF-13699 up	9.75-20	9.75-20	6	6	109	8,870	4,500
	Ch	UN	UN-13699 up	9.75-20	9.75-20	6	6	109	9,450	5,000
	Ch	UNF	UNF-13699 up	10.00-20	10.00-20	6	6	123	10,110	5,450
	Ch	UT	UT-13699 up	10.00-20	10.00-20	6	6	123	10,770	5,900

[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

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

(5) 1937—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-13399 up	8.25/20	8.25/20	6	6	98	7,470	$3,870
	Ch.	2UTR	2UTR-13399 up	9.00/20	9.00/20	6	6	98	9,050	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	9,630	5,450
	Ch.	5UTR	5UTR-13399 up	10.50/20	10.50/20	6	6	98	10,120	6,000
			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	6,850
	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	$8,600
	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	8,700
			ENGINE UNDER SEAT (BUILT FOR 3D AXLE ATTACHMENT)							
	Ch.	6UD	6UD-13399 up	9.00/20	9.00/20	6	6	127	11,200	[2] $4,700
	Ch.	6UN	6UN-13399 up	9.00/20	9.00/20	6	6	128	11,900	[2] 5,200
	Ch.	6UNF	6UNF-13399 up	9.75/20	9.75/20	6	6	128	12,620	[2] 5,500
	Ch.	6UT	6UT-13399 up	9.75/20	9.75/20	6	6	145	13,460	[2] 5,800
			(6) 1938							
			CONVENTIONAL							
	Ch.	A	A-15848 up	6.50/20	6.50/20	6	6	139	4,760	$1,095
	Ch.	A	A-18139 up	6.50/20	6.50/20	6	6	139	4,760	1,250
	Ch.	B	B-15848 up	6.50/20	6.50/20	6	6	139	5,100	1,480
	Ch.	B	B-18139 up	6.50/20	6.50/20	6	6	139	5,100	1,025
	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	7,020	2,910
	Ch.	RLS	RLS-16019 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	7,605	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	4,500
	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	10,485	5,850
			CONVENTIONAL (TRACTORS)							
	Ch.	RMT	RMT-16836 up	8.25/20	8.25/20	6	6	142	6,835	$2,400
	Ch.	1TR	1TR-16836 up	8.25/20	8.25/20	6	6	142	6,875	2,730
	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	8,421	4,800
	Ch.	4TR	4TR-16836 up	9.75/20	9.75/20	6	6	148	9,205	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	148	6,785	$2,595
	Ch.	DP	DP-16836 up	9.00/20	9.00/20	6	6	148	7,635	3,750
	Ch.	DH	DH-16836 up	9.75/20	9.75/20	6	6	148	8,535	4,650
	Ch.	S	S-16836 up	10.50/20	10.50/20	6	6	170	10,025	6,750
	Ch.	C	C-16836 up	10.50/24	10.50/24	6	6	170	11,385	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	6,000
	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	9,000	6,000
	Ch. (4 x 4)	4 x 4NF	4 x 4NF-16836 up	9.75/20	9.75/20	6	6	163	10,015	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	150	13,665	9,500
	Ch. (4 x 4)	4 x 4CD	4 x 4CD-19053 up	10.50/24	10.50/24	6	6	167	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	10,495	[2] 4,250
	Ch.	6NF	6NF-16836 up	9.75/20	9.75/20	6	6	182	11,955	[2] 5,300
	Ch.	6T	6T-16836 up	9.75/20	9.75/20	6	6	203	12,935	[2] 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

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

(6) 1938—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 [1]	Base weight	F. o. b. list price
								Inches	*Pounds*	
	Ch.	UA	UA-16848 up	6.00-20	6.00-20	6	6	84	4,740	$1,095
	Ch.	UA	UA-19189 up	6.50-20	6.50-20	6	6	84	4,970	1,220
	Ch.	UB	UB-16848 up	7.00-20	7.00-20	6	6	84	5,270	1,345
	Ch.	UB	UB-18189 up	7.00-20	7.00-20	6	6	84	5,140	1,310
	Ch.	URB	URB-19187 up	7.00-20	7.00-20	6	6	84	6,220	2,220
	Ch.	URL	URL-15010 up	8.25-20	8.25-20	6	6	99	6,770	2,795
	Ch.	URLS	URLS-15010 up	9.00-20	9.00-20	6	6	99	7,040	3,110
			CAB OVER ENGINE—(DUMP SERVICE)							
	Ch.	UD	UD-16838 up	9.00-20	9.00-20	6	6	109	8,230	$3,800
	Ch.	UDF	UDF-16838 up	9.75-20	9.75-20	6	6	109	8,570	4,550
	Ch.	UN	UN-16838 up	9.75-20	9.75-20	6	6	109	9,400	5,000
	Ch.	UNF	UNF-16838 up	10.00-20	10.00-20	6	6	123	10,110	5,450
	Ch.	UT	UT-16838 up	10.00-20	10.00-20	6	6	123	10,770	5,900
			ENGINE UNDER SEAT							
	Ch.	UD	UD-16838 up	9.00-20	9.00-20	6	6	109	8,230	$3,800
	Ch.	UDF	UDF-16838 up	9.75-20	9.75-20	6	6	109	8,570	4,550
	Ch.	UN	UN-16838 up	9.75-20	9.75-20	6	6	109	9,400	5,000
	Ch.	UNF	UNF-16838 up	10.00-20	10.00-20	6	6	123	10,110	5,450
	Ch.	UT	UT-16838 up	10.00-20	10.00-20	6	6	123	10,770	5,900
			ENGINE UNDER SEAT—(TRACTORS)							
	Ch.	1UTR	1UTR-16838 up	8.25-20	8.25-20	6	6	93	7,470	$3,850
	Ch.	2UTR	2UTR-16838 up	9.00-20	9.00-20	6	6	93	9,030	4,600
	Ch.	3UTR	3UTR-16838 up	9.75-20	9.75-20	6	6	93	9,220	5,200
	Ch.	4UTR	4UTR-16838 up	9.75-20	9.75-20	6	6	93	9,720	5,450
	Ch.	5UTR	5UTR-16838 up	10.00-20	10.00-20	6	6	93	10,120	5,900
			ENGINE UNDER SEAT—(DUMP SERVICE)							
	Ch.	UDP	UDP-16838 up	9.00-20	9.00-20	6	6	109	8,740	$4,400
	Ch.	US	US-16838 up	10.00-20	10.00-20	6	6	129	10,570	5,850
			ENGINE UNDER SEAT—(3D AXLE—6 x 4)							
	Ch. (6 x 4)	6x4UTO	6x4UTO-16838 up	9.75-20	9.75-20	10	6	118	13,660	$3,500
	Ch. (6 x 4)	6x4UTD	6x4UTD-16838 up	10.00-22	9.75-24	10	6	109	13,820	8,700
			ENGINE UNDER SEAT—(BUILT FOR 3D AXLE ATTACHMENT)							
	Ch.	6UD	6UD-16838 up	9.00-20	9.00-20	6	6	127	11,250	[2]$4,700
	Ch.	6UN	6UN-16838 up	9.00-20	9.00-20	6	6	123	11,050	[2]5,200
	Ch.	6UNF	6UNF-16838 up	9.75-20	9.75-20	6	6	123	12,620	[2]5,800
	Ch.	6UT	6UT-16838 up	9.75-20	9.75-20	6	6	145	13,470	[2]5,800
			(7) 1939							
			CONVENTIONAL							
	Ch.	A	A-16419 up	6.00-20	6.00-20	6	6	130	4,700	$1,220
	Ch.	B	B-16419 up	6.50-20	6.50-20	6	6	130	5,100	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	2,675
	Ch.	RLS	RLS-19241 up	9.00-20	9.00-20	6	6	164	7,050	2,910
	Ch.	D	D-19241 up	9.00-20	9.00-20	6	6	164	7,265	3,000
	Ch.	DF	DF-19241 up	9.75-20	9.75-20	6	6	164	8,245	4,200
	Ch.	N	N-19241 up	9.75-20	9.75-20	6	6	164	8,705	4,700
	Ch.	NF	NF-19241 up	10.00-20	10.00-20	6	6	164	9,725	5,100
	Ch.	T	T-19241 up	10.00-20	10.00-20	6	6	182	10,435	5,850
	Ch.	C10	C10-1 up	6.50-20	6.50-20	6	6	130	4,700	1,220
	Ch.	C20	C20-1 up	6.50-20	6.50-20	6	6	130	5,150	1,625
	Ch.	C30	C30-1 up	7.00-20	7.00-20	6	6	164	6,410	2,100
	Ch.	C40	C40-1 up	8.25-20	8.25-20	6	6	164	6,850	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	8,150	3,600
	Ch.	C70	C70-1 up	9.75-20	9.75-20	6	6	164	8,650	4,500
	Ch.	C80	C80-1 up	10.00-20	10.00-20	6	6	164	9,770	5,100
	Ch.	C90	C90-1 up	10.00-20	10.00-20	6	6	182	10,650	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

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

(7) 1939—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.	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	9,205	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	4,700	1,925
	Ch.	C20T	C20T-1 up	6.50/20	6.50/20	6	6	139	5,170	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

CONVENTIONAL—(DUMP SERVICE)

	Ch.	RLD	RLD-19241 up	8.25/20	8.25/20	6	6	148	6,785	$2,695
	Ch.	DP	DP-19241 up	9.00/20	9.00/20	6	6	148	7,635	3,700
	Ch.	DH	DH-19241 up	9.75/20	9.75/20	6	6	148	8,535	4,550
	Ch.	S	S-19241 up	10.50/20	10.50/20	6	6	170	10,025	5,700
	Ch.	C	C-19241 up	10.50/24	10.50/24	6	6	170	11,385	6,650
	Ch.	C40D	C40D-1 up	8.25/20	8.25/20	6	6	148	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	148	8,720	4,600
	Ch.	C80D	C80D-1 up	10.50/20	10.50/20	6	6	170	10,060	5,700
	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	168	13,325	9,500
	Ch. (4 x 4)	4DF	4DF-19241 up	9.00/20	9.00/20	6	6	163	8,410	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	160	13,665	9,500
	Ch. (4 x 4)	4CD	4CD-19241 up	10.50/24	10.50/24	6	6	167	14,265	10,000
	Ch. (4 x 4)	C6044	C6044-1 up	9.00/20	9.00/20	6	6	163	8,455	5,000
	Ch. (4 x 4)	C7044	C7044-1 up	9.75/20	9.75/20	6	6	163	10,490	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	160	13,700	9,500
	Ch. (4 x 4)	DC10044	DC10044-1 up	10.50/24	10.50/24	6	6	167	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	139	11,005	$5,760
	Ch. (6 x 4)	6 x 4TO	6 x 4TO-19241 up	9.75/20	9.75/20	10	6	184	14,115	8,650
	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	9,600
	Ch. (6 x 4)	C4064	C4064-1 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	6,000
	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	15,080	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	9,345	[2] $2,850
	Ch.	6DF	6DF-19241 up	9.00/20	9.00/20	6	6	164	10,485	[2] 4,250
	Ch.	6NF	6NF-19241 up	9.75/20	9.75/20	6	6	182	11,985	[2] 5,300
	Ch.	6T	6T-19421 up	9.75/20	9.75/20	6	6	203	12,985	[2] 6,000
	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	182	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	4,670	$1,250
	Ch.	UB	UB-18419 up	7.00/20	7.00/20	6	6	84	5,140	1,600
	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	4,670	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	106	6,350	2,300
	Ch.	U40	U40-1 up	8.25/20	8.25/20	6	6	106	6,920	3,020
	Ch.	U50	U50-1 up	9.00/20	9.00/20	6	6	106	7,450	3,435

CAB OVER ENGINE—(TRACTORS)

	Ch.	U10T	U10T-1 up	6.50/20	6.50/20	6	6	84	4,670	$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	6,250	2,375
	Ch.	U40T	U40T-1 up	8.25/20	8.25/20	6	6	96	7,189	3,200

[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

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

(7) 1939—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				
	Ch	U40D	U40D-1 up	8.25/20	8.25/20	6	6	*Inches* 93	*Pounds* 7,030	$3,200
			CAB OVER ENGINE—(BUILT FOR 3D AXLE ATTACHMENT)							
	Ch	U4062	U4062-1 up	8.25/20	8.25/20	6	6	106	9,220	[2] $3,200
			ENGINE UNDER SEAT							
	Ch	UD	UD-19241 up	9.00/20	9.00/20	6	6	109	8,230	$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	10.00/20	10.00/20	6	6	123	10,110	5,400
	Ch	UT	UT-19241 up	10.00/20	10.00/20	6	6	123	10,770	5,000
	Ch	U60	U60-1 up	9.00/20	9.00/20	6	6	109	7,970	3,800
	Ch	U70	U70-1 up	9.75/20	9.75/20	6	6	109	8,290	5,000
	Ch	U80	U80-1 up	10.00/20	10.00/20	6	6	123	9,770	5,400
	Ch	U90	U90-1 up	10.00/20	10.00/20	6	6	123	10,420	6,000
			ENGINE UNDER SEAT (TRACTORS)							
	Ch	1UTR	1UTR-19241 up	8.25/20	8.25/20	6	6	93	7,470	$3,850
	Ch	2UTR	2UTR-19241 up	9.00/20	9.00/20	6	6	93	9,080	4,650
	Ch	3UTR	3UTR-19241 up	9.75/20	9.75/20	6	6	93	9,220	5,200
	Ch	4UTR	4UTR-19241 up	9.75/20	9.75/20	6	6	93	9,520	5,450
	Ch	5UTR	5UTR-19241 up	10.00/20	10.00/20	6	6	93	10,120	5,900
	Ch	U60T	U60T-1 up	9.00/20	9.00/20	6	6	93	8,330	4,500
	Ch	U70T	U70T-1 up	9.00/20	9.00/20	6	6	93	8,460	5,000
	Ch	U80T	U80T-1 up	9.75/20	9.75/20	6	6	93	9,120	5,450
	Ch	U90T	U90T-1 up	10.00/20	10.00/20	6	6	93	9,720	6,000
			ENGINE UNDER SEAT (DUMP SERVICE)							
	Ch	UDP	UDP-19241 up	9.00/20	9.00/20	6	6	109	8,740	$4,400
	Ch	US	US-19241 up	10.00/20	10.00/20	6	6	120	10,570	5,850
	Ch	U60D	U60D-1 up	9.00/20	9.00/20	6	6	109	8,450	4,450
	Ch	U80D	U80D-1 up	10.00/20	10.00/20	6	6	109	10,070	5,850
	Ch	U90D	U90D-1 up	10.00/24	10.00/24	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	13,035	$5,000
	Ch. (6 x 4)	U8064	U8064-1 up	9.75/20	9.75/20	10	6	109	13,550	8,500
	Ch. (6 x 4)	U9064	U9064-1 up	10.00/24	10.00/24	10	6	109	13,680	9,000
	Ch. (6 x 4)	6 x 4UTO	6 x 4UTO-1 up	9.75/20	9.75/20	10	6	118	13,660	8,500
	Ch. (6 x 4)	6 x 4UTD	6 x 4UTD-1 up	10.00/22	9.75/24	10	6	118	13,820	8,700
			ENGINE UNDER SEAT (BUILT FOR 3D AXLE ATTACHMENT)							
	Ch	6UD	6UD-19241 up	9.00/20	9.00/20	6	6	127	11,220	[2] $4,700
	Ch	6UN	6UN-19241 up	9.00/20	9.00/20	6	6	123	11,660	[2] 5,000
	Ch	6UNF	6UNF-19241 up	9.75/20	9.75/20	6	6	123	12,050	[2] 5,500
	Ch	6UT	6UT-19241 up	9.75/20	9.75/20	6	6	145	13,450	[2] 5,850
	Ch	U7062	U7062-1 up	9.00/20	9.00/20	6	6	123	11,650	[2] 5,200
	Ch	U8062	U8062-1 up	9.75/20	9.75/20	6	6	123	12,220	[2] 5,700
	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	129	4,700	$1,220
	Ch	C20	C20-875 up	6.50/20	6.50/20	6	6	129	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	6,850	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	8,160	3,600
	Ch	C70	C70-875 up	9.75/20	9.75/20	6	6	164	8,650	4,000
	Ch	C80	C80-875 up	10.00/20	10.00/20	6	6	164	9,770	5,100
	Ch	C90	C90-875 up	10.00/20	10.00/20	6	6	152	10,650	5,800
			CONVENTIONAL (TRACTORS)							
	Ch	C10T	C10T-875 up	6.50/20	6.50/20	6	6	129	4,700	$1,325
	Ch	C20T	C20T-875 up	6.50/20	6.50/20	6	6	129	5,150	1,700
	Ch	C30T	C30T-875 up	7.00/20	7.00/20	6	6	142	6,220	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	143	8,240	4,150
	Ch	C70T	C70T-875 up	9.00/20	9.00/20	6	6	143	8,320	4,600
	Ch	C80T	C80T-875 up	9.75/20	9.75/20	6	6	143	9,200	4,900
	Ch	C90T	C90T-875 up	10.00/20	10.00/20	6	6	143	9,720	5,700
	Ch	DC100T	DC100T-875 up	9.75/20	9.75/20	6	6	142	11,795	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

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

(8) 1940—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.	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	10,000	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	168	13,325	9,500
	Ch. (4 x 4)	C6044	C6044-875 up	9.00/20	9.00/20	6	6	163	8,465	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	159	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	$4,600
	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	15,680	9,000
	Ch. (6 x 4)	DC10064	DC10064-875 up	11.25/24	11.25/24	10	6	145	19,450	13,000

CONVENTIONAL (BUILT FOR 3D AXLE ATTACHMENT)

	Ch.	C4062	C4062-875 up	8.25/20	8.25/20	6	6	164	9,610	[2] $3,100
	Ch.	C7062	C7062-875 up	9.00/20	9.00/20	6	6	164	11,000	[2] 4,500
	Ch.	C8062	C8062-875 up	9.75/20	9.75/20	6	6	164	12,020	[2] 5,300
	Ch.	C9062	C9062-875 up	10.50/20	10.50/20	6	6	182	13,020	[2] 6,050
	Ch.	DC10062	DC10062-875 up	9.75/20	9.75/20	6	6	216	15,807	[2] 8,000

CAB OVER ENGINE

	Ch.	U10	U10-875 up	6.50/20	6.50/20	6	6	84	4,670	$1,350
	Ch.	U20	U20-875 up	6.50/20	6.50/20	6	6	84	5,140	1,725
	Ch.	U30	U30-875 up	7.00/20	7.00/20	6	6	106	6,340	2,300
	Ch.	U40	U40-875 up	8.25/20	8.25/20	6	6	106	6,920	3,050
	Ch.	U50	U50-875 up	9.00/20	9.00/20	6	6	106	7,460	3,435

CAB OVER ENGINE (TRACTORS)

	Ch.	U10T	U10T-875 up	6.50/20	6.50/20	6	6	84	4,670	$1,425
	Ch.	U20T	U20T-875 up	6.50/20	6.50/20	6	6	84	5,140	1,800
	Ch.	U30T	U30T-875 up	7.00/20	7.00/20	6	6	96	6,280	2,375
	Ch.	U40T	U40T-875 up	8.25/20	8.25/20	6	6	96	7,180	3,200

CAB OVER ENGINE (DUMP SERVICE)

	Ch.	U40D	U40D-875 up	8.25/20	8.25/20	6	6	96	7,080	$3,300

CAB OVER ENGINE (BUILT FOR 3D AXLE ATTACHMENT)

	Ch.	U4062	U4062-875 up	8.25/20	8.25/20	6	6	106	9,260	$3,300

ENGINE UNDER SEAT

	Ch.	U60	U60-875 up	9.00/20	9.00/20	6	6	109	7,970	$3,800
	Ch.	U70	U70-875 up	9.75/20	9.75/20	6	6	109	8,290	5,000
	Ch.	U80	U80-875 up	10.50/20	10.50/20	6	6	123	9,770	5,400
	Ch.	U90	U90-875 up	10.50/20	10.50/20	6	6	123	10,430	6,000

ENGINE UNDER SEAT (TRACTORS)

	Ch.	U60T	U60T-875 up	9.00/20	9.00/20	6	6	93	8,350	$4,000
	Ch.	U70T	U70T-875 up	9.00/20	9.00/20	6	6	93	8,400	5,000
	Ch.	U80T	U80T-875 up	9.75/20	9.75/20	6	6	93	9,100	5,450
	Ch.	U90T	U90T-875 up	10.50/20	10.50/20	6	6	93	9,780	6,000

ENGINE UNDER SEAT (DUMP SERVICE)

	Ch.	U60D	U60D-875 up	9.00/20	9.00/20	6	6	109	8,400	$4,400
	Ch.	U80D	U80D-875 up	10.50/20	10.50/20	6	6	109	10,070	6,850
	Ch.	U90D	U90D-875 up	10.50/24	10.50/24	6	6	109	12,410	6,850

ENGINE UNDER SEAT (3D AXLE—6 x 4)

	Ch.	U7064	U7064-875 up	9.00/20	9.00/20	10	6	109	13,035	$6,600
	Ch.	U8064	U8064-875 up	9.75/20	9.75/20	10	6	109	13,880	8,000
	Ch.	U9064	U9064-875 up	10.50/24	10.50/24	10	6	109	13,880	9,000

[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

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

(6) 1940—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.	U7062	U7062-875 up	9.00/20	9.00/20	6	6	123	11,600	[2] $7,200
	Ch.	U8062	U8062-875 up	9.75/20	9.75/20	6	6	123	12,280	[2] 8,000
	Ch.	U9062	U9062-875 up	9.75/20	9.75/20	6	6	123	13,120	[2] 8,100

(6) 1941 and 1942

CONVENTIONAL

	Ch.	C10	C10-4000 up	6.50/20	6.50/20	6	6	139	4,770	$1,270
	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	6,430	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	8,020	3,900
	Ch.	C70	C70-4000 up	10.00/20	10.00/20	6	6	164	9,400	4,225
	Ch.	C80	C80-4000 up	11.00/20	11.00/20	6	6	164	10,150	4,800
	Ch.	C90	C90-4000 up	11.00/20	11.00/20	6	6	182	10,000	5,500

CONVENTIONAL—(TRACTORS)

	Ch.	C10T	C10T-4000 up	6.50/20	6.50/20	6	6	139	4,700	$1,325
	Ch.	C20T	C20T-4000 up	6.50/20	6.50/20	6	6	139	5,150	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	143	7,700	3,050
	Ch.	C50T	C50T-4000 up	10.00/20	10.00/20	6	6	143	8,150	3,600
	Ch.	C60T	C60T-4000 up	10.00/20	10.00/20	6	6	143	8,500	4,000
	Ch.	C70T	C70T-4000 up	10.00/20	10.00/20	6	6	143	9,200	4,750
	Ch.	C80T	C80T-4000 up	10.00/20	10.00/20	6	6	143	9,743	4,000
	Ch.	C90T	C90T-4000 up	11.00/20	11.00/20	6	6	143	9,670	5,300
	Ch.	DC100T	DC100T-4000 up	10.00/20	10.00/20	6	6	144	12,000	8,000

CONVENTIONAL (DUMP SERVICE)

	Ch.	C40D	C40D-4000 up	8.25/20	8.25/20	6	6	143	7,600	$3,050
	Ch.	C60D	C60D-4000 up	9.00/20	9.00/20	6	6	164	7,900	3,800
	Ch.	C70D	C70D-4000 up	10.00/20	10.00/20	6	6	143	9,450	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	11,500	6,750
	Ch.	DC100D	DC100D-4000 up	12.00/24	12.00/24	6	6	173	14,000	9,000
	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	14,030	9,800
	Ch. (4 x 4)	DC10044	DC10044-4000 up	11.00/24	11.00/24	6	6	157	14,650	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	13,000	8,200
	Ch. (6 x 4)	C9064	C9064-4000 up	11.00/24	11.00/24	10	6	142	15,070	9,000
	Ch. (6 x 4)	DC10064	DC10064-4000 up	12.00/24	12.00/24	10	6	145	15,850	12,000

CONVENTIONAL—(BUILT FOR 3D-AXLE ATTACHMENT)

	Ch.	C4062	C4062-4000 up	8.25/20	8.25/20	6	6	164	8,850	[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	12,200	[2] 4,850
	Ch.	C9062	C9062-4000 up	11.00/20	11.00/20	6	6	182	13,000	[2] 5,000
	Ch.	DC10062	DC10062-4000 up	10.00/20	10.00/20	6	6	215	15,200	[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	1,770
	Ch.	U30	U30-4000 up	7.00/20	7.00/20	6	6	106	6,520	2,200
	Ch.	U40	U40-4000 up	8.25/20	8.25/20	6	6	106	7,240	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	1,850
	Ch.	U30T	U30T-4000 up	7.00/20	7.00/20	6	6	86	6,410	2,375
	Ch.	U40T	U40T-4000 up	8.25/20	8.25/20	6	6	86	7,230	3,200

CAB OVER ENGINE (DUMP SERVICE)

	Ch.	U40D	U40D-4000 up	8.25/20	8.25/20	6	6	86	7,230	$3,200

[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

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

(9) 1941 and 1942—Continued

CAB OVER ENGINE (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 (6 x 2)	U4062	U4062-4000 up	8.25/20	8.25/20	6	6	106	8,725	[2] $3,315

ENGINE UNDER SEAT

	Ch	U60	U60-4000 up	9.00/20	9.00/20	6	6	109	8,540	$4,160
	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	128	10,035	5,200
	Ch	U90	U90-4000 up	11.00/20	11.00/20	6	6	128	10,600	5,760

ENGINE UNDER SEAT (TRACTORS)

	Ch	U60T	U60T-4000 up	10.00/20	10.00 20	6	6	93	8,070	$4,800
	Ch	U70T	U70T-4000 up	9.00/20	9.00/20	6	6	93	8,680	5,100
	Ch	U80T	U80T-4000 up	10.00/20	10.00/20	6	6	93	9,235	5,300
	Ch	U90T	U90T-4000 up	11.00/20	11.00/20	6	6	93	9,740	5,600
	Ch	DU100T	DU100T-4000 up	11.00/24	11.00/24	6	6	123	12,700	9,300

ENGINE UNDER SEAT (DUMP SERVICE)

	Ch	U60D	U60D-4000 up	9.00/20	9.00/20	6	6	109	8,810	$4,400
	Ch	U80D	U80D-4000 up	11.00/20	11.00/20	6	6	109	10,390	5,400
	Ch	U90D	U90D-4000 up	11.00/24	11.00/24	6	6	109	11,200	6,760

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	$6,250
	Ch. (6 x 4)	U8064	U8064-4000 up	10.00/20	10.00/20	10	6	118	14,440	8,600
	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	12,260	[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	16,650	[2] 9,250

(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.	3,075	$595
1½-2	Ch	80	8293 and up	6.50/20	6.50/20	6	6	N. A.	3,990	1,210
2	Ch	87	8483 and up	6.50/20	6.50/20	6	6	N. A.	4,300	1,210
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.	4,515	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	8306 and up	7.00/20	7.00/20	6	6	N. A.	4,985	1,855
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.	5,700	2,175
3-3½	Ch	130	8580 and up	8.25/20	8.25/20	6	6	N. A.	6,095	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	8266 and up	9.00/20	9.00/20	6	6	N. A.	7,540	3,305
3-3½	Ch	145	8643 and up	8.25/20	8.25/20	6	6	N. A.	6,160	2,385
2½-3½	Ch	150	8296 and up	8.25/20	8.25/20	6	6	N. A.	6,160	2,660
3-3½	Ch	150 x 4	8629 and up	8.25/20	8.25/20	6	6	N. A.	6,300	2,850
3-3½	Ch	150 x 5	8564 and up	8.25/20	8.25/20	6	6	N. A.	6,300	2,710
3½-4	Ch	160	8295 and up	9.00/20	9.00/20	6	6	N. A.	6,895	3,295
4-5	Ch	160 x	9001 and up	9.00/20	9.00/20	6	6	163	7,370	3,295
5-7	Ch	165 x	9085 and up	10.00/20	10.00/20	6	6	163	8,150	3,705
3-4	Ch	170	8309 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	163	7,960	3,640
5-7½	Ch	175 x	8341 and up 9162 and up	9.00/20	9.00/20	6	6	163	8,550	4,200
5	Ch	195	8256 and up	10.00/20	10.00/20	6	6	N. A.	7,910	4,230
5-7½	Ch	195 x	9087 and up	10.00/20	10.00/20	6	6	163	8,620	4,230
7½	Ch	220	8291 and up	11.00/20	11.00/20	6	6	N. A.	8,430	4,930
7½-10	Ch	220 x	9109 and up	11.00/20	11.00/20	6	6	163	9,050	4,930
5-7½	Ch	240	8249 and up	10.00/20	10.00/20	6	6	N. A.	8,970	5,130
5-7½	Ch	240 x	9383 and up	10.00/20	10.00/20	6	6	163	8,590	5,130
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

[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).

(c) BROCKWAY—Continued

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

(2) 1936

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 [1]	Base weight	F. o. b. List price
								Inches	*Pounds*	
1½-2	Ch	78	9035 and up	6.00-20	6.00-20	6	6	133	3,965	$895
2-2½	Ch	87	9039 and up	6.50-20	6.50-20	6	6	144	4,425	1,210
1½-3	Ch	88	10104 and up	6.50-20	6.50-20	6	6	150	4,420	1,220
2½-3	Ch	90 x	9033 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	7.00-20	6	6	156	5,250	1,850
2½-3	Ch	98	9926 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	5,450	1,920
3	Ch	215 x	9464 and up	7.50-20	7.50-20	6	6	164	5,670	2,005
3-4	Ch	130	9926 and up	8.25-20	8.25-20	6	6	164	6,270	2,215
3-4	Ch	145	9930 and up	8.25-20	8.25-20	6	6	176	6,350	2,235
3½-4	Ch	150 x 4	9943 and up	8.25-20	8.25-20	6	6	176	6,550	2,630
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	183	7,320	3,295
5-7	Ch	165 x	9925 and up	10.00-20	10.00-20	6	6	183	8,150	3,795
4-5	Ch	170 x	9928 and up	9.00-20	9.00-20	6	6	183	7,900	3,040
5-7½	Ch	175 x	9938 and up	9.00-20	9.00-20	6	6	183	8,020	4,220
5-7½	Ch	195 x	9931 and up	10.00-20	10.00-20	6	6	183	8,020	4,220
7½-10	Ch	220 x	9933 and up	11.00-20	11.00-20	6	6	183	9,020	4,820
6-7½	Ch	240 x	9926 and up	10.00-20	10.00-20	6	6	183	8,550	5,120
10	Ch	260 x	9935 and up	11.00-22	11.00-22	6	6	195	9,720	6,020

(3) 1937

CONVENTIONAL

1½-2	Ch	78	12051 and up	6.00-20	6.00-20	6	6	133	3,965	$895
1½-2½	Ch	83	12325 and up	6.50-20	6.00-20	6	6	133	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	4,420	1,220
2½-3	Ch	90 x	12034 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	1,500
1½-5	Ch	94		7.50-20	7.00-20	6	6	156	5,250	1,850
2½-3	Ch	98	12137 and up	7.00-20	7.00-20	6	6	156	5,150	1,740
3	Ch	110	12045 and up	7.00-20	7.00-20	6	6	156	5,450	1,000
2½-3	Ch	120		7.50-20	7.00-20	6	6	156	5,800	2,220
3	Ch	125 x	12030 and up	7.50-20	7.50-20	6	6	164	5,670	2,075
3-4	Ch	130		8.25-20	8.25-20	6	6	164	6,270	2,215
4-4½	Ch	130-PS		8.25-20	8.25-20	6	6	164	6,250	2,825
3-3½	Ch	140		8.25-20	8.25-20	6	6	176	6,335	2,830
3½-4	Ch	141		9.00-20	9.00-20	6	6	170	7,450	3,335
3-4	Ch	145	12045 and up	8.25-20	8.25-20	6	6	176	6,350	2,235
3½-4	Ch	150 x 4	12111 and up	8.25-20	8.25-20	6	6	176	6,550	2,630
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	183	7,320	3,295
5-7	Ch	165 x	12054 and up	10.00-20	10.00-20	6	6	183	8,150	3,795
4-5	Ch	170 x	12052 and up	9.00-20	9.00-20	6	6	183	7,900	3,040
5-7½	Ch	175 x	12025 and up	9.00-20	9.00-20	6	6	183	8,020	4,220
5-7½	Ch	195 x	12144 and up	10.00-20	10.00-20	6	6	183	8,020	4,220
7½-10	Ch	220 x	12022 and up	11.00-20	11.00-20	6	6	183	9,020	4,820
6-7½	Ch	240 x	12103 and up	10.00-20	10.00-20	6	6	183	8,550	5,120
10	Ch	260 x	12029 and up	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	6,230

(4) 1938

CONVENTIONAL

1½-2	Ch	78	14075 and up	6.00-20	6.00-20	6	6	133	3,965	$895
1½-2½	Ch	83	14073 and up	6.50-20	6.50-20	6	6	133	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	4,000	1,220
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	1,500
1½-5	Ch	94	14329 and up	7.50-20	7.50-20	6	6	156	5,000	1,850
2½-3	Ch	98		7.00-20	7.00-20	6	6	156	5,150	1,740
3	Ch	110	14083 and up	7.00-20	7.00-20	6	6	156	5,450	1,900
3	Ch	112	14210 and up	7.00-20	7.00-20	6	6	156	5,155	1,710
2½-3	Ch	120	14111 and up	7.50-20	7.50-20	6	6	156	5,800	2,220
3	Ch	125 x	14163 and up	7.50-20	7.50-20	6	6	164	5,670	2,075
3½-4	Ch	128	14270 and up	7.50-20	7.50-20	6	6	156	5,020	1,950
3½-4	Ch	130	14113 and up	8.25-20	8.25-20	6	6	164	6,270	2,215
3-3½	Ch	140	14111 and up	8.25-20	8.25-20	6	6	176	6,335	2,830
3½-4	Ch	141		9.00-20	9.00-20	6	6	170	7,450	3,335
3½-4	Ch	145	14077 and up	8.25-20	8.25-20	6	6	176	6,350	2,235
4	Ch	150 x 4	14071 and up	8.25-20	8.25-20	6	6	176	6,550	2,630
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	183	7,320	3,295
5-7	Ch	165 x	14076 and up	10.00-20	10.00-20	6	6	183	8,150	3,795
4-5	Ch	170 x	14554 and up	9.00-20	9.00-20	6	6	183	7,900	3,040
5-7½	Ch	175 x	14138 and up	9.00-20	9.00-20	6	6	183	8,020	4,220
5-7½	Ch	195 x	14591 and up	10.00-20	10.00-20	6	6	183	8,020	4,220
7½-10	Ch	220 x	14078 and up	11.00-20	11.00-20	6	6	183	9,020	4,820
6-7½	Ch	240 x	14034 and up	10.00-20	10.00-20	6	6	183	8,550	5,120
10	Ch	260 x	14034 and up	11.00-22	11.00-22	6	6	195	9,720	6,020
10	Ch	260 S	14111 and up	11.00-22	11.00-22	6	6	195	10,000	6,230

[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

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

(5) 1939

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	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	1,210
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	5,150	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	5,165	1,710
2½-3	Ch	120	14111 and up	7.50/20	7.50/20	6	6	156	5,809	2,250
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	5,630	1,950
3½-4	Ch	130	14113 and up	8.25/20	8.25/20	6	6	164	6,270	2,215
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	7,460	3,355
3½-4	Ch	145	14077 and up	8.25/20	8.25/20	6	6	176	6,390	2,395
4	Ch	150 x 4	14071 and up	8.25/20	8.25/20	6	6	176	6,620	2,680
4	Ch	150 x 5	14102 and up	8.25/20	8.25/20	6	6	176	6,670	2,710
4-5	Ch	160 x	14104 and up	9.00/20	9.00/20	6	6	164	7,350	3,295
5-7	Ch	165 x	14076 and up	10.00/20	10.00/20	6	6	163	8,150	3,705
4-5	Ch	170 x	15554 and up	9.00/20	9.00/20	6	6	163	7,960	3,640
5-7½	Ch	175 x	14138 and up	9.00/20	9.00/20	6	6	163	8,550	4,290
5-7½	Ch	195 x	14391 and up	10.00/20	10.00/20	6	6	163	8,050	4,230
7½-10	Ch	220 x	14078 and up	11.00/20	11.00/20	6	6	163	9,050	4,930
6-7½	Ch	240 x	14094 and up	10.00/20	10.00/20	6	6	163	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	260S	14111 and up	11.00/22	11.00/22	6	6	195	10,000	6,350

(6) 1940

CONVENTIONAL

1½-2	Ch	78	18050 and up	6.00/20	6.00/20	6	6	138	3,965	$895
1½-2½	Ch	83		6.50/20	6.50/20	6	6	138	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	5,490	1,900
3	Ch	112		7.00/20	7.00/20	6	6	150	5,165	1,710
3	Ch	125 x		7.50/20	7.50/20	6	6	164	5,570	2,075
3½-4	Ch	128		7.50/20	7.50/20	6	6	156	5,630	1,950
3½-4	Ch	130		8.25/20	8.25/20	6	6	164	6,270	2,215
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	6,390	2,395
4	Ch	150 x 4		8.25/20	8.25/20	6	6	176	6,620	2,680
4	Ch	150 x 5		8.25/20	8.25/20	6	6	176	6,670	2,710
4-5	Ch	160 x		9.00/20	9.00/20	6	6	164	7,350	3,295
5-7	Ch	165 x		10.00/20	10.00/20	6	6	163	8,150	3,705
4-5	Ch	170 x		9.00/20	9.00/20	6	6	163	7,960	3,640
5-7½	Ch	175 x		9.00/20	9.00/20	6	6	163	8,550	4,290
5-7½	Ch	195 x		10.00/20	10.00/20	6	6	163	8,050	4,230
7½-10	Ch	220 x		11.00/20	11.00/20	6	6	163	9,050	4,930
6-7½	Ch	240 x		10.00/20	10.00/20	6	6	163	8,590	5,130
10	Ch	260 x		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	6,350

(7) 1941

CONVENTIONAL

1½-2	Ch	78	20069 and up	6.00/20	6.00/20	6	6	138	3,965	$895
1½-2½	Ch	83		6.50/20	6.50/20	6	6	138	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	5,490	1,900
3	Ch	112		7.00/20	7.00/20	6	6	150	5,150	1,710
3	Ch	125 x		7.50/20	7.50/20	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	2,215
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	2,395
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	150 x 4		8.25/20	8.25/20	6	6	176	6,620	2,680
4	Ch	150 x 5		8.25/20	8.25/20	6	6	176	6,670	2,710
4	Ch	152		8.25/20	8.25/20	6	6	126	6,360	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	182	6,950	3,700
4-5	Ch	160 x		9.00/20	9.00/20	6	6	163	7,350	3,295
4-5	Ch	162		9.00/20	9.00/20	6	6	121	7,250	3,450
5-7	Ch	165 x		10.00/20	10.00/20	6	6	163	8,150	3,705
5-7	Ch	166		10.00/20	10.00/20	6	6	121	7,800	4,070
4-5	Ch	170 x		9.00/20	9.00/20	6	6	163	7,960	3,640
5-7½	Ch	175 x		9.00/20	9.00/20	6	6	163	8,550	4,290
5-7½	Ch	195 x		10.00/20	10.00/20	6	6	163	8,050	4,230
7½-10	Ch	220 x		11.00/20	11.00/20	6	6	163	9,050	4,930
6-7½	Ch	240 x		10.00/20	10.00/20	6	6	163	8,590	5,130
10	Ch	260 x		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	6,350

[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.

(o) BROCKWAY—Continued

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

(5) 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	23933 and up	6.00-20	6.00-20	6	6	123	3,505	$935
1½-2½	Ch	83		6.00-20	6.00-20	6	6	128	4,100	1,105
1½-3	Ch	88		6.00-20	6.00-20	6	6	170	4,600	1,220
1½-4	Ch	92		7.00-20	7.00-20	6	6	130	4,700	1,260
1½-5	Ch	94		7.00-20	7.00-20	6	6	155	5,020	1,350
3	Ch	112		7.00-20	7.00-20	6	6	150	6,150	1,710
3½-4	Ch	128		7.50-20	7.50-20	6	6	175	6,250	1,690
3½-4	Ch	140		8.25-20	8.25-20	6	6	125	6,060	2,060
	Ch	147		8.25-20	8.25-20	6	6	122	6,000	2,805
4	Ch	152		8.25-20	8.25-20	6	6	125	6,320	2,870
	Ch	153		8.25-20	8.25-20	6	6	122	6,400	3,025
	Ch	154		8.25-20	8.25-20	6	6	152	6,500	3,000
	Ch	158		9.00-20	9.00-20	6	6	152	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	7,850	4,070
5-7½	Ch	175 x		9.00-20	9.00-20	6	6	153	8,850	4,250
7½-10	Ch	220 x		11.00-20	11.00-20	6	6	153	9,000	4,960
6-7½	Ch	240 x		10.00-20	10.00-20	6	6	153	8,600	5,150
10	Ch	260 x		11.00-22	11.00-22	6	6	195	9,720	6,000
10	Ch	260S		11.00-22	11.00-22	6	6	195	10,000	6,250

(l) CHEVROLET

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

(1) 1933

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-1601 and up	6.00-17 4 ply	6.00-17 4 ply	6	6	107	2,675	$695
½	Ch	EB	EB-1601 and up	6.00-17 4 ply	6.00-17 4 ply	6	6	112	2,125	595
½	Ch (special)	EB		6.00-17 4 ply	6.00-17 4 ply	6	6	112	2,225	625
½	Ch/Cb	EB		6.00-17 4 ply	6.00-17 4 ply	6	6	112	2,450	645
½	Cb/Cb (special)	EB		6.00-17 4 ply	6.00-17 4 ply	6	6	112	2,555	675
½	Pickup	EB		6.00-17 4 ply	6.00-17 4 ply	6	6	112	2,700	645
½	Pickup (special)	EB		6.00-17 4 ply	6.00-17 4 ply	6	6	112	2,810	675
½	Panel	EB		6.00-17 4 ply	6.00-17 4 ply	6	6	112	2,920	695
½	Panel (special)	EB		6.00-17 4 ply	6.00-17 4 ply	6	6	112	3,025	695
1½	Ch	QA	QA-1601 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	3,330	575
1½	Panel	QA		6.00-20 6 ply	32x6 8 ply	4	6	131	4,075	750
1½	Ch	QB	QB-1601 and up	6.00-20 6 ply	6.00-20 6 ply	6	6	131	3,135	595
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	650
1½	Ch	QC	QC-1601 and up	6.00-20 6 ply	32x6 8 ply	4	6	157	3,040	515
1½	Ch/Cb	QC		6.00-20 6 ply	32x6 8 ply	4	6	157	3,335	605
1½	Ch	QD	QD-1601 and up	6.00-20 6 ply	6.00-20 6 ply	6	6	157	3,195	625
1½	Ch/Cb	QD		6.00-20 6 ply	6.00-20 6 ply	6	6	157	3,570	625
1½	Stake (Std. Racks)	QD		6.00-20 6 ply	6.00-20 6 ply	6	6	157	4,020	740

(2) 1933

CONVENTIONAL

	Sed. dly	FC	FC-1601 and up	6.00-17 4 ply	6.00-17 4 ply	6	6	109	2,705	$695
½	Ch	FB		6.00-17 4 ply	6.00-17 4 ply	6	6	112	2,045	595
½	Ch/Cb	FB		6.00-17 4 ply	6.00-17 4 ply	6	6	112	2,475	645
½	Pickup	FB		6.00-17 4 ply	6.00-17 4 ply	6	6	112	2,710	645
½	Panel	FB		6.00-17 4 ply	6.00-17 4 ply	6	6	112	2,805	695
½	Suburban	FB		6.00-17 4 ply	6.00-17 4 ply	6	6	112	3,225	695
1½	Ch	RA	RA-1601 and up	6.00-20 6 ply	32x6 8 ply	4	6	131	3,005	595
1½	Ch/Cb	RA	RA-1601 and up	6.00-20 6 ply	32x6 8 ply	4	6	121	3,440	675
1½	Panel	RA		6.00-20 6 ply	32x6 8 ply	4	6	121	4,065	795
1½	Ch	RB	RB-1601 and up	6.00-20 6 ply	6.00-20 6 ply	6	6	131	3,110	650
1½	Ch/Cb	RB		6.00-20 6 ply	6.00-20 6 ply	6	6	131	3,520	650
1½	Stake (Std. Racks)	RB		6.00-20 6 ply	6.00-20 6 ply	6	6	131	4,025	695
1½	Ch/Cb	RC	RC-1601 and up	6.00-20 6 ply	32x6 8 ply	4	6	157	3,075	615
1½	Ch	RD	RD-1601 and up	6.00-20 6 ply	6.00-20 6 ply	6	6	157	3,175	545
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	4,020	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.

(f) CHEVROLET—Continued

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

(1) 1937

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
								Inches	*Pounds*	
	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	2,100	360
½	Ch/Cb	GC		6.00/16 4 ply	6.00/16 4 ply	5	6	112¼	2,675	450
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	550
½	Panel	GC	GC-1001 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	112¼	3,030	575
½	Suburban	GC		6.00/16 4 ply	6.00/16 4 ply	5	6	112¼	3,330	685
¾	Ch	GD	GD-1001 and up	6.00/16 6 ply	6.00/16 6 ply	5	6	112¼	2,410	430
¾	Ch/Cb	GD		6.00/16 6 ply	6.00/16 6 ply	5	6	112¼	2,760	525
¾	Pickup	GD		6.00/16 6 ply	6.00/16 6 ply	5	6	112¼	3,020	595
¾	Stake (Std. Racks)	GD		6.00/16 6 ply	6.00/16 6 ply	5	6	112¼	3,290	600
1	Ch	GE	GE-1001 and up	6.00/16 6 ply	6.00/16 6 ply	5	6	122¼	2,595	495
1	Ch/Cb	GE		6.00/16 6 ply	6.00/16 6 ply	5	6	122¼	2,955	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	3,465	635
1½	Ch	SA	SA-1001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	131½	3,630	690
1½	Ch/Cb	SA		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	3,890	690
1½	Canopy exp	SA		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	4,076	765
1½	Panel	SA		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	4,035	705
1½	Ch	SB	SB-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	131½	3,120	620
1½	Ch/Cb	SB		6.00/20 6 ply	6.00/20 6 ply	6	6	131½	3,490	640
1½	Stake (Std. Racks)	SB	SB-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	131½	4,295	695
1½	Ch	SC	SC-1001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,075	625
1½	Ch/Cb	SC		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,435	610
1½	Ch	SD	SD-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,200	645
1½	Ch/Cb	SD		6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,660	635
1½	Stake (Std. Racks)	SD		6.00/20 6 ply	6.00/20 6 ply	6	6	157	4,595	760

(4) 1938

CONVENTIONAL

	Coupe pick-up	HB	HB-1001 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	112½	2,045	$650
	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	2,780	530
½	Pick-up	HC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,805	550
½	Canopy exp	HC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	3,030	645
½	Panel	HC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	3,015	620
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	615
¾	Panel	HD		6.00/16 6 ply	6.00/16 6 ply	5	6	122¼	3,280	755
¾	Stake (Std. Racks)	HD		6.00/16 6 ply	6.00/16 6 ply	5	6	122¼	3,500	680
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	685
1	Panel	HE		6.00/16 6 ply	6.00/16 6 ply	5	6	122¼	3,445	705
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	650
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	670
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	4,260	760
1½	Ch/Cowl	TC	TC-1001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,055	675
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	695
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	2,025	$635
	Sed. dly	JB		6.00/16 4 ply	6.00/16 4 ply	5	6	112¼	2,823	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	595
½	Panel	JC		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	3,030	630
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	490
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	630
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	3,305	660
1	Ch/Cowl	VA	VA-1001 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	133	2,905	625
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	3,370	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	805
1½	Ch/Cowl	VB	VB-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	133	3,105	650
1½	Ch/Cb	VB		6.00/20 6 ply	6.00/20 6 ply	6	6	133	3,485	650
1½	Stake (Std. Racks)	VB	VB-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	133	4,300	780
1½	Ch/Cowl	VC	VC-1001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	158½	3,040	695
1½	Ch/Cb	VC		6.00/20 6 ply	32 x 6 8 ply	4	6	158½	3,415	675
1½	Ch/Cowl	VD	VD-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	158½	3,175	695
1½	Ch/Cb	VD		6.00/20 6 ply	6.00/20 6 ply	6	6	158½	3,570	675
1½	Stake (Std. Racks)	VD		6.00/20 6 ply	6.00/20 6 ply	6	6	158½	4,580	785
1½	Ch (School Bus)	VJ	VJ-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	103¾	3,485	655

(f) CHEVROLET—Continued

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

(f) 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	167¾	3,220	$975
1½	Ch/Cb	VE		6.00-20 6 ply	32 x 6 8 ply	4	6	167¾	3,435	975
1½	Ch/Cowl/w/s	VF	VF-1001 and up	6.00-20 6 ply	6.00-20 6 ply	6	6	167¾	3,335	975
1½	Ch/Cb	VF		6.00-20 6 ply	6.00-20 6 ply	6	6	167¾	3,620	795
1½	Stake (Std. Racks)	VF		6.00-20 6 ply	6.00-20 6 ply	6	6	167¾	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	131¾	3,315	930
1½	Ch/Cb	VG		6.00-20 6 ply	32 x 6 8 ply	4	6	131¾	3,530	930
1½	Ch/Cowl/w/s	VH	VH-1001 and up	6.00-20 6 ply	6.00-20 6 ply	6	6	121¾	3,420	700
1½	Ch/Cb	VH		6.00-20 6 ply	6.00-20 6 ply	6	6	131¾	3,715	810
1½	Stake (Std. Racks)	VH		6.00-20 6 ply	6.00-20 6 ply	6	6	131¾	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	152¾	3,420	705
1½	Ch/Cb	VM		6.00-20 6 ply	32 x 6 8 ply	4	6	152¾	3,635	815
1½	Ch/Cowl/w/s	VN	VN-1001 and up	6.00-20 6 ply	6.00-20 6 ply	6	6	152¾	3,540	725
1½	Ch/Cb	VN		6.00-20 6 ply	6.00-20 6 ply	6	6	152¾	3,810	835

(f) 1940

CONVENTIONAL

	Coupe pick-up	KB	KB-1001 to 20040	6.00-16 4 ply	6.00-16 6 ply	5	6	113	3,025	$875
	Sed. dly	KB		6.00-16 4 ply	6.00-16 6 ply	5	6	113	2,915	845
	Coupe pick-up	KH	KH-1001 to 37644	6.00-16 4 ply	6.00-16 6 ply	5	6	113	3,050	920
	Sed. dly	KH		6.00-16 4 ply	6.00-16 6 ply	5	6	113	2,970	900
½	Ch	KC	KC-1001 to 17628	6.00-16 4 ply	6.00-16 6 ply	5	6	113¾	2,195	435
½	Ch/Cb	KC	K-2697208 to 2699692	6.00-16 4 ply	6.00-16 6 ply	5	6	113¾	2,275	515
½	Pick-up	KC	KB-105462 to 221635	6.00-16 4 ply	6.00-16 6 ply	5	6	113¾	2,840	545
½	Canopy exp	KC	KC-1001 to 17628	6.00-16 4 ply	6.00-16 6 ply	5	6	113¾	3,000	635
½	Panel	KC	K-2697208 to 2699692	6.00-16 4 ply	6.00-16 6 ply	5	6	113¾	3,020	630
½	Suburban	KC	KB-105462 to 221635	6.00-16 4 ply	6.00-16 6 ply	5	6	113¾	3,210	775
½	Panel (Dubl-Dute)	KP	KP-1001 to 17628	6.00-16 6 ply	6.00-16 6 ply	5	6	113¾	3,620	695
¾	Ch	KD	KD-1001 to 17628	6.00-15 6 ply	6.00-15 6 ply	5	6	127¾	2,225	600
¾	Ch/Cb	KD	AT-2697208 to 2699692	6.00-15 6 ply	6.00-15 6 ply	5	6	127¾	2,775	650
¾	Pick-up	KD	ATB-105462 to 221635	6.00-15 6 ply	6.00-15 6 ply	5	6	127¾	3,110	680
¾	Panel	KD		6.00-15 6 ply	6.00-15 6 ply	5	6	127¾	3,325	795
¾	Platform	KD		6.00-15 6 ply	6.00-15 6 ply	5	6	127¾	2,170	640
¾	Stake (Std. Racks)	KD		6.00-15 6 ply	6.00-15 6 ply	5	6	127¾	3,220	690
¾	Panel (Special)	KF	KF-1001 to 17628	7.00-17 6 ply	7.00-17 6 ply	5	6	133	3,700	750
1	Ch	WA	WA-1001 to 16041	6.00-20 6 ply	6.00-20 6 ply	4	6	133	2,940	800
1	Ch/Cb	WA	T-2697208 to 2699692	6.00-20 6 ply	6.00-20 6 ply	4	6	133	3,335	629
1	Open Exp	WA	TB-105462 to 221635	6.00-20 6 ply	6.00-20 6 ply	4	6	133	3,735	705
1	Canopy	WA		6.00-20 6 ply	6.00-20 6 ply	4	6	133	3,670	825
1	Panel	WA		6.00-20 6 ply	6.00-20 6 ply	4	6	133	3,635	785
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	710
1½	Ch	WA		6.00-20 6 ply	32 x 6 8 ply	4	6	133	3,000	840
1½	Ch/Cb	WA		6.00-20 6 ply	32 x 6 8 ply	4	6	133	3,395	620
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	4,600	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	W-B1001 to 16041	6.00-20 6 ply	32 x 6 8 ply	4	6	152¾	3,065	865
1½	Ch/Cb	WB	T-2697208 to 2699692	6.00-20 6 ply	32 x 6 8 ply	4	6	152¾	3,470	685
1½	Platform	WB	TB-105462 to 221635	6.00-20 6 ply	32 x 6 8 ply	4	6	152¾	4,145	725
1½	Stake (Std. Racks)	WB		6.00-20 6 ply	32 x 6 8 ply	4	6	152¾	4,445	765
1½	Stake Exp	WB		6.00-20 6 ply	32 x 6 8 ply	4	6	152¾	4,515	720
1½	Stake (High Racks)	WB		6.00-20 6 ply	32 x 6 8 ply	4	6	152¾	4,770	705
1½	Ch. (School bus)	WC	NA	32 x 6 8 ply	32 x 6 8 ply	6	6	193¾	5,035	990

CAB OVER ENGINE

1½	Ch	WD	WD-1001 to 16040	6.00-20 6 ply	32 x 6 8 ply	4	6	167¾	3,310	$935
1½	Ch/Cb	WD	WD-1001 to 16040	6.00-20 6 ply	32 x 6 8 ply	4	6	167¾	3,520	795
1½	Platform	WD		6.00-20 6 ply	32 x 6 8 ply	4	6	167¾	4,000	820
1½	Stake (Std. Racks)	WD		6.00-20 6 ply	32 x 6 8 ply	4	6	167¾	4,220	845
1½	Ch	WE	WE-1001 to 16040	6.00-20 6 ply	32 x 6 8 ply	4	6	131¾	3,415	930
1½	Ch/Cb	WE		6.00-20 6 ply	32 x 6 8 ply	4	6	131¾	3,635	770
1½	Platform	WE		6.00-20 6 ply	32 x 6 8 ply	4	6	131¾	4,325	800
1½	Stake (Std. Racks)	WE		6.00-20 6 ply	32 x 6 8 ply	4	6	131¾	4,600	900
1½	Stake Exp	WE		6.00-20 6 ply	32 x 6 8 ply	4	6	131¾	4,665	860
1½	Ch	WF	WF-1001 to 16040	6.00-20 6 ply	32 x 6 8 ply	4	6	152¾	3,610	705
1½	Ch/Cb	WF		6.00-20 6 ply	32 x 6 8 ply	4	6	152¾	3,725	815

(f) 1941

CONVENTIONAL

	Coupe pick-up	AG	AG-1001 and up	6.00-16, 4 ply	6.00-16, 4 ply	5	6	116	3,175	$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	6.00-16, 6 ply	6.00-16, 6 ply	5	6	115	3,035	1,020
			AM-1001 and up							
½	Ch	AK	AD-1001 and up	6.00-16, 4 ply	6.00-16, 4 ply	5	6	115	2,225	470
			AK-1001 and up							
½	Ch/Cb	AK		6.00-16, 4 ply	6.00-16, 4 ply	5	6	115	2,460	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	3,015	630
½	Panel	AK		6.00-16, 4 ply	6.00-16, 4 ply	5	6	115	3,010	675
½	Suburban	AK		6.00-16, 4 ply	6.00-16, 4 ply	5	6	115	3,200	810
¾	Ch	AL	AL-1001 and up	6.00-15, 6 ply	6.00-15, 6 ply	5	6	127¾	2,420	625
			AAF-1001 and up							
¾	Ch/Cb	AL	AL-1001 and up	6.00-15, 6 ply	6.00-15, 6 ply	5	6	127¾	2,705	675
¾	Pick-up	AL	AAF-1001 and up	6.00-15, 6 ply	6.00-15, 6 ply	5	6	127¾	3,120	675
¾	Panel	AL		6.00-15, 6 ply	6.00-15, 6 ply	5	6	127¾	3,275	760
¾	Platform	AL		6.00-15, 6 ply	6.00-15, 6 ply	5	6	127¾	3,075	675
¾	Stake (Std. Racks)	AL		6.00-15, 6 ply	6.00-15, 6 ply	5	6	127¾	3,265	695

(f) CHEVROLET—Continued

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

(7) 1941—Continued

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*	
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	670
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	4,005	875
1½	Panel	YR	YR-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	134½	4,055	835
1½	Platform	YR	Tonowanda 1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	134½	3,960	715
1½	Stake (Std. Racks)	YR	AF-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	134½	4,230	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	695
1½	Ch/Cb	YS	AF-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	160	3,650	685
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	4,055	705
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	195⅜	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	$695
1½	Ch/Cb	YU		6.00/20, 6 ply	6.50/20, 8 ply	4	6	109½	3,550	705
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	930
1½	Ch	YW	YW-1001 and up AJ-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	168½	3,645	735
1½	Ch/Cb	YW		6.00/20, 6 ply	6.50/20, 8 ply	4	6	168½	3,860	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	3,230	$800
	Sed. dly	BG		6.00/16, 4 ply	6.00/16, 4 ply	4	6	116	3,030	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	1,005
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	2,630	595
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	3,085	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	3,330	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	125¼	2,400	670
¾	Ch/Cb	BL		6.00/15, 6 ply	6.00/15, 6 ply	4	6	125¼	2,705	660
¾	Pickup	BL		6.00/15, 6 ply	6.00/15, 6 ply	4	6	125¼	3,120	700
¾	Panel	BL		6.00/15, 6 ply	6.00/15, 6 ply	4	6	125¼	3,355	805
¾	Platform	BL		6.00/15, 6 ply	6.00/15, 6 ply	4	6	125¼	3,205	710
¾	Stake (Std. Racks)	BL		6.00/15, 6 ply	6.00/15, 6 ply	4	6	125¼	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	855
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	4,005	925
1½	Panel	MR		6.00/20, 6 ply	6.50/20, 8 ply	4	6	134½	4,055	885
1½	Platform	MR		6.00/20, 6 ply	6.50/20, 8 ply	4	6	134½	3,960	765
1½	Stake (Std. Racks)	MR		6.00/20, 6 ply	6.50/20, 8 ply	4	6	134½	4,230	790
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	615
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	905
1½	Stake (Std. Racks)	MS		6.00/20, 6 ply	6.50/20, 8 ply	4	6	160	4,065	845
1½	Stake exp	MS		6.00/20, 6 ply	6.50/20, 8 ply	4	6	160	4,710	860
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	3,625	780

CAB OVER ENGINE

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	990
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	168	3,645	785
1½	Ch/Cb	MW		6.00/20 6 ply	6.50/20 8 ply	4	6	168	3,860	895

(g) CROSLEY

(1) 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				
								Inches	*Pounds*	
	Pkwy. Dly	CB42Y	30000 up	4.50/12	4.50/12	4	N. A.	80	1,035	$424
	Pickup	CB42V		4.50/12	4.50/12	4	N. A.	80	1,110	434
	Panel	CB42P		4.50/12	4.50/12	4	N. A.	80	1,035	649

(2) 1941

	Pkwy. Dly	CB42Y	30700 to 31600	4.50/12	4.50/12	4	N. A.	80	1,035	$424
	Pickup	CB42V		4.50/12	4.50/12	4	N. A.	80	1,110	434
	Panel	CB42P		4.50/12	4.50/12	4	N. A.	80	1,035	649

(3) 1942

	Pkwy. Dly	CB42Y	CB-42-30001 up	4.50/12	4.50/12	4	N. A.	80	1,035	$424
	Pickup	CB42V		4.50/12	4.50/12	4	N. A.	80	1,110	434
	Panel	CB42P		4.50/12	4.50/12	4	N. A.	80	1,035	649

(h) DIAMOND T

[Manufacturer: Diamond T Motor Car Company. Principal plant: Chicago, Illinois]

(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	64333 to 69707	6.00/20	6.00/20	4	6	127½	3,220	$845
1½	Ch	210FF		6.00/20	6.00/20	4	6	127½	3,220	895
1½	Ch	211SF	67001 to 68244	6.00/20	6.00/20	4	6	132½	3,220	925
1½	Ch	211FF		6.00/20	6.00/20	4	6	132½	3,220	945
1½	Ch	225	63351 to 63513	6.00/20	6.00/20	6	6	127½	3,000	745
1½	Ch	223	63701 to 64185	6.00/20	6.00/20	6	6	132½	3,000	725
1¾	Ch	240A	74851 to 76207	6.00/20	32 x 6 6 ply	4	6	137	3,000	795
1¾	Ch	241	77401 to 77614	6.00/20	32 x 6 6 ply	4	6	137	3,000	825
2	Ch	260	88001 to 88023	6.50/20	6.50/20	6	6	155	4,000	945
2	Ch	261	89001 to 89031	6.50/20	6.50/20	6	6	155	4,000	975
2	Ch	310	99001 to 99191	6.50/20	6.50/20	6	6	155	4,000	995
2	Ch	311	99701 to 99217	6.50/20	6.50/20	6	6	155	4,000	1,025
2½	Ch	325B	69001 and up	7.00/20	7.00/20	6	6	155	4,000	1,195
2½	Ch	325DR		7.00/20	7.00/20	6	6	155	4,000	1,245
2½	Ch	326B	92021 to 92043	7.00/20	7.00/20	6	6	155	4,000	1,225
2½	Ch	326DR	93021 to 93024	7.00/20	7.00/20	6	6	155	4,000	1,305
2½	Ch	350	97401 to 97268	7.00/20	7.00/20	6	6	155	4,000	1,295
2½	Ch	351	97001 to 97263	7.00/20	7.00/20	6	6	155	4,000	1,225
3	Ch	375	92001 to 92060	7.50/20	7.50/20	6	6	155	5,000	1,045
3	Ch	376	92011 to 92047	7.50/20	7.50/20	6	6	155	5,000	1,095
3	Ch	410A	45893 to 47979	7.50/20	7.50/20	6	6	160¼	5,400	1,295
4	Ch	425	10001 to 10018	8.25/20	8.25/20	6	6	160¼	6,000	2,295
4	Ch	510	62043 to 62110	8.25/20	8.25/20	6	6	155	6,000	1,595
5	Ch	525	76071 to 76078	9.00/20	9.00/20	6	6	155	7,000	2,295
5	Ch	603A	21351 to 21611	9.00/20	9.00/20	6	6	157	7,000	2,110
3-4	Ch	603	21489 to 21703	9.00/20	9.00/20	6	6	157	7,000	2,005
5-6	Ch	740	94401 to 94411	9.75/20	9.75/20	6	6	167	8,000	3,095
5-7	Ch	750H	94277 and up	9.75/20	9.75/20	6	6	167	10,000	4,240
5-7	Ch	750	94251 and up	9.75/20	9.75/20	6	6	167	10,000	4,040
7½	Ch	1515	N. A.	10.00/24	10.00/24	6	6	171¾	12,000	6,400

(2) 1934

CONVENTIONAL

1	Ch	211SFL	68245 to 69999	5.50/20	6.00/20	4	6	127½	3,270	$795
1	Ch	211FFL		5.50/20	6.00/20	4	6	132½	3,220	845
1½	Ch	210SF	69758 to 70031	6.00/20	6.00/20	4	6	127½	3,220	895
1½	Ch	210FF		6.00/20	6.00/20	4	6	132½	3,220	915
1½	Ch	211SFS	68245 to 69999	5.50/20	6.00/20	4	6	127½	3,271	795
1½	Ch	211SFD		5.50/20	6.00/20	4	6	127½	3,221	845
1½	Ch	211FFS		5.50/20	6.00/20	4	6	132½	3,270	845
1½	Ch	211FFD		5.50/20	6.00/20	4	6	132½	3,220	895
1½	Ch	211AS		6.00/20	6.00/20	6	6	127½	3,470	895
1½	Ch	211AD		6.00/20	6.00/20	6	6	132½	3,420	945
1½	Ch	220S	71201 to 72000	6.00/20	6.00/20	6	6	132½	3,000	695
1½	Ch	220D		6.00/20	6.00/20	6	6	132½	3,000	745
1½	Ch	226	64187 to 64471	6.00/20	6.00/20	6	6	132½	3,070	725
1½	Ch	227S	16051 to 16184	6.00/20	6.00/20	6	6	132½	3,000	745
1½	Ch	227D		6.00/20	6.00/20	6	6	132½	3,000	795
1¾	Ch	241	77315 to 77516	6.00/20	32 x 6 6 ply	4	6	137	3,000	825
1¾	Ch	242	77001 to 77197	6.00/20	6.00/20	6	6	137	3,000	895
1¾	Ch	243		6.00/20	6.00/20	6	6	137	2,950	895
2	Ch	261	89002 to 89119	6.50/20	6.50/20	6	6	137	4,000	975
2	Ch	262	89001 to 89021	6.50/20	6.50/20	6	6	137	4,000	995
2	Ch	311	99218 to 99315	6.50/20	6.50/20	6	6	137	4,000	1,025
2	Ch	311B	70101 to 70123	6.50/20	6.50/20	6	6	137	4,000	1,070
2½	Ch	311DR	69101 to 69107	6.50/20	6.50/20	6	6	137	4,000	1,015
2½	Ch	311D	70001 to 70003	6.50/20	6.50/20	6	6	137	4,000	1,065
2-2½	Ch	312	72021 to 72034	6.50/20	6.50/20	6	6	137	4,000	1,145

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

[Manufacturer: Diamond T Motor Car Company. Principal plant: Chicago, Illinois.

(2) 1934—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*	
2½	Ch.	326B	99044 to 99084	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	96251 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	5,300	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	92618 to 92630	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 46060	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 46143	7.50/20	7.50/20	6	6	147¾	6,600	2,040
4	Ch.	412DR	46531 to 46605	7.50/20	7.50/20	6	6	147¾	7,300	2,340
4	Ch.	510	62111 to 62120	8.25/20	8.25/20	6	6	168	6,400	2,095
5	Ch.	525	73070 to 73085	9.00/20	9.00/20	6	6	168	7,200	2,695
4	Ch.	511B	62201 to 62214	8.25/20	8.25/20	6	6	147¾	6,600	2,105
5	Ch.	511DR	62701 to 62726	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	7,300	2,340
5	Ch.	512DR	62751 to 62857	8.25/20	8.25/20	6	6	147¾	7,700	2,690
5	Ch.	603	24509 to 24511	9.00/20	9.00/20	6	6	167¾	8,100	3,300
5-6	Ch.	740A	94401 to 94411	9.00/20	9.00/20	6	6	167¾	8,600	3,695
5-6	Ch.	740	94403 to 94410	9.75/20	9.75/20	6	6	167¾	8,600	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	139¾	3,450	$597
1	Ch.	212ADL		6.00/20	6.00/20	4	6	139¾	3,470	635
1½	Ch.	211AS	77001 to 80000	6.00/20	6.00/20	4	6	135½	3,400	575
1½	Ch.	211AD		6.00/20	6.00/20	4	6	135½	3,400	620
1½-2	Ch.	212AS	204001 to 204375	6.00/20	6.00/20	4	6	139¾	3,470	597
1½-2	Ch.	212AD		6.00/20	6.00/20	4	6	139¾	3,450	635
1½-2	Ch.	220S	71201 to 203242	6.00/20	6.00/20	4	6	135½	3,600	675
1½-2	Ch.	220D		6.00/20	6.00/20	4	6	135½	3,600	720
1½-2½	Ch.	212BS	68201 to 68270	6.00/20	6.00/20	4	6	139¾	3,650	635
1½-2½	Ch.	212BD		6.00/20	6.00/20	4	6	139¾	3,650	675
1½-3	Ch.	227S	16021 and up	6.00/20	6.00/20	6	6	135½	3,600	775
1½-3	Ch.	227D		6.00/20	6.00/20	6	6	135½	3,600	825
1½-3	Ch.	221S	34551 to 34758	6.00/20	6.00/20	4	6	139¾	3,770	695
1½-3	Ch.	221D		6.00/20	6.00/20	4	6	139¾	3,770	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 76908	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 76600	6.00/20	6.00/20	6	6	137	4,600	895
2-3	Ch.	244S	18301 to 18382	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	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 96650	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	1,625
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	5,300	1,625
3	Ch.	412B	46071 to 46143	7.50/20	7.50/20	6	6	147¾	6,600	2,140
4	Ch.	412DR	46531 to 46605	7.50/20	7.50/20	6	6	147¾	7,300	2,440
4	Ch.	512B	62221 to 62297	8.25/20	8.25/20	6	6	147¾	7,300	2,440
5	Ch.	512DR	62751 to 62857	8.25/20	8.25/20	6	6	147¾	7,700	2,760

(4) 1936

CONVENTIONAL

¾	Ch.	80S	300001 to 302261	6.00/16	6.00/16	4	6	110	2,750	$525
¾	Ch.	80D		6.00/16	6.00/16	4	6	110	2,770	668
1	Ch.	212ASL	204376 to 209275	6.00/20	6.00/20	4	6	139¾	3,450	695
1	Ch.	212ADL		6.00/20	6.00/20	4	6	139¾	3,450	695
1½-2	Ch.	212AS	204376 to 209275	6.00/20	6.00/20	4	6	139¾	3,450	695
1½-2	Ch.	212AD		6.00/20	6.00/20	4	6	139¾	3,450	695
1½-2	Ch.	212BS	68271 to 80200	6.00/20	6.00/20	4	6	139¾	3,650	695
1½-2	Ch.	212BD		6.00/20	6.00/20	4	6	139¾	3,650	695
1½-3	Ch.	221S	34759 to 37361	6.00/20	6.00/20	4	6	139¾	3,770	695
1½-3	Ch.	221D		6.00/20	6.00/20	4	6	139¾	3,770	735
1½-3	Ch.	228S	16624 to 16810	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
2-3	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	1,625
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	62298 to 62346	8.25/20	8.25/20	6	6	147¾	7,300	2,440
5-6½	Ch.	512DR	62358 to 62940	8.25/20	8.25/20	6	6	147¾	7,700	2,760

[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

[Manufacturer: Diamond T Motor Car Company. Principal plant: Chicago, Illinois]

(6) 1937

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	80S	303304 to 304323	6.00-16	6.00-16	4	6		119	2,720	$740
¾	Ch	80D		6.00-16	6.00-16	4	6		119	2,750	665
1	Ch	212ASL	209270 to 210078	6.00-20	6.00-20	4	6		133¾	3,550	670
1	Ch	212ADL		6.00-20	6.00-20	4	6		133¾	3,600	725
1-1½	Ch	301S	3010001 to 3010403	6.00-16	6.00-16	4	6		125	3,100	615
1-1½	Ch	301D		6.00-16	6.00-16	4	6		125	3,100	675
1-1½	Ch	304S	3040001 to 3040169	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	710
1½-2½	Ch	212AS	209270 to 210078	6.00-20	6.00-20	4	6		133¾	3,600	670
1½-2½	Ch	212AD		6.00-20	6.00-20	4	6		133¾	3,600	725
1½-2½	Ch	404D	4040001 and up 89423 and up	6.00-20	6.00-20	4	6		133¾	3,660	835
1½-3	Ch	212BS		6.00-20	6.00-20	4	6		133¾	3,600	710
1½-3	Ch	212BD		6.00-20	6.00-20	4	6		133¾	3,600	765
1½-3	Ch	221S	37302 to 39423	6.00-20	6.00-20	4	6		133¾	3,720	800
1½-3	Ch	221D		6.00-20	6.00-20	4	6		133¾	3,720	865
1½-3	Ch	405D	4050001 and up	6.00-20	6.00-20	4	6		133¾	3,660	805
1½-3	Ch	406D	4060001 and up	6.00-20	6.00-20	4	6		133¾	3,660	865
2-3½	Ch	244S	19269 to 19500	6.00-20	6.00-20	6	6		133¾	4,200	975
2-3½	Ch	244D		6.00-20	6.00-20	6	6		133¾	4,250	1,035
2-3½	Ch	509D	5090001 and up	6.00-20	6.00-20	6	6		133¾	4,300	1,135
2-4	Ch	313	21978 to 22038	6.00-20	6.00-20	6	6		133¾	4,700	1,200
2-4	Ch	320	22019 to 22320	6.00-20	6.00-20	6	6		133¾	4,700	1,260
2-4	Ch	611D	6110001 and up	6.00-20	6.00-20	6	6		133¾	4,700	1,325
2-4	Ch	612D	6120001 and up	6.00-20	6.00-20	6	6		133¾	4,800	1,425
2½-4½	Ch	353	90815 to 90990	7.00-20	7.00-20	6	6		133¾	5,200	1,500
2½-4½	Ch	613D	6130001 and up	7.00-20	7.00-20	6	6		133¾	5,250	1,650
2½-5	Ch	369	93993 to 94963	7.00-20	7.00-20	6	6		133¾	5,200	1,600
2½-5	Ch	614D	6140001 and up	7.00-20	7.00-20	6	6		133¾	5,300	1,750
4-5½	Ch	412DR	40070 to 40739	8.25-20	8.25-20	6	6		147¾	7,270	3,270
4-5½	Ch	512B	62347 to 62385	8.25-20	8.25-20	6	6		147¾	7,270	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 40709	6.00-20	6.00-20	6	6		133¾	5,470	$2,200
2½-4½	Ch	D-30	41519 to 41695	7.00-20	7.00-20	6	6		133¾	6,220	2,720
2-3½	Ch	513	5130001 and up	6.00-20	6.00-20	6	6		133¾	5,600	2,235
2½-4½	Ch	615	6150001 and up	7.00-20	7.00-20	6	6		133¾	6,000	2,875

CAB OVER ENGINE

1½-2	Ch	401	4010001 and up	6.00-20	6.00-20	4	6		98	4,420	$1,025
1½-2	Ch	402	4020001 and up	6.00-20	6.00-20	4	6		98	4,660	1,005
2-3	Ch	507	5070001 and up	6.00-20	6.00-20	6	6		98	5,100	1,250
2-4	Ch	607	6070001 and up	6.00-20	6.00-20	6	6		98	5,700	1,600
2½-4½	Ch	609	6090001 and up	7.00-20	7.00-20	6	6		93	6,200	1,900

(6) 1938

CONVENTIONAL

¾	Ch	80S	304334 to 304951	6.00-16	6.00-16	4	6		119	2,720	$850
¾	Ch	80D		6.00-16	6.00-16	4	6		119	2,750	690
1	Ch	201S	2010001 to 2010207	6.00-16	6.00-16	4	6		119	2,750	675
1	Ch	201D		6.00-16	6.00-16	4	6		119	2,770	735
1	Ch	212ASL	213077 to 213099	6.00-20	6.00-20	4	6		133¾	3,600	695
1	Ch	212ADL		6.00-20	6.00-20	4	6		133¾	3,650	755
1	Ch	404SL	4040001 to 4041032	6.00-20	6.00-20	4	6		133¾	3,650	740
1	Ch	404DL		6.00-20	6.00-20	4	6		133¾	3,650	800
1-1½	Ch	301S	3010427 to 3010709	6.00-16	6.00-16	4	6		125	3,150	615
1-1½	Ch	301D		6.00-16	6.00-16	4	6		125	3,150	675
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	3,170	710
1-1½	Ch	305S	3050001 to 3050233	6.00-16	6.00-16	4	6		125	3,150	690
1-1½	Ch	305D		6.00-16	6.00-16	4	6		125	3,150	750
1½	Ch	307S	3070001 to 3070116	6.00-20	6.00-20	4	6		150	3,600	695
1½	Ch	307D		6.00-20	6.00-20	4	6		150	3,650	765
1½	Ch	3005	3000001 to 3000152	6.00-17	6.00-17	4	6		150	3,650	715
1½	Ch	300D		6.00-17	6.00-17	4	6		150	3,650	770
1½-2½	Ch	212AS	213077 to 213099	6.00-20	6.00-20	4	6		133¾	3,600	695
1½-2½	Ch	212AD		6.00-20	6.00-20	4	6		133¾	3,650	755
1½-2½	Ch	404S	4040001 to 4041032	6.00-20	6.00-20	4	6		133¾	3,650	740
1½-2½	Ch	404D		6.00-20	6.00-20	4	6		133¾	3,650	800
1½-3	Ch	212BS	89423 to 89681	6.00-20	6.00-20	4	6		133¾	3,650	740
1½-3	Ch	212BD		6.00-20	6.00-20	4	6		133¾	3,650	790
1½-3	Ch	221S	34921 to 39705	6.00-20	6.00-20	4	6		133¾	3,750	825
1½-3	Ch	221D		6.00-20	6.00-20	4	6		133¾	3,770	890
1½-3	Ch	405S	4050001 to 4050142	6.00-20	6.00-20	4	6		133¾	3,650	805
1½-3	Ch	405D		6.00-20	6.00-20	4	6		133¾	3,650	865
1½-3	Ch	406S	4060001 to 4060210	6.00-20	6.00-20	4	6		133¾	3,670	865
1½-3	Ch	406D		6.00-20	6.00-20	6	6		133¾	3,720	1,025
2-3½	Ch	244S	20417 to 20589	6.00-20	6.00-20	6	6		133¾	4,200	1,020
2-3½	Ch	244D		6.00-20	6.00-20	6	6		133¾	4,250	1,080
2-3½	Ch	509S	5090001 to 5090424	6.00-20	6.00-20	6	6		133¾	4,250	1,050
2-3½	Ch	509D		6.00-20	6.00-20	6	6		133¾	4,300	1,140
2-4	Ch	313D	22050 to 22113	6.00-20	6.00-20	6	6		133¾	4,700	1,200
2-4	Ch	320D	22407 to 22485	6.00-20	6.00-20	6	6		133¾	4,700	1,260
2-4	Ch	611D	6110001 to 6110053	6.00-20	6.00-20	6	6		133¾	4,700	1,325
2-4	Ch	612D	6120001 to 6120111	6.00-20	6.00-20	6	6		133¾	4,800	1,425
2½-4½	Ch	353D	90031 to 90098	7.00-20	7.00-20	6	6		133¾	5,200	1,500
2½-4½	Ch	613D	6130001 to 6130004	7.00-20	7.00-20	6	6		133¾	5,250	1,650
2½-5	Ch	369D	94104 to 94250	7.00-20	7.00-20	6	6		133¾	5,200	1,675

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

(h) DIAMOND T—Continued

[Manufacturer: Diamond T Motor Car Company. Principal plant: Chicago, Illinois]

(6) 1938—Continued

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*	
2½-5	Ch	614D	6140001 to 6140304	7.00/20	7.00/20	6	6	139¾	5,300	$1,690
4-5½	Ch	412DR	46740 to 46777	8.25/20	8.25/20	6	6	147¾	7,300	3,200
4-5½	Ch	512B	62386 to 62405	8.25/20	8.25/20	6	6	147¾	7,300	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	$2,280
2-3½	Ch	513	5130001 and up	6.00/20	6.00/20	6	6	139¾	5,600	2,320
2½-4½	Ch	D20	41606 to 41613	7.00/20	7.00/20	6	6	139¾	6,300	2,800
2½-4½	Ch	615	6150001 and up	7.00/20	7.00/20	6	6	139¾	6,600	2,850
			CAB OVER ENGINE							
1½-2	Ch	401	4010008 to 4010060	6.00/20	6.00/20	4	6	96	5,000	$1,095
1½-2½	Ch	402	4020038 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	1,350
2-4	Ch	607	6070011 to 6070042	6.50/20	6.50/20	6	6	96	5,800	1,600
2½-4½	Ch	609	6090017 to 6090068	7.00/20	7.00/20	6	6	96	6,300	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	2,600	$660
1-1½	Ch	332	3320001 to 3320008	6.00/20	6.00/20	4	6	135	3,000	690
1-1½	Ch	333	3330001 to 3330002	6.00/20	6.00/20	4	6	160	3,200	760
			(7) 1939							
			CONVENTIONAL							
1	Ch	201S	2010368 to 2011011	6.00/16	6.00/16	4	6	119	2,750	$575
1	Ch	201D		6.00/16	6.00/16	4	6	119	2,750	635
1-1½	Ch	305S	3050284 to 3050456	6.00/16	6.00/16	4	6	135	3,300	630
1-1½	Ch	305D		6.00/16	6.00/16	4	6	135	3,300	690
1½	Ch	306S	3060183 to 3061258	6.00/17	6.00/17	4	6	127	3,500	660
1½	Ch	306D		6.00/17	6.00/17	4	6	127	3,500	710
1½-2½	Ch	404S	4041933 to 4045002	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	890
1½-3	Ch	406S	4060941 to 4061852	6.00/20	6.00/20	6	6	139¾	4,600	950
1½-3	Ch	406D		6.00/20	6.00/20	6	6	139¾	4,600	1,035
2-3½	Ch	509S	5090425 to 5091059	6.00/20	6.00/20	6	6	139¾	4,900	1,050
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	1,200
2-4	Ch	612D	6120112 to 6120274	6.50/20	6.50/20	6	6	139¾	5,250	1,300
2½-4½	Ch	613	6130065 to 6130072	7.00/20	7.00/20	6	6	139¾	5,200	1,690
2½-4½	Ch	614D	6140305 to 6140754	7.00/20	7.00/20	6	6	139¾	5,700	1,690
4-5½	Ch	412DR	46778 to 46783	8.25/20	8.25/20	6	6	147¾	7,300	3,200
4-5½	Ch	512B	62406 to 62430	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	130¾	7,600	3,410
4-5½	Ch	805W		9.00/20	9.00/20	6	6	130¾	7,600	3,660
5-7	Ch	806	8060001 to 8060005	9.00/20	9.00/20	6	6	130¾	8,200	3,600
5-7	Ch	806W		9.00/20	9.00/20	6	6	130¾	8,200	3,850
7½-10	Ch	900W	9000001 to 9000015	9.00/20	9.00/20	6	6	130¾	9,600	5,400
			CONVENTIONAL (DIESEL)							
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	6,600	2,850
5-7	Ch	807W	8070001 and up	9.00/20	9.00/20	6	6	130¾	9,000	5,600
5-7	Ch	808W	8080001 and up	9.00/20	9.00/20	6	6	130¾	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	4,000	880
			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	5,500	1,350
2-3	Ch	509C	509C0001 and up	6.00/20	6.00/20	6	6	96	5,500	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	2,540
4-5	Ch	803C	803C0001 and up	8.25/20	8.25/20	6	6	96	7,500	2,900
5-6	Ch	804C	804C0001 and up	9.00/20	9.00/20	6	6	96	8,000	3,200

[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

[Manufacturer: Diamond T Motor Car Company. Principal plant: Chicago, Illinois]

(7) 1939—Continued

DON-TO-DON MODELS

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	201C	201C0001 to 201C0057	6.00-17	6.00-17	4	6	119	2,660	$870
1	Ch	231	2310003 to 2310023	6.00-20	6.00-20	4	6	119	2,660	870
1	Ch	91 PAC	91-2003 to 91-2009	6.00-16	6.00-16	4	6	99	1,990	1,035
1	Ch	117 PAC	117-2003 to 117-2009	6.00-16	6.00-16	4	6	115	2,060	1,155
1-1½	Ch	305C	305C0001 and up	6.00-20	6.00-20	4	6	125	3,000	995
1-1½	Ch	305C	305C0001 and up	6.00-20	6.00-20	4	6	150	3,210	750

(8) 1940

CONVENTIONAL

1	Ch	201S	2011012 and up	6.00-16	6.00-16	4	6	119	2,750	$770
1	Ch	201D		6.00-16	6.00-16	4	6	119	2,750	895
1½	Ch	203S	2001279 and up	6.00-17	6.00-17	4	6	127	3,220	880
1½	Ch	203D		6.00-17	6.00-17	4	6	127	3,220	780
1½-2½	Ch	404S	4041003 and up	6.00-20	6.00-20	6	6	133¾	4,000	850
1½-2½	Ch	404D		6.00-20	6.00-20	6	6	133¾	4,000	930
1½-3	Ch	408S	4071853 and up	6.50-20	6.50-20	6	6	133¾	4,200	1,010
1½-3	Ch	408D		6.50-20	6.50-20	6	6	133¾	4,200	1,100
2-3½	Ch	608S	6031099 and up	7.50-20	7.50-20	6	6	133¾	4,600	1,220
2-3½	Ch	608D		7.50-20	7.50-20	6	6	133¾	4,600	1,340
2-4	Ch	612S	6121275 and up	7.50-20	7.50-20	6	6	133¾	5,000	1,330
2-4	Ch	612D		7.50-20	7.50-20	6	6	133¾	5,000	1,460
2½-5	Ch	614S	6140775 and up	7.50-20	7.50-20	6	6	133¾	5,400	1,450
2½-5	Ch	614D		7.50-20	7.50-20	6	6	133¾	5,400	1,590
3-5	Ch	805D	8050005 and up	9.00-20	9.00-20	6	6	133¾	7,000	3,000
5-6	Ch	808D	8050005 and up	9.00-20	9.00-20	6	6	133¾	8,000	3,100
7½-10	Ch	910D	9050010 and up	9.00-20	9.00-20	6	6	172¾	9,000	3,450

CONVENTIONAL (DIESEL)

2-3½	Ch	613D	6130003 and up	6.00-20	6.00-20	6	6	133¾	5,700	$2,000
2½-4½	Ch	615D	6150010 and up	7.50-20	7.50-20	6	6	133¾	6,400	2,100
5-6	Ch	807	8070001 and up	9.00-20	9.00-20	6	6	133¾	9,000	3,000
5-6	Ch	808	8050001 and up	9.00-20	9.00-20	6	6	133¾	9,000	3,000
7½-10	Ch	910	9100001 and up	9.00-20	9.00-20	6	6	172¾	12,000	3,400

CONVENTIONAL (3D AXLE)

	Ch	404-T22X	4041003 and up	6.00-20	6.00-20	10	6	133¾	6,000	$1,700
	Ch	408-T22X	4071853 and up	6.50-20	6.50-20	10	6	133¾	6,000	1,810
	Ch	608-T22X	6031099 and up	8.25-20	8.25-20	10	6	133¾	7,000	2,405
	Ch	612-T27	6121275 and up	8.25-20	8.25-20	10	6	133¾	7,000	2,505
	Ch	612-T28		8.25-20	8.25-20	10	6	133¾	8,000	2,605
	Ch	614-T33	6140775 and up	9.00-20	9.00-20	10	6	133¾	9,000	3,000
	Ch	805-DB-T33	8050005 and up	9.00-20	9.00-20	10	6	133¾	12,000	3,000
	Ch	805-T39		9.75-20	9.75-20	10	6	133¾	12,000	3,450
	Ch	805-T42	8050005 and up	9.75-22	9.75-22	10	6	133¾	13,000	3,650
	Ch	900-T47	9000010 and up	10.75-22	10.75-22	10	6	133¾	14,000	3,900
	Ch	809-T39		10.75-22	10.75-22	10	6	133¾	12,700	3,450
	Ch. (Diesel)	910-T39	9100001 and up	10.75-22	10.75-22	10	6	172¾	17,000	13,170

CAB FORWARD

1½	Ch	203SC	203SC0078 and up	6.00-17	6.00-17	4	6	115	3,000	$775
1½-2½	Ch	404SC	404SC0143 and up	6.00-20	6.00-20	6	6	115	4,500	915
2-3½	Ch	608SC	608SC0001 and up	7.50-20	7.50-20	6	6	115	4,600	1,070
2-4	Ch	612SC	612SC0001 and up	7.50-20	7.50-20	6	6	115	5,400	1,070

CAB FORWARD (3D AXLE)

	Ch	404SC-T22X	404SC0143 and up	6.00-20	6.00-20	10	6	133¾	6,000	$1,670
	Ch	608SC-T22X	608SC0001 and up	8.25-20	8.25-20	10	6	133¾	7,000	2,315

CAB OVER ENGINE

1	Ch	201C	201C0058 and up	6.00-17	6.00-17	4	6	119	2,900	$930
1½-2½	Ch	404C	404C0102 and up	6.00-20	6.00-20	6	6	99	4,000	1,570
2-3½	Ch	608C	608C0030 and up	7.50-20	7.50-20	6	6	99	5,000	1,670
2-4	Ch	612C	612C0031 and up	7.50-20	7.50-20	6	6	99	5,400	1,770
2½-5	Ch	614C	614C0030 and up	7.50-20	7.50-20	6	6	99	6,000	2,070
3-5	Ch	805C	805C0005 and up	9.00-20	9.00-20	6	6	99	7,500	2,450
5-6	Ch	808C	808C0005 and up	9.00-20	9.00-20	6	6	99	7,500	2,550
2-3½	Ch	613C	613C0001 and up	6.00-20	6.00-20	6	6	99	6,400	2,050
2½-4½	Ch	615C	615C0001 and up	7.50-20	7.50-20	6	6	99	7,100	2,150

CAB OVER ENGINE (3D AXLE)

		404C-T22X	404C0102 and up	7.50-20	7.50-20	10	6	129	7,000	$2,035
	Ch	608C-T22X	608C0030 and up	8.25-20	8.25-20	10	6	129	8,400	2,735
	Ch	612C-T27	612C0031 and up	8.25-20	8.25-20	10	6	132	8,000	3,115
	Ch	612C-T28		8.25-20	8.25-20	10	6	132	8,500	3,215
	Ch	614C-T33	614C0030 and up	9.00-20	9.00-20	10	6	132	9,400	3,515
	Ch	805C-T39	805C0005 and up	9.75-22	9.75-22	10	6	132	12,500	3,895
	Ch	808C-T42	808X0005 and up	9.75-22	9.75-22	10	6	132	12,400	3,925

[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

[Manufacturer: Diamond T Motor Car Company. Principal plant: Chicago, Illinois]

(8) 1940—Continued

PAK-AGE-CAR

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	91	91-3001 and up	6.00/16	6.50/16	4	6	90	3,100	$1,195
1	Ch	117	117-3001 and up	6.00/16	6.50/16	4	6	110	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	641
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	768
1½	Ch	306HD		6.00/17	6.00/17	4	6	127	4,100	809
1½–2½	Ch	404S	4046817 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	4,400	1,030
1½–3	Ch	406D		6.50/20	6.50/20	6	6	139¾	4,400	1,140
2–3½	Ch	509S	5091609 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	1,380
2–3½	Ch	509HD		7.00/20	7.00/20	6	6	139¾	5,000	1,440
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	1,800
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	7020009 and up	8.25/20	8.25/20	6	6	130¾	7,200	3,000
3–6	Ch	805	8050053 and up	9.00/20	9.00/20	6	6	130¾	8,300	3,600
5–7	Ch	806	8060068 and up	9.00/20	9.00/20	6	6	130¾	8,400	3,760
5–7	Ch	806H		9.00/20	9.00/20	6	6	130¾	8,600	4,000
7½–10	Ch	900	9000024 and up	9.00/20	9.00/20	6	6	130¾	9,600	5,400
7½–10	Ch	900H		9.00/20	9.00/20	6	6	130¾	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	130¾	9,300	5,000
5–7	Ch	807H		9.00/20	9.00/20	6	6	130¾	9,400	0,000
5–7	Ch	808	8080002 and up	9.00/20	9.00/20	6	6	130¾	9,300	5,000
5–7	Ch	808H		9.00/20	9.00/20	6	6	130¾	9,400	0,000

CONVENTIONAL (3D AXLE)

								Inches	*Pounds*	
	Ch. (6 x 2)	404-T22X	4045003 and up	6.50/20	6.50/20	10	6	163¾	6,600	$1,700
	Ch. (6 x 2)	406-T22X	4061853 and up	6.50/20	6.50/20	10	6	163¾	6,800	1,850
	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	7,005
	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	3,890
	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	10,600	4,625
	Ch. (6 x 4)	702SBD1500A		8.25/20	8.25/20	10	6	163¾	10,600	5,350
	Ch. (6 x 4)	702SW3000H		8.25/20	8.25/20	10	6	163¾	12,000	5,390
	Ch. (6 x 4)	702SD-3000H		8.25/20	8.25/20	10	6	163¾	12,000	5,390
	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	11,600	5,355
	Ch. (6 x 4)	806SBD-1500A		9.00/20	9.00/20	10	6	163¾	11,600	5,810
	Ch. (6 x 4)	806SW-3000H		9.00/20	9.00/20	10	6	163¾	12,600	5,895
	Ch. (6 x 4)	806SD-3000H		9.00/20	9.00/20	10	6	163¾	12,600	5,895
	Ch. (6 x 4)	806SW-3000A		9.00/20	9.00/20	10	6	163¾	12,600	6,300
	Ch. (6 x 4)	806SD-3000A		9.00/20	9.00/20	10	6	163¾	12,600	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

[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

[Manufacturer: Diamond T Motor Car Company. Principal plant: Chicago, Illinois]

(9) 1941 and 1942—Continued

CAB FORWARD

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	306SC	306SC0208 and up	6.00/17	6.00/17	4	6	109	4,000	$820
1½	Ch	306SCH		6.00/17	6.00/17	4	6	109	4,100	865
1½-2½	Ch	404SC	404SC0782 and up	6.00/20	6.00/20	6	6	109	4,400	1,000
1½-2½	Ch	404SCH		6.00/20	6.00/20	6	6	109	4,500	1,020
2-3½	Ch	502SC	502SC0075 and up	7.50/20	7.50/20	6	6	109	4,600	1,400
2-3½	Ch	502SCH		7.50/20	7.50/20	6	6	109	5,000	1,450
2-3½	Ch	612SC	612SC0042 and up	7.50/20	7.50/20	6	6	109	5,400	1,600
2-3½	Ch	612SCH		7.50/20	7.50/20	6	6	109	5,500	1,800
2½-5	Ch	614SC	614SC0001 and up	7.50/20	7.50/20	6	6	109	6,800	2,000
2½-5	Ch	614SCH		7.50/20	7.50/20	6	6	109	6,900	2,000

CAB FORWARD (3D AXLE)

	Ch. (6 x 2)	404SC-T22X	404SC0148 and up	6.50/20	6.50/20	10	6	124	6,600	$1,830
	Ch. (6 x 2)	502SC-T20X	502SC0001 and up	8.25/20	8.25/20	10	6	130¾	7,300	2,515

CAB OVER ENGINE

1	Ch	201C	201C0079 and up	6.00/17	6.00/17	4	6	119	2,500	$830
1½-2½	Ch	404C	404C0157 and up	6.00/20	6.00/20	6	6	99	5,450	1,220
1½-2½	Ch	404CH		6.00/20	6.00/20	6	6	99	5,650	1,300
2-3½	Ch	502C	502C0169 and up	7.50/20	7.50/20	6	6	99	5,800	1,650
2-3½	Ch	502CH		7.50/20	7.50/20	6	6	99	6,000	1,690
2-4	Ch	612C	612C0045 and up	7.50/20	7.50/20	6	6	99	6,700	1,800
2-4	Ch	612CH		7.50/20	7.50/20	6	6	99	6,850	2,090
2½-5	Ch	614C	614C0035 and up	7.50/20	7.50/20	6	6	99	6,950	2,241
2½-5	Ch	614CH		7.50/20	7.50/20	6	6	99	6,450	2,250
2½-6	Ch	702C	702C0001 and up	8.25/20	8.25/20	6	6	99	7,000	3,200
3-6	Ch	805C	805C0009 and up	9.00/20	9.00/20	6	6	99	7,000	3,000
5-7	Ch	806C	806C0007 and up	9.00/20	9.00/20	6	6	99	7,800	3,750

CAB OVER ENGINE (3D AXLE)

	Ch. (6 x 2)	404C-T22X	404C0102 and up	7.50/20	7.50/20	10	6	120	7,000	$2,275
	Ch. (6 x 2)	502C-T20X	502C0050 and up	8.25/20	8.25/20	10	6	120	8,400	2,745
	Ch. (6 x 2)	612C-T27	612C0004 and up	8.25/20	8.25/20	10	6	152	8,000	3,145
	Ch. (6 x 2)	612C-T28		8.25/20	8.25/20	10	6	152	8,800	3,205
	Ch. (6 x 2)	614C-T33	614C0000 and up	9.00/20	9.00/20	10	6	152	9,400	3,805
	Ch. (6 x 2)	805C-T39	805C0005 and up	9.75/20	9.75/20	10	6	152	12,200	5,275
	Ch. (6 x 2)	806C-T42	806C0006 and up	9.75/22	9.75/22	10	6	152	12,400	5,623

PAR-AGE-CAR

½		91	91-3702 and up	6.00/16	6.00/16	4	6	60	3,150	$1,230
½		117	117-3702 and up	6.00/16	6.00/16	4	6	116	3,400	1,230

(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: Front	Standard tire equipment: Rear	Standard tire equipment: Number	Number cylinders	Wheel base	Base weight	F. o. b. list price
								Inches	*Pounds*	
1½ comp		R-35	17100 and up	6.00/20 6 ply	32 x 6 8 ply	4	4	N. A.	3,140	$1,425
1½ comp		Q-35	16093 and up	6.00/20 6 ply	32 x 6 8 ply	4	4	N. A.	3,350	1,475

(2) 1936

1 113.5"	Ch	S (3 wide)	18600 and up	6.00/20 6 ply	6.00/20 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)	19355 and up	6.00/20 6 ply	6.00/20 6 ply	4	4	N. A.	2,740	$1,170
	Ch	S (4 wide)	20201 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	20000 and up	7.00/16 4 ply	7.00/16 6 ply	4	4	102¾	2,410	$1,230
¾	Panel	UL	23000 and up	7.00/16 6 ply	7.00/16 6 ply	4	4	127½	2,660	1,300
1	Panel	UM	21000 and up	7.00/16 6 ply	7.00/16 6 ply	4	4	102¾	2,625	1,250

[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.

(i) DIVCO—Continued

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

(5) 1939

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	Panel	UB	26000 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	7.50/16 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	$1,123
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	7.50/16 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	3,360	1,400

(7) 1941

½	Panel	UBM	26131 and up	7.00/16 6 ply	7.00/16 6 ply	4	4	100¾	2,410	$1,235
1	Panel	UM	25570 and up	7.00/16 6 ply	7.50/16 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	3,360	1,600
1½	Panel	UM	28080 and up	7.00/16 6 ply	7.50/16 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	3,360	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	$695
½	Ch. Cowl	KC		5.25/17	5.25/17	5	6	111¼	1,775	565
½	Ch. Cb	KC	Calif. 9263202 to 9260514	5.25/17	5.25/17	5	6	111¼	2,235	465
½	Pickup	KC		5.25/17	5.25/17	5	6	111¼	2,405	480
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	2,495	515
½	Panel	KCL		5.25/17	5.25/17	5	6	119	2,860	595
¾	Ch. Cowl	KH-15	8222759 to 8234001	6.00/20 6 ply	32 x 6 8 ply	4	6	131	2,882	490
¾	Ch. Cb	KH-15		6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,100	585
¾	Pickup Exp	KH-15	Calif. 9242917 to 9243500	6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,535	665
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	HK-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	690
¾	Ch. Cowl	KH-17		6.00/20 6 ply	32 x 6 8 ply	4	6	148	2,625	625
¾	Ch. Cb	KH-17		6.00/20 6 ply	32 x 6 8 ply	4	6	148	3,085	625
¾	Ch. Cowl	KH-18		6.00/20 6 ply	32 x 6 8 ply	4	6	161	2,700	625
¾	Ch. Cb	KH-18		6.00/20 6 ply	32 x 6 8 ply	4	6	161	3,085	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
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	2,882	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	2,575	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	690
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	3,085	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	3,085	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

(f) DODGE—Continued

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

(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*	
1	Ch. Cb.	KH-23V		6.00-20 6 ply	32 x 6 8 ply	4	6	102	3,375	$625
1½	Ch. Cowl	KH-20	8222770 to 8234001	6.00-20 6 ply	32 x 6 8 ply	4	6	131	2,652	490
1½	Ch. Cb.	KH-20		6.00-20 6 ply	32 x 6 8 ply		6	131	3,100	595
1½	Pickup Exp	KH-20	Calif. 9242017 to 9243000	6.00-20 6 ply	32 x 6 8 ply		6	131	3,735	695
1½	Canopy	KH-20		6.00-20 6 ply	32 x 6 8 ply		6	131	3,612	720
1½	Canopy (Screen Sides)	KH-20		6.00-20 6 ply	32 x 6 8 ply		6	131	3,670	740
1½	Panel	KH-20		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	125	2,675	495
1½	Ch. Cb.	KH-31		6.00-20 6 ply	32 x 6 8 ply		6	125	2,885	595
1½	Stk. (Std. Racks)	KH-31		6.00-20 6 ply	32 x 6 8 ply		6	125	3,892	690
1½	Ch. Cowl	KH-32		6.00-20 6 ply	32 x 6 8 ply		6	143	2,625	525
1½	Ch. Cb.	KH-32		6.00-20 6 ply	32 x 6 8 ply		6	143	3,035	625
1½	Ch. Cowl	KH-33		6.00-20 6 ply	32 x 6 8 ply		6	161	2,700	545
1½	Ch. Cb.	KH-33		6.00-20 6 ply	32 x 6 8 ply		6	161	3,095	625
1½	Platform	KH-33		6.00-20 6 ply	32 x 6 8 ply		6	161	4,135	770
1½	Stk. (Std. Racks)	KH-33		6.00-20 6 ply	32 x 6 8 ply		6	161	4,155	740
1½	Ch. Cowl	K-32	8005251 to 8076000	6.00-20 6 ply	32 x 6 8 ply		6	125	2,875	555
1½	Ch. Cb.	K-32		6.00-20 6 ply	32 x 6 8 ply		6	125	3,280	695
1½	Platform	K-32	Calif. 9243372 to 9243103	6.00-20 6 ply	32 x 6 8 ply		6	125	3,750	770
1½	Stk. (Std. Racks)	K-32		6.00-20 6 ply	32 x 6 8 ply		6	125	4,160	730
1½	Ch. Cowl	K-33		6.00-20 6 ply	32 x 6 8 ply		6	145	2,675	575
1½	Ch. Cb.	K-33		6.00-20 6 ply	32 x 6 8 ply		6	145	3,200	675
1½	Ch. Cowl	K-34		6.00-20 6 ply	32 x 6 8 ply		6	161	3,195	595
1½	Ch. Cb.	K-34		6.00-20 6 ply	32 x 6 8 ply		6	161	3,597	695
1½	Platform	K-34		6.00-20 6 ply	32 x 6 8 ply		6	161	4,210	760
1½	Stk. (Std. Racks)	K-34		6.00-20 6 ply	32 x 6 8 ply		6	161	4,620	810
1½	Ch. Cowl	K-35	8012051 to 8016231	6.00-20 6 ply	6.00-20 6 ply	6	6	143	3,050	805
1½	Ch. Cb.	K-35		6.00-20 6 ply	6.00-20 6 ply	6	6	143	3,075	1,010
1½	Platform	K-35	Calif. 9273838 to 9275779	6.00-20 6 ply	6.00-20 6 ply	6	6	143	4,535	1,095
1½	Stk. (Std. Racks)	K-35		6.00-20 6 ply	6.00-20 6 ply	6	6	143	4,015	1,125
1½	Ch. Cowl	K-36		6.00-20 6 ply	6.00-20 6 ply	6	6	157	3,670	925
1½	Ch. Cb.	K-36		6.00-20 6 ply	6.00-20 6 ply	6	6	157	4,045	1,040
1½	Platform	K-36		6.00-20 6 ply	6.00-20 6 ply	6	6	157	4,650	1,190
1½	Stk. (Std. Racks)	K-36		6.00-20 6 ply	6.00-20 6 ply	6	6	157	5,270	1,150
1½	Ch. Cowl	K-37		6.00-20 6 ply	6.00-20 6 ply	6	6	169	3,715	935
1½	Ch. Cb.	K-37		6.00-20 6 ply	6.00-20 6 ply	6	6	169	4,000	1,070
1½	Platform	K-37		6.00-20 6 ply	6.00-20 6 ply	6	6	169	4,605	1,190
1½	Stk. (Std. Racks)	K-37		6.00-20 6 ply	6.00-20 6 ply	6	6	169	5,315	1,270
1½	Ch. Cowl	K-38		6.00-20 6 ply	6.00-20 6 ply	6	6	180	3,760	945
1½	Ch. Cb.	K-38		6.00-20 6 ply	6.00-20 6 ply	6	6	180	4,165	1,060
1½	Ch. Cowl	KH-31V	8234001 to 8242770	6.00-20 6 ply	32 x 6 8 ply	4	6	127	2,650	455
1½	Ch. Cb.	KH-31V		6.00-20 6 ply	32 x 6 8 ply	4	6	127	3,225	595
1½	Pickup Exp	KH-31V	Calif. 9260151 to 9260314	6.00-20 6 ply	32 x 6 8 ply	4	6	127	3,770	675
1½	Canopy	KH-31V		6.00-20 6 ply	32 x 6 8 ply	4	6	127	3,633	740
1½	Canopy (Screen Sides)	KH-31V		6.00-20 6 ply	32 x 6 8 ply	4	6	127	3,743	700
1½	Panel	KH-31V		6.00-20 6 ply	32 x 6 8 ply	4	6	127	4,110	700
1½	Platform	KH-31V		6.00-20 6 ply	32 x 6 8 ply	4	6	127	N. A.	670
1½	Stk. (Std. Racks)	KH-31V		6.00-20 6 ply	32 x 6 8 ply	4	6	127	N. A.	650
1½	Ch. Cowl	KH-32V		6.00-20 6 ply	32 x 6 8 ply	4	6	143	2,925	525
1½	Ch. Cb.	KH-32V		6.00-20 6 ply	32 x 6 8 ply	4	6	143	3,350	625
1½	Ch. Cowl	KH-33V		6.00-20 6 ply	32 x 6 8 ply	4	6	162	3,000	625
1½	Ch. Cb.	KH-33V		6.00-20 6 ply	32 x 6 8 ply	4	6	162	3,375	625
1½	Stk. (Std. Racks)	KH-33V		6.00-20 6 ply	32 x 6 8 ply	4	6	162	4,200	740
1½	Ch. Cowl	K-32V	8389001 to 8399129	6.00-20 6 ply	32 x 6 8 ply	4	6	127	3,125	645
1½	Ch. Cb.	K-32V		6.00-20 6 ply	32 x 6 8 ply	4	6	127	3,500	645
1½	Platform	K-32V	Calif. 9245151 to 9245287	6.00-20 6 ply	32 x 6 8 ply	4	6	127	4,060	720
1½	Stk. (Std. Racks)	K-32V		6.00-20 6 ply	32 x 6 8 ply	4	6	127	4,320	720
1½	Ch. Cowl	K-33V		6.00-20 6 ply	32 x 6 8 ply	4	6	143	3,225	675
1½	Ch. Cb.	K-33V		6.00-20 6 ply	32 x 6 8 ply	4	6	143	3,600	675
1½	Ch. Cowl	K-34V		6.00-20 6 ply	32 x 6 8 ply	4	6	162	3,320	675
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	4,445	770
1½	Stk. (Std. Racks)	K-34V		6.00-20 6 ply	32 x 6 8 ply	4	6	162	4,765	739
1½	Ch. Cowl	K-35V	8016001 to 8018583	6.00-20 6 ply	6.00-20 6 ply	6	6	141	3,075	805
1½	Ch. Cb.	K-35V	Calif. 9275001 to 9275075	6.00-20 6 ply	6.00-20 6 ply	6	6	141	4,000	1,010
1½	Platform	K-35V		6.00-20 6 ply	6.00-20 6 ply	6	6	141	4,000	1,095
1½	Stk. (Std. Racks)	K-35V		6.00-20 6 ply	6.00-20 6 ply	6	6	141	4,000	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	4,100	1,040
1½	Platform	K-36V		6.00-20 6 ply	6.00-20 6 ply	6	6	158	4,575	1,170
1½	Stk. (Std. Racks)	K-36V		6.00-20 6 ply	6.00-20 6 ply	6	6	158	5,210	1,150
1½	Ch. Cowl	K-37V		6.00-20 6 ply	6.00-20 6 ply	6	6	170	3,825	935
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	4,800	1,190
1½	Stk. (Std. Racks)	K-37V		6.00-20 6 ply	6.00-20 6 ply	6	6	170	5,310	1,270
1½	Ch. Cowl	K-38V		6.00-20 6 ply	6.00-20 6 ply	6	6	191	3,900	945
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	9273838 to 9275779	7.00-20 8 ply	7.00-20 8 ply	6	6	141	3,675	805
2	Ch. Cowl	K-46		7.00-20 8 ply	7.00-20 8 ply	6	6	158	3,775	825
2	Ch. Cowl	K-47		7.00-20 8 ply	7.00-20 8 ply	6	6	170	3,810	835
2	Ch. Cowl	K-48		7.00-20 8 ply	7.00-20 8 ply	6	6	191	3,875	850
2	Ch. Cowl	K-50-V	8701001 to 8701023	7.00-20 8 ply	7.00-20 8 ply	6	6	162	5,235	1,095
2	Ch. Cowl	K-51-V		7.00-20 8 ply	7.00-20 8 ply	6	6	170	5,335	1,115
2	Ch. Cowl	K-52-V		7.00-20 8 ply	7.00-20 8 ply	6	6	191	5,385	1,135
3	Ch. Cowl	K-60-V		8.25-20 10 ply	8.25-20 10 ply	6	6	162	5,425	1,095
3	Ch. Cowl	K-61-V		8.25-20 10 ply	8.25-20 10 ply	6	6	170	5,525	1,115
3	Ch. Cowl	K-62-V		8.25-20 10 ply	8.25-20 10 ply	6	6	193	5,675	1,135

(2) 1936

CONVENTIONAL

½	Sed. Dly	D2	4015051 to 4270057	6.00-16 4 ply	6.00-16 4 ply	5	6	116	2,775	$525
½	Ch. Cowl	LO	8102001 to 8120202	6.00-16 4 ply	6.00-16 4 ply	5	6	116	1,975	370
½	Ch. Cb.	LO		6.00-16 4 ply	6.00-16 4 ply	5	6	116	2,200	470
½	Pickup Exp	LO	Calif.	6.00-16 4 ply	6.00-16 4 ply	5	6	116	2,725	500
½	Canopy	LO	9287701 to 9293353	6.00-16 4 ply	6.00-16 4 ply	5	6	116	2,775	600

(I) DODGE—Continued

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

(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*	
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	685
¾	Ch. Cowl	LE-15	8378051 to 8380000	6.00/20 6 ply	32 x 6 8 ply	4	6	129	2,775	605
¾	Ch. Cb	LE-15	8242301 to 8263157	6.00/20 6 ply	32 x 6 8 ply	4	6	129	3,150	695
¾	Pickup Exp	LE-15		6.50/20 6 ply	6.50/20 6 ply	4	6	129	3,468	695
¾	Canopy	LE-15	Calif.	6.50/20 6 ply	6.50/20 6 ply	4	6	129	3,575	760
¾	Canopy (Screen Sides)	LE-15	9260551 to 9261974	6.50/20 6 ply	6.50/20 6 ply	4	6	129	3,635	770
¾	Panel	LE-15		6.50/20 6 ply	6.50/20 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	605
¾	Ch. Cb	LE-16		6.00/20 6 ply	32 x 6 8 ply	4	6	136	3,175	695
¾	Pickup Exp	LE-16		6.50/20 6 ply	6.50/20 6 ply	4	6	136	3,493	695
¾	Canopy	LE-16		6.50/20 6 ply	6.50/20 6 ply	4	6	136	3,600	760
¾	Canopy (Screen Sides)	LE-16		6.50/20 6 ply	6.50/20 6 ply	4	6	136	3,660	770
¾	Panel	LE-16		6.50/20 6 ply	6.50/20 6 ply	4	6	136	4,000	775
¾	Platform	LE-16		6.50/20 6 ply	6.50/20 6 ply	4	6	136	3,725	660
¾	Stk. (Std. Racks)	LE-16		6.50/20 6 ply	6.50/20 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	635
¾	Ch. Cb	LE-17		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,300	695
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	4,350	750
1	Ch. Cowl	LE-20		6.00/20 6 ply	32 x 6 8 ply	4	6	129	2,775	605
1	Ch. Cb	LE-20		6.00/20 6 ply	32 x 6 8 ply	4	6	129	3,150	695
1	Pickup Exp	LE-20		6.50/20 6 ply	6.50/20 6 ply	4	6	129	3,468	695
1	Canopy	LE-20		6.50/20 6 ply	6.50/20 6 ply	4	6	129	3,575	760
1	Canopy (Screen Sides)	LE-20		6.50/20 6 ply	6.50/20 6 ply	4	6	129	3,635	770
1	Panel	LE-20		6.50/20 6 ply	6.50/20 6 ply	4	6	129	3,975	775
1	Ch. Cowl	LE-21	LE series	6.00/20 6 ply	32 x 6 8 ply	4	6	136	2,800	605
1	Ch. Cb	LE-21		6.00/20 6 ply	32 x 6 8 ply	4	6	136	3,175	695
1	Pickup Exp	LE-21		6.50/20 6 ply	6.50/20 6 ply	4	6	136	3,493	695
1	Canopy	LE-21		6.50/20 6 ply	6.50/20 6 ply	4	6	136	3,600	760
1	Canopy (Screen Sides)	LE-21		6.50/20 6 ply	6.50/20 6 ply	4	6	136	3,660	770
1	Panel	LE-21		6.50/20 6 ply	6.50/20 6 ply	4	6	136	4,000	775
1	Platform	LE-21		6.00/20 6 ply	32 x 6 8 ply	4	6	136	3,725	660
1	Stk. (Std. Racks)	LE-21		6.00/20 6 ply	32 x 6 8 ply	4	6	136	4,025	690
1	Ch. Cowl	LF-28	8388201 to 8407502	6.50/20 6 ply	6.50/20 6 ply	4	6	129	2,800	635
1	Ch. Cb	LF-28	Calif. 92457016 to 9247172	6.50/20 6 ply	6.50/20 6 ply	4	6	129	3,175	695
1	Ch. Cowl	LH-29	851010 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 9274296	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	3,700	935
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	32 x 6 8 ply	4	6	129½	2,775	605
1½	Ch. Cb	LE-30	8242301 to 8263157	6.00/20 6 ply	32 x 6 8 ply	4	6	129½	3,150	695
1½	Pickup Exp	LE-30	Calif. 9260551 to 9261974	6.50/20 6 ply	6.50/20 6 ply	4	6	129½	3,468	695
1½	Canopy	LE-30		6.50/20 6 ply	6.50/20 6 ply	4	6	129½	3,575	760
1½	Canopy (Screen Sides)	LE-30		6.50/20 6 ply	6.50/20 6 ply	4	6	129½	3,635	770
1½	Panel	LE-30		6.50/20 6 ply	6.50/20 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	605
1½	Ch. Cb	LE-31		6.00/20 6 ply	32 x 6 8 ply	4	6	136	3,175	695
1½	Pickup	LE-31		6.50/20 6 ply	6.50/20 6 ply	4	6	136	3,493	695
1½	Canopy	LE-31		6.50/20 6 ply	6.50/20 6 ply	4	6	136	3,600	760
1½	Canopy (Screen Sides)	LE-31		6.50/20 6 ply	6.50/20 6 ply	4	6	136	3,660	770
1½	Panel	LE-31		6.50/20 6 ply	6.50/20 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	635
1½	Ch. Cb	LE-32		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,300	695
1½	Platform	LE-32	LE series	6.00/20 6 ply	32 x 6 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	4,350	750
1½	Ch. Cowl	LF-35	8388201 to 8407502	6.00/20 6 ply	32 x 6 8 ply	4	6	129½	3,100	655
1½	Ch. Cb	LF-35	Calif. 9245701 to 9247172	6.00/20 6 ply	32 x 6 8 ply	4	6	129½	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	695
1½	Ch. Cb	LF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,625	695
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	4,695	800
1½	Ch. Cowl	LG-40	8510101 to 8516340	6.50/20 6 ply	6.50/20 6 ply	6	6	136	3,775	905
1½	Ch. Cb	LG-40		6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,150	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	1,091
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	1,050
1½	Ch. Cowl	LG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	162	3,975	905
1½	Ch. Cb	LG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,350	1,020
1½	Platform	LG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	162	5,050	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	905
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	5,395	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	5,585	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

(j) DODGE—Continued

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

(3) 1937

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	MC	8159701 to 8159817	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,845	$745
½	Ch. Cowl	MC	Calif. 9247201 to 9250507	6.00/16 4 ply	6.00/16 4 ply	5	6	116	1,975	339
½	Ch. Cb	MC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,320	457
½	Pickup	MC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,700	515
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	2,695	600
¾	Ch. Cowl	MD-15	8272201 to 8280022	7.00/16 6 ply	7.00/16 6 ply	5	6	120	2,425	481
¾	Ch. Cb	MD-15	Calif. 9253201 to 9253704	7.00/16 6 ply	7.00/16 6 ply	5	6	120	2,600	570
¾	Pickup Exp	MD-15		7.00/16 6 ply	7.00/16 6 ply	5	6	120	3,200	653
¾	Ch. Cowl	MD-16		7.00/16 6 ply	7.00/16 6 ply	5	6	120	2,420	495
¾	Ch. Cb	MD-16		7.00/16 6 ply	7.00/16 6 ply	5	6	120	2,825	594
¾	Run-Up Exp	MD-16		7.00/16 6 ply	7.00/16 6 ply	5	6	120	3,225	673
¾	Canopy	MD-16		7.00/16 6 ply	7.00/16 6 ply	5	6	120	3,310	737
¾	Panel	MD-16		7.00/16 6 ply	7.00/16 6 ply	5	6	120	3,305	771
¾	Chl. Cowl	ME-15	8203301 to 8270008	6.00/20 6 ply	32 x 6 8 ply	4	6	122½	2,925	620
¾	Ch. Cb	ME-15	Calif.-9253201 to 9253810	6.00/20 6 ply	32 x 6 8 ply	4	6	122½	3,390	023
¾	Ch. Cowl	ME-16		6.00/20 6 ply	32 x 6 8 ply	4	6	133	2,900	620
¾	Ch. Cb	ME-16		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,425	023
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	3,675	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	139	3,075	620
¾	Ch. Cb	ME-17		6.00/20 6 ply	32 x 6 8 ply	4	6	139	3,550	699
¾	Platform	ME-17		6.00/20 6 ply	32 x 6 8 ply	4	6	139	4,225	731
¾	Stk. (Std. Racks)	ME-17		6.00/20 6 ply	32 x 6 8 ply	4	6	139	4,010	771
¾	Ch. Cowl	MF-23	8407601 to 8421821	6.00/20 6 ply	32 x 6 8 ply	4	6	127½	3,425	550
¾	Ch. Cb	MF-23	Calif.-9253701 to 9254705	6.00/20 6 ply	32 x 6 8 ply	4	6	127½	3,800	673
1	Ch. Cowl	MD-20	8272201 to 8280022	7.00/16 6 ply	7.00/16 6 ply	5	6	120	2,425	481
1	Ch. Cb	MD-20	Calif.-9253201 to 9253704	7.00/16 6 ply	7.00/16 6 ply	5	6	120	2,600	570
1	Pickup Exp	MD-20		7.00/16 6 ply	7.00/16 6 ply	5	6	120	3,200	653
1	Ch. Cowl	MD-21		7.00/16 6 ply	7.00/16 6 ply	5	6	133	2,420	495
1	Cb. Cb	MD-21		7.00/16 6 ply	7.00/16 6 ply	5	6	133	2,845	594
1	Pickup Exp	MD-21		7.00/16 6 ply	7.00/16 6 ply	5	6	133	3,225	673
1	Canopy	MD-21		7.00/16 6 ply	7.00/16 6 ply	5	6	133	3,310	737
1	Panel	MD-21		7.00/16 6 ply	7.00/16 6 ply	5	6	133	3,305	771
1	Ch. Cowl	ME-20	8203301 to 8270008	6.00/20 6 ply	32 x 6 8 ply	4	6	122½	2,927	620
1	Ch. Cb	ME-20	Calif.-9253201 to 9253810	6.00/20 6 ply	32 x 6 8 ply	4	6	122½	3,390	023
1	Ch. Cowl	ME-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	2,900	620
1	Ch. Cb	ME-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,425	023
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	3,675	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	139	3,075	620
1	Ch. Cb	ME-22		6.00/20 6 ply	32 x 6 8 ply	4	6	139	3,550	699
1	Platform	ME-22		6.00/20 6 ply	32 x 6 8 ply	4	6	139	4,225	731
1	Stk. (Std. Racks)	ME-22		6.00/20 6 ply	32 x 6 8 ply	4	6	139	4,010	771
1½	Ch. Cowl	ME-30	8203301 to 8270008	6.00/20 6 ply	32 x 6 8 ply	4	6	122½	3,625	620
1½	Ch. Cb	ME-30	Calif.-9253201 to 9253810	6.00/20 6 ply	32 x 6 8 ply	4	6	122½	3,400	023
1½	Ch. Cowl	ME-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	2,900	620
1½	Ch. Cb	ME-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,425	023
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	3,675	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	139	3,075	620
1½	Ch. Cb	ME-32		6.00/20 6 ply	32 x 6 8 ply	4	6	139	3,550	699
1½	Platform	ME-32		6.00/20 6 ply	32 x 6 8 ply	4	6	139	4,225	731
1½	Stk. (Std. Racks)	ME-32		6.00/20 6 ply	32 x 6 8 ply	4	6	139	4,010	771
1½	Ch. Cowl	MF-35	8407601 to 8421821	6.00/20 6 ply	32 x 6 8 ply	4	6	127½	3,250	550
1½	Ch. Cb	MF-35	Calif.-9253701 to 9254705	6.00/20 6 ply	32 x 6 8 ply	4	6	127½	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	3,750	673
1½	Platform	MF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,600	732
1½	Stk. (Std. Racks)	MF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,600	701
1½	Ch. Cowl	MF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	139	3,450	699
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	4,600	731
1½	Stk. (Std. Racks)	MF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	139	4,035	821
1½	Ch. Cowl	MF-38X		6.00/20 6 ply	32 x 6 8 ply	4	6	150	3,450	707
1½	Ch. Cb	MF-38X		6.00/20 6 ply	32 x 6 8 ply	4	6	150	3,775	806
1½	Ch. Cowl	MG-40	8510401 to 8520205	6.00/20 6 ply	6.00/20 6 ply	6	6	133	4,025	805
1½	Ch. Cb	MG-40	Calif.-9274351 to 9274607	6.00/20 6 ply	6.00/20 6 ply	6	6	133	4,000	000
1½	Platform	MG-40		6.00/20 6 ply	6.00/20 6 ply	6	6	133	4,025	1,054
1½	Stk. (Std. Racks)	MG-40		6.00/20 6 ply	6.00/20 6 ply	6	6	133	5,325	1,104
1½	Ch. Cowl	MG-41		6.00/20 6 ply	6.00/20 6 ply	6	6	143	3,900	805
1½	Ch. Cb	MG-41		6.00/20 6 ply	6.00/20 6 ply	6	6	143	4,325	1,010
1½	Ch. Cowl	MG-42		6.00/20 6 ply	6.00/20 6 ply	6	6	139	4,150	024
1½	Ch. Cb	MG-42		6.00/20 6 ply	6.00/20 6 ply	6	6	139	4,625	1,109
1½	Platform	MG-42		6.00/20 6 ply	6.00/20 6 ply	6	6	139	5,075	1,173
1½	Stk. (Std. Racks)	MG-42		6.00/20 6 ply	6.00/20 6 ply	6	6	139	5,475	1,217
1½	Ch. Cowl	MG-43		6.00/20 6 ply	6.00/20 6 ply	6	6	177	4,200	079
1½	Ch. Cb	MG-43		6.00/20 6 ply	6.00/20 6 ply	6	6	177	4,775	1,074
1½	Ch. Cowl	MG-44X		7.00/18 8 ply	7.00/18 8 ply	6	6	220	4,210	1,020
1½	Ch. Cb	MG-44X		7.00/18 8 ply	7.00/18 8 ply	6	6	220	4,795	1,163
2	Ch	MH-45	8510401 and up	7.00/18 8 ply	7.00/18 8 ply	6	6	133	4,025	805
2	Ch. Cowl	MH-46	Calif.-9274351 and up	7.00/18 8 ply	7.00/18 8 ply	6	6	143	4,100	805
2	Ch. Cb	MH-46		7.00/18 8 ply	7.00/18 8 ply	6	6	143	4,475	1,010
2	Ch. Cowl	MH-47		7.00/18 8 ply	7.00/18 8 ply	6	6	139	4,150	024
2	Ch. Cowl	MH-48		7.00/18 8 ply	7.00/18 8 ply	6	6	177	4,200	079
2	Ch. Cowl	ML-50		7.00/18 8 ply	7.00/18 8 ply	6	6	152	5,075	1,197
2	Ch. Cowl	K-50-V	8703301 and up	7.00/18 8 ply	7.00/18 8 ply	6	6	152	5,225	1,207
2	Ch. Cowl	K-51-V		7.00/18 8 ply	7.00/18 8 ply	6	6	170	5,325	1,227
2	Ch. Cowl	K-52-V		7.00/18 8 ply	7.00/18 8 ply	6	6	185	5,625	1,745
2	Ch. Cowl	K-53-V		7.00/18 8 ply	7.00/18 8 ply	6	6	205	5,825	1,781
3	Ch. Cowl	K-60-V		8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,425	1,207
3	Ch. Cowl	K-61-V	8702884 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	170	5,725	1,227
3	Ch. Cowl	K-62-V		8.25/20 10 ply	8.25/20 10 ply	6	6	185	5,975	1,745
3	Ch. Cowl	K-63-V		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,125	1,781
3	Ch. Cowl	MK-60	8703301 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,675	1,807

(I) DODGE—Continued

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

(4) 1938

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	RC	8186701 to 8204334	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,845	$694
½	Ch. Cowl	RC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	1,975	462
½	Ch. Cb	RC	Calif. 9251001 to 9252540	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,400	551
½	Pickup	RC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,050	575
½	Canopy	RC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,620	664
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 8087863	7.00/16 6 ply	7.50/16 6 ply	5	6	120	2,450	530
¾	Ch. Cb	RD-10		7.00/16 6 ply	7.50/16 6 ply	5	6	120	2,875	626
¾	Pickup Exp	RD-10	Calif. 9283801 to 9284247	7.00/16 6 ply	7.50/16 6 ply	5	6	120	3,125	667
¾	Platform	RD-10		7.00/16 6 ply	7.50/16 6 ply	5	6	120	3,250	667
¾	Stk. (Std. Racks)	RD-10		7.00/16 6 ply	7.50/16 6 ply	5	6	120	3,475	699
¾	Ch. Cowl	RD-11		7.00/16 6 ply	7.50/16 6 ply	5	6	130	2,475	579
¾	Ch. Cb	RD-11		7.00/16 6 ply	7.50/16 6 ply	5	6	136	2,900	676
¾	Pickup Exp	RD-11		7.00/16 6 ply	7.50/16 6 ply	5	6	130	3,250	718
¾	Canopy	RD-11		7.00/16 6 ply	7.50/16 6 ply	5	6	130	3,260	799
¾	Panel	RD-11		7.00/16 6 ply	7.50/16 6 ply	5	6	130	3,500	825
¾	Platform	RD-11		7.00/16 6 ply	7.50/16 6 ply	5	6	130	3,375	718
¾	Stk. (Std. Racks)	RD-11		7.00/16 6 ply	7.50/16 6 ply	5	6	130	3,050	763
¾	Ch. Cowl	RD-15		7.00/16 6 ply	7.50/16 6 ply	5	6	120	2,450	557
¾	Ch. Cb	RD-15		7.00/16 6 ply	7.50/16 6 ply	5	6	120	2,875	654
¾	Pickup Exp	RD-15		7.00/16 6 ply	7.50/16 6 ply	5	6	120	3,175	696
¾	Platform	RD-15		7.00/16 6 ply	7.50/16 6 ply	5	6	120	3,250	696
¾	Stk. (Std. Racks)	RD-15		7.00/16 6 ply	7.50/16 6 ply	5	6	120	3,475	729
¾	Ch. Cowl	RD-16		7.00/16 4 ply	7.50/16 6 ply	5	6	130	2,475	603
¾	Ch. Cb	RD-16		7.00/16 4 ply	7.50/16 6 ply	5	6	130	2,900	704
¾	Pickup Exp	RD-16		7.00/16 4 ply	7.50/16 6 ply	5	6	130	3,250	746
¾	Canopy	RD-16		7.00/16 4 ply	7.50/16 6 ply	5	6	130	3,260	827
¾	Panel	RD-16		7.00/16 4 ply	7.50/16 6 ply	5	6	130	3,500	854
¾	Platform	RD-16		7.00/16 6 ply	7.50/16 6 ply	5	6	130	3,375	746
¾	Stk. (Std. Racks)	RD-16		7.00/16 6 ply	7.50/16 6 ply	5	6		3,650	779
¾	Ch. Cowl	RE-15	8276801 to 8284456	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	734
¾	Stk. (Std. Racks)	RE-16		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,275	769
¾	Ch. Cowl	RE-17		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,075	604
¾	Ch. Cb	RE-17		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,550	700
¾	Platform	RE-17		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,265	775
¾	Stk. (Std. Racks)	RE-17		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,610	813
¾	Ch. Cowl	RF-28	8423601 to 8436063	7.00/20 8 ply	7.00/20 8 ply	4	6	126	3,425	623
			Calif. 9295201 to 9295663							
1	Ch. Cowl	RD-20	8082101 to 8087863	7.00/16 4 ply	7.50/16 6 ply	5	6	120	2,450	550
1	Ch. Cb	RD-20		7.00/16 4 ply	7.50/16 6 ply	5	6	120	2,875	654
1	Pickup Exp	RD-20	Calif. 9283501 to 9284247	7.00/16 4 ply	7.50/16 6 ply	5	6	120	3,175	696
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	729
1	Ch. Cowl	RD-21		7.00/16 4 ply	7.50/16 6 ply	5	6	130	2,475	603
1	Ch. Cb	RD-21		7.00/16 4 ply	7.50/16 6 ply	5	6	130	2,900	704
1	Pickup Exp	RD-21		7.00/16 4 ply	7.50/16 6 ply	5	6	130	3,250	746
1	Canopy	RD-21		7.00/16 4 ply	7.50/16 6 ply	5	6	130	3,260	827
1	Panel	RD-21		7.00/16 4 ply	7.50/16 6 ply	5	6	130	3,500	854
1	Platform	RD-21		7.00/16 4 ply	7.50/16 6 ply	5	6	130	3,375	746
1	Stk. (Std. Racks)	RD-21		7.00/16 4 ply	7.50/16 6 ply	5	6	130	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	3,000	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	623
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	623
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	788
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	663
1½	Ch. Cb	RF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,875	759
1½	Platform	RF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,690	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	769
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 8756423	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	1,060
1½	Platform	RG-40	Calif. 9274701 to 9274841	6.50/20 6 ply	6.50/20 6 ply	6	6	133	4,950	1,149
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	4,675	1,099
1½	Ch. Cowl	RG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	159	4,150	1,003
1½	Ch. Cb	RG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	159	4,625	1,123

(j) DODGE—Continued

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

(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*	
1½	Platform	RG-42		6.00-20 6 ply	6.00-20 6 ply	6	6	129	6,275	$1,210
1½	Stk. (Std. Racks)	RG-42		6.00-20 6 ply	6.00-20 6 ply	6	6	129	6,735	1,255
1½	Ch. Cowl	RG-43		6.00-20 6 ply	6.00-20 6 ply	6	6	177	4,220	1,043
1½	Ch. Cb	RG-43		6.00-20 6 ply	6.00-20 6 ply	6	6	177	4,725	1,133
1½	Ch. Cowl	RG-44		6.00-20 6 ply	6.00-20 6 ply	6	6	229	4,270	1,147
1½	Ch. Cb	RG-44		6.00-20 6 ply	6.00-20 6 ply	6	6	229	4,825	1,237
2	Ch. Cowl	RH-45	8753201 and up	7.00-20 8 ply	7.00-20 8 ply	6	6	133	4,625	949
2	Ch. Cowl	RH-46		7.00-20 8 ply	7.00-20 8 ply	6	6	143	4,190	979
2	Ch. Cowl	RH-47		7.00-20 8 ply	7.00-20 8 ply	6	6	179	4,120	1,003
2	Ch. Cowl	RH-48		7.00-20 8 ply	7.00-20 8 ply	6	6	177	4,220	1,043
2	Ch. Cowl	RH-49		7.00-20 8 ply	7.00-20 8 ply	6	6	229	4,820	1,147
2	Ch. Cowl	RL-50	8760201 and up	8.25-20 10 ply	8.25-20 10 ply	6	6	152	5,625	1,357
2	Ch. Cowl	RL-51		8.25-20 10 ply	8.25-20 10 ply	6	6	170	5,670	1,367
2	Ch. Cowl	RL-52		8.25-20 10 ply	8.25-20 10 ply	6	6	198	5,670	1,616
2	Ch. Cowl	RL-53		8.25-20 10 ply	8.25-20 10 ply	6	6	215	6,009	1,685
3	Ch. Cowl	RK-60		8.25-20 10 ply	8.25-20 10 ply	6	6	152	6,625	1,599
3	Ch. Cowl	RK-61		8.25-20 10 ply	8.25-20 10 ply	6	6	170	6,100	1,577
3	Ch. Cowl	RK-62		8.25-20 10 ply	8.25-20 10 ply	6	6	173	6,000	1,615
3	Ch. Cowl	RK-63		8.25-20 10 ply	8.25-20 10 ply	6	6	215	6,120	1,655

CAB OVER ENGINE

2	Ch. Cowl	RO-55	8234011 and up	8.25-20 10 ply	8.25-20 10 ply	6	6	99	6,225	$2,276
2	Ch. Cowl	RO-56		7.50-20 10 ply	7.50-20 10 ply	6	6	115	6,775	2,295
2	Ch. Cowl	RO-57		8.25-20 10 ply	8.25-20 10 ply	6	6	122	6,875	2,335
2	Ch. Cowl	RO-58		8.25-20 10 ply	8.25-20 10 ply	6	6	143	6,675	2,351
3	Ch. Cowl	RP-65		8.25-20 10 ply	8.25-20 10 ply	6	6	99	6,775	2,276
3	Ch. Cowl	RP-66		8.25-20 10 ply	8.25-20 10 ply	6	6	115	6,825	2,295
3	Ch. Cowl	RP-67		8.25-20 10 ply	8.25-20 10 ply	6	6	122	6,925	2,335
3	Ch. Cowl	RP-68		8.25-20 10 ply	8.25-20 10 ply	6	6	143	7,025	2,351

(5) 1939

CONVENTIONAL

½	Ch. Cowl	TC	8500701 to 8546229	6.00-16 4 ply	6.00-16 4 ply	5	6	116	2,175	$612
½	Ch. Cb	TC		6.00-16 4 ply	6.00-16 4 ply	5	6	116	2,200	637
½	Pickup	TC	L. A. 9213701 to 9234169	6.00-16 4 ply	6.00-16 4 ply	5	6	116	2,225	661
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	661
¾	Ch. Cowl	TD-15	8501201 to 8546621	TA-15 6 ply	TA-15 6 ply	5	6	129	2,670	709
¾	Ch. Cb	TD-15		TA-15 6 ply	TA-15 6 ply	5	6	129	2,725	684
¾	Pickup Exp	TD-15	L. A. 9213621 to 9234165	TA-15 6 ply	TA-15 6 ply	5	6	129	3,170	812
¾	Panel	TD-15		TA-15 6 ply	TA-15 6 ply	5	6	129	N.A.	812
¾	Platform	TD-15		TA-15 6 ply	TA-15 6 ply	5	6	129	3,170	812
¾	Stk. (Std. Racks)	TD-15		TA-15 6 ply	TA-15 6 ply	5	6	129	3,375	837
1	Ch. Cowl	TD-20	8501701 to 8546163	7.00-16 6 ply	7.00-16 6 ply	5	6	129	3,025	811
1	Ch. Cb	TD-20		7.00-16 6 ply	7.00-16 6 ply	5	6	129	3,070	837
1	Pickup Exp	TD-20	L. A. 9234701 to 9251663	7.00-16 6 ply	7.00-16 6 ply	5	6	129	3,470	937
1	Platform	TD-20		7.00-16 6 ply	7.00-16 6 ply	5	6	129	3,470	937
1	Stk. (Std. Racks)	TD-20		7.00-16 6 ply	7.00-16 6 ply	5	6	129	3,675	962
1	Ch. Cowl	TD-21		7.00-16 6 ply	7.00-16 6 ply	5	6	133	3,075	833
1	Ch. Cb	TD-21		7.00-16 6 ply	7.00-16 6 ply	5	6	133	3,120	857
1	Pickup Exp	TD-21		7.00-16 6 ply	7.00-16 6 ply	5	6	133	3,520	957
1	Canopy	TD-21		7.00-16 6 ply	7.00-16 6 ply	5	6	133	3,670	810
1	Panel	TD-21		7.00-16 6 ply	7.00-16 6 ply	5	6	133	3,670	810
1	Platform	TD-21		7.00-16 6 ply	7.00-16 6 ply	5	6	133	3,570	957
1	Stk. (Std. Racks)	TD-21		7.00-16 6 ply	7.00-16 6 ply	5	6	133	3,775	982
1	Ch. Cowl	TE-20	8501701 to 8512712	6.00-16 6 ply	6.00-16 6 ply	4	6	129	3,070	833
1	Ch. Cb	TE-20A	L. A. 9203701 to 9203977	6.00-16 6 ply	6.00-16 6 ply	4	6	129	3,125	857
1	Ch. Cowl	TD-21		6.00-16 6 ply	6.00-16 6 ply	4	6	133	3,025	833
1	Ch. Cb	TE-21		6.00-16 6 ply	6.00-16 6 ply	4	6	133	3,070	857
1	Pickup Exp	TE-21		6.00-16 6 ply	6.00-16 6 ply	4	6	133	3,470	957
1	Platform	TE-21		6.00-16 6 ply	6.00-16 6 ply	4	6	133	4,070	957
1	Stk. (Std. Racks)	TE-21		6.00-16 6 ply	6.00-16 6 ply	4	6	133	4,175	982
1	Ch. Cowl	TE-22		6.00-16 6 ply	6.00-16 6 ply	4	6	159	3,570	858
1	Ch. Cb	TE-22		6.00-16 6 ply	6.00-16 6 ply	4	6	159	3,625	882
1	Platform	TE-22		6.00-16 6 ply	6.00-16 6 ply	4	6	159	4,225	982
1	Stk. (Std. Racks)	TE-22		6.00-16 6 ply	6.00-16 6 ply	4	6	159	4,275	1,007
1½	Ch. Cowl	TE-30		6.00-16 6 ply	6.00-16 6 ply	4	6	129	3,070	833
1½	Ch. Cb	TE-30		6.00-16 6 ply	6.00-16 6 ply	4	6	129	3,125	857
1½	Ch. Cowl	TE-31		6.00-16 6 ply	6.00-16 6 ply	4	6	133	3,025	833
1½	Ch. Cb	TE-31		6.00-16 6 ply	6.00-16 6 ply	4	6	133	3,070	857
1½	Pickup Exp	TE-31		6.00-16 6 ply	6.00-16 6 ply	4	6	133	3,470	957
1½	Platform	TE-31		6.00-16 6 ply	6.00-16 6 ply	4	6	133	4,070	957
1½	Stk. (Std. Racks)	TE-31		6.00-16 6 ply	6.00-16 6 ply	4	6	133	4,175	982
1½	Ch. Cowl	TE-32		6.00-16 6 ply	6.00-16 6 ply	4	6	159	3,570	858
1½	Ch. Cb	TE-32		6.00-16 6 ply	6.00-16 6 ply	4	6	159	3,625	882
1½	Platform	TE-32		6.00-16 6 ply	6.00-16 6 ply	4	6	159	4,225	982
1½	Stk. (Std. Racks)	TE-32		6.00-16 6 ply	6.00-16 6 ply	4	6	159	4,275	1,007
1½	Ch. Cowl	TF-33	8501701 to 8512037	6.00-16 6 ply	6.00-16 6 ply	4	6	129	3,070	833
1½	Ch. Cb	TF-33		6.00-16 6 ply	6.00-16 6 ply	4	6	129	3,125	857
1½	Ch. Cowl	TFA-35	Calif. 9203710 to 9203749	6.00-16 6 ply	6.00-16 6 ply	4	6	129	3,070	833
1½	Ch. Cowl	TF-36		6.00-16 6 ply	6.00-16 6 ply	4	6	133	3,025	833
1½	Ch. Cb	TF-36		6.00-16 6 ply	6.00-16 6 ply	4	6	133	3,070	857
1½	Platform	TF-36		6.00-16 6 ply	6.00-16 6 ply	4	6	133	4,070	957
1½	Stk. (Std. Racks)	TF-36		6.00-16 6 ply	6.00-16 6 ply	4	6	133	4,175	982
1½	Ch. Cowl	TFA-36		6.00-16 6 ply	6.00-16 6 ply	4	6	133	3,025	833
1½	Ch. Cowl	TF-37		6.00-16 6 ply	6.00-16 6 ply	4	6	159	3,570	858
1½	Ch. Cb	TF-37		6.00-16 6 ply	6.00-16 6 ply	4	6	159	3,625	882
1½	Platform	TF-37		6.00-16 6 ply	6.00-16 6 ply	4	6	159	4,225	982
1½	Stk. (Std. Racks)	TF-37		6.00-16 6 ply	6.00-16 6 ply	4	6	159	4,275	1,007
1½	Ch. Cowl	TFA-37		6.00-16 6 ply	6.00-16 6 ply	4	6	159	3,570	858
1½	Ch. Cowl	TF-38		6.00-16 6 ply	6.00-16 6 ply	4	6	159	3,625	882
1½	Ch. Cb	TF-38		6.00-16 6 ply	6.00-16 6 ply	4	6	159	4,225	982
1½	Ch. Cowl	TFA-38		6.00-16 6 ply	6.00-16 6 ply	4	6	159	4,275	1,007

(J) DODGE—Continued

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

(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*	
1½	Ch. Cowl	TG-40	8701651 to 8707034	6.50/20 8 ply	6.50/20 8 ply	6	6	136	4,125	$949
1½	Ch. Cb	TG-40	Calif. 9274851 to 9274994	6.50/20 8 ply	6.50/20 8 ply	6	6	136	4,550	1,069
1½	Platform	TG-40		6.50/20 8 ply	6.50/20 8 ply	6	6	136	5,100	1,148
1½	Stk. (Std. Racks)	TG-40		6.50/20 8 ply	6.50/20 8 ply	6	6	136	5,450	1,183
1½	Ch. Cowl	TGA-40		6.50/20 8 ply	6.50/20 8 ply	6	6	136	4,095	1,079
1½	Ch. Cowl	TG-41		6.50/20 8 ply	6.50/20 8 ply	6	6	148	4,200	979
1½	Ch. Cb	TG-41		6.50/20 8 ply	6.50/20 8 ply	6	6	148	4,625	1,099
1½	Ch. Cowl	TGA-41		6.50/20 8 ply	6.50/20 8 ply	6	6	148	4,170	1,169
1½	Ch. Cowl	TG-42		6.50/20 8 ply	6.50/20 8 ply	6	6	160	4,250	1,008
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	1,217
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	1,138
1½	Ch. Cowl	TG-43		6.50/20 8 ply	6.50/20 8 ply	6	6	178	4,350	1,043
1½	Ch. Cb	TG-43		6.50/20 8 ply	6.50/20 8 ply	6	6	178	4,725	1,163
1½	Ch. Cowl	TGA-43		6.50/20 8 gly	6.50/20 8 ply	6	6	178	4,320	1,173
1½	Ch. Cowl	TG-44		6.50/20 8 ply	6.50/20 8 ply	6	6	220	4,400	1,140
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	1,289
2	Ch. Cowl	TH-45	8701651 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	136	4,125	949
2	Ch. Cowl	THA-45		7.00/20 8 ply	7.00/20 8 ply	6	6	136	4,235	1,079
2	Ch. Cowl	TH-46		7.00/20 8 ply	7.00/20 8 ply	6	6	148	4,200	979
2	Ch. Cowl	THA-46		7.00/20 8 ply	7.00/20 8 ply	6	6	148	4,310	1,109
2	Ch. Cowl	TH-47		7.00/20 8 ply	7.00/20 8 ply	6	6	160	4,250	1,008
2	Ch. Cowl	THA-47		7.00/20 8 ply	7.00/20 8 ply	6	6	160	4,360	1,138
2	Ch. Cowl	TH-48		7.00/20 8 ply	7.00/20 8 ply	6	6	178	4,350	1,043
2	Ch. Cowl	THA-48		7.00/20 8 ply	7.00/20 8 ply	6	6	178	4,460	1,173
2	Ch. Cowl	TH-49		7.00/20 8 ply	7.00/20 8 ply	6	6	220	4,450	1,140
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	8764001 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,625	1,867
2	Ch. Cowl	TLA-50		8.24/20 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	1,893
2	Ch. Cowl	TLA-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,075	2,093
2	Ch. Cowl	TL-52		8.25/20 10 ply	8.25/20 10 ply	6	6	188	5,950	1,916
2	Ch. Cowl	TLA-52		8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,175	2,116
2	Ch. Cowl	TL-53		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,100	1,965
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	5,675	1,867
3	Ch. Cowl	TKA-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,900	2,067
3	Ch. Cowl	TK-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	5,900	1,893
3	Ch. Cowl	TKA-61		9.25/20 10 ply	8.25/20 10 ply	6	6	170	6,125	2,093
3	Ch. Cowl	TK-62	8764001 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,000	1,916
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	6,675	$3,143
2	Ch. Cowl	TLDA-50		8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,900	3,343
2	Ch. Cowl	TLD-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,900	3,173
2	Ch. Cowl	TLDA-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,625	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	6,600	3,212
2	Ch. Cowl	TLDA-53		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,775	3,412
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	6,650	3,212
3	Ch. Cowl	TKDA-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,825	3,412

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	$2,270
2	Ch. Cb	RO-56		8.25/20 10 ply	8.25/20 10 ply	6	6	108	6,775	2,298
2	Ch. Cb	RO-57		8.25/20 10 ply	8.25/20 10 ply	6	6	122	6,875	2,310
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	2,270
2	Ch. Cb	RP-66		8.25/20 10 ply	8.25/20 10 ply	6	6	108	6,825	2,298
2	Ch. Cb	RP-67		8.25/20 10 ply	8.25/20 10 ply	6	6	122	6,725	2,310
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	607
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	603
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	693
1	Ch. Cowl	VD-20	8093476 and up	7.00/16 6 ply	7.50/16 6 ply	5	6	120	2,550	567
1	Ch. Cb	VD-20	L. A. 9234701 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	3,675	725
1	Ch. Cowl	VD-21		7.00/16 6 ply	7.50/16 6 ply	5	6	133	2,650	697

(i) DODGE—Continued

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

(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*	
1	Ch. Cb	VD-21		7.00-16 6 ply	7.00-16 6 ply	5	6	133	3,020	$691
1	Pickup Exp	VD-21		7.00-16 6 ply	7.00-16 6 ply	5	6	133	3,375	749
1	Canopy	VD-21		7.00-16 6 ply	7.00-16 6 ply	5	6	133	3,440	814
1	Panel	VD-21		7.00-16 6 ply	7.00-16 6 ply	5	6	133	3,575	823
1	Platform	VD-21		7.00-16 6 ply	7.00-16 6 ply	5	6	133	3,500	735
1	Stk. (Std. Racks)	VD-21		7.00-16 6 ply	7.00-16 6 ply	5	6	133	3,775	765
1	Ch. Cowl	VF-20	8709901 and up	6.00-20 6 ply	32 x 6 8 ply	4	6	125½	3,000	633
1	Ch. Cb	VF-20	L. A. 9279901 and up	6.00-20 6 ply	32 x 6 8 ply	4	6	125½	3,370	692
1	Ch. Cowl	VF-21		6.00-20 6 ply	32 x 6 8 ply	4	6	133	3,325	633
1	Ch. Cb	VF-21		6.00-20 6 ply	32 x 6 8 ply	4	6	133	3,725	692
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	4,025	775
1	Ch. Cowl	VF-22		6.00-20 6 ply	32 x 6 8 ply	4	6	160	3,470	673
1	Ch. Cb	VF-22		6.00-20 6 ply	32 x 6 8 ply	4	6	160	3,850	705
1	Platform	VF-22		6.00-20 6 ply	32 x 6 8 ply	4	6	160	4,550	790
1	Stk. (Std. Racks)	VF-22		6.00-20 6 ply	32 x 6 8 ply	4	6	160	4,050	850
1½	Ch. Cowl	VF-30		6.00-20 6 ply	32 x 6 8 ply	4	6	125½	3,000	633
1½	Ch. Cb	VF-30		6.00-20 6 ply	32 x 6 8 ply	4	6	125½	3,370	692
1½	Ch. Cowl	VFA-30		6.00-20 6 ply	32 x 6 8 ply	4	6	125½	3,425	699
1½	Ch. Cowl	VF-31		6.00-20 6 ply	32 x 6 8 ply	4	6	133	3,325	633
1½	Ch. Cb	VF-31		6.00-20 6 ply	32 x 6 8 ply	4	6	133	3,725	692
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	4,025	775
1½	Ch. Cowl	VFA-31		6.00-20 6 ply	32 x 6 8 ply	4	6	133	3,470	673
1½	Ch. Cowl	VF-32		6.00-20 6 ply	32 x 6 8 ply	4	6	160	3,470	673
1½	Ch. Cb	VF-32		6.00-20 6 ply	32 x 6 8 ply	4	6	160	3,850	705
1½	Platform	VF-32		6.00-20 6 ply	32 x 6 8 ply	4	6	160	4,550	790
1½	Stk. (Std. Racks)	VF-32		6.00-20 6 ply	32 x 6 8 ply	4	6	160	4,050	850
1½	Ch. Cowl	VFA-32		6.00-20 6 ply	32 x 6 8 ply	4	6	160	3,675	714
1½	Ch. Cowl	VF-33		6.00-20 6 ply	32 x 6 8 ply	4	6	160	3,575	712
1½	Ch. Cb	VF-33		6.00-20 6 ply	32 x 6 8 ply	4	6	160	3,975	805
1½	Ch. Cowl	VFA-33		6.00-20 6 ply	32 x 6 8 ply	4	6	160	3,700	813
1½	Ch. Cowl	VG-40	8970101 and up	6.00-20 6 ply	6.00-20 6 ply	6	6	133	3,900	834
1½	Ch. Cb	VG-40	L. A. 9279701 and up	6.00-20 6 ply	6.00-20 6 ply	6	6	133	4,200	892
1½	Platform	VG-40		6.00-20 6 ply	6.00-20 6 ply	6	6	133	4,870	1,036
1½	Stk. (Std. Racks)	VG-40		6.00-20 6 ply	6.00-20 6 ply	6	6	133	5,500	1,091
1½	Ch. Cowl	VGA-40		6.00-20 6 ply	6.00-20 6 ply	6	6	133	3,925	1,003
1½	Ch. Cowl	VG-41		6.00-20 6 ply	6.00-20 6 ply	6	6	148	4,050	924
1½	Ch. Cb	VG-41		6.00-20 6 ply	6.00-20 6 ply	6	6	148	4,450	1,023
1½	Ch. Cowl	VGA-41		6.00-20 6 ply	6.00-20 6 ply	6	6	148	4,105	1,035
1½	Ch. Cowl	VG-42		6.00-20 6 ply	6.00-20 6 ply	6	6	160	4,075	933
1½	Ch. Cb	VG-42		6.00-20 6 ply	6.00-20 6 ply	6	6	160	4,475	1,032
1½	Platform	VG-42		6.00-20 6 ply	6.00-20 6 ply	6	6	160	5,175	1,126
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	4,179	1,035
1½	Ch. Cowl	VG-43		6.00-20 6 ply	6.00-20 6 ply	6	6	178	4,150	933
1½	Ch. Cb	VG-43		6.00-20 6 ply	6.00-20 6 ply	6	6	178	4,600	1,037
1½	Ch. Cowl	VGA-43		6.00-20 6 ply	6.00-20 6 ply	6	6	178	4,155	1,100
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	4,420	1,204
2	Ch. Cowl	VH-45	8970101 and up	6.50-20 6 ply	6.50-20 6 ply	6	6	133	3,600	875
2	Ch. Cowl	VHA-45		6.50-20 6 ply	6.50-20 6 ply	6	6	133	4,000	1,006
2	Ch. Cowl	VH-46		6.50-20 6 ply	6.50-20 6 ply	6	6	148	4,050	916
2	Ch. Cowl	VHA-46		6.50-20 6 ply	6.50-20 6 ply	6	6	148	4,150	1,035
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	1,055
2	Ch. Cowl	VH-48		6.50-20 6 ply	6.50-20 6 ply	6	6	178	4,100	950
2	Ch. Cowl	VHA-48		6.50-20 6 ply	6.50-20 6 ply	6	6	178	4,500	1,100
2	Ch. Cowl	VH-49		6.50-20 6 ply	6.50-20 6 ply	6	6	220	4,375	1,034
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	1,807
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	1,807
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	153	5,920	1,916
2	Ch. Cowl	VLA-52		8.25-20 10 ply	8.25-20 10 ply	6	6	153	6,175	2,066
2	Ch. Cowl	VL-53		8.25-20 10 ply	8.25-20 10 ply	6	6	205	6,100	1,965
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	1,807
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	1,807
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	153	6,000	1,916
3	Ch. Cowl	VKA-62		8.25-20 10 ply	8.25-20 10 ply	6	6	153	6,225	2,066
3	Ch. Cowl	VK-63		8.25-20 10 ply	8.25-20 10 ply	6	6	205	6,150	1,965
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	6,675	$3,143
2	Ch. Cowl	VLDA-50		8.25-20 10 ply	8.25-20 10 ply	6	6	152	6,900	3,323
2	Ch. Cowl	VLD-51		8.25-20 10 ply	8.25-20 10 ply	6	6	170	6,900	3,173
2	Ch. Cowl	VLDA-51		8.25-20 10 ply	8.25-20 10 ply	6	6	170	6,625	3,353
2	Ch. Cowl	VLD-52		8.25-20 10 ply	8.25-20 10 ply	6	6	153	6,470	3,193
2	Ch. Cowl	VLDA-52		8.25-20 10 ply	8.25-20 10 ply	6	6	153	6,625	3,373
2	Ch. Cowl	VLD-53		8.25-20 10 ply	8.25-20 10 ply	6	6	205	6,650	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	6,075	3,353
3	Ch. Cowl	VKD-62		8.25-20 10 ply	8.25-20 10 ply	6	6	153	6,420	3,193
3	Ch. Cowl	VKDA-62		8.25-20 10 ply	8.25-20 10 ply	6	6	153	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	6,825	3,422

(j) DODGE—Continued

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

(6) 1940—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. Cowl	VM-35	8292601 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	105	3,460	$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	801
1½	Platform	VM-35		6.00/20 6 ply	32 x 6 8 ply	4	6	105	4,360	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	767
1½	Ch. Cb	VM-37		6.00/20 6 ply	32 x 6 8 ply	4	6	129	3,925	824
1½	Platform	VM-37		6.00/20 6 ply	32 x 6 8 ply	4	6	129	4,625	899
1½	Stk. (Std. Racks)	VM-37		6.00/20 6 ply	32 x 6 8 ply	4	6	129	5,025	930
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	783
1½	Ch. Cb	VM-38		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,075	859
1½	Ch. Cowl	VMA-38		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,850	882
1½	Ch. Cowl	VR-40	8764301 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 9272801 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	1,288
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	4,305	1,274
1½	Ch. Cowl	VR-42		6.00/20 6 ply	6.00/20 6 ply	6	6	129	4,330	1,211
1½	Ch. Cb	VR-42		6.00/20 6 ply	6.00/20 6 ply	6	6	129	4,680	1,244
1½	Platform	VR-42		6.00/20 6 ply	6.00/20 6 ply	6	6	129	5,380	1,307
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	4,430	1,334
1½	Ch. Cowl	VR-43		6.00/20 6 ply	6.00/20 6 ply	6	6	159	4,480	1,243
1½	Ch. Cb	VR-43		6.00/20 6 ply	6.00/20 6 ply	6	6	159	4,830	1,316
1½	Ch. Cowl	VRA-43		6.00/20 6 ply	6.00/20 6 ply	6	6	159	4,680	1,369
2	Ch. Cowl	VS-45		6.50/20 6 ply	6.50/20 6 ply	6	6	105	4,200	1,152
2	Ch. Cowl	VSA-45						105	4,300	1,274
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	1,369

(7) 1941

CONVENTIONAL

1½	Ch. Cowl	WC	8562201 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,260	$475
1½	Ch. Cb	WC	T112-42001 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,600	538
1½	Pickup Exp	WC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,860	603
1½	Canopy	WC	Calif. 9212801 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,825	711
1½	Panel	WC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,060	701
1½	Ch. Cowl	WD-15	8210351 and up	TA-15 6 ply	TA-15 6 ply	5	6	120	2,325	543
1½	Ch. Cb	WD-15	Calif. 9199101 and up	TA-15 6 ply	TA-15 6 ply	5	6	120	2,725	635
1½	Pickup Exp	WD-15		TA-15 6 ply	TA-15 6 ply	5	6	120	3,025	675
1½	Platform	WD-15		TA-15 6 ply	TA-15 6 ply	5	6	120	3,125	685
1½	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	2,760	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. 9235201 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	775
1	Ch. Cowl	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	2,690	624
1	Ch. Cb	WD-21		6.50/16 6 ply	7.00/16 6 ply		6	133	2,975	710
1	Pickup Exp	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	3,200	768
1	Canopy	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	3,375	803
1	Panel	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	3,700	857
1	Platform	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	3,425	775
1	Stk. (Std. Racks)	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	3,725	764
1	Ch. Cowl	WF-20	8788151 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	125½	3,100	647
1	Ch. Cb	WF-20	T118-42001 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	125½	3,700	709
1	Ch. Cowl	WF-21		6.00/20 6 ply	6.50/20 8 ply	4	6	135 5/16	3,525	610
1	Ch. Cb	WF-21	Calif. 9276201 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	135 5/16	3,725	709
1	Pickup Exp	WF-21		6.00/20 6 ply	6.50/20 8 ply	4	6	135 5/16	4,025	778
1	Platform	WF-21		6.00/20 6 ply	6.50/20 8 ply	4	6	135 5/16	4,275	763
1	Stk. (Std. Racks)	WF-21		6.00/20 6 ply	6.50/20 8 ply	4	6	135 5/16	4,625	893
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	893
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	124½	3,300	616
1½	Ch. Cb	WF-30		6.00/20 6 ply	6.50/20 8 ply	4	6	121½	3,700	709
1½	Ch. Cowl	WFA-30		6.00/20 6 ply	6.50/20 8 ply	4	6	126½	3,425	721
1½	Ch. Cowl	WF-31		6.00/20 6 ply	6.50/20 8 ply	4	6	35 5/16	3,325	610
1½	Ch. Cb	WF-31		6.00/20 6 ply	6.50/20 8 ply	4	6	137 5/16	3,725	709
1½	Pickup Exp	WF-31		6.00/20 6 ply	6.50/20 8 ply	4	6	135 5/16	4,025	778
1½	Platform	WF-31		6.00/20 6 ply	6.50/20 8 ply	4	6	135 5/16	4,275	763
1½	Stk. (Std. Racks)	WF-31		6.00/20 6 ply	6.50/20 8 ply	4	6	135 5/16	4,625	893
1½	Ch. Cowl	WFA-31		6.00/20 6 ply	6.50/20 8 ply	4	6	135 5/16	3,450	721
1½	Ch. Cowl	WF-32		6.00/20 6 ply	6.50/20 8 ply	4	6	160	3,450	641
1½	Ch. Cb	WF-32		6.00/20 6 ply	6.50/20 8 ply	4	6	160	3,850	734
1½	Platform	WF-32		6.00/20 6 ply	6.50/20 8 ply	4	6	160	4,550	893
1½	Stk. (Std. Racks)	WF-32		6.00/20 6 ply	6.50/20 8 ply	4	6	160	4,950	847
1½	Ch. Cowl	WFA-32		6.00/20 6 ply	6.50/20 8 ply	4	6	160	3,575	710
1½	Ch. Cowl	WF-33		6.00/20 6 ply	6.50/20 8 ply	4	6	190	3,575	685
1½	Ch. Cb	WF-33		6.00/20 6 ply	6.50/20 8 ply	4	6	190	3,975	759
1½	Ch. Cowl	WFA-33		6.00/20 6 ply	6.50/20 8 ply	4	6	190	3,700	770
1½	Ch. Cowl	WG-40	8956351 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	136	3,600	947
1½	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
1½	Platform	WG-40	Calif.-9262911 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	136	4,850	1,031
1½	Stk. (Std. Racks)	WG-40		6.00/20 6 ply	6.00/20 6 ply	6	6	136	5,200	1,110
1½	Ch. Cowl	WGA-40		6.00/20 6 ply	6.00/20 6 ply	6	6	136	3,975	1,017
1½	Ch. Cowl	WG-41		6.00/20 6 ply	6.00/20 6 ply	6	6	148	4,050	947
1½	Ch. Cb	WG-41		6.00/20 6 ply	6.00/20 6 ply	6	6	148	4,470	1,017
1½	Ch. Cowl	WGA-41		6.00/20 6 ply	6.00/20 6 ply	6	6	148	4,105	1,007
1½	Ch. Cowl	WG-42		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,075	974
1½	Ch. Cb	WG-42		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,475	1,074
1½	Platform	WG-42		6.00/20 6 ply	6.00/20 6 ply	6	6	160	5,175	1,199

(I) DODGE—Continued

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

(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	Stk. (Std. Racks)	WG-42		6.00/20 6 ply	6.00/20 6 ply	6	6	160	5,575	$1,129
1½	Ch. Cowl	WGA-42		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,120	1,056
1½	Ch. Cowl	WG-43		6.00/20 6 ply	6.00/20 6 ply	6	6	173	4,100	1,011
1½	Ch. Cb	WG-43		6.00/20 6 ply	6.00/20 6 ply	6	6	173	4,000	1,111
1½	Ch. Cowl	WGA-43		6.00/20 6 ply	6.00/20 6 ply	6	6	173	4,125	1,131
1½	Ch. Cowl	WG-44		6.00/20 6 ply	6.00/20 6 ply	6	6	220	4,375	1,114
1½	Ch. Cb	WG-44		6.00/20 6 ply	6.00/20 6 ply	6	6	220	4,775	1,214
1½	Ch. Cowl	WGA-44		6.00/20 6 ply	6.00/20 6 ply	6	6	220	4,420	1,224
2	Ch. Cowl	WH-45	8956351 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	123	3,960	917
2	Ch. Cowl	WHA-45		6.00/20 6 ply	6.00/20 6 ply	6	6	123	4,000	1,057
2	Ch. Cowl	WH-46		6.00/20 6 ply	6.00/20 6 ply	6	6	143	4,050	947
2	Ch. Cowl	WHA-46		6.00/20 6 ply	6.00/20 6 ply	6	6	143	4,150	1,087
2	Ch. Cowl	WH-47		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,075	979
2	Ch. Cowl	WHA-47		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,175	1,009
2	Ch. Cowl	WH-48		6.00/20 6 ply	6.00/20 6 ply	6	6	173	4,100	1,011
2	Ch. Cowl	WHA-48		6.00/20 6 ply	6.00/20 6 ply	6	6	173	4,200	1,131
2	Ch. Cowl	WH-49		6.00/20 6 ply	6.00/20 6 ply	6	6	220	4,375	1,114
2	Ch. Cowl	WHA-49		6.00/20 6 ply	6.00/20 6 ply	6	6	220	4,475	1,224
2	Ch. Cowl	WL-50	8270051 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,625	1,834
2	Ch. Cowl	WLA-50		8.25/20 10 ply	8.25/20 10 ply			152	5,820	2,064
2	Ch. Cowl	WL-51		8.25/20 10 ply	8.25/20 10 ply			170	5,820	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			193	5,920	1,643
2	Ch. Cowl	WLA-52		8.25/20 10 ply	8.25/20 10 ply			193	6,175	2,113
2	Ch. Cowl	WL-53		8.25/20 10 ply	8.25/20 10 ply			205	6,100	1,993
2	Ch. Cowl	WLA-53	8270051 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	1,834
3	Ch. Cowl	WKA-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,900	2,064
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	193	6,000	1,643
3	Ch. Cowl	WKA-62		8.25/20 10 ply	8.25/20 10 ply	6	6	193	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	6,200	3,243
2	Ch. Cowl	WLD-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,200	3,102
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	193	6,400	3,122
2	Ch. Cowl	WLDA-52		8.25/20 10 ply	8.25/20 10 ply	6	6	193	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	3,102
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	193	6,450	3,122
3	Ch. Cowl	WKDA-62		8.25/20 10 ply	8.25/20 10 ply	6	6	193	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 T123-42091 and up.	6.00/20 6 ply	6.00/20 8 ply	4	6	103	3,275	$719
1½	Ch. Cowl w/s	WFM-35	Calif. 9294351 and up	6.00/20 6 ply	6.00/20 8 ply	4	6	103	3,420	744
1½	Ch. Cb	WFM-35		6.00/20 6 ply	6.00/20 8 ply	4	6	103	3,800	822
1½	Platform	WFM-35		6.00/20 6 ply	6.00/20 8 ply	4	6	103	4,320	870
1½	Stk. (Std. Racks)	WFM-35		6.00/20 6 ply	6.00/20 8 ply	4	6	103	4,700	910
1½	Ch. Cowl	WFMA-35		6.00/20 6 ply	6.00/20 8 ply	4	6	103	3,500	824
1½	Ch	WFM-37		6.00/20 6 ply	6.00/20 8 ply	4	6	129	3,400	744
1½	Ch. Cowl w/s	WFM-37		6.00/20 6 ply	6.00/20 8 ply	4	6	129	3,575	769
1½	Ch. Cb	WFM-37		6.00/20 6 ply	6.00/20 8 ply	4	6	129	3,625	847
1½	Platform	WFM-37		6.00/20 6 ply	6.00/20 8 ply	4	6	129	4,025	916
1½	Stk. (Std. Racks)	WFM-37		6.00/20 6 ply	6.00/20 8 ply	4	6	129	5,025	960
1½	Ch. Cowl	WFMA-37		6.00/20 6 ply	6.00/20 8 ply	4	6	129	3,625	840
1½	Ch	WFM-38		6.00/20 6 ply	6.00/20 8 ply	4	6	159	3,550	765
1½	Ch. Cowl w/s	WFM-38		6.00/20 6 ply	6.00/20 8 ply	4	6	159	3,725	793
1½	Ch. Cb	WFM-38		6.00/20 6 ply	6.00/20 8 ply	4	6	159	4,075	871
1½	Ch. Cowl	WFMA-38		6.00/20 6 ply	6.00/20 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	103	4,075	1,070
1½	Ch. Cowl w/s	WGM-40	T120-42091 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	103	4,250	1,097
1½	Ch. Cb	WGM-40	Calif. 9272511 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	103	4,600	1,175
1½	Platform	WGM-40		6.00/20 6 ply	6.00/20 6 ply	6	6	103	5,150	1,253
1½	Stk. (Std. Racks)	WGM-40		6.00/20 6 ply	6.00/20 6 ply	6	6	103	5,500	1,273
1½	Ch. Cowl	WGMA-40		6.00/20 6 ply	6.00/20 6 ply	6	6	103	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	1,224
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	1,365
1½	Ch. Cowl	WGMA-42		6.00/20 6 ply	6.00/20 6 ply	6	6	129	4,325	1,249
1½	Ch	WGM-43		6.00/20 6 ply	6.00/20 6 ply	6	6	159	4,300	1,103
1½	Ch. Cowl w/s	WGM-43		6.00/20 6 ply	6.00/20 6 ply	6	6	159	4,525	1,130
1½	Ch. Cb	WGM-43		6.00/20 6 ply	6.00/20 6 ply	6	6	159	4,875	1,203
1½	Ch. Cowl	WGMA-43		6.00/20 6 ply	6.00/20 6 ply	6	6	159	4,600	1,233
2	Ch. Cowl	WHM-45		6.50/20 6 ply	6.50/20 6 ply	6	6	103	4,175	1,070
2	Ch. Cowl	WHMA-45		6.50/20 6 ply	6.50/20 6 ply	6	6	103	4,325	1,150
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	4,450	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	4,600	1,223

(I) DODGE—Continued

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

(8) 1942

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	WC	81102219 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,200	$622
½	Ch. Cowl w/s	WC	Calif. 9215209 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	116		649
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	2,600	651
½	Canopy	WC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,825	762
½	Panel	WC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,000	761
¾	Ch. Cowl	WD-15	3215177 and up	TA-15	TA-15	5	6	120	2,325	671
¾	Ch. Cowl w/s	WD-15	Calif. 9193544 and up	TA-15	TA-15	5	6	120		698
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	2,600	651
1	Ch. Cb	WD-20	Calif. 9285825 and up	6.50/16 6 ply	7.00/16 6 ply	5	6	120	2,900	740
1	Pickup Exp	WD-20		6.50/16 6 ply	7.00/16 6 ply	5	6	120	3,200	787
1	Platform	WD-20	Calif. 9285825 and up	6.50/16 6 ply	7.00/16 6 ply	5	6	120	3,300	799
1	Stk. (Std. Racks)	WD-20		6.50/16 6 ply	7.00/16 6 ply	5	6	120	3,525	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	767
1	Express	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	3,200	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	3,200	669
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	669
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		987
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	783
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	120½	3,300	666
1½	Ch. Cb	WF-30		6.00/20 6 ply	6.00/20 6 ply	4	6	120½	3,700	701
1½	Ch. Cowl	WFA-30		6.00/20 6 ply	6.00/20 6 ply	4	6	120½	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	669
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		987
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		600./20 6 ply	6.00/20 6 ply	4	6	160	3,420	691
1½	Ch. Cb	WF-32		6.00/20 6 ply	6.00/20 6 ply	4	6	160	3,850	783
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	3,600	799
1½	Ch. Cowl	WF-33		6.00/20 6 ply	6.00/20 6 ply	4	6	190	3,675	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	8962375 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	136	3,900	991
1½	Ch. Cb	WG-40	Calif. 9236167 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	1,167
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	1,110
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	1,160
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	1,233
1½	Stk. (Std. Racks)	WG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	160	5,575	1,277
1½	Ch. Cowl	WGA-42		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,175	1,189
1½	Ch. Cowl	WG-43		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,100	1,097
1½	Ch. Cb	WG-43		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,500	1,197
1½	Ch. Cowl	WGA-43		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,200	1,216
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	1,220
2	Ch. Cowl	WH-45		6.50/20 6 ply	6.50/20 6 ply	6	6	136	3,900	991
2	Ch. Cowl	WHA-45		6.50/20 6 ply	6.50/20 6 ply	6	6	136	3,900	1,110
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	1,160
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		5.50/20 6 ply	6.50/20 6 ply	6	6	160	4,150	1,189
2	Ch. Cowl	WH-48		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,100	1,097
2	Ch. Cowl	WHA-48		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,200	1,216
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	2,259
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	6,000	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	2,391
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	2,259
3	Ch. Cowl	WK-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,000	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	2,391

(l) DODGE—Continued

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

(8) 1942—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	Ch. Cowl	WLD-50	8422443 and up	8.25-20 10 ply	8.25-20 10 ply	6	6	152	6,075	$3,223
2	Ch. Cowl	WLDA-50		8.25-20 10 ply	8.25-20 10 ply	6	6	152	6,300	3,433
2	Ch. Cowl	WLD-51		8.25-20 10 ply	8.25-20 10 ply	6	6	170	6,220	3,323
2	Ch. Cowl	WLDA-51		8.25-20 10 ply	8.25-20 10 ply	6	6	170	7,025	3,513
2	Ch. Cowl	WLD-52		8.25-20 10 ply	8.25-20 10 ply	6	6	193	6,400	3,215
2	Ch. Cowl	WLDA-52		8.25-20 10 ply	8.25-20 10 ply	6	6	193	7,025	3,703
2	Ch. Cowl	WLD-53		8.25-20 10 ply	8.25-20 10 ply	6	6	205	6,550	3,303
2	Ch. Cowl	WLDA-53	8422443 and up	8.25-20 10 ply	8.25-20 10 ply	6	6	205	6,775	3,534
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	3,433
3	Ch. Cowl	WKD-61		8.25-20 10 ply	8.25-20 10 ply	6	6	170	6,270	3,323
3	Ch. Cowl	WKDA-61		8.25-20 10 ply	8.25-20 10 ply	6	6	170	6,975	3,513
3	Ch. Cowl	WKD-62		8.25-20 10 ply	8.25-20 10 ply	6	6	193	6,450	3,245
3	Ch. Cowl	WKDA-62		8.25-20 10 ply	8.25-20 10 ply	6	6	193	6,975	3,533
3	Ch. Cowl	WKD-63		8.25-20 10 ply	8.25-20 10 ply	6	6	205	6,600	3,333
3	Ch. Cowl	WKDA-63		8.25-20 10 ply	8.25-20 10 ply	6	6	205	6,825	3,564
			CAB OVER ENGINE							
1½	Ch. Cowl	WFM-35	8226457 and up	6.00-20 6 ply	6.00-20 6 ply	4	6	103	3,375	$779
1½	Ch Cowl w/s	WFM-35	Calif.—8264793 and up	6.00-20 6 ply	6.00-20 6 ply	4	6	103		793
1½	Ch. Cb	WFM-35		6.00-20 6 ply	6.00-20 6 ply	4	6	103	3,800	875
1½	Platform 9'	WFM-35		6.00-20 6 ply	6.00-20 6 ply	4	6	103	4,250	930
1½	Stk. (Std. Racks)	WFM-35		6.00-20 6 ply	6.00-20 6 ply	4	6	103	4,700	971
1½	Ch. Cowl	WFMA-35		6.00-20 6 ply	6.00-20 6 ply	4	6	103	3,425	877
1½	Ch. Cowl	WFM-37		6.00-20 6 ply	6.00-20 6 ply	4	6	129	3,450	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	909
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	1,013
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	129	3,550	819
1½	Ch. Cowl w/s	WFM-38		6.00-20 6 ply	6.00-20 6 ply	4	6	129		845
1½	Ch. Cb	WFM-38		6.00-20 6 ply	6.00-20 6 ply	4	6	129	4,075	935
1½	Ch. Cowl	WFMA-38		6.00-20 6 ply	6.00-20 6 ply	4	6	129	3,600	927
1½	Ch. Cowl	WGM-40	8707103 and up	6.50-20 6 ply	6.50-20 6 ply	6	6	103	4,075	1,147
1½	Ch. Cowl w/s	WGM-40	Calif.—8272546 and up	6.50-20 6 ply	6.50-20 6 ply	6	6	103		1,174
1½	Ch. Cb	WGM-40		6.50-20 6 ply	6.50-20 6 ply	6	6	103	4,600	1,252
1½	Platform 9'	WGM-40		6.50-20 6 ply	6.50-20 6 ply	6	6	103	5,150	1,317
1½	Stk. (Std. Racks)	WGM-40		6.50-20 6 ply	6.50-20 6 ply	6	6	103	5,600	1,352
1½	Ch. Cowl	WGMA-40		6.50-20 6 ply	6.50-20 6 ply	6	6	103	4,175	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	1,377
1½	Stk. (Std. Racks)	WGM-42		6.50-20 6 ply	6.50-20 6 ply	6	6	129	5,825	1,417
1½	Ch. Cowl	WGMA-42		6.50-20 6 ply	6.50-20 6 ply	6	6	129	4,250	1,233
1½	Ch. Cowl	WGM-43		6.50-20 6 ply	6.50-20 6 ply	6	6	159	4,300	1,210
1½	Ch. Cowl w/s	WGM-43		6.50-20 6 ply	6.50-20 6 ply	6	6	159		1,273
1½	Ch. Cb	WGM-43		6.50-20 6 ply	6.50-20 6 ply	6	6	159	4,875	1,349
1½	Ch. Cowl	WGMA-43		6.50-20 6 ply	6.50-20 6 ply	6	6	159	4,400	1,303
2	Ch. Cowl	WHM-45		6.50-20 6 ply	6.50-20 6 ply	6	6	103	4,100	1,145
2	Ch. Cowl	WHMA-45		6.50-20 6 ply	6.50-20 6 ply	6	6	103	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	1,333
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	1,303

(k) FEDERAL

[Manufacturer: Federal Motor Truck Company. Principal plant: Detroit, Michigan]

(1) 1943

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	74726 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	7.50-20 6 ply	6	6	N. A.	3,400	1,095
2½	Ch. Cowl	25		7.50-20 8 ply	7.50-20 8 ply	6	6	N. A.	4,000	1,095
2½	Ch. Cowl	30		8.25-20	8.25-20	6	6	N. A.	5,700	1,045
2½	Ch. Cowl	A7		8.25-20	8.25-20	6	6	N. A.	5,700	1,045
2½	Ch. Cowl	A600		7.50-20 8 ply	7.50-20 8 ply	6	6	N. A.	5,850	1,145
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	2,195
2½	Ch. Cowl	T3W		32 x 6 8 ply	32 x 6 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	2,240
3½	Ch. Cowl	A8DE		9.00-20 10 ply	9.00-20 10 ply	6	6	N. A.	6,220	2,475
3½	Ch. Cowl	T-10-B		34 x 7 10 ply	34 x 7 10 ply	6	6	N. A.	6,650	2,550
3½	Ch. Cowl	T-10-W		34 x 7 10 ply	34 x 7 10 ply	6	6	N. A.	6,650	2,055
3½	Ch. Cowl	T10DR		34 x 7 10 ply	34 x 7 10 ply	6	6	N. A.	6,650	2,055
3½	Ch. Cowl	40		9.00-20 10 ply	9.00-20 10 ply	6	6	N. A.	6,220	2,240
3½	Ch. Cowl	40DR		9.00-20 10 ply	9.00-20 10 ply	6	6	N. A.	6,220	2,475
4½	Ch. Cowl	U6		36 x 8 12 ply	36 x 8 12 ply	6	6	N. A.	7,420	3,560
4½	Ch. Cowl	U6DR		36 x 8 12 ply	36 x 8 12 ply	6	6	N. A.	7,420	3,560
6	Ch. Cowl	C7		9.75-20 12 ply	9.75-20 12 ply	6	6	N. A.	9,020	4,485
6	Ch. Cowl	C7W		9.75-20 12 ply	9.75-20 12 ply	6	6	N. A.	9,020	4,845
6	Ch. Cowl	C8		9.75-20 12 ply	9.75-20 12 ply	6	6	N. A.	9,020	4,105
6	Ch. Cowl	C8W		9.75-20 12 ply	9.75-20 12 ply	6	6	N. A.	9,020	4,105
7½	Ch. Cowl	X8		39 x 6 Solid	40 x 14 Solid	4	4	N. A.	9,720	4,755
7½	Ch. Cowl	X8RDR		39 x 6 Solid	40 x 14 Solid	4	4	N. A.	9,720	4,755

[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

[Manufacturer: Federal Motor Truck Company. Principal plant: Detroit, Michigan]

(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.	3,200	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.	4,300	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	2,349
3½	Ch. Cowl	40DR		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	6,236	2,495
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	4,495
6	Ch. Cowl	C7W		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,550	4,495
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.	4,500	1,570
3	Ch. Cowl (6 x 2)	36		7.50/20 8 ply	7.50/20 8 ply	10	6	N. A.	7,490	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	103	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	1,095
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	2,016
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)

1¼	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	1,300
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	103	3,000	$950
¾	Ch. Cowl	10		6.00/20 6 ply	6.00/20 6 ply	4	4	128	2,950	645
1½	Ch. Cowl	15		6.00/20 6 ply	32 x 6 8 ply	4	6	130	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	4,000	1,275
2½	Ch. Cowl	28		7.00/20 8 ply	7.00/20 8 ply	6	6	136	4,800	1,415
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	6,470	2,590
4	Ch. Cowl	40DR		9.00/20 10 ply	9.00/20 10 ply	6	6	153	6,460	2,715
5	Ch. Cowl	50		9.00/20 10 ply	9.00/20 10 ply	6	6	153	7,050	3,105
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

[Manufacturer: Federal Motor Truck Company. Principal plant: Detroit, Michigan]

(4) 1939—Continued

CONVENTIONAL (BUS)

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 (Bus)	B-15	88000 to 91249	6.00-20 6 ply	6.00-20 6 ply	6	6	156	3,000	$950
2	Ch. Cowl (Bus)	B-20		6.00-20 6 ply	6.00-20 6 ply	6	6	156	4,070	1,250
2½	Ch. Cowl (Bus)	B-25		7.00-20 8 ply	7.00-20 8 ply	6	6	156	4,770	1,675

(5) 1937

CONVENTIONAL

¾	Ch. Cowl	9	91220 to 92999	6.00-20 6 ply	6.00-20 6 ply	4	4	103	2,830	$905
¾	Ch. Cowl	10		6.00-20 6 ply	6.00-20 6 ply	4	4	123	2,930	645
¾	Ch. Cowl	11		6.00-20 6 ply	6.00-20 6 ply	4	6	123	2,930	695
1-1½	Ch. Cowl	11H		6.00-20 6 ply	6.00-20 6 ply	4	6	123	3,000	695
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	4,670	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	4,770	1,150
2	Ch. Cowl	20		6.50-20 6 ply	6.50-20 6 ply	6	6	135	4,440	1,120
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		7.00-20 8 ply	7.00-20 8 ply	6	6	135	5,670	1,565
3	Ch. Cowl	29		7.50-20 8 ply	7.50-20 8 ply	6	6	135	5,670	1,850
3-5	Ch. Cowl	29H		8.25-20 10 ply	8.25-20 10 ply	6	6	135	6,060	2,050
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	2,900
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	133	9,195	4,710
6	Ch. Cowl	C7W		9.75-20 12 ply	9.75-20 12 ply	6	6	133	9,195	4,710
6	Ch. Cowl	C8		9.75-20 12 ply	9.75-20 12 ply	6	6	153	9,015	5,159
6	Ch. Cowl	C8W		9.75-20 12 ply	9.75-20 12 ply	6	6	153	9,015	5,120
7½	Ch. Cowl	C8H		10.00-24 12 ply	10.00-24 12 ply	6	6	185	11,200	5,950

CAB OVER ENGINE

1½	Ch. Cowl	75	91220 to 92999	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	1,150
2	Ch. Cowl	80		6.50-20 6 ply	6.50-20 6 ply	6	6	104	4,650	1,295
2-4	Ch. Cowl	80H		7.00-20 8 ply	7.00-20 8 ply	6	6	104	4,900	1,475
2½	Ch. Cowl	85		7.00-20 8 ply	7.00-20 8 ply	6	6	104	5,230	1,595
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	2,000
3-5	Ch. Cowl	89H		8.25-20 10 ply	8.25-20 10 ply	6	6	104	6,070	2,200

(6) 1938

CONVENTIONAL

¾	Ch. Cowl	9	90000 and up	6.00-20 6 ply	6.00-20 6 ply	4	4	103	2,830	$905
¾	Ch. Cowl	10		6.00-20 6 ply	6.00-20 6 ply	4	6	123	2,930	645
¾	Ch. Cowl	11		6.00-20 6 ply	6.00-20 6 ply	4	6	123	2,930	695
1	Ch. Cowl	11H		6.00-20 6 ply	6.00-20 6 ply	4	6	127	3,000	695
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 ply	6.50-20 6 ply	6	6	135	4,670	995
2	Ch. Cowl	18		6.50-20 6 ply	6.50-20 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	4,770	1,150
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	1,320
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	5,670	1,565
3	Ch. Cowl	29		7.50-20 8 ply	7.50-20 8 ply	6	6	135	5,670	1,850
3	Ch. Cowl	29H		8.25-20 10 ply	8.25-20 10 ply	6	6	135	6,060	2,050
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	2,900
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	133	9,195	4,710
6	Ch. Cowl	C7W		9.75-20 12 ply	9.75-20 12 ply	6	6	133	9,195	4,710
6	Ch. Cowl	C8		9.75-20 12 ply	9.75-20 12 ply	6	6	153	9,015	5,159
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		10.00-24 12 ply	10.00-24 12 ply	6	6	185	11,200	5,950

CONVENTIONAL (3D AXLE)

2	Ch. Cowl (6 x 2)	202	90000	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		7.00-20 8 ply	7.00-20 8 ply	10	6	162	7,650	2,045
2½	Ch. Cowl (6 x 4)	254		7.00-20 8 ply	7.00-20 8 ply	10	6	162	8,000	3,000
3	Ch. Cowl (6 x 2)	292		8.25-20 10 ply	8.25-20 10 ply	10	6	162	8,050	3,250
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	12,000	6,075

[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

[Manufacturer: Federal Motor Truck Company. Principal plant: Detroit, Michigan]

(6) 1938—Continued

CAB OVER ENGINE

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	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	4,600	1,235
2	Ch. Cowl	80H		7.00/20 8 ply	7.00/20 8 ply	6	6	104	4,900	1,135
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	2,600	595
1½	Ch. Cowl	11		6.00/20 6 ply	6.00/20 6 ply	4	6	127	3,420	655
1½	Ch. Cowl	12		6.00/20 6 ply	6.00/20 6 ply	4	6	127	3,470	680
1½	Ch. Cowl	14		6.00/20 6 ply	6.00/20 6 ply	4	6	127	3,600	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	4,320	915
2	Ch. Cowl	20		6.50/20 6 ply	6.50/20 6 ply	6	6	135	4,820	1,160
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	10,220	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	11,160	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	3,200
3	Ch. Cowl (6 x 4)	294		8.25/20 10 ply	8.25/20 10 ply	10	6	162	9,200	3,800
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	5,090
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	12,000	6,675

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	4,600	1,260
2½	Ch. Cowl	85		7.00/20 8 ply	7.00/20 8 ply	6	6	104	5,000	1,605
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	3,365

(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	2,600	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	3,600	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	4,320	915
2	Ch. Cowl	20		6.50/20 6 ply	6.50/20 6 ply	6	6	135	4,820	1,160
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	29 H		7.25/20 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
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	7,100	3,375
5	Ch. Cowl	50H		9.75/20 12 ply	9.75/20 12 ply	6	6	135	8,300	3,855
5	Ch. Cowl	55		9.00/20 10 ply	9.00/20 10 ply	6	6	140	8,000	3,625
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	10,220	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	11,160	6,425

[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) FEDERAL—Continued

[Manufacturer: Federal Motor Truck Company. Principal plant: Detroit, Michigan]

(6) 1940—Continued

CONVENTIONAL (2D 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*	
2	Ch. Cowl (6 x 2)	202	101800 and up	7.60/20 8 ply	7.60/20 8 ply	10	6	162	6,050	$1,050
2	Ch. Cowl (6 x 4)	204		7.60/20 8 ply	7.60/20 8 ply	10	6	162	7,200	2,550
2½	Ch. Cowl (6 x 2)	252		7.60/20 8 ply	7.60/20 8 ply	10	6	162	7,050	2,545
2½	Ch. Cowl (6 x 4)	254		7.60/20 8 ply	7.60/20 8 ply	10	6	162	8,050	3,050
3	Ch. Cowl (6 x 2)	232		8.25/20 10 ply	8.25/20 10 ply	10	6	162	8,050	3,250
3	Ch. Cowl (6 x 4)	234		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	10,220	4,425
5	Ch. Cowl (6 x 2)	502		9.00/20 10 ply	9.00/20 10 ply	10	6	162	11,700	5,000
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	12,000	6,075
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	4,250	$595
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	4,250	895
2	Ch. Cowl	80	101800 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	104	4,000	1,200
2½	Ch. Cowl	85		7.00/20 8 ply	7.00/20 8 ply	6	6	104	5,000	1,595
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	6,020	2,175
3½	Ch. Cowl	90	104825 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	116	6,800	2,500
4	Ch. Cowl	92		9.00/20 10 ply	9.00/20 10 ply	6	6	116	7,460	3,000
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	8,000	4,125

CAB OVER ENGINE (3D AXLE)

2	Ch. Cowl (6 x 2)	802	101800 and up	7.60/20 8 ply	7.60/20 8 ply	10	6	127	6,700	$2,040
2½	Ch. Cowl (6 x 2)	852		7.60/20 8 ply	7.60/20 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	3,335

(9) 1941

CONVENTIONAL

¾	Ch. Cowl	8	104825 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	112	2,600	$395
1½	Ch. Cowl	16		6.00/20 6 ply	6.00/20 6 ply	4	6	125	3,960	695
1½	Ch. Cowl	17		6.00/20 6 ply	32 x 6 8 ply	4	6	125	4,250	795
2	Ch. Cowl	18		6.00/20 6 ply	6.00/20 6 ply	6	6	125	4,350	945
2	Ch. Cowl	20		6.50/20 6 ply	6.50/20 6 ply	6	6	125	4,850	1,170
2½	Ch. Cowl	25		7.00/20 8 ply	7.00/20 8 ply	6	6	125	5,650	1,450
3	Ch. Cowl	29		7.50/20 8 ply	7.50/20 8 ply	6	6	125	5,660	1,850
3½	Ch. Cowl	35		8.25/20 10 ply	8.25/20 10 ply	6	6	140	6,700	2,595
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	10,430	5,675

CONVENTIONAL (3D AXLE)

3	Ch. Cowl (6 x 4)	236 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	6,350
6	Ch. Cowl (6 x 4)	626 x 4		10.00/20 12 ply	10.00/20 12 ply	10	6	163	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	4,000	1,200
2½	Ch. Cowl	85		7.00/20 8 ply	7.00/20 8 ply	6	6	104	5,000	1,595
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	6,000	2,200
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

CAB OVER ENGINE (3D AXLE)

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	$4,735
3½	Ch. Cowl (6 x 4)	908 x 4		9.00/20 10 ply	9.00/20 10 ply	10	6	140	10,000	5,445
5	Ch. Cowl (6 x 4)	946 x 4		9.00/20 10 ply	9.00/20 10 ply	10	6	140	11,100	6,090

[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

[Manufacturer: Federal Motor Truck Company. Principal plant: Detroit, Michigan]

(10) 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	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	133	4,230	870
2	Ch. Cowl	18		6.00/20 6 ply	6.00/20 6 ply	6	6	135	4,320	1,045
2	Ch. Cowl	20		6.50/20 6 ply	6.50/20 6 ply	6	6	135	4,800	1,215
2½	Ch. Cowl	25		7.00/20 8 ply	7.00/20 8 ply	6	6	133	5,700	1,545
3	Ch. Cowl	29		7.50/20 8 ply	7.50/20 8 ply	6	6	133	5,600	1,900
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	5,045
			CONVENTIONAL (3D AXLE)							
3	Ch. Cowl (6 x 4)	236 x 4	107901 and up	8.25/20 10 ply	8.25/20 10 ply	10	6	162	9,260	$1,595
3½	Ch. Cowl (6 x 4)	356 x 4		9.00/20 10 ply	9.00/20 10 ply	10	6	167	10,760	2,220
5	Ch. Cowl (6 x 4)	556 x 4		9.00/20 10 ply	9.00/20 10 ply	10	6	167	11,200	2,875
6	Ch. Cowl (6 x 4)	626 x 4		10.00/20 12 ply	10.00/20 12 ply	10	6	168	14,000	3,215
			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	$835
1½	Ch. Cowl	77		6.00/20 6 ply	32 x 6 8 ply	4	6	104	4,360	930
2	Ch. Cowl	80		6.50/20 6 ply	6.50/20 6 ply	6	6	104	4,040	1,355
2½	Ch. Cowl	85		7.00/20 8 ply	7.00/20 8 ply	6	6	104	5,060	1,695
3	Ch. Cowl	89		7.50/20 8 ply	7.50/20 8 ply	6	6	104	5,720	2,035
3½	Ch. Cowl	90		8.25/20 10 ply	8.25/20 10 ply	6	6	110	6,040	2,695
4	Ch. Cowl	92		9.00/20 10 ply	9.00/20 10 ply	6	6	110	7,200	3,320
5	Ch. Cowl	94		9.00/20 10 ply	9.00/20 10 ply	6	6	110	7,000	3,845
			CAB OVER ENGINE (3D AXLE)							
3	Ch. Cowl (6 x 4)	836 x 4	107901 and up	8.25/20 10 ply	8.25/20 10 ply	10	6	127	9,160	$1,975
3½	Ch. Cowl (6 x 4)	903 x 4		9.00/20 10 ply	9.00/20 10 ply	10	6	140	10,000	2,770
5	Ch. Cowl (6 x 4)	946 x 4		9.00/20 10 ply	9.00/20 10 ply	10	6	140	11,160	7,025

(l) FORD

[Manufacturer: Ford Motor Co. Principal plant: Dearborn, Michigan]

(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	2,820	$[illegible]
½	Ch.	50		6.00/16 4 ply	6.00/16 4 ply	5	8	112	1,[illegible]76	3[illegible]
½	Ch. Cb	50		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,377	4[illegible]
½	Pickup	50		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,714	4[illegible]
½	Panel	50		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,012	[illegible]
½	Del. Panel	50		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,140	[illegible]
			CONVENTIONAL—(V-8)							
1½	Ch.	51	BB-18-1234402 up	6.00/20 6 ply	32/6 8 ply	4	8	131½	3,220	$[illegible]
1½	Ch. Cb	51		6.00/20 6 ply	32/6 8 ply	4	8	131½	3,[illegible]56	[illegible]
1½	Panel	51		6.00/20 6 ply	32/6 8 ply	4	8	131½	4,674	7[illegible]
1½	Platform	51		6.00/20 6 ply	32/6 8 ply	4	8	131½	4,253	6[illegible]
1½	Stk. (Std. Racks)	51		6.00/20 6 ply	32/6 8 ply	4	8	131½	4,024	6[illegible]
1½	Dump	51		6.00/20 6 ply	6.00/20 6 ply	6	8	131½	5,[illegible]03	[illegible]
1½	Ch.	51		6.00/20 6 ply	32/6 8 ply	4	8	157	3,[illegible]97	[illegible]
1½	Ch. Cb	51		6.00/20 6 ply	32/6 8 ply	4	8	157	3,629	6[illegible]
1½	Platform	51		6.00/20 6 ply	32/6 8 ply	4	8	157	4,702	[illegible]
1½	Stk. (Std. Racks)	51		6.00/20 6 ply	32/6 8 ply	4	8	157	4,851	7[illegible]
			(2) 1936							
			COMMERCIAL—(V-8)							
½	Sed. Dly	68	18-2207111 up	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,825	$[illegible]
½	Ch.	67		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,027	3[illegible]
½	Ch. Cb	67		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,403	4[illegible]
½	Pickup	67		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,615	4[illegible]
½	Panel	67		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,024	[illegible]
½	Del. Panel Dly	67		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,063	[illegible]
1½	Ch.	51	BB-18-2207810 up	6.00/20 6 ply	32/6 8 ply	4	8	131½	3,220	[illegible]
1½	Ch. Cb	51		6.00/20 6 ply	32/6 8 ply	4	8	131½	3,[illegible]59	[illegible]
1½	Panel	51		6.00/20 6 ply	32/6 8 ply	4	8	131½	4,674	7[illegible]
1½	Platform	51		6.00/20 6 ply	32/6 8 ply	4	8	131½	4,293	6[illegible]
1½	Stk. (Std. Racks)	51		6.00/20 6 ply	32/6 8 ply	4	8	131½	4,021	6[illegible]
1½	Dump Ch.	51		6.00/20 6 ply	6.00/20 6 ply	6	8	131½	3,[illegible]70	[illegible]
1½	Dump Ch. Cb.	51		6.00/20 6 ply	6.00/20 6 ply	6	8	131½	3,714	6[illegible]
1½	Dump Ch. Cb. and Body	51		6.00/20 6 ply	6.00/20 6 ply	6	8	131½	5,[illegible]08	7[illegible]
1½	Ch.	51		6.00/20 6 ply	32/6 8 ply	4	8	157	3,[illegible]97	[illegible]
1½	Ch. Cb	51		6.00/20 6 ply	32/6 8 ply	4	8	157	3,629	6[illegible]
1½	Platform	51		6.00/20 6 ply	32/6 8 ply	4	8	157	4,702	[illegible]
1½	Stk. (Std. Racks)	51		6.00/20 6 ply	32/6 8 ply	4	8	157	4,851	7[illegible]

[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.

(1) FORD—Continued

[Manufacturer: Ford Motor Co. Principal plant: Dearborn, Michigan]

(3) 1937

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
				Front	Rear	Number				
								Inches	*Pounds*	
½	Sed. Dly	74	54-6002 up	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,643	$709
½	Ch	73		6.00/16 4 ply	6.00/16 4 ply	5	8	112	1,895	495
½	Ch. Cb	73		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,233	495
½	Pickup	73		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,503	510
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	625
½	Platform	73		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,653	531
½	Stk. (Std. Racks)	73		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,723	545

CONVENTIONAL—(V8-60 H. P.)

1½	Ch	75	BB-54-59101 up	6.00/20 6 ply	32 x 6 8 ply	4	8	131½	3,003	$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	4,302	775
1½	Platform	75		6.00/20 6 ply	32 x 6 8 ply	4	8	131½	4,050	653
1½	Stk. (Std. Racks)	75		6.00/20 6 ply	32 x 6 8 ply	4	8	131½	4,339	633

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	$749
½	Ch	77		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,100	495
½	Ch. Cb	77		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,445	595
½	Pickup	77		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,705	625
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	2,763	541
½	Stk	77		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,903	565

CONVENTIONAL—(V8-85 H. P.)

1½	Ch	79	BB-18-3332047 up	6.00/20 6 ply	32 x 6 8 ply	4	8	131½	3,233	$523
1½	Ch. Cb	79		6.00/20 6 ply	32 x 6 8 ply	4	8	131½	3,580	613
1½	Panel	79		6.00/20 6 ply	32 x 6 8 ply	4	8	131½	4,534	783
1½	Platform	79		6.00/20 6 ply	32 x 6 8 ply	4	8	131½	4,280	663
1½	Stk. (Std. Racks)	79		6.00/20 6 ply	32 x 6 8 ply	4	8	131½	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	613
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	3,259	543
1½	Ch. Cb	79		6.00/20 6 ply	32 x 6 8 ply	4	8	157	3,609	623
1½	Platform	79		6.00/20 6 ply	32 x 6 8 ply	4	8	157	4,443	783
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	54-378335 up	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,677	$670
½	Ch. Cowl	82C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	1,850	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	2,202	550
½	Pickup	82C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,033	530
½	Panel w/Slats	82C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,805	675
½	Panel with masonite	82C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,903	695
½	Platform	82C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,674	600
½	Stk. (Std. Racks)	82C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,707	615

TRUCKS—(V8-60 H. P.)

1	Ch. Cowl	82Y	54-378335 up	7.00/17 6 ply	7.00/17 6 ply	4	8	122	2,527	$585
1	Ch. Cowl w/s	82Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	2,654	595
1	Ch. Cb	82Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	2,702	600
1	Exp	82Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	3,453	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.)

½	Sed. Dly	81C	18-4189447 up	6.00/16 4 ply	6.00/16 4 ply	5	8	122	2,853	$760
½	Ch. Cowl	81C		6.00/16 4 ply	6.00/16 4 ply	5	8	122	2,052	495
½	Ch. Cowl w/s	81C		6.00/16 4 ply	6.00/16 4 ply	5	8	122	2,110	495
½	Ch. Cb	81C		6.00/16 4 ply	6.00/16 4 ply	5	8	122	2,625	660
½	Pickup	81C		6.00/16 4 ply	6.00/16 4 ply	5	8	122	2,701	650
½	Panel w/Slats	81C		6.00/16 4 ply	6.00/16 4 ply	5	8	122	3,102	855
½	Panel with masonite	81C		6.00/16 4 ply	6.00/16 4 ply	5	8	122	2,812	810
½	Platform	81C		6.00/16 4 ply	6.00/16 4 ply	5	8	122	2,054	625
½	Stk. (Std. Racks)	81C		6.00/16 4 ply	6.00/16 4 ply	5	8	122	3,110	695

(l) FORD—Continued

[Manufacturer: Ford Motor Co. Principal plant: Dearborn, Michigan]

(4) 1938—Continued

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
				Front	Rear	Number				
								Inches	*Pounds*	
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	3,075	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.)							
1½	Ch. Cowl	81T	BB-18-4186447 up	6.00/20 6 ply	32/6 8 ply	4	8	134	3,350	$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	4,067	870
1½	Platform	81T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,370	745
1½	Stk. (Std. Racks)	81T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,069	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	3,420	615
1½	Ch. Cowl w/s	817T		6.00/20 6 ply	32/6 8 ply	4	8	157	3,463	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	5,009	825
			CAB OVER ENGINE—(V8-85 H. P.)							
1½	Ch	811W	BB-18-4186447 up	6.00/20 6 ply	32/6 8 ply	4	8	101	3,262	$320
	Ch. Cb	811W		6.00/20 6 ply	32/6 8 ply	4	8	101	3,759	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	4,698	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	915
			(5) 1939							
			COMMERCIAL—(V8-60 H. P.)							
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	2,229	540
½	Pickup	922C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,541	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.)							
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	2,350	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	3,400	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	3,289	675
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	630
1	Exp	92Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,393	693
1	Panel	92Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,590	805
1	Platform	92Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,373	685
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	18-4661001 to 5210700	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,856	$695
½	Ch. Cowl	91C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,088	460
½	Ch. Cowl w/s	91C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,116	480
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	595
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	2,901	605
½	Stk. (Std. Racks)	91C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,043	625

(f) FORD—Continued

[Manufacturer: Ford Motor Co. Principal plant: Dearborn, Michigan]

(6) 1946—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	91D	BB-18-4001001 up	6.00-16 6 ply	7.00-16 6 ply	4	8	122	2,519	$715
¾	Ch. Cowl w/s	91D		6.00-16 6 ply	7.00-16 6 ply	4	8	122	2,542	735
¾	Ch. Cb	91D		6.00-16 6 ply	7.00-16 6 ply	4	8	122	2,843	810
¾	Exp	91D		6.00-16 6 ply	7.00-16 6 ply	4	8	122	2,809	775
¾	Panel	91D		6.00-16 6 ply	7.00-16 6 ply	4	8	122	2,695	735
¾	Platform	91D		6.00-16 6 ply	7.00-16 6 ply	4	8	122	2,820	775
¾	Stk. (Std. Racks)	91D		6.00-16 6 ply	7.00-16 6 ply	4	8	122	2,575	695
1	Ch. Cowl	91Y		6.00-16 6 ply	7.00-16 6 ply	4	8	122	2,671	750
1	Ch. Cowl w/s	91Y		6.00-16 6 ply	7.00-16 6 ply	4	8	122	2,669	770
1	Ch. Cb	91Y		6.00-16 6 ply	7.00-16 6 ply	4	8	122	2,902	845
1	Exp	91Y		6.00-16 6 ply	7.00-16 6 ply	4	8	122	2,870	710
1	Panel	91Y		6.00-16 6 ply	7.00-16 6 ply	4	8	122	2,752	820
1	Platform	91Y		6.00-16 6 ply	7.00-16 6 ply	4	8	122	2,879	760
1	Stk.	91Y		6.00-16 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	32x8 8 ply	4	8	124	3,207	$750
1½	Ch. Cowl w/s	91T		6.00-20 6 ply	32x8 8 ply	4	8	124	3,325	770
1½	Ch. Cb	91T		6.00-20 6 ply	32x8 8 ply	4	8	124	3,607	845
1½	Panel	91T		6.00-20 6 ply	32x8 8 ply	4	8	124	4,422	870
1½	Platform	91T		6.00-20 6 ply	32x8 8 ply	4	8	124	4,320	775
1½	Stk. (Std. Racks)	91T		6.00-20 6 ply	32x8 8 ply	4	8	124	4,009	705
1½	Dump Ch. Cowl	91U		6.00-20 6 ply	6.00-20 6 ply	6	8	124	3,327	805
1½	Dump Ch. Cowl w/s	91U		6.00-20 6 ply	6.00-20 6 ply	6	8	124	3,375	815
1½	Dump Ch. Cb	91U		6.00-20 6 ply	6.00-20 6 ply	6	8	124	3,657	890
1½	Dump	91U		6.00-20 6 ply	6.00-20 6 ply	6	8	124	4,931	930
1½	Ch. Cowl	917T		6.00-20 6 ply	32x8 8 ply	4	8	157	3,273	805
1½	Ch. Cowl w/s	917T		6.00-20 6 ply	32x8 8 ply	4	8	157	3,375	825
1½	Ch. Cb	917T		6.00-20 6 ply	32x8 8 ply	4	8	157	3,720	770
1½	Platform	917T		6.00-20 6 ply	32x8 8 ply	4	8	157	4,517	779
1½	Stk. (Std. Racks)	917T		6.00-20 6 ply	32x8 8 ply	4	8	157	4,106	839
1½	Ch. Cowl	911T		6.00-20 6 ply	32x8 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	32x8 8 ply	4	8	191	3,479	$770
1½	Ch. Cb	911W		6.00-20 6 ply	32x8 8 ply	4	8	191	3,703	845
1½	Platform	911W		6.00-20 6 ply	32x8 8 ply	4	8	191	4,720	805
1½	Stk. (Std. Racks)	911W		6.00-20 6 ply	32x8 8 ply	4	8	191	4,630	935
1½	Dump	911Z		6.00-20 6 ply	6.00-20 6 ply	6	8	191	5,057	1,100
1½	Ch. Cowl w/s	91W		6.00-20 6 ply	32x8 8 ply	4	8	124	3,044	705
1½	Ch. Cb	91W		6.00-20 6 ply	32x8 8 ply	4	8	124	3,773	870
1½	Platform	91W		6.00-20 6 ply	32x8 8 ply	4	8	124	4,533	840
1½	Stk. (Std. Racks)	91W		6.00-20 6 ply	32x8 8 ply	4	8	124	4,523	990
1½	Ch. Cowl w/s	917W		6.00-20 6 ply	32x8 8 ply	4	8	157	3,611	820
1½	Ch. Cb	917W		6.00-20 6 ply	32x8 8 ply	4	8	157	3,845	895
			CONVENTIONAL—(V8-95 H. P.)							
1½	Ch. Cowl	99T	99T-1 up	6.00-20 6 ply	32x8 8 ply	4	8	124	3,207	$805
1½	Ch. Cowl w/s	99T		6.00-20 6 ply	32x8 8 ply	4	8	124	3,325	825
1½	Ch. Cb	99T		6.00-20 6 ply	32x8 8 ply	4	8	124	3,607	770
1½	Panel	99T		6.00-20 6 ply	32x8 8 ply	4	8	124	4,422	845
1½	Platform	99T		6.00-20 6 ply	32x8 8 ply	4	8	124	4,320	770
1½	Stk. (Std. Racks)	99T		6.00-20 6 ply	32x8 8 ply	4	8	124	4,009	700
1½	Dump Ch. Cowl	99U		6.00-20 6 ply	6.00-20 6 ply	6	8	124	3,327	820
1½	Dump Ch. Cowl w/s	99U		6.00-20 6 ply	6.00-20 6 ply	6	8	124	3,375	840
1½	Dump Ch. Cb	99U		6.00-20 6 ply	6.00-20 6 ply	6	8	124	3,657	715
1½	Dump	99U		6.00-20 6 ply	6.00-20 6 ply	6	8	124	4,931	935
1½	Ch. Cowl	997T		6.00-20 6 ply	32x8 8 ply	4	8	157	3,273	820
1½	Ch. Cowl w/s	997T		6.00-20 6 ply	32x8 8 ply	4	8	157	3,375	840
1½	Ch. Cb	997T		6.00-20 6 ply	32x8 8 ply	4	8	157	3,720	725
1½	Platform	997T		6.00-20 6 ply	32x8 8 ply	4	8	157	4,517	705
1½	Stk. (Std. Racks)	997T		6.00-20 6 ply	32x8 8 ply	4	8	157	4,106	845
1½	Ch. Cowl	991T		6.00-20 6 ply	32x8 8 ply	4	8	191	3,830	735
			CAB OVER ENGINE—(V8-95 H. P.)							
1½	Ch. Cowl w/s	991W	99T-1	6.00-20 6 ply	32x8 8 ply	4	8	191	3,479	$795
1½	Ch. Cb	991W		6.00-20 6 ply	32x8 8 ply	4	8	191	3,703	870
1½	Platform	991W		6.00-20 6 ply	32x8 8 ply	4	8	191	4,720	830
1½	Stk. (Std. Racks)	991W		6.00-20 6 ply	32x8 8 ply	4	8	191	4,630	960
1½	Dump	991Z		6.00-20 6 ply	6.00-20 6 ply	6	8	191	5,057	1,125
1½	Ch. Cowl w/s	99W		6.00-20 6 ply	32x8 8 ply	4	8	124	3,044	850
1½	Ch. Cb	99W		6.00-20 6 ply	32x8 8 ply	4	8	124	3,773	895
1½	Platform	99W		6.00-20 6 ply	32x8 8 ply	4	8	124	4,533	865
1½	Stk. (Std. Racks)	99W		6.00-20 6 ply	32x8 8 ply	4	8	124	4,523	1,015
1½	Ch. Cowl w/s	997W		6.00-20 6 ply	32x8 8 ply	4	8	157	3,611	845
1½	Ch. Cb	997W		6.00-20 6 ply	32x8 8 ply	4	8	157	3,845	920
			(6) 1946							
			COMMERCIAL—(V8-60 H. P.)							
½	Sed. Dly	022A	BB-64-4001001 up	6.00-16 4 ply	6.00-16 4 ply	5	8	112	2,770	$900
½	Ch. Cowl	02C		6.00-16 4 ply	6.00-16 4 ply	5	8	112	1,873	475
½	Ch. Cowl w/s	02C		6.00-16 4 ply	6.00-16 4 ply	5	8	112	1,905	495
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	535
½	Panel w/Slats	02C		6.00-16 4 ply	6.00-16 4 ply	5	8	112	2,820	675
½	Platform	02C		6.00-16 4 ply	6.00-16 4 ply	5	8	112	2,520	670
½	Stk. (Std. Racks)	02C		6.00-16 4 ply	6.00-16 4 ply	5	8	112	2,600	630

(I) FORD—Continued

[Manufacturer: Ford Motor Co. Principal plant: Dearborn, Michigan]

(6) 1940—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*	
¾	Ch. Cowl	02D	BB-54-506501 up	6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,187	$523
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	605
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	2,284	560
1	Ch. Cowl w/s	02Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,420	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	3,492	820
1	Platform	02Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,176	705
1	Stk. (Std. Racks)	02Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,423	739

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	2,950	$705
½	Ch. Cowl	01C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,078	490
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	670
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	2,800	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	3,413	780
1	Panel	01Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,693	835
1	Platform	01Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,301	720
1	Stk. (Std. Racks)	01Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,614	715

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	690
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	4,095	740
1½	Stk. (Std. Racks)	01T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,421	770
1½	Dump	01U		6.00/20 6 ply	6.00/20 6 ply	6	8	134	4,801	940
1½	Ch. Cowl	018T		6.00/20 6 ply	32/6 8 ply	4	8	168	3,163	615
1½	Ch. Cowl w/s	018T		6.00/20 6 ply	32/6 8 ply	4	8	168	3,173	635
1½	Ch. Cb	018T		6.00/20 6 ply	32/6 8 ply	4	8	168	3,470	705
1½	Platform	018T		6.00/20 6 ply	32/6 8 ply	4	8	168	4,305	775
1½	Stk. (Std. Racks)	018T		6.00/20 6 ply	32/6 8 ply	4	8	168	4,745	825
1½	Ch. Cowl	014T		6.00/20 6 ply	32/6 8 ply	4	8	104	3,541	715

CAB OVER ENGINE—(V8-85 H. P.)

1½	Ch. Cb	011W	BB—18-5210701Y up	6.00/20 6 ply	32/6 8 ply	4	8	101	3,578	$865
1½	Platform	011W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,250	925
1½	Stk. (Std. Racks)	011W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,695	965
1½	Ch. Cb	01W		6.00/20 6 ply	32/6 8 ply	4	8	134	3,659	890
1½	Platform	01W		6.00/20 6 ply	32/6 8 ply	4	8	134	4,486	960
1½	Stk. (Std. Racks)	01W		6.00/20 6 ply	32/6 8 ply	4	8	134	4,930	1,010
1½	Ch. Cb	018W		6.00/20 6 ply	32/6 8 ply	4	8	168	3,707	915

CONVENTIONAL—(V8-95 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	635
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	4,095	765
1½	Stk. (Std. Racks)	09T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,421	795
1½	Dump	09U		6.00/20 6 ply	6.00/20 6 ply	6	8	134	4,801	965
1½	Ch. Cowl	098T		6.00/20 6 ply	32/6 8 ply	4	8	168	3,163	640
1½	Ch. Cowl w/s	098T		6.00/20 6 ply	32/6 8 ply	4	8	168	3,173	660
1½	Ch. Cb	098T		6.00/20 6 ply	32/6 8 ply	4	8	168	3,470	730
1½	Platform	098T		6.00/20 6 ply	32/6 8 ply	4	8	168	4,305	800
1½	Stk. (Std. Racks)	098T		6.00/20 6 ply	32/6 8 ply	4	8	168	4,745	850
1½	Ch. Cowl	094T		6.00/20 6 ply	32/8 8 ply	4	8	104	3,541	740

(l) FORD—Continued

[Manufacturer: Ford Motor Co. Principal plant: Dearborn, Michigan]

(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	091W	99T-101701 up	6.00-20 6 ply	32-6 8 ply	4	8	101	3,573	$800
1½	Platform	091W		6.00-20 6 ply	32-6 8 ply	4	8	101	4,256	955
1½	Stk. (Std. Racks)	091W		6.00-20 6 ply	32-6 8 ply	4	8	101	4,605	990
1½	Ch. Cb	09W		6.00-20 6 ply	32-6 8 ply	4	8	124	3,629	915
1½	Platform	09W		6.00-20 6 ply	32-6 8 ply	4	8	124	4,495	935
1½	Stk. (Std. Racks)	09W		6.00-20 6 ply	32-6 8 ply	4	8	124	4,620	1,035
1½	Ch. Cb	098W		6.00-20 6 ply	32-6 8 ply	4	8	148	3,767	940

(7) 1941

COMMERCIAL—(4 CYL.)

½	Sed. Dly	1NC	9C-38 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	1,605	435
½	Ch. Cowl w/s	1NC		6.00-16 4 ply	6.00-16 4 ply	5	4	112	1,632	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	2,075	600
½	Panel w/Slats	1NC		6.00-16 4 ply	6.00-16 4 ply	5	4	112	2,691	695
½	Platform	1NC		6.00-16 4 ply	6.00-16 4 ply	5	4	112	2,552	635
½	Stk. (Std. Racks)	1NC		6.00-16 4 ply	6.00-16 4 ply	5	4	112	2,694	695

TRUCKS—(4 CYL.)

¾	Ch. Cowl	1ND	9T-38 up	6.50-16 6 ply	7.00-16 6 ply	4	4	122	2,205	$704
¾	Ch. Cowl w/s	1ND		6.50-16 6 ply	7.00-16 6 ply	4	4	122	2,232	734
¾	Ch. Cb	1ND		6.50-16 6 ply	7.00-16 6 ply	4	4	122	2,535	834
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	3,300	724
1	Ch. Cowl	1NY		6.50-17 6 ply	7.00-17 6 ply	4	4	122	2,429	699
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	633
1	Exp	1NY		6.00-17 6 ply	7.00-17 6 ply	4	4	122	3,272	764
1	Panel	1NY		6.00-17 6 ply	7.00-17 6 ply	4	4	122	3,511	853
1	Platform	1NY		6.00-17 6 ply	7.00-17 6 ply	4	4	122	3,263	744
1	Stk. (Std. Racks)	1NY		6.00-17 6 ply	7.00-17 6 ply	4	4	122	3,471	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	450
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	2,393	$725
¾	Ch. Cowl w/s	1GD		6.50-16 6 ply	7.00-16 6 ply	4	6	122	2,420	575
¾	Ch. Cb	1GD		6.50-16 6 ply	7.00-16 6 ply	4	6	122	2,688	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	709
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	650
1	Ch. Cowl w/s	1GY		6.00-17 6 ply	7.00-17 6 ply	4	6	122	2,653	610
1	Ch. Cb	1GY	1GY-1 up	6.00-17 6 ply	7.00-17 6 ply	4	6	122	2,991	630
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	3,639	820
1	Platform	1GY		6.00-17 6 ply	7.00-17 6 ply	4	6	122	3,358	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	124	3,116	$605
1½	Ch. Cowl w/s	1GT		6.00-20 6 ply	32-6 8 ply	4	6	124	3,143	625
1½	Ch. Cb	1GT		6.00-20 6 ply	32-6 8 ply	4	6	124	3,470	695
1½	Panel	1GT		6.00-20 6 ply	32-6 8 ply	4	6	124	4,252	825
1½	Platform	1GT		6.00-20 6 ply	32-6 8 ply	4	6	124	4,190	765
1½	Stk. (Std. Racks)	1GT		6.00-20 6 ply	32-6 8 ply	4	6	124	4,439	795
1½	Dump	1GU		6.00-20 6 ply	6.00-20 6 ply	6	6	124	4,811	920
1½	Ch. Cowl	1G8T		6.00-20 6 ply	32-6 8 ply	4	6	113	3,175	620
1½	Ch. Cowl w/s	1G8T		6.00-20 6 ply	32-6 8 ply	4	6	113	3,195	620
1½	Ch. Cb	1G8T		6.00-20 6 ply	32-6 8 ply	4	6	113	3,520	720
1½	Platform	1G8T		6.00-20 6 ply	32-6 8 ply	4	6	113	4,253	770
1½	Stk. (Std. Racks)	1G8T		6.00-20 6 ply	32-6 8 ply	4	6	113	4,503	835
1½	Ch. Cowl	1G4T		6.00-20 6 ply	6.00-20 6 ply	6	6	124	3,510	740

(1) FORD—Continued

[Manufacturer: Ford Motor Co. Principal plant: Dearborn, Michigan]

(7) 1941—Continued

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
				Front	Rear	Number				
								Inches	*Pounds*	
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	695
½	Ch. Cowl w/s	11C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,102	625
½	Ch. Cb	11C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,408	695
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	3,491	850
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	HY		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	885
1	Platform	11Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,378	760
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.)

1½	Ch. Cowl	11T	BB-18-5896295Y up	6.00/20 6 ply	32/6 8 ply	4	8	134	3,138	$620
1½	Ch. Cowl w/s	11T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,165	640
1½	Ch. Cb	11T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,472	710
1½	Panel	11T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,274	900
1½	Platform	11T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,122	770
1½	Stk. (std. racks)	11T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,461	800
1½	Dump	11U		6.00/20 6 ply	6.00/20 6 ply	6	8	134	4,833	975
1½	Ch. Cowl	118T		6.00/20 6 ply	32/6 8 ply	4	8	168	3,197	645
1½	Ch. Cowl w/s	118T		6.00/20 6 ply	32/6 8 ply	4	8	168	3,207	665
1½	Ch. Cb	118T		6.00/20 6 ply	32/6 8 ply	4	8	168	3,542	735
1½	Platform	118T		6.00/20 6 ply	32/6 8 ply	4	8	168	4,318	895
1½	Stk. (Std. Racks)	118T		6.00/20 6 ply	32/6 8 ply	4	8	168	4,787	850
1½	Ch. Cowl	114T		6.50/20 6 ply	6.50/20 6 ply	6	8	194	3,532	765

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	4,191	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	3,624	875
1½	Platform	11W		6.00/20 6 ply	32/6 8 ply	4	8	134	4,630	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	$630
½	Ch. Cowl w/s	19C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,102	650
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	615
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	680
½	Stk. (Std. Racks)	19C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,864	700

TRUCKS—(V8-95 H. P.)

¾	Ch. Cowl	19D	99Y-257101 up	6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,375	$595
¾	Ch. Cowl w/s	19D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,402	615
¾	Ch. Cb	19D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,705	685
¾	Pickup Exp	19D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,274	750
¾	Panel	19D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,491	875
¾	Platform	19D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,217	740
¾	Stk. (Std. Racks)	19D		6.50/16 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	630
1	Ch. Cowl w/s	19Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,680	650
1	Ch. Cb	19Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,983	720
1	Pickup Exp	19Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,442	795
1	Panel	19Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,681	890
1	Platform	19Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,378	775
1	Stk. (Std. Racks)	19Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,631	890

(f) FORD—Continued

Manufacturer: Ford Motor Co. Principal plant: Dearborn, Michigan]

(7) 1941—Continued

CONVENTIONAL—(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	19T	99T-257101 up	6.00/20 6 ply	32/8 8 ply	4	8	124	3,123	$645
1½	Ch. Cowl w/s	19T		6.00/20 6 ply	32/8 8 ply	4	8	124	3,165	695
1½	Ch. Cb	19T		6.00/20 6 ply	32/8 8 ply	4	8	124	3,472	735
1½	Panel	19T		6.00/20 6 ply	32/8 8 ply	4	8	124	4,274	925
1½	Platform	19T		6.00/20 6 ply	32/8 8 ply	4	8	124	4,122	795
1½	Stk. (Std. Racks)	19T		6.00/20 6 ply	32/8 8 ply	4	8	124	4,451	825
1½	Dump	19U		6.00/20 6 ply	6.00/20 6 ply	6	8	124	4,233	1,050
1½	Ch. Cowl	198T		6.00/20 6 ply	32/8 8 ply	4	8	133	3,197	670
1½	Ch. Cowl w/s	198T		6.00/20 6 ply	32/8 8 ply	4	8	133	3,207	720
1½	Ch. Cb	198T		6.00/20 6 ply	32/8 8 ply	4	8	133	3,512	760
1½	Platform	198T		6.00/20 6 ply	32/8 8 ply	4	8	133	4,318	820
1½	Stk. (Std. Racks)	198T		6.00/20 6 ply	32/8 8 ply	4	8	133	4,787	875
1½	Ch. Cowl	194T		6.00/20 6 ply	6.00/20 6 ply	6	8	104	3,532	750

CAB OVER ENGINE—(V8—95 H. P.)

1½	Ch. Cb	191W	99T-257101 up	6.00/20 6 ply	32/8 8 ply	4	8	101	3,547	$830
1½	Platform	191W		6.00/20 6 ply	32/8 8 ply	4	8	101	4,181	940
1½	Stk. (Std. Racks)	191W		6.00/20 6 ply	32/8 8 ply	4	8	101	4,520	970
1½	Ch. Cb	19W		6.00/20 6 ply	32/8 8 ply	4	8	124	3,624	900
1½	Platform	19W		6.00/20 6 ply	32/8 8 ply	4	8	124	4,520	970
1½	Stk. (Std. Racks)	19W		6.00/20 6 ply	32/8 8 ply	4	8	124	4,974	1,015
1½	Ch. Cb	198W		6.00/20 6 ply	32/8 8 ply	4	8	133	3,701	925

(8) 1942

COMMERCIAL—(4 CYL.)

½	Ch. Cowl	2NC	9C-13201 up	6.00/16 4 ply	6.00/16 4 ply	5	4	114	2,000	$535
½	Ch. Cowl w/s	2NC		6.00/16 4 ply	6.00/16 4 ply	5	4	114	2,023	585
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	2,050	595
½	Panel	2NC		6.00/16 4 ply	6.00/16 4 ply	5	4	114	2,029	750
½	Platform	2NC		6.00/16 4 ply	6.00/16 4 ply	5	4	114	2,013	700
½	Stk. (Std. Racks)	2NC		6.00/16 4 ply	6.00/16 4 ply	5	4	114	2,743	720

TRUCKS—(4 CYL.)

¾	Ch. Cowl	2ND	9Y-13201 up	6.50/16 6 ply	7.00/16 6 ply	4	4	122	2,241	$614
¾	Ch. Cowl w/s	2ND		6.50/16 6 ply	7.00/16 6 ply	4	4	122	2,304	634
¾	Ch. Cb	2ND		6.50/16 6 ply	7.00/16 6 ply	4	4	122	2,615	709
¾	Exp	2ND		6.50/16 6 ply	7.00/16 6 ply	4	4	122	3,171	764
¾	Panel	2ND		6.50/16 6 ply	7.00/16 6 ply	4	4	122	3,225	879
¾	Platform	2ND		6.50/16 6 ply	7.00/16 6 ply	4	4	122	3,076	759
¾	Stk. (Std. Racks)	2ND		6.50/16 6 ply	7.00/16 6 ply	4	4	122	3,329	734
1	Ch. Cowl	2NY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	2,425	630
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	3,243	809
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	809
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	3,035	$810
½	Ch. Cowl	2GC		6.00/16 4 ply	6.00/16 4 ply	5	6	114	2,153	649
½	Ch. Cowl w/s	2GC		6.00/16 4 ply	6.00/16 4 ply	5	6	114	2,178	695
½	Ch. Cb	2GC		6.00/16 4 ply	6.00/16 4 ply	5	6	114	2,532	699
½	Pickup	2GC		6.00/16 4 ply	6.00/16 4 ply	5	6	114	2,305	699
½	Panel	2GC		6.00/16 4 ply	6.00/16 4 ply	5	6	114	3,034	795
½	Platform	2GC		6.00/16 4 ply	6.00/16 4 ply	5	6	114	2,763	705
½	Stk. (Std. Racks)	2GC		6.00/16 4 ply	6.00/16 4 ply	5	6	114	2,963	725

TRUCKS—(6 CYL.)

¾	Ch. Cowl	2GD	1GY-34801 up	6.50/16 6 ply	7.00/16 6 ply	4	6	122	2,379	$695
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	2,755	780
¾	Exp	2GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	3,309	835
¾	Panel	2GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	----------	930
¾	Platform	2GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	3,214	770
¾	Stk. (Std. Racks)	2GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	3,457	775
1	Ch. Cowl	2GY	1GY-34801 up	6.00/17 6 ply	7.00/17 6 ply	4	6	122	2,040	630
1	Ch. Cowl w/s	2GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	2,072	670
1	Ch. Cb	2GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	3,023	745
1	Exp	2GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	3,477	800
1	Panel	2GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	3,050	905
1	Platform	2GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	3,378	840
1	Stk. (Std. Racks)	2GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	3,623	825

(l) FORD—Continued

[Manufacturer: Ford Motor Co. Principal plant: Dearborn, Michigan]

(8) 1942—Continued

CONVENTIONAL—(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*	
1½	Ch. Cowl	2GT	1GT-34801 up	6.00/20 6 ply	32/6 8 ply	4	6	134	3,104	$750
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	3,341	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	4,462	935
1½	Dump	2GU		6.00/20 6 ply	6.00/20 6 ply	6	6	134	4,062	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	795
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	4,401	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	655
½	Ch. Cowl w/s	21C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,193	670
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	2,788	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	3,625	895
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	3,480	790
1	Ch. Cowl	21Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,601	665
1	Ch. Cowl w/s	21Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,624	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	3,593	860
1½	Panel	21T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,284	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	4,094	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	3,624	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	3,684	$895
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	4,690	1,075
1½	Stk. (Std. Racks)	21W		6.00/20 6 ply	32/6 8 ply	4	8	134	5,024	1,120
1½	Ch. Cb	218W		6.00/20 6 ply	32/6 8 ply	4	8	158	3,734	1,030

Commercial—(V8-100 H. P.)

½	Sed. Dly	29A	99A-466701	6.00/16 4 ply	6.00/16 4 ply	5	8	114	3,075	$870
½	Ch. Cowl	29C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,170	689
½	Ch. Cowl w/s	29C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,193	690
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	2,788	745
½	Stk. (Std. Racks)	29C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,923	765

(l) FORD—Continued

[Manufacturer: Ford Motor Co. Principal plant: Dearborn, Michigan

(5) 1942—Continued

TRUCKS—(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*	
¾	Ch. Cowl	29D	99Y-499701 up	6.00/16 6 ply	7.00/16 6 ply	4	8	122	2,401	$745
¾	Ch. Cowl w/s	29D		6.00/16 6 ply	7.00/16 6 ply	4	8	122	2,421	765
¾	Ch. Cb	29D		6.00/16 6 ply	7.00/16 6 ply	4	8	122	2,778	740
¾	Exp	29D		6.00/16 6 ply	7.00/16 6 ply	4	8	122	3,331	795
¾	Panel	29D		6.00/16 6 ply	7.00/16 6 ply	4	8	122	3,625	910
¾	Platform	29D		6.00/16 6 ply	7.00/16 6 ply	4	8	122	2,225	790
¾	Stk. (Std. Racks)	29D		6.00/16 6 ply	7.00/16 6 ply	4	8	122	3,439	815
1	Ch. Cowl	29Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,601	690
1	Ch. Cowl w/s	29Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,624	710
1	Ch. Cb	29Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,018	785
1	Exp	29Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,618	840
1	Panel	29Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,712	965
1	Platform	29Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,597	840
1	Stk. (Std. Racks)	29Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,650	865
			CONVENTIONAL—(V8-100 H. P.)							
1½	Ch. Cowl	29T	99T-499701 up	6.00/20 6 ply	32x8 8 ply	4	8	124	3,196	$790
1½	Ch. Cowl w/s	29T		6.00/20 6 ply	32x8 8 ply	4	8	124	3,249	810
1½	Ch. Cb	29T		6.00/20 6 ply	32x8 8 ply	4	8	124	3,503	885
1½	Panel	29T		6.00/20 6 ply	32x8 8 ply	4	8	124	4,234	1,070
1½	Platform	29T		6.00/20 6 ply	32x8 8 ply	4	8	124	4,143	940
1½	Stk. (Stk. Racks)	29T		6.00/20 6 ply	32x8 8 ply	4	8	124	4,516	975
1½	Dump	29U		6.00/20 6 ply	6.00/20 6 ply	6	8	124	4,634	1,170
1½	Ch. Cowl	29ST		6.00/20 6 ply	32x8 8 ply	4	8	128	3,217	815
1½	Ch. Cowl w/s	29ST		6.00/20 6 ply	32x8 8 ply	4	8	128	3,240	835
1½	Ch. Cb	29ST		6.00/20 6 ply	32x8 8 ply	4	8	128	3,594	910
1½	Platform	29ST		6.00/20 6 ply	32x8 8 ply	4	8	128	4,483	990
1½	Stk. (Std. Racks)	29ST		6.00/20 6 ply	32x8 8 ply	4	8	128	4,733	1,025
1½	Ch. Cowl	29TT		6.00/20 6 ply	6.00/20 6 ply	6	8	124	3,657	940
			CAB OVER ENGINE—(V8-100 H. P.)							
1½	Ch. Cb	29IW	99T-499701 up	6.00/20 6 ply	32x8 8 ply	4	8	101	3,534	$1,010
1½	Platform	29IW		6.00/20 6 ply	32x8 8 ply	4	8	101	4,134	1,065
1½	Stk. (Std. Racks)	29IW		6.00/20 6 ply	32x8 8 ply	4	8	101	4,557	1,100
1½	Ch. Cb	29W		6.00/20 6 ply	32x8 8 ply	4	8	124	3,704	1,060
1½	Platform	29W		6.00/20 6 ply	32x8 8 ply	4	8	124	4,550	1,140
1½	Stk. (High Racks)	29W		6.00/20 6 ply	32x8 8 ply	4	8	124	5,074	1,115
1½	Ch. Cb	29SW		6.00/20 6 ply	32x8 8 ply	4	8	128	3,724	1,065

(m) F. W. D.

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

(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	55429 to 55433	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	3,895
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.	6,400	4,200
3½-4	Ch	CU-6		10.50/20	10.50/20	4	6	N. A.	8,000	4,695
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.	8,200	5,125
4-5	Ch	SSU-A		11.25/20	11.25/20	4	6	N. A.	8,100	4,825
5-6	Ch	LBU	N. A	9.00/20	9.00/20	6	6	N. A.	N. A.	4,800
5	Ch	MF-6	75097 to 75112	10.50/20	10.50/20	6	6	N. A.	9,100	5,725
			(2) 1934							
			CONVENTIONAL—(4 WHEEL DRIVE)							
1½-2	Ch	H-4	55424 to 55433	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	2,490
2-2½	Ch	H-6	55434 and up	9.00/20	9.00/20	4	6	N. A.	5,600	3,895
2-2½	Ch	LM	N. A	9.00/20	9.00/20	4	6	N. A.	5,600	3,620
2½-3	Ch	HH-6	90072 to 90135	9.75/20	9.75/20	4	6	N. A.	6,600	4,125
2½-3	Ch	HM	N. A	9.75/20	9.75/20	4	6	N. A.	6,600	4,195
2½-3	Ch	QFS	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.	6,420	4,200
3½-4	Ch	CU-6	N. A	10.50/20	10.50/20	4	6	N. A.	8,000	4,695
3½-4	Ch	CU-6A	N. A	10.50/20	10.50/20	4	6	N. A.	7,800	4,635
4-5	Ch	SSU	N. A	11.25/20	11.25/20	4	6	N. A.	8,200	5,125
4-5	Ch	SSUA	N. A	11.25/20	11.25/20	4	6	N. A.	8,100	4,825
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 75130	10.50/20	10.50/20	6	6	N. A.	9,770	5,795
5-7½	Ch	MJ-5	76001 to 76146	9.75/20	9.75/20	6	6	N. A.	11,000	6,825
5-7½	Ch	M-5	75113 to 75137	12.75/20	12.75/20	4	6	N. A.	11,800	7,470
6-7	Ch	MJ-6	76001 and up	10.50/20	10.50/20	6	6	N. A.	11,000	6,770
7½-10	Ch	MJ-7		12.75/20	12.75/20	4	6	N. A.	13,100	8,300
7½-10	Ch	M-7	75113 to 75143	40 x 10	40 x 10	4	6	N. A.	13,000	8,000
10-12	Ch	M-10	76001 and up	12.75/20	12.75/20	4	6	N. A.	14,000	9,000
	Ch	X-6	28336 and up	36 x 8	36 x 8	6	6	N. A.	12,650	7,235
	Ch	MX-6	75113 to 75130	13.50/20	13.50/20	6	6	N. A.	17,850	12,235

[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

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

(2) 1934—Continued

CONVENTIONAL—(TRACTORS—4 WHEEL 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	T-60	28336 to 28457	10.50/20	10.50/20	6	6	N. A.	10,000	$0,315
	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.	6,000	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	6,785
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	8,105
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	$0,300
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	3,550
2½-3	Ch	HH-6	90160 and up	9.75/20	9.75/20	4	6	138	7,500	4,235
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	5,295
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	6,935
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

CONVENTIONAL—(TRACTORS—4 WHEEL DRIVE)

6-7	Ch	T-26	10077 and up	7.50/20	7.50/20	6	6	127	4,050	$2,500
20-25	Ch	T-60	28641 and up	10.50/20	10.50/20	6	6	134	10,500	6,345
25-30	Ch	T-72		10.50/20	10.50/20	6	6	120	11,100	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	$8,105
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	5,300	$2,600
2½-3	Ch	HH-6	91001 and up	9.75/20	9.75/20	4	6	138	8,600	4,380
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	5,040
5-6	Ch	YU		10.50/20	10.50/20	6	6	150	10,300	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

[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

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

(5) 1937—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*	
	Ch	T-26	101001 and up	8.25-20	8.25-20	6	6	132	5,200	$2,000
	Ch	T-32		9.00-20	9.00-20	6	6	150	9,450	4,850
	Ch	T-40	60001 and up	9.75-20	9.75-20	6	6	150	10,200	5,450
	Ch	T-60		10.50-20	10.50-20	6	6	150	10,200	6,650
	Ch	T-65		10.50-20	10.50-20	6	6	150	13,150	9,150
	Ch	T-72	76001 and up	10.50-20	10.50-20	6	6	150	14,200	10,450

CONVENTIONAL—(ROAD MAINTAINER)

	Ch 4 x 4	HM	91001 and up	9.75-20	9.75-20	4	6	138	7,700	$4,210
	Ch 6 x 6	HG	101001 and up	7.50-20	7.50-20	6	6	150	6,550	3,200

CONVENTIONAL—(6 WHEEL DRIVE)

10	Ch 6 x 6	MJ-6 x 6	76001 and up	10.50-20	10.50-20	10	6	154	18,000	$10,800
15	Ch 6 x 6	M-6 x 6		13.00-20	13.00-20	6	6	204	19,000	12,850

(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	4,250
3-4	Ch	CUA	60277 and up	9.75-20	9.75-20	4	6	150	7,800	4,040
3-4	Ch	CU		9.75-20	9.75-20	4	6	150	8,160	4,020
4-5	Ch	FUA	60001 and up	11.25-20	11.25-20	4	6	150	9,450	5,440
4-5	Ch	SU		11.25-20	11.25-20	4	6	150	9,700	5,040
5-6	Ch	YU		10.50-20	10.50-20	6	6	150	10,200	6,200
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	13,150	8,800
10-12	Ch	M-10	76001 and up	13.00-20	13.00-20	4	6	150	14,200	10,450

CONVENTIONAL—(TRACTORS—4 WHEEL DRIVE)

	Ch	T-26	101001 and up	7.50-20	7.50-20	6	6	132	5,200	$2,000
	Ch	T-32		8.25-20	8.25-20	6	6	150	9,450	4,850
	Ch	T-40	60001 and up	9.75-20	9.75-20	6	6	150	10,200	5,450
	Ch	T-60		10.50-24	10.50-24	6	6	150	10,200	6,650
	Ch	T-65		10.50-24	10.50-24	6	6	150	13,150	9,150
	Ch	T-72	76001 and up	10.50-24	10.50-24	6	6	150	14,200	10,450

CONVENTIONAL—(4 WHEEL DRIVE—ROAD MAINTENANCE)

	Ch	HG	101001 and up	7.50-20	7.50-20	6	6	150	6,550	$3,600
	Ch	HM	91011 and up	9.75-20	9.75-20	4	6	133	7,700	4,210

CONVENTIONAL—(6 WHEEL DRIVE)

10	Ch (6 x 6)	MJ 6 x 6	76001 and up	10.50-20	10.50-20	10	6	154	18,000	$10,800
15	Ch (6 x 6)	M 6 x 6		13.00-20	13.00-20	6	6	204	19,000	13,135

(7) 1939

CONVENTIONAL—(4 WHEEL DRIVE)

1½	Ch	HS	101200 and up	6.50-20	6.50-20	6	6	132	5,200	$2,000
2½-3	Ch	HH-6	91037 and up	9.75-20	9.75-20	4	6	133	7,600	4,330
3-4	Ch	CUA	60200 and up	9.75-20	9.75-20	4	6	150	8,000	4,040
3-4	Ch	CU		9.75-20	9.75-20	4	6	150	8,000	4,020
4-5	Ch	SUA		11.25-20	11.25-20	4	6	150	9,450	5,440
4-5	Ch	SU		11.25-20	11.25-20	4	6	150	9,700	5,040
5-6	Ch	YU		10.50-20	10.50-20	6	6	150	10,200	6,200
5-6	Ch	MJ-5	76125 and up	9.75-20	9.75-20	6	6	150	12,000	6,700
6-7½	Ch	MS-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	13,150	8,800
10-12	Ch	M-10		13.00-20	13.00-20	4	6	150	14,200	10,450

CONVENTIONAL—(TRACTORS—4 WHEEL DRIVE)

	Ch	T-26	101200 and up	8.25-20	8.25-20	6	6	144	5,800	$2,000
	Ch	T-32		8.25-20	8.25-20	6	6	133	7,850	3,695
	Ch	T-40	60000 and up	9.75-20	9.75-20	6	6	134	10,200	5,450
	Ch	T-60		10.50-20	10.50-20	6	6	134	11,800	6,650
	Ch	T-65	76125 and up	10.50-20	10.50-20	6	6	150	13,000	9,150
	Ch	T-72		10.50-20	10.50-20	6	6	150	14,050	10,450

[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.

(m) F. W. D.—Continued

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

(7) 1939—Continued

CONVENTIONAL—(4 WHEEL DRIVE—ROAD MAINTAINER)

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	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	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	18,000	$10,800
15	Ch (6 x 6)	M-6 x 6		13.50/20	13.50/20	6	6	204	19,000	13,635
(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	138	8,400	4,450
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	7,650	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	11,040	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	14,655
CAB OVER ENGINE—(4 WHEEL DRIVE)										
	Ch	T-26 COE	101200 and up	7.50/20	7.50/20	6	6	103	5,960	$3,230
	Ch	T-32 COE		8.25/20	8.25/20	6	6	111	8,230	4,360
(9) 1941										
CONVENTIONAL—(4 WHEEL DRIVE)										
1½	Ch	HS	101599 and up	6.50/20	6.50/20	6	6	132	5,680	$2,750
2½-3	Ch	HH-6		9.75/20	9.75/20	4	6	138	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	8,100	4,940
4-5	Ch	SUA		11.25/20	11.25/20	4	6	150	10,020	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	10,670	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	11,420	7,000
7½-10	Ch	M-7		12.75/20	12.75/20	4	6	150	12,300	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	5,680	$2,965
	Ch	T-32		7.50/20	7.50/20	6	6	138	7,050	3,995
	Ch	T-40	60200 and up	9.75/20	9.75/20	6	6	134	10,600	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	14,655

[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

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

(10) 1942

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*	
	Ch	HS	101785 and up	7.00/20	7.00/20	6	6	132	6,000	$2,000
	Ch	HA		7.50/20	7.50/20	6	6	132	6,800	3,420
	Ch	HB		7.50/20	7.50/20	6	6	144	7,800	3,930
	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	9,700	4,820
	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	5,643
	Ch	YU		11.00/20	11.00/20	6	6	150	10,300	6,200
	Ch	MJ-6	76509 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	13,800	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	14,250	10,420
			CONVENTIONAL—(TRACTOR—4 WHEEL DRIVE)							
	Ch	T-20	101735 and up	7.00/20	7.00/20	6	6	132	6,000	$2,000
	Ch	T-20		7.50/20	7.50/20	6	6	132	6,800	3,420
	Ch	T-32		7.50/20	7.50/20	6	6	132	7,850	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	76509 and up	11.00/20	11.00/20	10	6	184	18,000	11,[illegible]
	Ch 6 x 6	M-6 x 6		14.00/20	14.00/20	6	6	184	19,000	14,[illegible]

(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 9000	6.00/20 6 ply	6.00/20 6 ply	4	6	131	2,945	$[illegible]
¾	Ch/Cb	T-16L-A		6.00/20 6 ply	6.00/20 6 ply	4	6	131	3,005	[illegible]
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	4,165	784
¾	Ch	F-16L-B		6.00/20 6 ply	6.00/20 6 ply	4	6	157	2,900	[illegible]
¾	Ch/Cb	F-16L-B		6.00/20 6 ply	6.00/20 6 ply	4	6	157	3,370	722
¾	Platform	F-16L-B		6.00/20 6 ply	6.00/20 6 ply	4	6	157	4,005	794
¾	Stake (Std. Racks)	F-16L-B		6.00/20 6 ply	6.00/20 6 ply	4	6	157	4,245	849
¾	Stake Exp	F-16L-B		6.00/20 6 ply	6.00/20 6 ply	4	6	157	4,415	859
1½	Ch	T-16-A	T-16-4001 to 9000	6.00/20 6 ply	6.00/20 6 ply	4	6	131	3,519	585
1½	Ch/Cb	T-16-A		6.00/20 6 ply	6.00/20 6 ply	4	6	131	3,669	657
1½	Panel	T-16-A		6.00/20 6 ply	6.00/20 6 ply	4	6	131	4,245	877
1½	Platform	T-16-A	T-16-4001 to 9000	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	3,285	600
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	4,200	794
1½	Stake (Std. Racks)	T-16-B		6.00/20 6 ply	6.00/20 6 ply	4	6	157	4,040	849
1½	Stake Exp	T-16-B		6.00/20 6 ply	6.00/20 6 ply	4	6	157	4,710	859
1½	Ch	T-18-A	T-18-12501 to 17000	20 x 5.0 ply	32 x 6 8 ply	4	6	140¾	3,630	[illegible]
1½	Ch/Sp. Cowl	T-18-A		20 x 5.0 ply	32 x 6 8 ply	4	6	140¾	3,690	727
1½	Ch/Cb	T-18-A		20 x 5.0 ply	32 x 6 8 ply	4	6	140¾	4,120	902
1½	Platform	T-18-A		20 x 5.0 ply	32 x 6 8 ply	4	6	140¾	4,000	965
1½	Stake (Std. Racks)	T-18-A		20 x 5.0 ply	32 x 6 8 ply	4	6	140¾	4,970	[illegible]
1½	Stake Exp	T-18-A		20 x 5.0 ply	32 x 6 8 ply	4	6	140¾	5,010	1,005
1½	Ch	T-18-B		20 x 5.0 ply	32 x 6 8 ply	4	6	164¾	3,720	812
1½	Ch/Cb	T-18-B		20 x 5.0 ply	32 x 6 8 ply	4	6	164¾	4,220	[illegible]
1½	Platform	T-18-B		20 x 5.0 ply	32 x 6 8 ply	4	6	164¾	4,105	1,015
1½	Stake (Std. Racks)	T-18-B		20 x 5.0 ply	32 x 6 8 ply	4	6	164¾	5,245	1,092
1½	Stake exp	T-18-B	T-18-12501 to 17000	20 x 5.0 ply	32 x 6 8 ply	4	6	164¾	5,315	1,072
2	Ch	T-23-A	T-23-5970 to 7251	6.00/20 6 ply	6.00/20 6 ply	6	6	142	3,805	1,115
2	Ch/Ap. Cowl	T-23-A		6.00/20 6 ply	6.00/20 6 ply	6	6	142	3,865	1,135
2	Ch/Cb	T-23-A		6.00/20 6 ply	6.00/20 6 ply	6	6	142	4,275	1,240
2	Ch	T-23-B		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,045	1,150
2	Ch/Cb	T-23-B		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,005	1,275
2	Ch	T-23-C		6.00/20 6 ply	6.00/20 6 ply	6	6	184	4,095	1,160
2	Ch/Cb	T-23-C		6.00/20 6 ply	6.00/20 6 ply	6	6	184	4,445	1,245
2	Ch	T-33	2508 to 3105	32 x 6 8 ply	32 x 6 8 ply	6	6	[2] 142	4,280	1,655
2½	Ch	T-43	1501 to 1825	32 x 6 8 ply	32 x 6 8 ply	6	6	[2] 142	4,820	1,795
3½	Ch	T-48	205 to 905	32 x 6 10 ply	32 x 6 10 ply	6	6	[2] 145	5,435	2,255
3½	Ch	T-51	1132 and up	34 x 7 10 ply	34 x 7 10 ply	6	6	[2] 145	6,025	2,025
3½	Ch	T-51-H	1135 and up	34 x 7 10 ply	34 x 7 10 ply	6	6	[2] 145	7,420	3,255
3½	Ch	T-51-W	1126 and up	34 x 7 10 ply	34 x 7 10 ply	6	6	[2] 145	7,470	3,[illegible]
4	Ch	T-61	676 to 918	9.00/20 10 ply	9.00/20 10 ply	6	6	[2] 145	8,005	4,[illegible]
4½	Ch	T-83	331 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[2] 145	8,415	[illegible]
5	Ch	T-84	977 to 1116	9.75/20 12 ply	9.75/20 12 ply	6	6	[2] 145	8,005	[illegible]

[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

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

(1) 1935—Continued

CAB OVER ENGINE

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/Cb	T-73	001 to 032	34 x 7 10 ply	34 x 7 10 ply	6	6	194	6,705	$2,095
2½	Ch/Cb	T-73-H		34 x 7 10 ply	34 x 7 10 ply	6	6	194	6,030	3,160
2½	Ch/Cb	T-74	001 to 040	34 x 7 10 ply	34 x 7 10 ply	6	6	194	6,630	3,695
3½	Ch/Cb	T-74-H		34 x 7 10 ply	34 x 7 10 ply	6	6	194	7,530	4,160
4	Ch/Cb	T-75-T	001 and up	9.75/20 12 ply	9.75/20 12 ply	6	6	194	7,825	5,340
4	Ch/Cb	T-75	001 and up	9.75/20 12 ply	9.75/20 12 ply	6	6	1106	8,430	5,490
4½	Ch/Cb	T-75-H		9.75/20 12 ply	9.75/20 12 ply	6	6	1106	8,430	5,700
5	Ch/Cb	T-78-T	001 to 049	10.50/22 12 ply	10.50/22 12 ply	6	6	194	8,775	5,950
5	Ch/Cb	T-78		10.50/22 12 ply	10.50/22 12 ply	6	6	1106	9,370	6,160

(2) 1936

CONVENTIONAL

½	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
½	Ch/Cb	T-14-A		6.00/16 4 ply	6.00/16 4 ply	4	6	126	2,585	517
½	Rickey	T-14-A		6.00/16 4 ply	6.00/16 4 ply	4	6	126	2,840	558
½	Panel	T-14-A		6.00/16 4 ply	6.00/16 4 ply	4	6	126	3,160	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	625
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	800
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	4,695	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	625
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	800
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	4,695	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	643
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	4,080	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	4,895	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	5,285	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
1-1½	Ch	T-18A	T-18-17601 to 22311	30 x 5 6 ply	32 x 6 8 ply	4	6	136	4,180	815
1-1½	Ch/Cowl/w/s	T-18A		30 x 5 6 ply	32 x 6 8 ply	4	6	136	4,220	853
1-1½	Ch/Cb	T-18A		30 x 5 6 ply	32 x 6 8 ply	4	6	136	4,780	940
1-1½	Platform	T-18A		30 x 5 6 ply	32 x 6 8 ply	4	6	136	5,290	1,003
1-1½	Stake (Std. Racks)	T-18A		30 x 5 6 ply	32 x 6 8 ply	4	6	136	5,580	1,031
1-1½	Stake Exp	T-18A		30 x 5 6 ply	32 x 6 8 ply	4	6	136	5,640	1,041
1½	Ch	T-18B		30 x 5 6 ply	32 x 6 8 ply	4	6	160	4,200	846
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	1,049
1½	Stake (Std. Racks)	T-18B		30 x 5 6 ply	32 x 6 8 ply	4	6	160	5,705	1,097
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	867
1-1½	Ch/Cowl/w/s	T-18-C		30 x 5 6 ply	32 x 6 8 ply	4	6	178	4,280	906
1-1½	Ch/Cb	T-18-C		30 x 5 6 ply	32 x 6 8 ply	4	6	178	4,840	995
1-1½	Ch	T-18H-A	T-18H-17608 to 22311	6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,695	895
1-1½	Ch/Cowl/w/s	T-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,635	935
1-1½	Ch/Cb	T-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	6	136	5,195	1,021
1-1½	Platform	T-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	6	136	5,705	1,093
1-1½	Stake (Std. Racks)	T-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	6	136	5,995	1,114
1-1½	Stake Exp	T-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	6	136	6,055	1,124
1-1½	Ch	T-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,615	925
1-1½	Ch/Cowl/w/s	T-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,655	965
1-1½	Ch/Cb	T-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	160	5,215	1,050
1½	Ch	T-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,655	949
1½	Ch/Cowl/w/s	T-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,695	989
1½	Ch/Cb	T-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	6	178	5,255	1,095
2	Ch	T-23A	T-23-7252 to 8502	7.00/20 8 ply	7.00/20 8 ply	6	6	136	4,670	1,235
2	Ch/Cowl/w/s	T-23A		7.00/20 8 ply	7.00/20 8 ply	6	6	136	4,710	1,325
2	Ch/Cb	T-23A		7.00/20 8 ply	7.00/20 8 ply	6	6	136	5,270	1,410
2	Ch	T-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	160	4,690	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	1,355

[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.

(p) G. M. C.—Continued

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

(2) 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/Cowl/w/s	T-23D		7.00-20 8 ply	7.00-20 8 ply	6	6	133	4,840	$1,395
2	Ch/Cb	T-23D		7.00-20 8 ply	7.00-20 8 ply	6	6	156	5,430	1,480
2	Ch	T-23H	7232 to 8502	7.50-20 8 ply	7.50-20 8 ply	6	6	[1]126	4,635	1,515
2½	Ch	T-33	3107 to 3811	7.50-20 8 ply	7.50-20 8 ply	6	6	[1]126	5,510	1,755
2½	Cb	T-33H		8.25-20 8 ply	8.25-20 8 ply	6	6	[1]123	6,620	2,135
3½	Ch	T-46	903 to 1087	8.25-20 10 ply	8.25-20 10 ply	6	6	[1]123	7,320	2,445
3½	Cb	T-51	1132 and up	34 x 7 10 ply	34 x 7 10 ply	6	6	[1]145	6,625	2,025
3½	Ch	T-51H	1139 and up	34 x 7 10 ply	34 x 7 10 ply	6	6	[1]145	7,420	2,295
3½	Ch	T-51W	1129 and up	34 x 7 10 ply	34 x 7 10 ply	6	6	[1]145	7,450	3,005
4	Ch	T-61	919 to 1059	9.00-20 10 ply	9.00-20 10 ply	6	6	[1]123	8,705	4,925
5	Ch	T-61H		9.00-20 10 ply	9.00-20 10 ply	6	6	[1]126	9,040	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	$2,735
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	6,620	3,035
3½	Ch/Cb	T-74H		34 x 7 10 ply	34 x 7 10 ply	6	6	[1]94	7,520	4,170
3½	Ch/Cb	T-75	046 and up	9.00-20 10 ply	9.00-20 10 ply	6	6	[1]94	8,320	5,580
5	Ch/Cb	T-78		9.75-20 12 ply	9.75-20 12 ply	6	6	[1]94	9,270	6,420
			(3) 1937							
			CONVENTIONAL							
½	Pickup/stk	T-14	T-14-11232 to 24527	6.00-16 4 ply	6.00-16 4 ply	4	6	112	2,850	$567
½	Suburban	T-14		6.00-16 4 ply	6.00-16 4 ply	4	6	112	3,135	775
½	Ch	T-14A		6.00-16 4 ply	6.00-16 4 ply	4	6	112	2,155	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	2,700	553
½	Panel	T-14A		6.00-16 4 ply	6.00-16 4 ply	4	6	112	3,030	651
½	Ch	T-14B		6.00-16 4 ply	6.00-16 4 ply	4	6	123	2,260	449
½	Ch/Cowl	T-14B		6.00-16 4 ply	6.00-16 4 ply	4	6	123	2,330	471
½	Ch/Cb	T-14B		6.00-16 4 ply	6.00-16 4 ply	4	6	123	2,670	547
½	Panel	T-14B		6.00-16 4 ply	6.00-16 4 ply	4	6	123	3,195	711
½	Pickup	T-14B		6.00-16 4 ply	6.00-16 4 ply	4	6	123	2,805	583
½	Pickup/stk	T-14B		6.00-16 4 ply	6.00-16 4 ply	4	6	123	2,905	613
¾	Ch	T-16L	T-16L-18302 to 20415	6.00-20 6 ply	6.00-20 6 ply	4	6	131½	3,175	625
¾	Ch/Cowl/w/s	T-16L		6.00-20 6 ply	6.00-20 6 ply	4	6	131½	3,195	636
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	3,700	606
¾	Panel	T-16L		6.00-20 6 ply	6.00-20 6 ply	4	6	131½	4,190	843
1½	Ch	T-16A	T-16-18302 to 20415	6.00-20 6 ply	32 x 6 8 ply	4	6	121½	3,445	635
1½	Ch/Cowl/w/s	T-16A		6.00-20 6 ply	32 x 6 8 ply	4	6	131½	3,475	650
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	668
1½	Stake (Std. Racks)	T-16A		6.00-20 6 ply	32 x 6 8 ply	4	6	131½	4,015	729
1½	Ch	T-16B		6.00-20 6 ply	32 x 6 8 ply	4	6	157	3,625	670
1½	Ch/Cowl/w/s	T-16B		6.00-20 6 ply	32 x 6 8 ply	4	6	157	3,655	691
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	4,650	749
1½	Stake (Std. Racks)	T-16B		6.00-20 6 ply	32 x 6 8 ply	4	6	157	4,850	795
1½	Stake/Exp	T-16B		6.00-20 6 ply	32 x 6 8 ply	4	6	157	4,960	865
1½	Ch	T-16H-A	T-16H-18302 to 20415	6.00-20 6 ply	32 x 6 8 ply	4	6	120	3,745	709
1½	Ch/Cowl/w/s	T-16H-A		6.00-20 6 ply	32 x 6 8 ply	4	6	120	3,775	721
1½	Ch/Cb	T-16H-A		6.00-20 6 ply	32 x 6 8 ply	4	6	120	4,115	807
1½	Panel	T-16H-A		6.00-20 6 ply	32 x 6 8 ply	4	6	120	4,770	1,011
1½	Platform	T-16H-A		6.00-20 6 ply	32 x 6 8 ply	4	6	120	4,625	824
1½	Stake (Std. Racks)	T-16H-A		6.00-20 6 ply	32 x 6 8 ply	4	6	120	4,615	804
1½	Ch	T-16H-B		6.00-20 6 ply	32 x 6 8 ply	4	6	133½	3,825	725
1½	Ch/Cowl/w/s	T-16H-B		6.00-20 6 ply	32 x 6 8 ply	4	6	133½	3,855	741
1½	Ch/Cb	T-16H-B		6.00-20 6 ply	32 x 6 8 ply	4	6	133½	4,195	832
1½	Platform	T-16H-B		6.00-20 6 ply	32 x 6 8 ply	4	6	133½	4,850	994
1½	Stake (Std. Racks)	T-16H-B		6.00-20 6 ply	32 x 6 8 ply	4	6	133½	5,150	960
1½	Stake/exp	T-16H-B		6.00-20 6 ply	32 x 6 8 ply	4	6	133½	5,250	970
1½	Ch	T-16H-C		6.00-20 6 ply	32 x 6 8 ply	4	6	174½	3,895	749
1½	Ch/Cowl/w/s	T-16H-C		6.00-20 6 ply	32 x 6 8 ply	4	6	174½	3,925	771
1½	Ch/Cb	T-16H-C		6.00-20 6 ply	32 x 6 8 ply	4	6	174½	4,265	847
1½	Ch	T-18A	T-18-22312 to 27070	20 x 5 6 ply	32 x 6 8 ply	4	6	120	4,375	865
1½	Ch/Cowl/w/s	T-18A		20 x 5 6 ply	32 x 6 8 ply	4	6	120	4,415	885
1½	Ch/Cb	T-18A		20 x 5 6 ply	32 x 6 8 ply	4	6	120	5,040	1,020
1½	Ch	T-18B		20 x 5 6 ply	32 x 6 8 ply	4	6	160	4,415	925
1½	Ch/Cowl/w/s	T-18B		20 x 5 6 ply	32 x 6 8 ply	4	6	160	4,475	965
1½	Ch/Cb	T-18B		20 x 5 6 ply	32 x 6 8 ply	4	6	160	5,090	1,020
1½	Ch	T-18B		20 x 5 6 ply	32 x 6 8 ply	4	6	178	4,475	940
1½	Ch/Cowl/w/s	T-18C		20 x 5 6 ply	32 x 6 8 ply	4	6	178	4,515	1,003
1½	Ch/Cb	T-18C		20 x 5 6 ply	32 x 6 8 ply	4	6	178	5,140	1,005
1½	Ch	T-18H-A	T-18H-22312 to 27070	6.00-20 6 ply	6.00-20 6 ply	6	6	120	4,675	1,045
1½	Ch/Cowl/w/s	T-18H-A		6.00-20 6 ply	6.00-20 6 ply	6	6	120	4,675	1,105
1½	Ch/Cb	T-18H-A		6.00-20 6 ply	6.00-20 6 ply	6	6	120	5,320	1,170
1½	Ch	T-18H-B		6.00-20 6 ply	6.00-20 6 ply	6	6	160	4,675	1,075
1½	Ch/Cowl/w/s	T-18H-B		6.00-20 6 ply	6.00-20 6 ply	6	6	160	4,735	1,125
1½	Ch/Cb	T-18H-B		6.00-20 6 ply	6.00-20 6 ply	6	6	160	5,320	1,200
1½	Ch	T-18H-C	T-18H-22312 to 27070	6.00-20 6 ply	6.00-20 6 ply	6	6	178	4,735	1,040
1½	Ch/Cowl/w/s	T-18H-C		6.00-20 6 ply	6.00-20 6 ply	6	6	178	4,795	1,170
1½	Ch/Cb	T-18H-C		6.00-20 6 ply	6.00-20 6 ply	6	6	178	5,420	1,215
2	Ch	T-23A	T-23-8403 to 9778	7.00-20 8 ply	7.00-20 8 ply	6	6	120	4,795	1,285
2	Ch/Cowl/w/s	T-23A		7.00-20 8 ply	7.00-20 8 ply	6	6	120	4,825	1,405
2	Ch/Cb	T-23A		7.00-20 8 ply	7.00-20 8 ply	6	6	120	5,500	1,470
2	Ch	T-23B		7.00-20 8 ply	7.00-20 8 ply	6	6	160	4,855	1,375
2	Ch/Cowl/w/s	T-23B		7.00-20 8 ply	7.00-20 8 ply	6	6	160	5,025	1,425
2	Ch/Cb	T-23B		7.00-20 8 ply	7.00-20 8 ply	6	6	160	5,600	1,500

[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.

(n) G. M. C.—Continued

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

(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*	
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	1,460
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	1,535
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	8,555	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	735
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	3,893	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	174¾	4,035	845
1½	Ch/Cowl w/s	F-16H-D		6.00/20 6 ply	32 x 6 8 ply	4	6	174¾	4,075	905
1½	Ch/Cb	F-16H-D		6.00/20 6 ply	32 x 6 8 ply	4	6	174¾	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
1½	Ch/Cb	F-18H-C	F-18H-001 to 813	6.50/20 6 ply	6.50/20 6 ply	6	6	160	5,520	1,415
1½	Ch	F-18H-D		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,905	1,245
1½	Ch/Cowl w/s	F-18H-D		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,945	1,305
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 299	7.00/20 8 ply	7.00/20 8 ply	6	6	108	4,915	1,505
2	Ch/Cowl w/s	F-23A		7.00/20 8 ply	7.00/20 8 ply	6	6	108	4,955	1,565
2	Ch/Cb	F-23A		7.00/20 8 ply	7.00/20 8 ply	6	6	108	5,590	1,700
2	Ch	F-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	136	5,015	1,535
2	Ch/Cowl w/s	F-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	136	5,055	1,595
2	Ch/Cb	F-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	136	5,690	1,730
2	Ch	F-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	160	5,085	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	196	5,400	1,600
2	Ch/Cowl w/s	F-23E		7.00/20 8 ply	7.00/20 8 ply	6	6	196	5,440	1,660
2	Ch/Cb	F-23E		7.00/20 8 ply	7.00/20 8 ply	6	6	196	6,075	1,795
2	Ch	F-23H	8503 to 9778	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 108	5,010	1,795
2½	Ch	F-33	001 to 210	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 108	5,925	2,025
2½	Ch	F-33H		8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 108	6,460	2,495
3½	Ch	F-46	001 to 158	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 108	7,055	2,805
4	Ch	F-61	001 to 097	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 108	8,855	4,305
5	Ch	F-61H		9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 108	9,360	4,675

(4) 1938

CONVENTIONAL

½	Suburban	T-14	T-14—34528 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	112	3,240	$810
½	Ch	T-14A		6.00/16 4 ply	6.00/16 4 ply	4	6	112	2,300	415
½	Ch/Cowl w/s	T-14A		6.00/16 4 ply	6.00/16 4 ply	4	6	112	2,330	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	2,895	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	639

[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

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

(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*	
½	Ch	T-14B		6.00-16 4 ply	6.00-16 4 ply	4	6	120	2,335	$[illegible]
½	Ch/Cowl/w/s	T-14B		6.00-16 4 ply	6.00-16 4 ply	4	6	120	2,385	[illegible]
½	Ch/Cb	T-14B		6.00-16 4 ply	6.00-16 4 ply	4	6	120	2,725	[illegible]
½	Pickup	T-14B		6.00-16 4 ply	6.00-16 4 ply	4	6	120	2,950	[illegible]
½	Pickup/stk	T-14B		6.00-16 4 ply	6.00-16 4 ply	4	6	120	3,005	[illegible]
½	Panel	T-14B		6.00-16 4 ply	6.00-16 4 ply	4	6	120	3,220	[illegible]
½	Stake (Std. Racks)	T-14B		6.00-16 4 ply	6.00-16 4 ply	4	6	120	3,345	[illegible]
¾	Ch	T-14SA	T-145-001 and up	7.00-15 6 ply	7.00-15 6 ply	4	6	120	2,470	[illegible]
¾	Ch/Cowl/w/s	T-14SA		7.00-15 6 ply	7.00-15 6 ply	4	6	120	2,500	[illegible]
¾	Ch/Cb	T-14SA		7.00-15 6 ply	7.00-15 6 ply	4	6	120	2,840	[illegible]
¾	Pickup	T-14SA		7.00-15 6 ply	7.00-15 6 ply	4	6	120	3,105	[illegible]
¾	Pickup/stk	T-14SA		7.00-15 6 ply	7.00-15 6 ply	4	6	120	3,150	[illegible]
¾	Panel	T-14SA		7.00-15 6 ply	7.00-15 6 ply	4	6	120	3,405	[illegible]
¾	Stake (Std. Racks)	T-14SA		7.00-15 6 ply	7.00-15 6 ply	4	6	120	3,420	[illegible]
1	Ch	T-15A	T-15-5001 and up	7.00-17 6 ply	7.00-17 6 ply	4	6	131½	2,675	[illegible]
1	Ch/Cowl/w/s	T-15A		7.00-17 6 ply	7.00-17 6 ply	4	6	131½	2,685	[illegible]
1	Ch/Cb	T-15A		7.00-17 6 ply	7.00-17 6 ply	4	6	131½	3,025	[illegible]
1	Pickup	T-15A		7.00-17 6 ply	7.00-17 6 ply	4	6	131½	3,275	[illegible]
1	Pickup/Stk	T-15A		7.00-17 6 ply	7.00-17 6 ply	4	6	131½	3,405	[illegible]
1	Panel	T-15A		7.00-17 6 ply	7.00-17 6 ply	4	6	131½	3,720	[illegible]
1	Ch	T-15SA	T-155-001 and up	7.50-16 6 ply	7.50-16 6 ply	4	6	131½	2,705	[illegible]
1	Ch/Cowl/w/s	T-15SA		7.50-16 6 ply	7.50-16 6 ply	4	6	131½	2,825	[illegible]
1	Ch/Cb	T-15SA		7.50-16 6 ply	7.50-16 6 ply	4	6	131½	3,165	[illegible]
1	Pickup	T-15SA		7.50-16 6 ply	7.50-16 6 ply	4	6	131½	3,375	[illegible]
1	Pickup/Stk	T-15SA		7.50-16 6 ply	7.50-16 6 ply	4	6	131½	3,045	[illegible]
1	Panel	T-15SA		7.50-16 6 ply	7.50-16 6 ply	4	6	131½	3,855	[illegible]
1	Platform	T-15SA		7.50-16 6 ply	7.50-16 6 ply	4	6	131½	3,875	[illegible]
1	Stake (Std. Racks)	T-15SA		7.50-16 6 ply	7.50-16 6 ply	4	6	131½	3,905	[illegible]
1½	Ch	T-16A	T-16-30416 and up	6.00-20 6 ply	32 x 6 8 ply	4	6	131½	3,445	[illegible]
1½	Ch/Cowl/w/s	T-16A		6.00-20 6 ply	32 x 6 8 ply	4	6	131½	3,475	[illegible]
1½	Ch/Cb	T-16A		6.00-20 6 ply	32 x 6 8 ply	4	6	131½	3,815	[illegible]
1½	Platform	T-16A		6.00-20 6 ply	32 x 6 8 ply	4	6	131½	4,325	[illegible]
1½	Stake (Std. Racks)	T-16A		6.00-20 6 ply	32 x 6 8 ply	4	6	131½	4,415	[illegible]
1½	Ch	T-16B		6.00-20 6 ply	32 x 6 8 ply	4	6	157	3,625	[illegible]
1½	Ch/Cowl/w/s	T-16B		6.00-20 6 ply	32 x 6 8 ply	4	6	157	3,675	[illegible]
1½	Ch/Cb	T-16B		6.00-20 6 ply	32 x 6 8 ply	4	6	157	3,835	[illegible]
1½	Platform	T-16B		6.00-20 6 ply	32 x 6 8 ply	4	6	157	4,350	[illegible]
1½	Stake (Std. Racks)	T-16B		6.00-20 6 ply	32 x 6 8 ply	4	6	157	4,850	[illegible]
1½	Stake/Exp	T-16B		6.00-20 6 ply	32 x 6 8 ply	4	6	157	4,900	[illegible]
1½	Ch	T-16H-A	T-16H-30416 and up	6.00-20 6 ply	32 x 6 8 ply	4	6	120	3,745	[illegible]
1½	Ch/Cowl/w/s	T-16H-A		6.00-20 6 ply	32 x 6 8 ply	4	6	120	3,775	[illegible]
1½	Ch/Cb	T-16H-A		6.00-20 6 ply	32 x 6 8 ply	4	6	120	4,115	[illegible]
1½	Ch	T-16H-B		6.00-20 6 ply	32 x 6 8 ply	4	6	133½	3,825	[illegible]
1½	Ch/Cowl/w/s	T-16H-B		6.00-20 6 ply	32 x 6 8 ply	4	6	133½	3,855	[illegible]
1½	Ch/Cb	T-16H-B		6.00-20 6 ply	32 x 6 8 ply	4	6	133½	4,195	[illegible]
1½	Ch	T-16H-C		6.00-20 6 ply	32 x 6 8 ply	4	6	174½	3,895	[illegible]
1½	Ch/Cowl/w/s	T-16H-C		6.00-20 6 ply	32 x 6 8 ply	4	6	174½	3,925	[illegible]
1½	Ch/Cb	T-16H-Q		6.00-20 6 ply	32 x 6 8 ply	4	6	174½	4,265	[illegible]
1½	Ch	T-18A	T-18-27077 and up	6.00-20 6 ply	6.00-20 6 ply	6	6	120	4,375	[illegible]
1½	Ch/Cowl/w/s	T-18A		6.00-20 6 ply	6.00-20 6 ply	6	6	120	4,415	1,037
1½	Ch/Cb	T-18A		6.00-20 6 ply	6.00-20 6 ply	6	6	120	5,040	1,165
1½	Ch	T-18B		6.00-20 6 ply	6.00-20 6 ply	6	6	160	4,415	997
1½	Ch/Cowl/w/s	T-18B		6.00-20 6 ply	6.00-20 6 ply	6	6	160	4,455	1,047
1½	Ch/Cb	T-18B		6.00-20 6 ply	6.00-20 6 ply	6	6	160	5,080	1,183
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	1,062
1½	Ch/Cb	T-18C		6.00-20 6 ply	6.00-20 6 ply	6	6	178	5,140	1,145
1½	Ch	T-18H-A	T-18H-27077 and up	6.00-20 6 ply	6.00-20 6 ply	6	6	120	4,055	1,140
1½	Ch/Cowl/w/s	T-18H-A		6.00-20 6 ply	6.00-20 6 ply	6	6	120	4,095	1,212
1½	Ch/Cb	T-18H-A		6.00-20 6 ply	6.00-20 6 ply	6	6	120	5,320	1,278
1½	Ch	T-18H-B		6.00-20 6 ply	6.00-20 6 ply	6	6	160	4,095	1,170
1½	Ch/Cowl/w/s	T-18H-B		6.00-20 6 ply	6.00-20 6 ply	6	6	160	4,135	1,242
1½	Ch/Cb	T-18H-B		6.00-20 6 ply	6.00-20 6 ply	6	6	160	5,200	1,373
1½	Ch	T-18H-C		6.00-20 6 ply	6.00-20 6 ply	6	6	178	4,175	1,185
1½	Ch/Cowl/w/s	T-18H-C		6.00-20 6 ply	6.00-20 6 ply	6	6	178	4,205	1,237
1½	Ch/Cb	T-18H-C		6.00-20 6 ply	6.00-20 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	120	4,805	1,441
2	Ch/Cowl/w/s	T-23A		7.00-20 8 ply	7.00-20 8 ply	6	6	120	4,035	1,512
2	Ch/Cb	T-23A		7.00-20 8 ply	7.00-20 8 ply	6	6	120	5,360	1,578
2	Ch	T-23B		7.00-20 8 ply	7.00-20 8 ply	6	6	160	4,095	1,450
2	Ch/Cowl/w/s	T-23B		7.00-20 8 ply	7.00-20 8 ply	6	6	160	5,025	1,542
2	Ch/Cb	T-23B		7.00-20 8 ply	7.00-20 8 ply	6	6	160	5,620	1,653
2	Ch	T-23C		7.00-20 8 ply	7.00-20 8 ply	6	6	178	5,165	1,455
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	5,820	1,668
2	Ch	T-23D		7.00-20 8 ply	7.00-20 8 ply	6	6	176	5,075	1,570
2	Ch/Cowl/w/s	T-23D		7.00-20 8 ply	7.00-20 8 ply	6	6	176	5,405	1,582
2	Ch/Cb	T-23D		7.00-20 8 ply	7.00-20 8 ply	6	6	176	6,020	1,645
2	Ch	T-23H		7.50-20 8 ply	7.50-20 8 ply	6	6	[2] 126	5,420	1,723
2½	Ch	T-33	4513 and up	7.50-20 8 ply	7.50-20 8 ply	6	6	[2] 126	5,575	2,010
2½	Ch	T-33H		8.25-20 10 ply	8.25-20 10 ply	6	6	[2] 126	6,420	2,455
3½	Ch	T-46	2237 and up	8.25-20 10 ply	8.25-20 10 ply	6	6	[2] 126	7,275	3,225
4	Ch	T-61	1193 and up	9.00-20 10 ply	9.00-20 10 ply	6	6	[2] 123	8,555	4,095
5	Ch	T-61H		9.00-20 10 ply	9.00-20 10 ply	6	6	[2] 126	9,220	5,095

CAB OVER ENGINE

	Special dly	N. A	N. A	7.00-16 6 ply	7.00-16 6 ply	4	6	112	4,440	$[illegible]
1½	Ch	F-16A	F-16-1848 and up	6.00-20 6 ply	32 x 6 8 ply	4	6	103	3,650	[illegible]
1½	Ch/Cowl/w/s	F-16A		6.00-20 6 ply	32 x 6 8 ply	4	6	103	3,690	[illegible]
1½	Ch/Cb	F-16A		6.00-20 6 ply	32 x 6 8 ply	4	6	103	4,105	[illegible]
1½	Ch	F-16B		6.00-20 6 ply	32 x 6 8 ply	4	6	120	3,660	[illegible]
1½	Ch/Cowl/w/s	F-16B		6.00-20 6 ply	32 x 6 8 ply	4	6	120	3,640	[illegible]
1½	Ch/Cb	F-16B		6.00-20 6 ply	32 x 6 8 ply	4	6	120	4,275	[illegible]
1½	Ch	F-16C		6.00-20 6 ply	32 x 6 8 ply	4	6	153½	3,670	[illegible]
1½	Ch/Cowl/w/s	F-16C		6.00-20 6 ply	32 x 6 8 ply	4	6	153½	3,710	[illegible]
1½	Ch/Cb	F-16C		6.00-20 6 ply	32 x 6 8 ply	4	6	153½	4,345	[illegible]

[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

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

(4) 1938—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	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	937
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/Cb	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	130	4,525	1,140
1½	Ch/Cowl/w/s	F-18B		6.00/20 6 ply	6.00/20 6 ply	6	6	130	4,565	1,227
1½	Ch/Cb	F-18B		6.00/20 6 ply	6.00/20 6 ply	6	6	130	5,200	1,335
1½	Ch	F-18C		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,565	1,165
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	130	4,805	1,315
1½	Ch/Cowl/w/s	F-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	130	4,845	1,402
1½	Ch/Cb	F-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	130	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	1,695
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	5,010	1,910
2½	Ch	F-33	002 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 108	5,925	2,205
2½	Ch	F-33H		8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 108	6,460	2,070
3½	Ch	F-46	159 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 108	7,055	3,460
4	Ch	F-61	098 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 108	8,855	4,920
5	Ch	F-61H		9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 108	9,360	5,175

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CONVENTIONAL

¼	Ch	AC-101	001 to 11213	6.00/16 4 ply	6.00/16 4 ply	5	6	113½	2,260	$460
¼	Ch/Cowl/w/s	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	2,300	480
¼	Ch/Cb	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	2,650	557
¼	Pickup	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	2,885	593
¼	Pickup/Stk	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	2,950	611
¼	Panel	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	3,135	669
¼	Suburban	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	3,235	810
¼	Ch	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123¾	2,320	490
¼	Ch/Cowl/w/s	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123¾	2,360	516
¼	Ch/Cb	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123¾	2,710	587
¼	Pickup	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123¾	2,935	633
¼	Pickup/Stk	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123¾	3,000	653
¼	Panel	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123¾	3,260	730
¼	Stake (Std. Racks)	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123¾	3,330	659
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	Pick-up	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123¾	3,175	678
¾	Pick-up/Stk	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123¾	3,210	698
¾	Panel	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123¾	3,460	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	Pick-up	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,390	729
1	Pick-up/Stk	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,690	751
1	Panel	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,810	826
1	Platform	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,615	768
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 12945	6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,460	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

[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

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

(5) 1939—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	[1] Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
1½	Pick-up/Stk	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,305	$705
1½	Panel	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,525	801
1½	Platform	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,355	723
1½	Stake (Std. Racks)	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,645	774
1½	Ch	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	133½	3,900	705
1½	Ch/Cowl w/s	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	133½	3,920	731
1½	Ch/Cb	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	133½	3,850	702
1½	Platform	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	133½	4,585	774
1½	Stake (Std. Racks)	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	133½	4,925	815
1½	Stake/Exp	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	133½	4,945	809
1½	Ch	AC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	137½	3,960	695
1½	Ch/Cowl w/s	AC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	137½	3,980	691
1½	Ch/Cab	AC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	137½	4,040	732
1½	Ch	AC-352	001 to 1788	6.00/20 6 ply	32 x 6 8 ply	4	6	133½	4,090	705
1½	Ch/Cowl w/s	AC-352		6.00/20 6 ply	32 x 6 8 ply	4	6	133½	4,120	821
1½	Ch/Cb	AC-352		6.00/20 6 ply	32 x 6 8 ply	4	6	133½	4,450	852
1½	Ch	AC-353		6.00/20 6 ply	32 x 6 8 ply	4	6	137½	4,140	825
1½	Ch/Cowl w/s	AC-353		6.00/20 6 ply	32 x 6 8 ply	4	6	137½	4,170	851
1½	Ch/Cb	AC-353		6.00/20 6 ply	32 x 6 8 ply	4	6	137½	4,500	882
1½	Ch	AC-354		6.00/20 6 ply	32 x 6 8 ply	4	6	137½	4,200	849
1½	Ch/Cowl w/s	AC-354		6.00/20 6 ply	32 x 6 8 ply	4	6	137½	4,220	873
1½	Ch/Cb	AC-354		6.00/20 6 ply	32 x 6 8 ply	4	6	137½	4,550	907
1½	Ch	AC-355		6.00/20 6 ply	32 x 6 8 ply	4	6	133½	4,270	850
1½	Ch/Cowl w/s	AC-355		6.00/20 6 ply	32 x 6 8 ply	4	6	133½	4,300	916
1½	Ch/Cb	AC-355		6.00/20 6 ply	32 x 6 8 ply	4	6	133½	4,600	887
1½	Ch	AC-402	001 to 2401	6.00/20 6 ply	6.00/20 6 ply	6	6	133½	4,220	920
1½	Ch/Cowl w/s	AC-402		6.00/20 6 ply	6.00/20 6 ply	6	6	133½	4,300	926
1½	Ch/Cb	AC-402		6.00/20 6 ply	6.00/20 6 ply	6	6	133½	4,630	1,047
1½	Ch	AC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	137½	4,320	989
1½	Ch/Cowl w/s	AC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	137½	4,200	1,005
1½	Ch/Cb	AC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	137½	4,720	1,077
1½	Ch	AC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	137½	4,230	955
1½	Ch/Cowl w/s	AC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	137½	4,410	1,021
1½	Ch/Cb	AC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	137½	4,770	1,092
1½	Ch	AC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	143½	4,450	1,020
1½	Ch/Cowl w/s	AC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	143½	4,480	1,045
1½	Ch/Cb	AC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	143½	4,840	1,117
1½	Ch	AC-452	001 to 1393	6.00/20 6 ply	6.00/20 6 ply	6	6	133½	4,000	1,125
1½	Ch/Cowl w/s	AC-452		6.00/20 6 ply	6.00/20 6 ply	6	6	133½	4,030	1,151
1½	Ch/Cb	AC-452		6.00/20 6 ply	6.00/20 6 ply	6	6	133½	5,050	1,222
1½	Ch	AC-453		6.00/20 6 ply	6.00/20 6 ply	6	6	137½	4,720	1,135
1½	Ch/Cowl w/s	AC-453		6.00/20 6 ply	6.00/20 6 ply	6	6	137½	4,750	1,181
1½	Ch/Cb	AC-453		6.00/20 6 ply	6.00/20 6 ply	6	6	137½	5,110	1,252
1½	Ch	AC-454		6.00/20 6 ply	6.00/20 6 ply	6	6	137½	4,760	1,170
1½	Ch/Cowl w/s	AC-454		6.00/20 6 ply	6.00/20 6 ply	6	6	137½	4,790	1,196
1½	Ch/Cb	AC-454		6.00/20 6 ply	6.00/20 6 ply	6	6	137½	5,160	1,267
1½	Ch	AC-455		6.00/20 6 ply	6.00/20 6 ply	6	6	143½	4,820	1,195
1½	Ch/Cowl w/s	AC-455		6.00/20 6 ply	6.00/20 6 ply	6	6	143½	4,850	1,221
1½	Ch/Cb	AC-455		6.00/20 6 ply	6.00/20 6 ply	6	6	143½	5,220	1,292
2	Ch	AC-500	001 to 701	7.00/20 8 ply	7.00/20 8 ply	6	6	[1] 129	6,650	1,405
2	Ch	AC-550	001 to 283	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 133	6,720	1,795
2½	Ch	AC-600	001 to 509	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 133	6,450	2,010
2½	Ch	AC-650	001 to 098	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 135	6,630	2,485
3½	Ch	AC-700	001 to 272	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 135	7,000	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] 135	8,020	4,695
5	Ch	AC-850	001 to 083	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 135	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] 160	10,405	5,800
6	Ch (dump)	ACX-894		10.00/24 12 ply	10.00/24 12 ply	6	6	[1] 160	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] 129	6,810	$3,200
2	Ch	ADC-550		7.50/20 8 ply	7.50/20 8 ply	6	3	[1] 133	6,610	3,618
2½	Ch	ADC-600	001 to 049	7.50/20 8 ply	7.50/20 8 ply	6	3	[1] 133	7,370	3,835
2½	Ch	ADC-650		8.25/20 10 ply	8.25/20 10 ply	6	3	[1] 135	7,850	4,313
3½	Ch	ADC-700	001 to 051	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 135	8,000	5,235
4	Ch (dump)	ADC-773	001 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 160	9,735	6,275
4	Ch	ADC-800	001 to 030	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 135	9,720	6,550
5	Ch	ADC-850	001 to 016	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 135	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] 160	11,325	7,785
6	Ch (dump)	ADCX-894		10.00/24 12 ply	10.00/24 12 ply	6	4	[1] 160	13,040	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	103	3,150	745
1½	Ch/Cowl w/s	AF-301		6.00/20 6 ply	32 x 6 8 ply	4	6	103	3,620	832
1½	Ch/Cb	AF-301		6.00/20 6 ply	32 x 6 8 ply	4	6	103	4,435	977
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	3,870	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	4,210	1,077
1½	Stake (Std. Racks)	AF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	4,500	1,118
1½	Stake/Exp	AF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	4,670	1,133
1½	Ch	AF-303		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,900	750
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 823	6.00/20 6 ply	32 x 6 8 ply	4	6	107½	3,775	690
1½	Ch/Cb	AF-311		6.00/20 6 ply	32 x 6 8 ply	4	6	107½	4,075	803
1½	Platform	AF-311		6.00/20 6 ply	32 x 6 8 ply	4	6	107½	4,670	854
1½	Stake (Std. Racks)	AF-311		6.00/20 6 ply	32 x 6 8 ply	4	6	107½	4,820	889
1½	Ch	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	3,825	720

[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

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

(5) 1939—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	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	4,125	$838
1½	Platform	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	4,820	909
1½	Stake (Std. Racks)	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	5,160	950
1½	Stake/Exp	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	5,180	935
1½	Ch	AF-313		6.00/20 6 ply	32 x 6 8 ply	4	6	155¾	3,835	735
1½	Ch/Cb	AF-313		6.00/20 6 ply	32 x 6 8 ply	4	6	155¾	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	910
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	5,035	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	1,012
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	1,009
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	4,640	1,165
1½	Ch/Cowl/w/s	AF-404		6.00/20 6 ply	6.00/20 6 ply	6	6	175¾	4,680	1,252
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	1,357
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	5,080	1,310
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
1½	Ch	AF-455	001 to 145	6.50/20 6 ply	6.50/20 6 ply	6	6	193¾	5,140	1,385
1½	Ch/Cowl/w/s	AF-455		6.50/20 6 ply	6.50/20 6 ply	6	6	193¾	5,180	1,452
1½	Ch/Cb	AF-455		6.50/20 6 ply	6.50/20 6 ply	6	6	193¾	5,815	1,595
2	Ch	AF-500	001 to 110	7.00/20 8 ply	7.00/20 8 ply	6	6	[1] 108	5,920	1,640
2	Ch	AF-550	001 to 033	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 108	5,970	1,970
2½	Ch	AF-600	001 to 061	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 108	6,430	2,205
2½	Ch	AF-650	001 to 014	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 108	6,920	2,650
3½	Ch	AF-700	001 to 183	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 108	7,710	3,460
4	Ch	AF-800	001 to 025	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 108	9,020	4,920
5	Ch	AF-850	001 to 094	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 108	9,450	5,325
2	Ch	ADF-500	001 to 040	7.00/20 8 ply	7.00/20 8 ply	6	3	[1] 108	6,740	3,475
2	Ch	ADF-550		7.50/20 8 ply	7.50/20 8 ply	6	3	[1] 108	6,810	3,700
2½	Ch	ADF-600	001 to 009	7.50/20 8 ply	7.50/20 8 ply	6	3	[1] 108	7,330	4,090
2½	Ch	ADF-650		8.25/20 10 ply	8.25/20 10 ply	6	3	[1] 108	7,810	4,508
3½	Ch	ADF-700	001 to 012	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 108	8,670	5,610
4	Ch	ADF-800	001 to 006	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 108	9,840	6,775
5	Ch	ADF-850	001 to 008	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 108	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	$460
½	Ch/Cowl/w/s	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	2,290	476
½	Ch/Cb	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	2,670	557
½	Pickup	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	2,905	590
½	Pickup/Stk	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	2,970	604
½	Canopy	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	3,115	707
½	Canopy (screen sides)	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113½	3,180	721
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	3,055	638
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	3,260	611
½	Delivery	ACV-101	001 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	113½	3,695	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	2,100	632
¾	Pickup	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123¾	3,170	678
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	3,395	775
¾	Stake (Std. Racks)	AC-152	2393 and up	7.00/15 6 ply	7.00/15 6 ply	5	6	123¾	3,450	701
1	Ch	AC-252	1903 and up	7.00/16 6 ply	7.00/16 6 ply	4	6	133	2,710	553
1	Ch/Cowl/w/s	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	2,740	571

[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

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

(6) 1949—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	Ch/Cb	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,100	$[illegible]
1	Pickup	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,415	72[illegible]
1	Pickup/Stk	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,[illegible]	[illegible]
1	Canopy	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,670	8[illegible]
1	Canopy (Screen sides)	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,775	85[illegible]
1	Panel	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,720	825
1	Platform	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,670	7[illegible]
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	3,420	5[illegible]
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,[illegible]	7[illegible]
1½	Pickup/Stk	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,245	7[illegible]
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,[illegible]	911
1½	Panel	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,470	8[illegible]
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	4,660	754
1½	Ch	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	133½	3,[illegible]	6[illegible]
1½	Ch/Cowl/w/s	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	133½	3,[illegible]	6[illegible]
1½	Ch/Cb	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	133½	3,890	702
1½	Platform	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	133½	4,[illegible]	7[illegible]
1½	Stake (Std. Racks)	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	133½	4,025	815
1½	Stake/Exp	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	133½	5,010	8[illegible]
1½	Ch	AC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	177½	3,[illegible]	6[illegible]
1½	Ch/Cowl/w/s	AC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	177½	3,[illegible]	6[illegible]
1½	Ch/Cb	AC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	177½	4,040	7[illegible]
1½	Ch (School Bus)	ACS-304		32 x 6 8 ply	32 x 6 8 ply	6	6	177½	3,715	725
1½	Ch (School Bus)	ACS-305		32 x 6 8 ply	32 x 6 8 ply	6	6	193½	3,835	735
1½	Ch	AC-352	1776 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	133½	4,[illegible]	8[illegible]
1½	Ch/Cowl/w/s	AC-352		6.00/20 6 ply	6.00/20 6 ply	6	6	133½	4,120	831
1½	Ch/Cb	AC-352		6.00/20 6 ply	6.00/20 6 ply	6	6	133½	4,480	912
1½	Ch	AC-353		6.00/20 6 ply	6.00/20 6 ply	6	6	177½	4,140	8[illegible]
1½	Ch/Cowl/w/s	AC-353		6.00/20 6 ply	6.00/20 6 ply	6	6	177½	4,170	86[illegible]
1½	Ch/Cb	AC-353		6.00/20 6 ply	6.00/20 6 ply	6	6	177½	4,520	942
1½	Ch	AC-354		6.00/20 6 ply	6.00/20 6 ply	6	6	177½	4,260	8[illegible]
1½	Ch/Cowl/w/s	AC-354		6.00/20 6 ply	6.00/20 6 ply	6	6	177½	4,220	87[illegible]
1½	Ch/Cb	AC-354		6.00/20 6 ply	6.00/20 6 ply	6	6	177½	4,[illegible]	9[illegible]
1½	Ch	AC-355		6.00/20 6 ply	6.00/20 6 ply	6	6	193½	4,270	910
1½	Ch/Cowl/w/s	AC-355		6.00/20 6 ply	6.00/20 6 ply	6	6	193½	4,260	92[illegible]
1½	Ch/Cb	AC-355		6.00/20 6 ply	6.00/20 6 ply	6	6	193½	4,[illegible]	1,0[illegible]
1½	Ch (School Bus)	ACS-356		6.00/20 6 ply	6.00/20 6 ply	6	6	205½	4,[illegible]	94[illegible]
1½	Ch (School Bus)	ACS-357		6.00/20 6 ply	6.00/20 6 ply	6	6	227½	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	133½	4,[illegible]	1,9[illegible]
1½	Ch/Cowl/w/s (4 x 4)	ACK-352		6.00/20 6 ply	6.00/20 6 ply	6	6	133½	4,[illegible]	1,9[illegible]
1½	Ch/Cb. (4 x 4)	ACK-352		6.00/20 6 ply	6.00/20 6 ply	6	6	133½	5,[illegible]	2,0[illegible]
1½	Ch (4 x 4)	ACK-353		6.00/20 6 ply	6.00/20 6 ply	6	6	157½	4,720	2,01[illegible]
1½	Ch/Cowl/w/s (4x4)	ACK-353	001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	157½	4,[illegible]	2,0[illegible]
1½	Ch/Cb. (4 x 4)	ACK-353		6.00/20 6 ply	6.00/20 6 ply	6	6	157½	5,110	2,107
1½	Ch	AC-402	2462 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	133½	4,270	9[illegible]
1½	Ch/Cowl/w/s	AC-402		6.00/20 6 ply	6.00/20 6 ply	6	6	133½	4,200	96[illegible]
1½	Ch/Cb	AC-402		6.00/20 6 ply	6.00/20 6 ply	6	6	133½	4,[illegible]	1,0[illegible]
1½	Ch	AC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157½	4,320	9[illegible]
1½	Ch/Cowl/w/s	AC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157½	4,[illegible]	99[illegible]
1½	Ch/Cb	AC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157½	4,720	1,0[illegible]
1½	Ch	AC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	177½	4,[illegible]	9[illegible]
1½	Ch/Cowl/w/s	AC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	177½	4,410	1,011
1½	Ch/Cb	AC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	177½	4,770	1,0[illegible]
1½	Ch	AC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193½	4,470	1,02[illegible]
1½	Ch/Cowl/w/s	AC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193½	4,450	1,02[illegible]
1½	Ch/Cb	AC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193½	4,[illegible]	1,1[illegible]
1½	Ch (School Bus)	ACS-406		6.00/20 6 ply	6.00/20 6 ply	6	6	205½	4,[illegible]	1,0[illegible]
1½	Ch (School Bus)	ACS-407		6.00/20 6 ply	6.00/20 6 ply	6	6	227½	4,[illegible]	1,10[illegible]
1½	Ch	AC-452	1332 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	133½	4,[illegible]	1,12[illegible]
1½	Ch/Cowl/w/s	AC-452		6.50/20 6 ply	6.50/20 6 ply	6	6	133½	4,[illegible]	1,14[illegible]
1½	Ch/Cb	AC-452		6.50/20 6 ply	6.50/20 6 ply	6	6	133½	5,[illegible]	1,22[illegible]
1½	Ch	AC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157½	4,[illegible]	1,15[illegible]
1½	Ch/Cowl/w/s	AC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157½	4,[illegible]	1,17[illegible]
1½	Ch/Cb	AC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157½	5,110	1,25[illegible]
1½	Ch	AC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	177½	4,[illegible]	1,17[illegible]
1½	Ch/Cowl/w/s	AC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	177½	4,[illegible]	1,1[illegible]
1½	Ch/Cb	AC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	177½	5,150	1,27[illegible]
1½	Ch	AC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	193½	4,[illegible]	1,19[illegible]
1½	Ch/Cowl/w/s	AC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	193½	4,[illegible]	1,21[illegible]
1½	Ch/Cb	AC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	193½	[illegible],220	1,26[illegible]
1½	Ch (School Bus)	ACS-457		6.50/20 6 ply	6.50/20 6 ply	6	6	227½	5,015	1,32[illegible]
1½	Ch (School Bus)	ACS-458		6.50/20 6 ply	6.50/20 6 ply	6	6	250	5,020	1,35[illegible]
2	Ch	AC-500	662 to 1598	7.00/20 8 ply	7.00/20 8 ply	6	6	133	5,[illegible]	1,47[illegible]
2	Ch (School Bus)	ACS-500		7.00/20 8 ply	7.00/20 8 ply	6	6	224	[illegible],225	1,[illegible]
2	Ch	ACR-520	001 to 131	7.00/20 8 ply	7.00/20 8 ply	6	6	[1]133	5,[illegible]	1,60[illegible]
2	Ch	AC-550	282 to 535	7.50/20 8 ply	7.50/20 8 ply	6	6	[1]133	5,[illegible]	1,7[illegible]
2½	Ch	AC-600	495 to 1037	7.50/20 8 ply	7.50/20 8 ply	6	6	[1]133	6,[illegible]	2,010
2½	Ch	AC-650	039 to 203	8.25/20 10 ply	8.25/20 10 ply	6	6	[1]133	6,[illegible]	2,45[illegible]
3½	Ch	AC-700	269 to 588	8.25/20 10 ply	8.25/20 10 ply	6	6	[1]133	7,[illegible]	2,[illegible]
3½	Ch	ACR-720	010 to 077	8.25/20 10 ply	8.25/20 10 ply	6	6	[1]133	8,020	3,515
4	Ch	ACR-750	001 to 004	8.25/20 10 ply	8.25/20 10 ply	6	6	[1]133	8,060	4,01[illegible]
4	Ch (dump)	AC-773	020 to 041	9.00/20 10 ply	9.00/20 10 ply	6	6	[1]160	8,020	4,12[illegible]
4	Ch	AC-800	058 to 132	9.00/20 10 ply	9.00/20 10 ply	6	6	[1]133	8,020	4,00[illegible]
5	Ch	AC-850	094 to 144	9.00/20 10 ply	9.00/20 10 ply	6	6	[1]133	9,430	[illegible],21[illegible]
5	Ch (dump)	ACX-874	003 to 017	9.00/20 10 ply	9.00/20 10 ply	6	6	[1]166	10,465	5,80[illegible]
6	Ch (dump)	ACX-894	004 to 016	10.00/24 12 ply	10.00/24 12 ply	6	6	[1]166	12,775	6,01[illegible]

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	6,850	$2,[illegible]

[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

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

(6) 1940—Continued

CONVENTIONAL—(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	ADC-500	041 to 077	7.00/20 8 ply	7.00/20 8 ply	6	3	[1] 130	6,510	$3,000
	Ch	ADCR-520	001 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	[1] 130	6,930	3,385
	Ch	ADC-550	001 to 003	7.50/20 8 ply	7.50/20 8 ply	6	3	[1] 130	6,825	3,318
	Ch	ADC-600	050 to 078	7.50/20 8 ply	7.50/20 8 ply	6	3	[1] 130	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	8,000	5,185
	Ch	ADCR-720	001 to 007	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 136	8,830	5,385
	Ch	ADCR-750	001 to 004	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 136	9,070	5,980
	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-803	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	10,250	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	4,935	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	3,765	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	4,595	900
1½	Ch/Cowl	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131⅛	3,705	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	4,595	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	5,205	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	103	4,320	910
1½	Ch/Cb	AF-351		6.00/20 6 ply	32 x 6 8 ply	4	6	103	4,995	1,140
1½	Ch	AF-352		6.00/20 6 ply	32 x 6 8 ply	4	6	133¾	4,330	910
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/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	176¾	4,520	980
1½	Ch/Cb	AF-354	183 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	176¾	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/Cb	AF-355		6.00/20 6 ply	32 x 6 8 ply	4	6	193¾	5,253	1,240
1½	Ch	AF-361	001 to 130	6.00/20 6 ply	32 x 6 8 ply	4	6	107⅝	4,430	954
1½	Ch/Cowl/w/s	AF-361		6.00/20 6 ply	32 x 6 8 ply	4	6	107⅝	4,460	970
1½	Ch/Cb	AF-361		6.00/20 6 ply	32 x 6 8 ply	4	6	107⅝	4,780	1,098
1½	Ch	AF-362		6.00/20 6 ply	32 x 6 8 ply	4	6	133¾	4,490	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	4,550	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	176¾	4,670	1,021
1½	Ch/Cowl/w/s	AF-364		6.00/20 6 ply	32 x 6 8 ply	4	6	176¾	4,700	1,040
1½	Ch/Cb	AF-364		6.00/20 6 ply	32 x 6 8 ply	4	6	176¾	5,020	1,168
1½	Ch	AF-365		6.00/20 6 ply	32 x 6 8 ply	4	6	193¾	4,800	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	1,035
1½	Ch/Cowl/w/s	AF-401		6.00/20 6 ply	6.00/20 6 ply	6	6	103	4,640	1,102
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	4,630	1,125
1½	Ch/Cowl/w/s	AF-402		6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,670	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	176¾	4,640	1,105
1½	Ch/Cowl/w/s	AF-404		6.00/20 6 ply	6.00/20 6 ply	6	6	176¾	4,680	1,252
1½	Ch/Cb	AF-404		6.00/20 6 ply	6.00/20 6 ply	6	6	176¾	5,315	1,395
1½	Ch	AF-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	4,700	1,100
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	107⅝	4,650	1,139
1½	Ch/Cowl/w/s	AF-411		6.00/20 6 ply	6.00/20 6 ply	6	6	107⅝	4,690	1,185
1½	Ch/Cb	AF-411		6.00/20 6 ply	6.00/20 6 ply	6	6	107⅝	5,000	1,233
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	4,760	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	1,184
1½	Ch/Cowl/w/s	AF-413		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	4,860	1,209
1½	Ch/Cb	AF-413		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	5,170	1,328
1½	Ch	AF-414		6.00/20 6 ply	6.00/20 6 ply	6	6	176¾	4,800	1,209
1½	Ch/Cowl/w/s	AF-414		6.00/20 6 ply	6.00/20 6 ply	6	6	176¾	4,860	1,225
1½	Ch/Cb	AF-414		6.00/20 6 ply	6.00/20 6 ply	6	6	176¾	5,210	1,353
1½	Ch	AF-415		6.00/20 6 ply	6.00/20 6 ply	6	6	193¾	4,920	1,234
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	1,368
1½	Ch	AF-451	146 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	103	4,870	1,270
1½	Ch/Cowl/w/s	AF-451		6.50/20 6 ply	6.50/20 6 ply	6	6	103	4,910	1,357
1½	Ch/Cb	AF-451		6.50/20 6 ply	6.50/20 6 ply	6	6	103	5,545	1,700
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	1,347
1½	Ch/Cb	AF-452		6.50/20 6 ply	6.50/20 6 ply	6	6	133¾	5,605	1,730
1½	Ch	AF-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157¾	4,970	1,315

[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

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

(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*	
1½	Ch/Cowl/w/s	AF-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157¾	5,010	$1,492
1½	Ch/Cb	AF-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157¾	5,045	1,545
1½	Ch	AF-454		6.50/20 6 ply	6.50/20 6 ply	6	6	175¾	5,090	1,240
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	5,155	1,570
1½	Ch	AF-455		6.50/20 6 ply	6.50/20 6 ply	6	6	193¾	5,140	1,265
1½	Ch/Cowl/w/s	AF-455		6.50/20 6 ply	6.50/20 6 ply	6	6	193¾	5,180	1,452
1½	Ch/Cb	AF-455		6.50/20 6 ply	6.50/20 6 ply	6	6	193¾	5,815	1,695
1½	Ch/Cowl	AF-461	001 to 059	6.50/20 6 ply	6.50/20 6 ply	6	6	157¾	4,990	1,314
1½	Ch/Cowl/w/s	AF-461		6.50/20 6 ply	6.50/20 6 ply	6	6	157¾	4,020	1,330
1½	Ch/Cb	AF-461		6.50/20 6 ply	6.50/20 6 ply	6	6	157¾	5,270	1,473
1½	Ch/Cowl	AF-462		6.50/20 6 ply	6.50/20 6 ply	6	6	133¾	4,990	1,344
1½	Ch/Cowl/w/s	AF-462		6.50/20 6 ply	6.50/20 6 ply	6	6	133¾	5,020	1,380
1½	Ch/Cb	AF-462		6.50/20 6 ply	6.50/20 6 ply	6	6	133¾	5,240	1,435
1½	Ch/Cowl	AF-463		6.50/20 6 ply	6.50/20 6 ply	6	6	157¾	5,050	1,329
1½	Ch/Cowl/w/s	AF-463		6.50/20 6 ply	6.50/20 6 ply	6	6	157¾	5,110	1,375
1½	Ch/Cb	AF-463		6.50/20 6 ply	6.50/20 6 ply	6	6	157¾	5,420	1,503
1½	Ch/Cowl	AF-464		6.50/20 6 ply	6.50/20 6 ply	6	6	175¾	5,120	1,354
1½	Ch/Cowl/w/s	AF-464		6.50/20 6 ply	6.50/20 6 ply	6	6	175¾	5,160	1,420
1½	Ch/Cb	AF-464		6.50/20 6 ply	6.50/20 6 ply	6	6	175¾	5,430	1,553
1½	Ch/Cowl	AF-465		6.50/20 6 ply	6.50/20 6 ply	6	6	193¾	5,200	1,429
1½	Ch/Cowl/w/s	AF-465		6.50/20 6 ply	6.50/20 6 ply	6	6	193¾	5,220	1,425
1½	Ch/Cb	AF-465		6.50/20 6 ply	6.50/20 6 ply	6	6	193¾	5,450	1,553
2	Ch	AF-500	109 to 235	7.00/20 8 ply	7.00/20 8 ply	6	6	[1] 163	5,920	1,640
2	Ch	AFR-520	001 to 022	7.00/20 8 ply	7.00/20 8 ply	6	6	[1] 163	6,040	1,835
2	Ch	AF-550	004 to 073	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 163	5,970	1,920
2½	Ch	AF-600	052 to 163	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 163	6,420	2,205
2½	Ch	AF-650	015 to 041	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 163	6,660	2,600
3½	Ch	AF-700	180 to 272	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 163	7,410	3,420
3½	Ch	AFR-720	001 to 022	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 163	8,190	4,040
4	Ch	AFR-750	001 to 004	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 163	8,970	4,815
4	Ch	AF-800	023 to 062	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 163	9,020	4,920
5	Ch	AF-850	088 to 174	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 163	9,420	5,325

CAB OVER ENGINE—(DIESEL)

	Ch	ADF-500	007 to 020	7.00/20 8 ply	7.00/20 8 ply	6	3	[1] 163	6,740	$3,157
	Ch	ADFR-520	001 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	[1] 163	7,050	3,350
	Ch	ADF-550	003 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	[1] 163	7,055	3,403
	Ch	ADF-600	010 to 043	7.00/20 8 ply	7.00/20 8 ply	6	3	[1] 163	7,320	3,750
	Ch	ADF-650	001 to 003	8.25/20 10 ply	8.25/20 10 ply	6	3	[1] 163	7,605	4,253
	Ch	ADF-700	013 to 024	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 163	8,070	5,410
	Ch	ADFR-720	001 to 008	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 163	8,960	5,550
	Ch	ADFR-750	001 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 163	9,700	6,105
	Ch	ADF-800	007 to 009	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 163	9,840	6,375
	Ch	ADF-850	009 to 070	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 163	10,230	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	2,350	$315
½	Ch/Cowl/w/s	CC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	115	2,420	320
½	Ch/Cb	CC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	115	2,730	615
½	Pick-up	CC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	115	3,015	645
½	Pick-up/Stk	CC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	115	3,050	660
½	Canopy Exp	CC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	115	3,245	705
½	Canopy (Screen Sides)	CC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	115	3,310	750
½	Panel	CC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	115	3,245	720
½	Suburban	CC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	115	3,350	845
½	Ch	CC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	127¾	2,440	520
½	Ch/Cowl/w/s	CC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	127¾	2,470	545
½	Ch/Cb	CC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	127¾	2,820	630
½	Pick-up	CC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	127¾	3,100	670
½	Pick-up/Stk	CC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	127¾	3,175	695
½	Panel	CC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	127¾	3,325	775
½	Stake (Std. Racks)	CC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	127¾	3,250	700
½	Dly	ACV-101	215 and up	6.00/16 6 ply	6.00/16 6 ply	4	6	113¾	3,025	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	127¾	2,470	595
¾	Ch/Cowl/w/s	CC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	127¾	2,500	610
¾	Ch/Cb	CC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	127¾	2,850	695
¾	Pick-up	CC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	127¾	3,100	740
¾	Pick-up/Stk	CC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	127¾	3,235	760
¾	Panel	CC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	127¾	3,365	840
¾	Stake (Std. Racks)	CC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	127¾	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	2,950	720
1	Ch	CCX-252		7.00/16 6 ply	7.00/16 6 ply	4	6	127¾	2,775	620
1	Ch/Cowl/w/s	CCX-252		7.00/16 6 ply	7.00/16 6 ply	4	6	127¾	2,805	635
1	Ch/Cb	CCX-252		7.00/16 6 ply	7.00/16 6 ply	4	6	127¾	3,105	720
1	Ch	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	2,800	620
1	Ch/Cowl/w/s	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	2,820	635
1	Ch/Cb	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,150	720
1	Pick-up	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,705	860
1	Pick-up/Stk	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,595	822
1	Canopy Exp	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,750	940
1	Canopy (Screen Sides)	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,805	907
1	Panel	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,820	900
1	Platform	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,760	775

[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

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

(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*	
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	992
1	Panel	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134½	4,200	915
1	Platform	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134½	4,230	700
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	3,600	645
1½	Ch/Cowl/w/s	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134½	3,630	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	821
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	927
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	823
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	815
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	963
1½	Ch	CC-353		6.00/20 6 ply	32 x 6 8 ply	4	6	159¼	4,200	893
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	4,650	995
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	4,800	1,010
1½	Ch	CC-355		6.00/20 6 ply	32 x 6 8 ply	4	6	195¼	4,540	960
1½	Ch/Cowl/w/s	CC-355		6.00/20 6 ply	32 x 6 8 ply	4	6	195¼	4,580	975
1½	Ch/Cb	CC-355		6.00/20 6 ply	32 x 6 8 ply	4	6	195¼	4,930	1,060
1½	Ch (School Bus)	CCS-356		6.00/20 6 ply	6.00/20 6 ply	6	6	207¼	4,795	1,025
1½	Ch (School Bus)	CCS-357		6.00/20 6 ply	6.00/20 6 ply	6	6	222¼	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	4,650	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	135¼	4,410	985
1½	Ch/Cowl/w/s	CC-402		6.00/20 6 ply	6.00/20 6 ply	6	6	135¼	4,470	1,000
1½	Ch/Cb	CC-402		6.00/20 6 ply	6.00/20 6 ply	6	6	135¼	4,830	1,085
1½	Ch	CC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	159¼	4,570	1,019
1½	Ch/Cowl/w/s	CC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	159¼	4,600	1,030
1½	Ch/Cb	CC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	159¼	4,960	1,115
1½	Ch	CC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	177¼	4,610	1,030
1½	Ch/Cowl/w/s	CC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	177¼	4,640	1,045
1½	Ch/Cb	CC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	177¼	5,000	1,130
1½	Ch	CC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	195¼	4,820	1,055
1½	Ch/Cowl/w/s	CC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	195¼	4,850	1,070
1½	Ch/Cb	CC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	195¼	5,210	1,155
1½	Ch (School Bus)	CCS-406		6.00/20 6 ply	6.00/20 6 ply	6	6	207¼	4,990	1,125
1½	Ch (School Bus)	CCS-407		6.00/20 6 ply	6.00/20 6 ply	6	6	222¼	5,045	1,150
1¼	Ch	CC-452	001 to 1270	6.50/20 6 ply	6.50/20 6 ply	6	6	135¼	4,730	1,225
1¼	Ch/Cowl/w/s	CC-452		6.50/20 6 ply	6.50/20 6 ply	6	6	135¼	4,760	1,240
1¼	Ch/Cb	CC-452		6.50/20 6 ply	6.50/20 6 ply	6	6	135¼	5,120	1,325
1¼	Ch	CC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	159¼	4,860	1,255
1¼	Ch/Cowl/w/s	CC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	159¼	4,890	1,270
1¼	Ch/Cb	CC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	159¼	5,250	1,355
1¼	Ch	CC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	177¼	4,900	1,270
1¼	Ch/Cowl/w/s	CC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	177¼	4,930	1,285
1¼	Ch/Cb	CC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	177¼	5,290	1,370
1¼	Ch	CC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	195¼	5,110	1,295
1¼	Ch/Cowl/w/s	CC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	195¼	5,140	1,310
1¼	Ch/Cb	CC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	195¼	5,500	1,395
1¼	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
1¼	Ch (School Bus)	CCS-458		6.50/20 6 ply	6.50/20 6 ply	6	6	251¼	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		7.00/20 8 ply	7.00/20 8 ply	6	6	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] 2,650
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] 4,080
3½	Ch (Tr.)	ACR-750	005 up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 136	8,000	[2] 4,045
4	Ch (Dump)	AC-773	042 up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 160	8,629	[2] 4,495
4	Ch	AC-800	133 up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 136	8,030	[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] 5,505
5	Ch (dump)	ACX-874	018 up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 160	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] 160	12,775	[2] 7,350

[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.
[2] Closed cab factory list price $155.

(n) G. M. C.—Continued

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

(7) 1941—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*	
1½	Ch (6 x 2)	CCT-352	001 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	5,850	$1,550
1½	Ch/Cowl w/s (6 x 2)	CCT-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	5,870	1,595
1½	Ch/Cb (6 x 2)	CCT-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,210	1,630
1½	Ch (6 x 4)	CCW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,230	1,600
1½	Ch/Cowl w/s	CCW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,250	1,675
1½	Ch/Cb (6 x 4)	CCW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,320	2,005
1½	Ch (6 x 2)	CCT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,620	2,000
1½	Ch/Cowl w/s (6 x 2)	CCT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	5,920	1,610
1½	Ch/Cb (6 x 2)	CCT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	5,960	1,625
1½	Ch (6 x 4)	CCW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,320	1,710
1½	Ch/Cowl w/s (6 x 4)	CCW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,370	2,020
1½	Ch/Cb (6 x 4)	CCW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,720	2,035
1½	Ch (6 x 2)	CCT-354		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,720	2,120
1½	Ch/Cowl w/s (6 x 2)	CCT-354		6.00/20 6 ply	6.00/20 6 ply	10	6	169¼	6,020	1,625
1½	Ch/Cb (6 x 2)	CCT-354		6.00/20 6 ply	6.00/20 6 ply	10	6	169¼	6,060	1,640
1½	Ch (6 x 4)	CCW-354		6.00/20 6 ply	6.00/20 6 ply	10	6	169¼	6,420	1,725
1½	Ch/Cowl w/s (6 x 4)	CCW-354		6.00/20 6 ply	6.00/20 6 ply	10	6	169¼	6,470	2,035
1½	Ch/Cb (6 x 4)	CCW-354		6.00/20 6 ply	6.00/20 6 ply	10	6	169¼	6,820	2,050
1½	Ch (6 x 2)	CCT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,820	2,135
1½	Ch/Cowl w/s (6 x 2)	CCT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	5,920	1,635
1½	Ch/Cb (6 x 2)	CCT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	5,960	1,650
1½	Ch (6 x 4)	CCW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,320	1,765
1½	Ch/Cowl w/s (6 x 4)	CCW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,370	2,075
1½	Ch/Cb (6 x 4)	CCW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,720	2,090
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	6,050	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	6,410	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	169¼	6,110	[1] 1,710
1½	Ch/Cowl w/s (6 x 2)	CCT-404		6.00/20 6 ply	6.00/20 6 ply	10	6	169¼	6,140	[1] 1,725
1½	Ch/Cb (6 x 2)	CCT-404		6.00/20 6 ply	6.00/20 6 ply	10	6	169¼	6,500	[1] 1,810
1½	Ch (6 x 4)	CCW-404	001 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	169¼	6,520	[1] 2,120
1½	Ch/Cowl w/s (6 x 4)	CCW-404		6.00/20 6 ply	6.00/20 6 ply	10	6	169¼	6,550	[1] 2,135
1½	Ch/Cb (6 x 4)	CCW-404		6.00/20 6 ply	6.00/20 6 ply	10	6	169¼	6,940	[1] 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] 169	7,000	[1] 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	[1] 3,325
2½	Ch (6 x 4)	ACW-600		7.50/20 8 ply	7.50/20 8 ply	10	6	[1] 183	9,150	[1] 3,725
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	[1] 5,255
3½	Ch (6 x 4)	ACW-700		8.25/20 10 ply	8.25/20 10 ply	10	6	[1] 184	10,830	[1] 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	[1] 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	12,660	[1] 8,120
5	Ch (6 x 4)	ACW-850		9.00/20 10 ply	9.00/20 10 ply	10	6	[1] 186	14,220	[1] 8,090

CONVENTIONAL—(DIESEL)

2	Ch	ADC-500	678 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	[1] 135	6,610	[1] [2] $3,170
2	Ch (Tr.)	ADCR-520	002 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	[1] 135	6,660	[1] 3,430
2½	Ch	ADC-600	679 and up	7.50/20 8 ply	7.50/20 8 ply	6	3	[1] 135	7,320	[1] 3,775
2½	Ch (Tr.)	ADCR-620	001 and up	7.50/20 8 ply	7.50/20 8 ply	6	4	[1] 135	8,120	[1] 4,035
3½	Ch	ADC-700	003 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 136	8,600	[1] 5,445
3½	Ch (Tr.)	ADCR-720	008 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 135	8,820	[1] 5,625
3½	Ch (Tr.)	ADCR-750	005 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 136	9,070	[1] 6,260
4	Ch (dump)	ADC-773	001 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 160	9,725	[1] 6,230
4	Ch	ADC-800	046 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 135	9,720	[1] 6,605
5	Ch	ADC-850	022 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 136	[1] 10,230	[1] 7,140
6	Ch (dump)	ADCX-874	012 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 160	11,325	[1] 7,735
6	Ch (dump)	ADCX-894	001 and up	11.00/24 12 ply	11.00/24 12 ply	6	4	[1] 160	13,040	[1] 8,925
5	Ch	ADC-900	025 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 120	11,020	[1] 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	[1] [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	13,220	[1] 9,050
5	Ch. (6 x 4)	ADCW-850		9.00/20 10 ply	9.00/20 10 ply	10	4	[1] 222	15,020	[1] 10,550
5	Ch. (6 x 2)	ADCT-920	013 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	[1] 176	14,750	[1] 10,750
5	Ch. (6 x 4)	ADCW-950		9.00/20 10 ply	9.00/20 10 ply	10	6	[1] 174	14,200	[1] 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	[1] 11,605

CAB OVER ENGINE

1	Ch	AF-241	128 to 221	7.00/16 6 ply	7.00/16 6 ply	4	6	112	2,620	$920
1	Dly	AF-241		7.00/16 6 ply	7.00/16 6 ply	4	6	112	4,705	1,420
1	Ch	AFP-241	173 to 522	7.00/16 6 ply	7.00/16 6 ply	4	6	160	2,700	945
1	Dly	AFP-241		7.00/16 6 ply	7.00/16 6 ply	4	6	160	4,835	1,569
1½	Ch/Cowl	OF-301	001 to 2803	6.00/20 6 ply	32 x 6 8 ply	4	6	109½	3,820	749
1½	Ch/Cowl w/s	OF-301		6.00/20 6 ply	32 x 6 8 ply	4	6	109½	3,830	765
1½	Ch/Cb	OF-301		6.00/20 6 ply	32 x 6 8 ply	4	6	109½	4,520	895
1½	Platform	OF-301		6.00/20 6 ply	32 x 6 8 ply	4	6	109½	4,770	920
1½	Stake (Std. Racks)	OF-301		6.00/20 6 ply	32 x 6 8 ply	4	6	109½	5,020	975
1½	Ch/Cowl	OF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	132½	3,910	774
1½	Ch/Cowl w/s	OF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	132½	3,940	790
1½	Ch/Cb	OF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	132½	4,620	920
1½	Platform	OF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	132½	5,000	950
1½	Stake (Std. Racks)	OF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	132½	5,225	1,020
1½	Stake/Exp	OF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	132½	5,250	1,045
1½	Ch/Cowl	OF-303		6.00/20 6 ply	32 x 6 8 ply	4	6	158½	3,670	709
1½	Ch/Cowl w/s	OF-303		6.00/20 6 ply	32 x 6 8 ply	4	6	158½	4,000	815
1½	Ch/Cb	OF-303		6.00/20 6 ply	32 x 6 8 ply	4	6	158½	4,020	945
1½	Ch/Cowl	OF-351	001 to 104	6.00/20 6 ply	32 x 6 8 ply	4	6	109½	4,420	1,034
1½	Ch/Cowl w/s	OF-351		6.00/20 6 ply	32 x 6 8 ply	4	6	109½	4,150	1,020
1½	Ch/Cb	OF-351		6.00/20 6 ply	32 x 6 8 ply	4	6	109½	4,850	1,150
1½	Ch/Cowl	OF-352		6.00/20 6 ply	32 x 6 8 ply	4	6	124½	4,710	1,004

[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

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

(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/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	1,079
1½	Ch/Cowl/w/s	CF-353		6.00/20 6 ply	32 x 6 8 ply	4	6	158⅞	4,690	1,095
1½	Ch/Cb	CF-353		6.00/20 6 ply	32 x 6 8 ply	4	6	158⅞	4,920	1,223
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	4,420	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	4,460	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	1,159
1½	Ch/Cowl	AF-363		6.00/20 6 ply	32 x 6 8 ply	4	6	167⅜	4,550	1,029
1½	Ch/Cowl/w/s	AF-363		6.00/20 6 ply	32 x 6 8 ply	4	6	167⅜	4,580	1,045
1½	Ch/Cb	AF-363		6.00/20 6 ply	32 x 6 8 ply	4	6	167⅜	4,900	1,174
1½	Ch/Cowl	AF-364		6.00/20 6 ply	32 x 6 8 ply	4	6	176⅜	4,670	1,054
1½	Ch/Cowl/w/s	AF-364		6.00/20 6 ply	32 x 6 8 ply	4	6	176⅜	4,700	1,070
1½	Ch/Cb	AF-364		6.00/20 6 ply	32 x 6 8 ply	4	6	176⅜	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	1,247
1½	Ch/Cowl	AF-411	122 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	107⅜	4,650	1,169
1½	Ch/Cowl/w/s	AF-411		6.00/20 6 ply	6.00/20 6 ply	6	6	107⅜	4,680	1,185
1½	Ch/Cb	AF-411		6.00/20 6 ply	6.00/20 6 ply	6	6	107⅜	5,000	1,311
1½	Ch/Cowl	AF-412		6.00/20 6 ply	6.00/20 6 ply	6	6	133⅜	4,720	1,199
1½	Ch/Cowl/w/s	AF-412		6.00/20 6 ply	6.00/20 6 ply	6	6	133⅜	4,750	1,215
1½	Ch/Cb	AF-412		6.00/20 6 ply	6.00/20 6 ply	6	6	133⅜	5,070	1,344
1½	Ch/Cowl	AF-413		6.00/20 6 ply	6.00/20 6 ply	6	6	167⅜	4,820	1,214
1½	Ch/Cowl/w/s	AF-413		6.00/20 6 ply	6.00/20 6 ply	6	6	167⅜	4,850	1,230
1½	Ch/Cb	AF-413		6.00/20 6 ply	6.00/20 6 ply	6	6	167⅜	5,170	1,359
1½	Ch/Cowl	AF-414		6.00/20 6 ply	6.00/20 6 ply	6	6	176⅜	4,860	1,239
1½	Ch/Cowl/w/s	AF-414		6.00/20 6 ply	6.00/20 6 ply	6	6	176⅜	4,890	1,255
1½	Ch/Cb	AF-414		6.00/20 6 ply	6.00/20 6 ply	6	6	176⅜	5,210	1,384
1½	Ch/Cowl	AF-415		6.00/20 6 ply	6.00/20 6 ply	6	6	193⅜	4,930	1,264
1½	Ch/Cowl/w/s	AF-415		6.00/20 6 ply	6.00/20 6 ply	6	6	193⅜	4,960	1,280
1½	Ch/Cb	AF-415		6.00/20 6 ply	6.00/20 6 ply	6	6	193⅜	5,280	1,409
1½	Ch/Cowl	CF-401	001 to 318	6.00/20 6 ply	6.00/20 6 ply	6	6	102⅛	4,670	1,229
1½	Ch/Cowl/w/s	CF-401		6.00/20 6 ply	6.00/20 6 ply	6	6	102⅛	4,700	1,245
1½	Ch/Cb	CF-401		6.00/20 6 ply	6.00/20 6 ply	6	6	102⅛	5,020	1,376
1½	Ch/Cowl	CF-402		6.00/20 6 ply	6.00/20 6 ply	6	6	134⅞	4,740	1,259
1½	Ch/Cowl/w/s	CF-402		6.00/20 6 ply	6.00/20 6 ply	6	6	134⅞	4,770	1,275
1½	Ch/Cb	CF-402		6.00/20 6 ply	6.00/20 6 ply	6	6	134⅞	5,090	1,405
1½	Ch/Cowl	CF-403		6.00/20 6 ply	6.00/20 6 ply	6	6	158⅞	4,840	1,274
1½	Ch/Cowl/w/s	CF-403		6.00/20 6 ply	6.00/20 6 ply	6	6	158⅞	4,870	1,290
1½	Ch/Cb	CF-403		6.00/20 6 ply	6.00/20 6 ply	6	6	158⅞	5,190	1,420
1½	Ch/Cowl	CF-404		6.00/20 6 ply	6.00/20 6 ply	6	6	176⅞	4,880	1,299
1½	Ch/Cowl/w/s	CF-404		6.00/20 6 ply	6.00/20 6 ply	6	6	176⅞	4,910	1,315
1½	Ch/Cb	CF-404		6.00/20 6 ply	6.00/20 6 ply	6	6	176⅞	5,230	1,445
1½	Ch/Cowl	CF-405		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	001 to 158	6.50/20 6 ply	6.50/20 6 ply	6	6	102⅛	4,920	1,424
1½	Ch/Cowl/w/s	CF-451		6.50/20 6 ply	6.50/20 6 ply	6	6	102⅛	4,950	1,440
1½	Ch/Cb	CF-451		6.50/20 6 ply	6.50/20 6 ply	6	6	102⅛	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	158⅞	5,100	1,469
1½	Ch/Cowl/w/s	CF-453		6.50/20 6 ply	6.50/20 6 ply	6	6	158⅞	5,130	1,485
1½	Ch/Cb	CF-453		6.50/20 6 ply	6.50/20 6 ply	6	6	158⅞	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
1½	Ch/Cowl	AF-461	090 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	107⅜	4,900	1,354
1½	Ch/Cowl/w/s	AF-461		6.50/20 6 ply	6.50/20 6 ply	6	6	107⅜	4,930	1,370
1½	Ch/Cb	AF-461		6.50/20 6 ply	6.50/20 6 ply	6	6	107⅜	5,250	1,499
1½	Ch/Cowl	AF-462		6.50/20 6 ply	6.50/20 6 ply	6	6	133⅜	4,990	1,384
1½	Ch/Cowl/w/s	AF-462		6.50/20 6 ply	6.50/20 6 ply	6	6	133⅜	5,020	1,400
1½	Ch/Cb	AF-462		6.50/20 6 ply	6.50/20 6 ply	6	6	133⅜	5,340	1,529
1½	Ch/Cowl	AF-463		6.50/20 6 ply	6.50/20 6 ply	6	6	157⅜	5,080	1,399
1½	Ch/Cowl/w/s	AF-463		6.50/20 6 ply	6.50/20 6 ply	6	6	157⅜	5,110	1,415
1½	Ch/Cb	AF-463		6.50/20 6 ply	6.50/20 6 ply	6	6	157⅜	5,430	1,544
1½	Ch/Cowl	AF-464		6.50/20 6 ply	6.50/20 6 ply	6	6	176⅜	5,130	1,424
1½	Ch/Cowl/w/s	AF-464		6.50/20 6 ply	6.50/20 6 ply	6	6	176⅜	5,160	1,440
1½	Ch/Cb	AF-464		6.50/20 6 ply	6.50/20 6 ply	6	6	176⅜	5,480	1,569
1½	Ch/Cowl	AF-465		6.50/20 6 ply	6.50/20 6 ply	6	6	193⅜	5,200	1,449
1½	Ch/Cowl/w/s	AF-465		6.50/20 6 ply	6.50/20 6 ply	6	6	193⅜	5,230	1,465
1½	Ch/Cb	AF-465		6.50/20 6 ply	6.50/20 6 ply	6	6	193⅜	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] 1,700
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	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 108	5,070	[2] 2,135
2½	Ch	AF-600	164 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 108	6,430	[2] 2,300
2½	Ch (Tr.)	AFR-620	015 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 108	7,130	[2] 2,075
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	006 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	8,190	[2] 4,315
3½	Ch (Tr.)	AFR-750	002 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 108	8,070	[2] 5,130
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	11,080	6,425
5	Ch	AF-850	175 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 222	9,460	5,680
5	Ch/Cb	AY-850	010 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 120	12,320	7,150

[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

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

(7) 1941—Continued

CAB OVER ENGINE—(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*	
1½	Ch/Cowl (6 x 2)	AFT-362	131 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	153¾	5,950	$1,694
1½	Ch/Cowl/w/s (6 x 2)	AFT-362		6.00/20 6 ply	6.00/20 6 ply	10	6	153¾	6,020	1,710
1½	Ch/Cb	AFT-362		6.00/20 6 ply	6.00/20 6 ply	10	6	153¾	6,340	1,839
1½	Ch/Cowl (6 x 4)	AFW-362		6.00/20 6 ply	6.00/20 6 ply	10	6	153¾	N. A.	2,684
1½	Ch/Cowl/w/s (6 x 4)	AFW-362		6.00/20 6 ply	6.00/20 6 ply	10	6	153¾	N. A.	2,100
1½	Ch/Cb (6 x 4)	AFW-362		6.00/20 6 ply	6.00/20 6 ply	10	6	153¾	N. A.	2,229
1½	Ch/Cowl (6 x 2)	AFT-363		6.00/20 6 ply	6.00/20 6 ply	10	6	179¾	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	179¾	6,290	1,725
1½	Ch/Cb (6 x 2)	AFT-363		6.00/20 6 ply	6.00/20 6 ply	10	6	179¾	6,570	1,854
1½	Ch/Cowl (6 x 4)	AFW-363		6.00/20 6 ply	6.00/20 6 ply	10	6	179¾	N. A.	2,699
1½	Ch/Cowl/w/s (6 x 4)	AFW-363		6.00/20 6 ply	6.00/20 6 ply	10	6	179¾	N. A.	2,115
1½	Ch/Cb (6 x 4)	AFW-363		6.00/20 6 ply	6.00/20 6 ply	10	6	179¾	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	2,159
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	153¾	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	153¾	6,190	1,860
1½	Ch/Cb (6 x 2)	AFT-412		6.00/20 6 ply	6.00/20 6 ply	10	6	153¾	6,510	1,989
1½	Ch/Cowl (6 x 4)	AFW-412		6.00/20 6 ply	6.00/20 6 ply	10	6	153¾	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	153¾	6,650	2,250
1½	Ch/Cb (6 x 4)	AFW-412		6.00/20 6 ply	6.00/20 6 ply	10	6	153¾	6,970	2,379
1½	Ch/Cowl (6 x 2)	AFT-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179¾	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	179¾	6,330	1,875
1½	Ch/Cb (6 x 2)	AFT-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179¾	6,650	2,004
1½	Ch/Cowl (6 x 4)	AFW-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179¾	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	179¾	6,790	2,265
1½	Ch/Cb (6 x 4)	AFW-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179¾	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	1,839
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	6,710	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	12,840	[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] 3,685
2½	Ch	ADF-600	044 and up	7.50/20 8 ply	7.50/20 8 ply	6	3	[1] 108	7,320	[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	8,150	[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] 6,605
5	Ch	ADF-850	071 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 108	10,220	[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	13,250	[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

(8) 1942

CONVENTIONAL

½	Ch	CC-101	10636 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	115	2,360	$368
½	Ch/Cowl/w/s	CC-101		6.00/16 4 ply	6.00/16 4 ply	4	6	115	2,390	523
½	Ch/Cb	CC-101		6.00/16 4 ply	6.00/16 4 ply	4	6	115	2,720	608
½	Pick-up	CC-101		6.00/16 4 ply	6.00/16 4 ply	4	6	115	2,685	641
½	Pick-up/Stk	CC-101		6.00/16 4 ply	6.00/16 4 ply	4	6	115	3,030	659
½	Canopy Exp	CC-101		6.00/16 4 ply	6.00/16 4 ply	4	6	115	3,215	778
½	Canopy (screen sides)	CC-101		6.00/16 4 ply	6.00/16 4 ply	4	6	115	3,250	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	523
½	Ch/Cowl/w/s	CC-102		6.00/16 4 ply	6.00/16 4 ply	4	6	125¼	2,440	538

[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

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

(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/Cb	CC-102		6.00/16 4 ply	6.00/16 4 ply	4	6	125¼	2,895	$623
1½	Pick-up	CC-102		6.00/16 4 ply	6.00/16 4 ply	4	6	125¼	3,070	668
1½	Pick-up/stk	CC-102		6.00/16 4 ply	6.00/16 4 ply	4	6	125¼	3,145	688
1½	Panel	CC-102		6.00/16 4 ply	6.00/16 4 ply	4	6	125¼	3,325	708
1½	Stake (Std. Racks)	CC-102		6.00/16 4 ply	6.00/16 4 ply	4	6	125¼	3,350	693
1½	Dly	CCV-101	225 and up	6.00/16 6 ply	6.00/16 6 ply	4	6	115	3,810	1,100
1½	Ch	CC-152	5354 and up	7.00/15 6 ply	7.00/15 6 ply	4	6	125¼	2,435	693
1½	Ch/Cowl/w/s	CC-152		7.00/15 6 ply	7.00/15 6 ply	4	6	125¼	2,465	698
1½	Ch Cb	CC-152		7.00/15 6 ply	7.00/15 6 ply	4	6	125¼	2,825	693
1½	Pick-up	CC-152		7.00/15 6 ply	7.00/15 6 ply	4	6	125¼	3,005	728
1½	Pick-up/Stk	CC-152		7.00/15 6 ply	7.00/15 6 ply	4	6	125¼	3,170	748
1½	Panel	CC-152		7.00/15 6 ply	7.00/15 6 ply	4	6	125¼	3,320	823
1½	Stake (Std. Racks)	CC-152		7.00/15 6 ply	7.00/15 6 ply	4	6	125¼	3,375	763
1	Ch/Cowl	CC-251	4358 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	2,990	720
1	Ch	CC-X-252		7.00/16 6 ply	7.00/16 6 ply	4	6	125¼	2,775	620
1	Ch/Cowl/w/s	CC-X-252		7.00/16 6 ply	7.00/16 6 ply	4	6	125¼	2,805	635
1	Ch/Cb	CC-X-252		7.00/16 6 ply	7.00/16 6 ply	4	6	125¼	3,165	720
1	Ch/Cowl	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	2,800	620
1	Ch/Cowl/w/s	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	2,830	635
1	Ch/Cb	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,190	720
1	Pick-up	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,605	800
1	Pick-up/Stk	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,695	822
1	Canopy Exp	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,760	910
1	Canopy (Screen Sides)	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,805	997
1	Panel	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,820	900
1	Platform	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,760	775
1	Stake (Stk. Racks)	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	4,010	890
1	Ch/Cowl	CC-262	1531 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	134¾	3,270	635
1	Ch/Cowl/w/s	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134¾	3,300	650
1	Ch/Cb	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134¾	3,660	735
1	Pick-up	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134¾	3,975	815
1	Pick-up/Stk	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134¾	4,065	837
1	Canopy Exp	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134¾	4,250	955
1	Canopy (Screen Sides)	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134¾	4,335	982
1	Panel	CC-252		6.00/20 6 ply	6.00/20 6 ply	4	6	134¾	4,220	915
1	Platform	CC-252		6.00/20 6 ply	6.00/20 6 ply	4	6	134¾	4,230	700
1	Stake (Std. Racks)	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134¾	4,480	815
1½	Ch	CC-302	16277 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	134¾	3,600	645
1½	Ch/Cowl/w/s	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134¾	3,630	660
1½	Ch/Cb	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134¾	3,990	745
1½	Pick-up	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134¾	4,205	825
1½	Pick-up/Stk	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134¾	4,295	847
1½	Canopy Exp	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134¾	4,480	965
1½	Canopy (Screen Sides)	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134¾	4,565	992
1½	Panel	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134¾	4,520	925
1½	Platform	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134¾	4,460	800
1½	Stake (Std. Racks)	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134¾	4,710	823
1½	Ch/Cowl	CC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,760	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	895
1½	Stake Exp	CC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	160	5,260	900
1½	Ch/Cowl	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		6.50/20 32 x 6 8 ply.	6.50/20 32 x 6 8 ply.	6	6	178¾	4,045	705
1½	Ch (School Bus)	CCS-305		6.50/20 32 x 6 8 ply.	6.50/20 32 x 6 8 ply.	6	6	195¼	4,225	805
1½	Ch/Cowl	CC-352	1322 and up	6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	135¼	4,230	865
1½	Ch/Cowl/w/s	CC-352		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	135¼	4,260	880
1½	Ch/Cb	CC-352		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	135¼	4,620	965
1½	Ch/Cowl	CC-353		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	159¼	4,290	895
1½	Ch/Cowl/w/s	CC-353		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	159¼	4,420	910
1½	Ch/Cb	CC-353		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	159¼	4,680	995
1½	Ch/Cowl	CC-354		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	177¼	4,410	910
1½	Ch/Cowl/w/s	CC-354		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	177¼	4,440	925
1½	Ch/Cb	CC-354		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	177¼	4,800	1,010
1½	Ch/Cowl	CC-355		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	195¼	4,540	960
1½	Ch/Cowl/w/s	CC-355		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	195¼	4,580	975
1½	Ch/Cb	CC-355		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	195¼	4,930	1,060
1½	Ch (School Bus)	CCS-356		6.00/20 6 ply	6.00/20 6 ply	6	6	207¼	4,705	1,025
1½	Ch (School Bus)	CCS-357		6.00/20 6 ply	6.00/20 6 ply	6	6	222¼	4,845	1,050
1½	Ch/Cowl (4 x 4)	ACK-352	001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	133¾	4,650	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/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	2,165
1½	Ch/Cb (4 x 4)	ACK-353		6.00/20 6 ply	6.00/20 6 ply	6	6	157¾	5,110	2,210
1½	Ch/Cowl	CC-402	1913 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	135¼	4,440	995
1½	Ch/Cowl/w/s	CC-402		6.00/20 6 ply	6.00/20 6 ply	6	6	130¼	4,470	1,000
1½	Ch/Cb	CC-402		6.00/20 6 ply	6.00/20 6 ply	6	6	135¼	4,830	1,085
1½	Ch/Cowl	CC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	159¼	4,570	1,015
1½	Ch/Cowl/w/s	CC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	159¼	4,600	1,030

(n) G. M. C.—Continued

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

(6) 1942—Continued

CONVENTIONAL—Continued

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/Cb	CC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157¼	4,660	$1,115
1½	Ch/Cowl	CC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	177¼	4,610	1,060
1½	Ch/Cowl w/s	CC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	177¼	4,640	1,045
1½	Ch/Cb	CC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	157¼	5,000	1,120
1½	Ch/Cowl	CC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	177¼	4,829	1,075
1½	Ch/Cowl w/s	CC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	177¼	4,850	1,070
1½	Ch/Cb	CC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	157¼	5,210	1,175
1½	Ch (School Bus)	CCS-406		6.00/20 6 ply	6.00/20 6 ply	6	6	207¼	4,950	1,125
1½	Ch (School Bus)	CCS-407		6.00/20 6 ply	6.00/20 6 ply	6	6	222¼	5,045	1,150
1½	Ch/Cowl	CC-452	1271 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	133¼	4,730	1,225
1½	Ch/Cowl w/s	CC-452		6.00/20 6 ply	6.00/20 6 ply	6	6	133¼	4,760	1,240
1½	Ch/Cb	CC-452		6.00/20 6 ply	6.00/20 6 ply	6	6	133¼	5,120	1,325
1½	Ch/Cowl	CC-453		6.00/20 6 ply	6.00/20 6 ply	6	6	157¼	4,860	1,225
1½	Ch/Cowl w/s	CC-453		6.00/20 6 ply	6.00/20 6 ply	6	6	157¼	4,890	1,270
1½	Ch/Cb	CC-453		6.00/20 6 ply	6.00/20 6 ply	6	6	157¼	5,250	1,355
1½	Ch/Cowl	CC-454		6.00/20 6 ply	6.00/20 6 ply	6	6	177¼	4,900	1,270
1½	Ch/Cowl w/s	CC-454		6.00/20 6 ply	6.00/20 6 ply	6	6	177¼	4,930	1,285
1½	Ch/Cb	CC-454		6.00/20 6 ply	6.00/20 6 ply	6	6	157¼	5,290	1,370
1½	Ch/Cowl	CC-455		6.00/20 6 ply	6.00/20 6 ply	6	6	177¼	5,110	1,295
1½	Ch/Cowl w/s	CC-455		6.00/20 6 ply	6.00/20 6 ply	6	6	177¼	5,140	1,310
1½	Ch/Cb	CC-455		6.00/20 6 ply	6.00/20 6 ply	6	6	157¼	5,500	1,395
1½	Ch (School Bus)	CCS-457	001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	222¼	5,335	1,435
1½	Ch (School Bus)	CCS-458		6.00/20 6 ply	6.00/20 6 ply	6	6	237½	5,345	1,420
2	Ch	AC-500	1520 up	7.00/20 8 ply	7.00/20 8 ply	6	6	[1] 129	5,650	[2] 1,605
2	Ch (School Bus)	ACS-500	1520 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] 129	6,820	[2] 1,810
2	Ch	AC-550	536 up	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 135	6,770	[2] 1,935
2½	Ch	AC-600	983 up	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 135	6,420	[2] 2,135
2½	Ch (Tr.)	ACR-620	006 up	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 135	7,120	[2] 2,870
2½	Ch	AC-650	203 up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 135	6,980	[2] 2,660
3½	Ch	AC-700	589 up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 135	7,050	[2] 3,470
3½	Ch (Tr.)	ACR-720	078 up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 135	8,030	[2] 4,060
3½	Ch (Tr.)	ACR-750	005 up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 135	8,980	[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] 135	8,030	[2] 5,029
5	Ch	AC-850	145 up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 135	9,430	[2] 4,665
5	Ch (dump)	ACX-874	018 up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 160	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] 160	12,775	[2] 7,230

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	$1,580
1½	Ch/Cowl w/s (6 x 2)	CCT-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	5,870	1,555
1½	Ch/Cb (6 x 2)	CCW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,210	1,650
1½	Ch (6 x 4)	CCW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,220	1,650
1½	Ch/Cowl w/s (6 x 4)	CCW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,220	2,065
1½	Ch/Cb (6 x 4)	CCW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,650	2,050
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	2,060
1½	Ch/Cowl w/s (6 x 4)	CCW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,360	2,035
1½	Ch/Cb (6 x 4)	CCW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,770	2,150
1½	Ch (6 x 2)	CCT-354		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	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	157¼	6,060	1,640
1½	Ch/Cb (6 x 2)	CCT-354		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,420	1,725
1½	Ch (6 x 4)	CCW-354		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,430	2,085
1½	Ch/Cowl w/s (6 x 4)	CCW-354		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,430	2,060
1½	Ch/Cb (6 x 4)	CCW-354		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,850	2,135
1½	Ch (6 x 2)	CCT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	5,930	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	5,960	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	6,320	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	6,320	2,050
1½	Ch/Cb (6 x 4)	CCW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,720	2,155
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	6,410	2,155
1½	Ch/Cowl w/s (6 x 4)	CCW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,410	2,130
1½	Ch/Cb (6 x 4)	CCW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181¼	6,830	2,205
1½	Ch (6 x 2)	CCT-404		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	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	157¼	6,140	1,725
1½	Ch/Cb (6 x 2)	CCT-404		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,500	1,810
1½	Ch (6 x 4)	CCW-404		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,510	2,180
1½	Ch/Cowl w/s (6 x 4)	CCW-404		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,510	2,155
1½	Ch/Cb (6 x 4)	CCW-404		6.00/20 6 ply	6.00/20 6 ply	10	6	157¼	6,940	2,230
2	Ch (6 x 2)	ACT-500	1520 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	[1] 129	7,000	[2] 2,475
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] 3,625
2½	Ch (6 x 4)	ACW-600		7.50/20 8 ply	7.50/20 8 ply	10	6	[1] 183	9,180	[2] 3,725
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] 5,275
3½	Ch (6 x 4)	ACW-700		8.25/20 10 ply	8.25/20 10 ply	10	6	[1] 184	10,860	[2] 6,225
4	Ch (6 x 4)	ACW-800	133 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	[1] 184	12,860	[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] 185	12,500	[2] 9,120
5	Ch (6 x 4)	ACW-850		9.00/20 10 ply	9.00/20 10 ply	10	6	[1] 185	14,250	[2] 8,030

CONVENTIONAL—(DIESEL)

2	Ch	ADC-500	078 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	[1] 123	6,510	[2] $3,170
2	Ch (Tr.)	ADCR-520	002 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	[1] 125	6,950	[2] 3,420
2½	Ch	ADC-600	079 and up	7.50/20 8 ply	7.50/20 8 ply	6	3	[1] 135	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] 135	8,120	[2] 4,035
3½	Ch	ADC-750	093 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 135	8,000	[2] 4,445
3½	Ch (Tr.)	ACDR-720	008 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 135	8,800	[2] 5,625

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

(n) G. M. C.—Continued

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

(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*	
3½	Ch (Tr.)	ADCR-70	005 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 136	9,070	[2] $9,290
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] 9,389
4	Ch	ADC-800	046 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 136	9,730	[2] 9,695
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] 160	11,325	[2] 7,765
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] 160	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	13,280	[2] 9,695
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)	ALCT-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	14,360	[2] 10,070
5	Ch (6 x 4)	ADCW-970	002 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	[1] 176	15,460	[2] 11,090
			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	$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-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	1,560
1½	Ch/Cowl	CF-301	1016 and up	6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	109⅛	3,850	749
1½	Ch/Cowl/w/s	CF-301		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	109⅛	3,880	765
1½	Ch/Cb	CF-301		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	109⅛	4,200	895
1½	Platform	CF-301		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	109⅛	4,770	950
1½	Stake (Std. Racks)	CF-301		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	109⅛	5,020	975
1½	Ch/Cowl	CF-302		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	132⅜	3,910	774
1½	Ch/Cowl/w/s	CF-302		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	132⅜	3,940	790
1½	Ch/Cb	CF-302		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	132⅜	4,260	920
1½	Platform	CF-302		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	132⅜	5,000	990
1½	Stake (Std. Racks)	CF-302		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	132⅜	5,295	1,030
1½	Stake Exp	CF-302		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	132⅜	5,330	1,045
1½	Ch/Cowl	CF-303		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	158⅛	3,970	799
1½	Ch/Cowl/w/s	CF-303		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	158⅛	4,000	815
1½	Ch/Cb	CF-303		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	158⅛	4,320	945
1½	Ch/Cowl	CF-351	195 and up	6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	109⅛	4,450	1,031
1½	Ch/Cowl/w/s	CF-351		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	109⅛	4,480	1,050
1½	Ch/Cb	CF-351		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	109⅛	4,800	1,180
1½	Ch/Cowl	CF-352		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	134⅞	4,510	1,064
1½	Ch/Cowl/w/s	CF-352		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	134⅞	4,540	1,083
1½	Ch/Cb	CF-352		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	134⅞	4,860	1,210
1½	Ch/Cowl	CF-353		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	158⅞	4,570	1,079
1½	Ch/Cowl/w/s	CF-353		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	158⅞	4,600	1,095
1½	Ch/Cb	CF-353		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	158⅞	4,920	1,227
1½	Ch/Cowl	CF-354		6.00/20 6 ply	6.50/20 32 x 6 8 ply.			176⅞	4,630	1,101
1½	Ch/Cowl/w/s	CF-354		6.00/20 6 ply	6.50/20 32 x 6 8 ply.			176⅞	4,710	1,120
1½	Ch/Cb	CF-354		6.00/20 6 ply	6.50/20 32 x 6 8 ply.			176⅞	5,030	1,250
1½	Ch/Cowl	CF-355		6.00/20 6 ply	6.50/20 32 x 6 8 ply.			194⅞	4,820	1,151
1½	Ch/Cowl/w/s	CF-355		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4		194⅞	4,850	1,170
1½	Ch/Cb	CF-355		6.00/20 6 ply	6.50/20 32 x 6 8 ply.	4	6	194⅞	5,170	1,309
1½	Ch/Cowl	CF-401	319 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	109⅛	4,670	1,221
1½	Ch/Cowl/w/s	CF-401		6.00/20 6 ply	6.00/20 6 ply	6	6	109⅛	4,700	1,240
1½	Ch/Cb	CF-401		6.00/20 6 ply	6.00/20 6 ply	6	6	109⅛	5,020	1,375
1½	Ch/Cowl	CF-402		6.00/20 6 ply	6.00/20 6 ply	6	6	134⅞	4,740	1,259
1½	Ch/Cowl/w/s	CF-402		6.00/20 6 ply	6.00/20 6 ply	6	6	134⅞	4,770	1,276
1½	Ch/Cb	CF-402		6.00/20 6 ply	6.00/20 6 ply	6	6	134⅞	5,090	1,405
1½	Ch/Cowl	CF-403		6.00/20 6 ply	6.00/20 6 ply	6	6	158⅞	4,840	1,274
1½	Ch/Cowl/w/s	CF-403		6.00/20 6 ply	6.00/20 6 ply	6	6	158⅞	4,870	1,290
1½	Ch/Cb	CF-403		6.00/20 6 ply	6.00/20 6 ply	6	6	158⅞	5,190	1,420
1½	Ch/Cowl	CF-404		6.00/20 6 ply	6.00/20 6 ply	6	6	176⅞	4,880	1,299
1½	Ch/Cowl/w/s	CF-404		6.00/20 6 ply	6.00/20 6 ply	6	6	176⅞	4,910	1,316
1½	Ch/Cb	CF-404		6.00/20 6 ply	6.00/20 6 ply	6	6	176⅞	5,230	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

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

(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	124½	4,920	$1,324
1½	Ch/Cowl/w/s	CF-405		6.00/20 6 ply	6.00/20 6 ply	6	6	124½	4,990	1,340
1½	Ch/Cb	CF-405		6.00/20 6 ply	6.00/20 6 ply	6	6	124½	5,220	1,470
1½	Ch/Cowl	CF-451	169 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	124½	4,920	1,421
1½	Ch/Cowl/w/s	CF-451		6.00/20 6 ply	6.00/20 6 ply	6	6	124½	4,990	1,440
1½	Ch/Cb	CF-451		6.00/20 6 ply	6.00/20 6 ply	6	6	124½	5,220	1,470
1½	Ch/Cowl	CF-452		6.00/20 6 ply	6.00/20 6 ply	6	6	124½	5,019	1,424
1½	Ch/Cowl/w/s	CF-452		6.00/20 6 ply	6.00/20 6 ply	6	6	124½	5,040	1,470
1½	Ch/Cb	CF-452		6.00/20 6 ply	6.00/20 6 ply	6	6	124½	5,220	1,500
1½	Ch/Cowl	CF-453		6.00/20 6 ply	6.00/20 6 ply	6	6	124½	5,100	1,427
1½	Ch/Cowl/w/s	CF-453		6.00/20 6 ply	6.00/20 6 ply	6	6	124½	5,120	1,435
1½	Ch/Cb	CF-453		6.00/20 6 ply	6.00/20 6 ply	6	6	124½	5,410	1,615
1½	Ch/Cowl	CF-454		6.00/20 6 ply	6.00/20 6 ply	6	6	176½	5,120	1,434
1½	Ch/Cowl/w/s	CF-454		6.00/20 6 ply	6.00/20 6 ply	6	6	176½	5,190	1,510
1½	Ch/Cb	CF-454		6.00/20 6 ply	6.00/20 6 ply	6	6	176½	5,500	1,640
1½	Ch/Cowl	CF-455		6.00/20 6 ply	6.00/20 6 ply	6	6	124½	5,220	1,513
1½	Ch/Cowl/w/s	CF-455		6.00/20 6 ply	6.00/20 6 ply	6	6	124½	5,220	1,535
1½	Ch/Cb	CF-455		6.00/20 6 ply	6.00/20 6 ply	6	6	124½	5,670	1,695
2	Ch	AF-500	266 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 168	5,980	[2] 1,720
2	Ch (Tr.)	AFR-520	032 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 168	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] 168	5,970	[2] 2,125
2½	Ch	AF-600	164 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 168	6,420	[2] 2,320
2½	Ch (Tr.)	AFR-620	015 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	[1] 168	7,120	[3] 3,075
2½	Ch	AF-650	042 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 168	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] 168	7,710	[3] 3,705
3½	Ch/Cb	AY-700	006 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 168	7,710	[3] 3,705
3½	Ch/Cb. (Tr.)	AFR-720	023 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 120	10,000	4,660
3½	Ch (Tr.)	AFR-750	002 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	[1] 168	8,190	[2] 4,315
3½	Ch	AF-800	063 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 168	8,970	[2] 5,430
4	Ch/Cb	AY-800	016 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 168	9,020	[2] 5,225
5	Ch	AF-850	175 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 120	11,030	6,425
5	Ch/Cb	AY-850	010 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	[1] 222	9,420	[2] 5,650
								[1] 120	12,220	7,110

CAB OVER AXLE—(3D AXLE)

1½	Ch/Cowl (6 x 2)	AFT-362	113 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	152½	5,050	$1,604
1½	Ch/Cowl/w/s (6 x 2)	AFT-362		6.00/20 6 ply	6.00/20 6 ply	10	6	152½	5,060	1,710
1½	Ch/Cb. (6 x 2)	AFT-362		6.00/20 6 ply	6.00/20 6 ply	10	6	152½	5,240	1,839
1½	Ch/Cowl (6 x 4)	AFW-362		6.00/20 6 ply	6.00/20 6 ply	10	6	152½	N. A.	2,034
1½	Ch/Cowl/w/s (6 x 4)	AFW-362		6.00/20 6 ply	6.00/20 6 ply	10	6	152½	N. A.	2,100
1½	Ch/Cb. (6 x 4)	AFW-362		6.00/20 6 ply	6.00/20 6 ply	10	6	152½	N. A.	2,220
1½	Ch/Cowl (6 x 2)	AFT-363		6.00/20 6 ply	6.00/20 6 ply	10	6	176½	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	176½	6,220	1,725
1½	Ch/Cb. (6 x 2)	AFT-363		6.00/20 6 ply	6.00/20 6 ply	10	6	176½	6,570	1,854
1½	Ch/Cowl (6 x 4)	AFW-363		6.00/20 6 ply	6.00/20 6 ply	10	6	176½	N. A.	2,059
1½	Ch/Cowl/w/s (6 x 4)	AFW-363		6.00/20 6 ply	6.00/20 6 ply	10	6	176½	N. A.	2,115
1½	Ch/Cb. (6 x 4)	AFW-363		6.00/20 6 ply	6.00/20 6 ply	10	6	176½	N. A.	2,244
1½	Ch/Coel (6 x 2)	CFT-352	001 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	152½	6,120	1,779
1½	Ch/Cowl/w/s (6 x 2)	CFT-352		6.00/20 6 ply	6.00/20 6 ply	10	6	152½	6,190	1,795
1½	Ch/Cb. (6 x 2)	CFT-352		6.00/20 6 ply	6.00/20 6 ply	10	6	152½	6,420	1,925
1½	Ch/Cowl (6 x 4)	CFW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	152½	6,170	2,179
1½	Ch/Cowl/w/s (6 x 4)	CFW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	152½	6,060	2,205
1½	Ch/Cb. (6 x 4)	CFW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	152½	6,020	2,325
1½	Ch/Cowl (6 x 2)	CFT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	176½	6,220	1,794
1½	Ch/Cowl/w/s (6 x 2)	CFT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	176½	6,230	1,810
1½	Ch/Cb. (6 x 2)	CFT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	176½	6,460	1,940
1½	Ch/Cowl (6 x 4)	CFW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	176½	6,220	2,204
1½	Ch/Cowl/w/s (6 x 4)	CFW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	176½	6,170	2,220
1½	Ch/Cb. (6 x 4)	CFW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	176½	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	152½	6,150	1,834
1½	Ch/Cowl/w/s (6 x 4)	AFT-412		6.00/20 6 ply	6.00/20 6 ply	10	6	152½	6,110	1,850
1½	Ch/Cb. (6 x 4)	AFT-412		6.00/20 6 ply	6.00/20 6 ply	10	6	152½	6,510	1,959
1½	Ch/Cowl (6 x 4)	AFW-412		6.00/20 6 ply	6.00/20 6 ply	10	6	152½	6,020	2,224
1½	Ch/Cowl/w/s (6 x 4)	AFW-412		6.00/20 6 ply	6.00/20 6 ply	10	6	152½	6,020	2,220
1½	Ch/Cb. (6 x 4)	AFW-412		6.00/20 6 ply	6.00/20 6 ply	10	6	152½	6,370	2,379
1½	Ch/Cowl (6 x 2)	AFT-413		6.00/20 6 ply	6.00/20 6 ply	10	6	176½	6,020	1,909
1½	Ch/Cowl/w/s (6 x 2)	AFT-413		6.00/20 6 ply	6.00/20 6 ply	10	6	176½	6,020	1,975
1½	Ch/Cb. (6 x 2)	AFT-413		6.00/20 6 ply	6.00/20 6 ply	10	6	176½	6,220	2,004
1½	Ch/Cowl (6 x 4)	AFW-413		6.00/20 6 ply	6.00/20 6 ply	10	6	176½	6,170	2,243
1½	Ch/Cowl/w/s (6 x 4)	AFW-413		6.00/20 6 ply	6.00/20 6 ply	10	6	176½	6,170	2,265
1½	Ch/Cb. (6 x 4)	AFW-413		6.00/20 6 ply	6.00/20 6 ply	10	6	176½	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	152½	6,220	1,939
1½	Ch/Cowl/w/s (6 x 2)	CFT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	152½	6,220	1,955
1½	Ch/Cb. (6 x 2)	CFT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	152½	6,470	2,085
1½	Ch/Cowl (6 x 4)	CFW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	152½	6,220	2,349
1½	Ch/Cowl/w/s (6 x 4)	CFW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	152½	6,220	2,365
1½	Ch/Cb. (6 x 4)	CFW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	152½	7,060	2,495
1½	Ch/Cowl (6 x 2)	CFT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	176½	6,240	1,954
1½	Ch/Cowl/w/s (6 x 2)	CFT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	176½	6,270	1,970
1½	Ch/Cb. (6 x 2)	CFT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	176½	6,520	2,100
1½	Ch/Cowl (6 x 4)	CFW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	176½	6,270	2,364
1½	Ch/Cowl/w/s/ (6 x 4)	CFW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	176½	6,270	2,380
1½	Ch/Cb. (6 x 4)	CFW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	176½	7,110	2,510
2	Ch (6 x 2)	AFT-509	266 and up	7.50/20 8 ply	7.50/20 8 ply	10	6	[1] 169	7,850	[2] 2,660
2½	Ch (6 x 2)	AFT-600	164 and up	7.50/20 8 ply	7.50/20 8 ply	10	6	[1] 169	8,120	[2] 3,020
2½	Ch (6 x 4)	AFW-600		7.50/20 8 ply	7.50/20 8 ply	10	6	[1] 169	9,000	[2] 3,040
3½	Ch (6 x 2)	AFT-700	273 and up	8.25/20 10 ply	8.25/20 10 ply	10	6	[1] 169	10,870	[2] 5,420
3½	Ch (6 x 4)	AFW-700		8.25/20 10 ply	8.25/20 10 ply	10	6	[1] 169	11,020	[2] 6,520
4	Ch (6 x 4)	AFW-800	046 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	[1] 169	12,850	[2] 8,220
5	Ch (6 x 2)	AFT-850	175 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	[1] 162	12,840	[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

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

(8) 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] 108	6,740	[1] $3,335
2	Ch (Tr)	ADFR-520	002 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	[1] 108	7,060	[1] 3,605
2½	Ch	ADF-600	044 and up	7.50/20 8 ply	7.50/20 8 ply	6	3	[1] 108	7,330	[1] 3,930
2½	Ch (Tr)	ADFR-620	001 and up	7.50/20 8 ply	7.50/20 8 ply	6	4	[1] 108	8,100	[1] 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	[1] 5,080
3½	Ch (Tr)	ADFR-720	009 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	[1] 108	8,960	[1] 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	[1] 6,476
4	Ch	ADF-800	008 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	[1] 108	9,840	[1] 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	[1] 7,235

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	13,690	[1] $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	[1] 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	[1] 10,070

(o) HUDSON

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

(1) 1938

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	89	8928566 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	693
½	Pickup	89		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,760	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	2,779	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	647
¾	Ch/Cb	98		6.00/16 4 ply	6.00/16 4 ply	5	6	119	2,556	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	864
¾	Panel-Del. Custom	91	91101 to 9154902	6.00/16 4 ply	6.00/16 4 ply	5	6	118	3,037	830

(3) 1940

CONVENTIONAL

½	Ch/Cb	40	40101 to 4089192	6.00/16 4 ply	6.00/16 4 ply	5	6	113	2,675	$633
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	716
¾	Panel	48		6.00/16 4 ply	6.00/16 4 ply	5	6	125	3,310	891

(4) 1941

CONVENTIONAL

½	Ch/Cb	10	C-101101 to C-1092988	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,675	$697
½	Pickup	10		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,935	733
½	Coach Utility	10		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,900	783
½	Coupe Utility	10	C-101101 to C-1092988	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	1,118
¾	Ch/Cb	18	C-18101 to C-1892988	6.00/16 4 ply	6.00/16 4 ply	5	6	128	2,670	737
¾	Pickup	18		6.00/16 4 ply	6.00/16 4 ply	5	6	128	3,040	776
¾	Sed. Carryall	18		6.00/16 4 ply	6.00/16 4 ply	5	6	128	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 Ut lity	T-20		5.50/16 4 ply	5.50/16 4 ply	4	6	116	2,905	897
½	Pickup	C-20		6.00/16 4 ply	6.00/16 4 ply	4	6	116	2,910	823
¾	Pickup	C-28		6.00/16 4 ply	6.00/16 4 ply	4	6	128	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				
							Inches	*Pounds*	
½	Ch/Cowl	D-1	15200 and up	5.25/18	5.25/18	4	113	2,190	$370
½	Ch/Cb	D-1		5.25/18	5.25/18	4	113	2,440	455
½	Pick-up	D-1		5.25/18	5.25/18	4	113	2,785	475
½	Panel	D-1		5.25/18	5.25/18	4	113	3,070	505
½	Ch/Cowl	C-1	501-16277	6.00/164 ply	6.00/164 ply	4	113	2,295	445
½	Ch/Cb	C-1		6.00/164 ply	6.00/164 ply	4	113	2,600	545
½	Pick-up	C-1		6.00/164 ply	6.00/164 ply	4	113	2,850	555
½	Canopy	C-1		6.00/164 ply	6.00/164 ply	4	113	3,105	600
½	Panel	C-1		6.00/164 ply	6.00/164 ply	4	113	3,140	605
½	Sta. Wagon	C-1		6.00/164 ply	6.00/164 ply	4	113	3,120	775
½	Ch/Cowl	C-1		6.00/164 ply	6.00/164 ply	4	123	2,270	470
½	Ch/Cb	C-1		6.00/164 ply	6.00/164 ply	4	123	2,675	570
½	Pick-up	C-1		6.00/164 ply	6.00/164 ply	4	123	2,955	590
½	Panel	C-1		6.00/164 ply	6.00/164 ply	4	123	3,205	692
¾	Ch/Cowl	C-10	501-552	6.00/20	6.00/20	4	123	3,089	575
¾	Ch/Cb	C-10		6.00/20	6.00/20	4	123	3,514	692
¾	Ch/Cowl	C-10		6.00/20	6.00/20	4	157	3,224	610
¾	Ch/Cb	C-10		6.00/20	6.00/20	4	157	3,009	727
1	Ch/Cowl	C-20	501-2941	6.00/20	6.00/20	4	133	3,089	575
1	Ch/Cb	C-20		6.00/20	6.00/20	4	133	3,514	692
1	Ch/Cowl	C-20		6.00/20	6.00/20	4	157	3,224	610
1	Ch/Cb	C-20		6.00/20	6.00/20	4	157	3,009	727
1	Ch/Cowl	M-2	975-1496	6.00/20	6.00/20	4	113	3,150	9950
1	Milk Dly. Panel	M-2		6.00/20	6.00/20	4	118	4,430	1,230
1½	Ch/Cowl	C-30	501-2139	30 x 5-F	32 x 6-TT	4	133	3,210	600
1½	Ch/Cb	C-30		30 x 5-F	32 x 6-TT	4	133	3,635	755
1½	Panel, 9'	C-30		30 x 5-F	32 x 6-TT	4	133	4,330	1,005
1½	Ch/Cowl	C-30		30 x 5-TT	32 x 6-TT	4	157	3,235	635
1½	Ch/Cb	C-30		30 x 5-TT	32 x 6-TT	4	157	3,810	790
1½	Panel-AA-12'	C-30		30 x 5-TT	32 x 6-TT	4	157	4,020	1,160
1½	Stk. (Std. Racks)	C-30		30 x 5-TT	32 x 6-TT	4	157	4,870	910
1½	Ch/Cowl	B-3	9346 and up	30 x 5-TT	32 x 6-TT	4	123	3,335	695
1½	Ch/Cb	B-3		30 x 5-TT	32 x 6-TT	4	123	3,810	812
1½	Ch/Cowl	B-3		30 x 5-TT	32 x 6-TT	4	160	3,435	740
1½	Ch/Cb	B-3		30 x 5-TT	32 x 6-TT	4	160	3,830	857
1½-2	Ch/Cowl	C-35	501-7122	30 x 5-TT	32 x 6-TT	4	123	3,704	795
1½-2	Ch/Cb	C-35		30 x 5-TT	32 x 6-TT	4	123	4,019	912
1½-2	Ch/Cowl	C-35		30 x 5-TT	32 x 6-TT	4	160	3,729	840
1½-2	Ch/Cb	C-35		30 x 5-TT	32 x 6-TT	4	160	4,134	957
1½-2	Ch/Cowl	C-35		30 x 5-TT	32 x 6-TT	4	175	3,804	805
1½-2	Ch/Cowl	C-35-B	501-573	30 x 5-TT	32 x 6-TT	4	123	3,829	915
2	Ch/Cowl	B-4	5922 and up	6.00/20	6.00/20	6	145	2,045	1,045
2	Ch/Cb	B-4		6.00/20	6.00/20	6	145	2,445	1,162
2	Ch/Cowl	B-4		6.00/20	6.00/20	6	155	2,070	1,060
2	Ch/Cb	B-4		6.00/20	6.00/20	6	155	2,470	1,177
2	Ch/Cowl	B-4		6.00/20	6.00/20	6	170	2,120	1,075
2	Ch/Cb	B-4		6.00/20	6.00/20	6	170	2,520	1,192
2	Ch/Cowl	B-4		6.00/20	6.00/20	6	185	2,170	1,090
2	Ch/Cb	B-4		6.00/20	6.00/20	6	185	2,570	1,207
2-3	Ch/Cowl	C-40	501-7952	6.00/20	6.00/20	6	145	4,252	1,145
2-3	Ch/Cb	C-40		6.00/20	6.00/20	6	145	4,757	1,262
2-3	Ch/Cowl	C-40		6.00/20	6.00/20	6	155	4,297	1,160
2-3	Ch/Cb	C-40		6.00/20	6.00/20	6	155	4,822	1,277
2-3	Ch/Cowl	C-40		6.00/20	6.00/20	6	170	4,443	1,175
2-3	Ch/Cb	C-40		6.00/20	6.00/20	6	170	4,874	1,292
2-3	Ch/Cowl	C-40		6.00/20	6.00/20	6	185	4,501	1,190
2-3	Ch/Cb	C-40		6.00/20	6.00/20	6	185	4,955	1,307
3-4	Ch/Cowl	C-50	501-812	32 x 6-TT	32 x 6-TT	6	145	5,020	1,705
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	145	6,075	1,960
3-4	Ch/Cowl	C-50		32 x 6-TT	32 x 6-TT	6	155	5,724	1,880
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	155	6,149	1,975
3-4	Ch/Cowl	C-50		32 x 6-TT	32 x 6-TT	6	170	5,818	1,845
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	170	6,243	2,000
3-4	Ch/Cowl	C-50		32 x 6-TT	32 x 6-TT	6	185	5,918	1,870
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	185	6,243	2,025
3½-4½	Ch/Cowl	C-55	501-922	34 x 7	34 x 7	6	149	6,656	2,420
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	149	7,031	2,605
3½-4½	Ch/Cowl	C-55		34 x 7	34 x 7	6	159	6,681	2,420
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	159	7,106	2,605
3½-4½	Ch/Cowl	C-55		34 x 7	34 x 7	6	170	6,745	2,475
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	170	7,171	2,630
3½-4½	Ch/Cowl	C-55		34 x 7	34 x 7	6	185	6,839	2,500
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	189	7,294	2,685
3½-4½	Ch/Cowl	C-55		34 x 7	34 x 7	6	210	6,932	2,525
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	219	7,227	2,650
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	149	6,685	2,475
4-5	Ch/Cb. (DR)	C-60		34 x 7	34 x 7	6	149	7,110	2,730
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	159	6,760	2,575
4-5	Ch/Cb. (DR)	C-60		34 x 7	34 x 7	6	159	7,185	2,730
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	170	6,825	2,600
4-5	Ch/Cb. (DR)	C-60		34 x 7	34 x 7	6	170	7,250	2,755
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	190	6,918	2,625
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	190	7,343	2,780
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	210	7,011	2,650
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	210	7,435	2,805
3½	Ch/Cowl (DR)	W-2	589-621	29 x 8	29 x 8	6	133	8,270	3,320
3½	Ch/Cb (DR)	W-2		29 x 8	29 x 8	6	139	8,805	3,530
3½	Ch/Cowl (DR)	W-2		30 x 8	30 x 8	6	143	8,420	3,320
3½	Ch/Cb (DR)	W-2		29 x 8	29 x 8	6	148	9,005	3,530
3½	Ch/Cowl (DR)	W-2		30 x 8	30 x 8	6	170	8,715	3,320
3½	Ch/Cb (DR)	W-2		29 x 8	29 x 8	6	170	9,330	3,530
3½	Ch/Cowl (DR)	W-2		29 x 8	29 x 8	6	195	8,705	3,420
3½	Ch/Cb (DR)	W-2		29 x 8	29 x 8	6	195	9,230	3,630
3½	Ch/Cowl (DR)	W-2		29 x 8	29 x 8	6	200	8,815	3,420
3½	Ch/Cb (DR)	W-2		29 x 8	29 x 8	6	200	9,420	3,630
5-7½	Ch/Cowl (DR)	A-7	600-699	9.75/20 12 ply	9.75/20 12 ply	6	160	11,550	6,500
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	160	12,265	6,925
5-7½	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	180	11,650	6,550
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	180	12,425	6,975

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(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		9.75/20 12 ply	9.75/20 12 ply	6	6	200	11,600	$0,600
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	200	12,005	0,925
5-7½	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,210	0,050
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,655	0,975
7½	Ch/Cowl (DR)	A-8	639-683	9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,035	0,000
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,650	0,925
7½	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,265	0,050
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,880	0,975
7½	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	200	12,435	0,700
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	12,685	0,750
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	15258-44136	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	2,630	595
½	Pick-up	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,890	630
½	Canopy	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,105	630
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	3,130	730
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	630
½	Pick-up	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,995	670
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	400
½	Ch/Cb	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,630	595
½	Pick-up	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,890	630
½	Canopy	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,105	630
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	3,130	730
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	630
½	Pick-up	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,995	670
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	3,089	685
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	4,269	930
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	739
¾	Panel, AA-12'	C-10		6.00/20	6.00/20	4	4	157	4,819	1093
1	Ch/Cowl	C-20	2942-6149	6.00/20	6.00/20	4	4	133	3,089	685
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	4,269	930
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	739
1	Panel, AA-12'	C-20		6.00/20	6.00/20	4	4	157	4,819	1,093
1	Ch/Cowl	M-2	1497 and up	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	1,250
1	Ch/Cowl	M-3	501-668	6.50/20	6.20/20	4	6	118	3,280	850
1	Milk Dly. Panel	M-3		6.50/20	6.50/20	4	6	118	4,680	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	4,380	995
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	795
1½	Panel, AA-12'	C-30		30 x 5-TT	32 x 6-TT	4	6	157	4,950	1,160
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	501-896	30 x 5-TT	32 x 5-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 5-TT	4	6	133	4,463	1,050
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	4,668	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	3,768	875
1½-2	Ch/Cowl	C-35	7123-15382	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	903
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	176	3,804	865
1½-2	Ch/Cb	C-35		30 x 5-TT	32 x 6-TT	4	6	176	4,229	975
1½-2	Ch/Cowl	C-35-B	574-849	30 x 5-TT	32 x 6-TT	4	6	108	3,829	915
1½-2	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.	1,203
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

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(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*	
1½-2	Stk. (Std. Racks) (2SRA).	CS-35		30 x 5-TT	32 x 6-TT	4	6	160	5,362	$1,295
1½-2	Ch/Cowl (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	175	[illegible]	[illegible]
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	501-503	30 x 5-TT	32 x 6-TT	4	6	158	3,947	1,019
2-3	Ch/Cowl	C-40	3553-10038	6.00/20	6.00/20	6	6	145	4,302	1,145
2-3	Ch/Gb	C-40		6.00/20	6.00/20	6	6	145	4,787	1,295
2-3	Ch/Cowl	C-40		6.00/20	6.00/20	6	6	155	4,397	1,100
2-3	Ch/Cb	C-40		6.00/20	6.00/20	6	6	125	4,822	1,310
2-3	Ch/Cowl	C-40		6.00/20	6.00/20	6	6	170	4,449	1,175
2-3	Ch/Cb	C-40		6.00/20	6.00/20	6	6	170	4,874	1,325
2-3	Ch/Cowl	C-40		6.00/20	6.00/20	6	6	185	4,501	1,190
2-3	Ch/Cb	C-40		6.00/20	6.00/20	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	1,795
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
3½-4½	Ch/Cowl	C-55	923-1690	34 x 7	34 x 7	6	6	140	6,005	2,420
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	140	7,031	2,660
3½-4½	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	156	6,681	2,420
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	6,745	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	150	6,839	2,540
3½-4½	Ch/Cb	C-55	1916 and up	34 x 7	34 x 7	6	6	150	7,264	2,695
3½-4½	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	190	6,839	2,540
3½-4½	Ch/Cb	C-55	923-1690	34 x 7	34 x 7	6	6	190	7,264	2,690
3½-4½	Ch/Cowl	C-55		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	2,075
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	149	6,635	2,575
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	149	7,110	2,725
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	165	6,760	2,575
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	165	7,185	2,725
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	170	6,823	2,600
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	170	7,270	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	30 x 8	30 x 8	6	6	130	8,200	3,270
3½	Ch/Cb (DR)	W-2		30 x 8	30 x 8	6	6	130	8,805	3,520
3½	Ch/Cowl (DR)	W-2		30 x 8	30 x 8	6	6	148	8,420	3,320
3½	Ch/Cb (DR)	W-2		30 x 8	30 x 8	6	6	148	9,025	3,570
3½	Ch/Cowl (DR)	W-2		30 x 8	30 x 8	6	6	170	8,715	3,370
3½	Ch/Cb (DR)	W-2		30 x 8	30 x 8	6	6	170	9,320	3,620
3½	Ch/Cowl (DR)	W-2		30 x 8	30 x 8	6	6	195	8,765	3,400
3½	Ch/Cb (DR)	W-2		30 x 8	30 x 8	6	6	195	9,380	3,650
3½	Ch/Cowl (DR)	W-2		30 x 8	30 x 8	6	6	200	8,815	3,420
3½	Ch/Cb (DR)	W-2		30 x 8	30 x 8	6	6	200	9,420	3,670
5-7½	Ch/Cowl (DR)	A-7	607-612	9.75/20 12 ply	9.75/20 12 ply	6	6	160	11,090	6,600
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	6,750
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,435	6,975
5-7½	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	200	11,600	6,900
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	200	12,005	6,925
5-7½	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,240	6,900
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,635	6,975
7½	Ch/Cowl (DR)	A-8	684-721	9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,025	6,900
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,630	6,925
7½	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,225	6,900
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,830	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	12,635	6,750
7½	Ch/Cb	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	501-540	6.50/20	6.50/20	10	6	103	5,410	$1,575
1½-4	Ch/Cb (6 x 2)	C-35-T		6.50/20	6.50/20	10	6	103	5,835	1,725
1½-4	Ch/Cowl (6 x 2)	C-35-T		6.50/20	6.50/20	10	6	135	5,500	1,575
1½-4	Ch/Cb (6 x 2)	C-35-T		6.50/20	6.50/20	10	6	135	5,935	1,725
1½-4	Ch/Cowl (6 x 2-2SRA)	CS-35-T	501-536	6.50/20	6.50/20	10	6	103	5,440	1,670
1½-4	Ch/Cb (6 x 2-2SRA)	CS-35-T		6.50/20	6.50/20	10	6	103	5,865	1,820
1½-4	Ch/Cowl (6 x 2-2SRA)	CS-35-T		6.50/20	6.50/20	10	6	135	5,530	1,670
1½-4	Ch/Cb (6 x 2-2SRA)	CS-35-T		6.50/20	6.50/20	10	6	135	6,015	1,820
2-5	Ch/Cowl (6 x 2)	C-40-T	501-543	7.50/20	7.50/20	10	6	103	6,420	2,200
2-5	Ch/Cb (6 x 2)	C-40-T		7.50/20	7.50/20	10	6	103	6,915	2,350
2-5	Ch/Cowl (6 x 2)	C-40-T		7.50/20	7.50/20	10	6	135	6,580	2,200
2-5	Ch/Cb (6 x 2)	C-40-T		7.50/20	7.50/20	10	6	135	7,085	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	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	103	7,200	2,975
2-5	Ch/Cb (6 x 4)	C-40-F		7.50/20	7.50/20	10	6	103	7,625	3,125
2-5	Ch/Cowl (6 x 4)	C-40-F		7.50/20	7.50/20	10	6	135	7,290	2,975
2-5	Ch/Cb (6 x 4)	C-40-F		7.50/20	7.50/20	10	6	135	7,715	3,125
2-5	Ch/Cowl (6 x 4)	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		8.25/20	8.25/20	10	6	170	7,605	3,200
3-6	Ch/Cb (6 x 2)	C-50-T		8.25/20	8.25/20	10	6	170	8,320	3,450
3-6	Ch/Cowl (6 x 2)	C-50-T		8.25/20	8.25/20	10	6	193	8,125	3,200
3-6	Ch/Cb (6 x 2)	C-50-T		8.25/20	8.25/20	10	6	193	8,550	3,450
3-6	Ch/Cowl (6 x 2)	C-50-T		8.25/20	8.25/20	10	6	206	8,245	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

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(2) 1935—Continued

CONVENTIAL—(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*	
3½-7	Ch/Cowl (6 x 2)	C-55-T	501-508	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	501-576	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	501-508	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	620
½	Pick-up	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,890	645
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	2,250	440
½	Ch/Cb	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,675	645
½	Pick-up	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,995	685
½	Canopy	C-1		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	768-3978	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	620
½	Pick-up	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,890	645
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	2,250	440
½	Ch/Cb	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,675	645
½	Pick-up	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,995	685
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
¾	Ch/Cowl	C-10	734-8027	6.00/20	6.00/20	4	4	133	3,089	690
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	3,395	685
¾	Ch/Cb	C-12		30 x 6-TT	32 x 6-TT	4	4	157	3,810	795
¾-1	Ch/Cowl	C-15	501-5201	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	3,910	855
1	Ch/Cowl	C-20	6150-8070	6.00/20	6.00/20	4	4	133	3,089	690
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	501-668	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	4,380	900
1½	Ch/Cowl	C-30		30 x 5-TT	32 x 6-TT	4	6	157	3,395	645
1½	Ch/Cb	C-30		30 x 5-TT	32 x 6-TT	4	6	157	3,810	765
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	5	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	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	3,768	875
1½-2	Ch/Cowl	C-35	15383-23726	30 x 5-TT	32 x 6-TT	4	6	130	3,594	705
1½-2	Ch/Cb	C-35		30 x 5-TT	32 x 6-TT	4	6	130	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	849
1½-2	Ch/Cb	C-35		30 x 5-TT	32 x 6-TT	4	6	160	4,191	990

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(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*	
1½-2	Panel-AA-12'	C-35		30 x 5-TT	32 x 6-TT	4	6	160	5,224	$1,215
1½-2	Ch/Cowl	C-35		30 x 5-TT	32 x 6-TT	4	6	175	3,504	905
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	850-1103	30 x 5-TT	32 x 6-TT	4	6	163	3,920	915
1½-2	Ch/Cowl (2SRA)	CS-35	922-1086	30 x 5-TT	32 x 6-TT	4	6	123	3,712	850
1½-2	Ch/Cb (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	163	4,137	1,040
1½-2	Canopy (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	123	N. A.	1,005
1½-2	Canopy (Screen Sides) (2SRA).	CS-35		30 x 5-TT	32 x 6-TT	4	6	123	4,832	1,200
1½-2	Panel (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	123	5,012	1,140
1½-2	Ch/Cowl (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	160	3,857	925
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	5,037	1,329
1½-2	Stk.(Std.Racks)(2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	160	5,232	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	163	3,947	1,010
2-3	Ch/Cowl	C-40	10059-17017	6.00/20	6.00/20	6	6	145	4,232	1,145
2-3	Ch/Cb	C-40		6.00/20	6.00/20	6	6	145	4,787	1,295
2-3	Ch/Cowl	C-40		6.00/20	6.00/20	6	6	175	4,357	1,160
2-3	Ch/Cb	C-40		6.00/20	6.00/20	6	6	175	4,822	1,310
2-3	Ch/Cowl	C-40		6.00/20	6.00/20	6	6	170	4,449	1,175
2-3	Ch/Cb	C-40		6.00/20	6.00/20	6	6	170	4,874	1,325
2-3	Ch/Cowl	C-40		6.00/20	6.00/20	6	6	195	4,501	1,190
2-3	Ch/Cb	C-40		6.00/20	6.00/20	6	6	195	4,926	1,340
2-3	Ch/Cowl (2SRA)	CS-40	501-2338	6.00/20	6.00/20	6	6	145	4,443	1,280
2-3	Ch/Cb (2SRA)	CS-40		6.00/20	6.00/20	6	6	145	4,873	1,430
2-3	Ch/Cowl (2SRA)	CS-40		6.00/20	6.00/20	6	6	175	4,433	1,295
2-3	Ch/Cb (2SRA)	CS-40		6.00/20	6.00/20	6	6	175	4,903	1,445
2-3	Ch/Cowl (2SRA)	CS-40		6.00/20	6.00/20	6	6	170	4,535	1,310
2-3	Ch/Cb (2SRA)	CS-40		6.00/20	6.00/20	6	6	170	4,960	1,430
2-3	Ch/Cowl (2SRA)	CS-40		6.00/20	6.00/20	6	6	195	4,587	1,325
2-3	Ch/Cb (2SRA)	CS-40		6.00/20	6.00/20	6	6	195	5,012	1,475
3-4	Ch/Cowl	C-50	1309-2335	32 x 6-TT	32 x 6-TT	6	6	145	5,630	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	175	5,724	1,820
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	175	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	195	5,918	1,870
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	195	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	1,895
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	175	5,709	2,010
3-4	Ch/Cb (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	175	6,724	2,160
3-4	Ch/Cowl (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	170	5,803	2,025
3-4	Ch/Cb (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	170	6,318	2,155
3-4	Ch/Cowl (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	195	5,903	2,080
3-4	Ch/Cb (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	195	6,418	2,210
3½-4½	Ch/Cowl	C-55	1501-1915	34 x 7	34 x 7	6	6	145	6,605	2,420
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	145	7,031	2,660
3½-4½	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	175	6,631	2,470
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	175	7,106	2,660
3½-4½	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	170	6,745	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	195	6,839	2,500
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	195	7,264	2,685
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	1591-2356	34 x 7	34 x 7	6	6	145	6,635	2,675
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	145	7,110	2,725
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	175	6,760	2,675
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	175	7,195	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	195	6,918	2,625
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	195	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	11,600	6,600
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	190	11,850	6,650
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	190	12,425	6,875
5-7½	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	209	11,900	6,700
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	209	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	6,750
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,815	6,975
7½	Ch/Cowl (DR)	A-8	722-933	9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,625	6,900
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,670	6,925
7½	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	190	12,575	6,950
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	190	12,830	6,975
7½	Ch/Cowl (DR)	A-8	722-923	9.75/20 12 ply	9.75/20 12 ply	6	6	209	12,425	6,700
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	209	13,030	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	13,240	7,075

CONVENTIONAL—(3D AXLE)

1½-4	Ch/Cowl (6 x 2)	C-35-T	541-593	6.00/20	6.00/20	10	6	163	5,410	$1,575
1½-4	Ch/Cb (6 x 2)	C-35-T		6.00/20	6.00/20	10	6	163	5,835	1,725
1½-4	Ch/Cowl (6 x 2)	C-35-T		6.00/20	6.00/20	10	6	189	5,510	1,575
1½-4	Ch/Cb (6 x 2)	C-35-T		6.00/20	6.00/20	10	6	189	5,935	1,725
1½-4	Ch/Cowl (6 x 2-2SRA)	CS-35-T	537-665	6.00/20	6.00/20	10	6	163	5,440	1,600
1½-4	Ch/Cb (6 x 2-2SRA)	CS-35-T		6.00/20	6.00/20	10	6	163	5,865	1,750
1½-4	Ch/Cowl (6 x 2-2SRA)	CS-35-T		6.00/20	6.00/20	10	6	189	5,540	1,600
1½-4	Ch/Cb (6 x 2-2SRA)	CS-35-T		6.00/20	6.00/20	10	6	189	6,015	1,750

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(3) 1936—Continued

CONVENTIAL—(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*	
2-5	Ch/Cowl (6 x 2)	C-40-T	544-630	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
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	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	7,290	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	520-549	8.25/20	8.25/20	10	6	170	7,905	3,300
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	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	8,345	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	9,740	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	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	10,765	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	509-548	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	13,760	8,950
5-7½	Ch/Cb (6 x 4)	A-7-F		9.75/20	9.75/20	10	6	190	14,365	9,275
5-7½	Ch/Cowl (6 x 4)	A-7-F		9.75/20	9.75/20	10	6	208	13,925	8,950
5-7½	Ch/Cb (6 x 4)	A-7-F		9.75/20	9.75/20	10	6	208	14,540	9,275
5-7½	Ch/Cowl (6 x 4)	A-7-F		9.75/20	9.75/20	10	6	226	14,110	8,950
5-7½	Ch/Cb (6 x 4)	A-7-F		9.75/20	9.75/20	10	6	226	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	3,460	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	615
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.	765
½	Ch/Cowl	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,250	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	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	2,630	520
½	Pick-up	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,890	545
½	Canopy	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,105	615
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	760
½	Milk (DM) Body	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	3,310	939

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(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	Ch/Cowl	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,220	$700
½	Ch/Cb	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,725	625
½	Pick-up	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,623	693
½	Panel	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,290	797
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	470
½	Ch/Cb	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,655	625
½	Pick-up	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,553	603
½	Panel	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,020	705
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	2,155	515
½	Ch/Cb	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,020	620
½	Pick-up	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,633	703
½	Panel	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,155	862
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	8023 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	4,239	900
¾	Ch/Cowl	C-10		6.00/20	6.00/20	4	4	157	3,224	625
¾	Ch/Cb	C-10		6.00/20	6.00/20	4	4	157	3,699	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	630
¾	Ch/Cb	C-12		30 x 5-TT	32 x 6-TT	4	4	133	3,685	700
¾	Ch/Cowl	C-12		30 x 5-TT	32 x 6-TT	4	4	157	3,233	635
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	8202 and up	7.00/16 6 ply	7.00/16 6 ply	4	6	125	2,745	545
¾-1	Ch/Cb	C-15		7.00/16 6 ply	7.00/16 6 ply	4	6	125	3,171	620
¾-1	Panel	C-15		7.00/16 6 ply	7.00/16 6 ply	4	6	125	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	3,423	783
¾-1	D. M. (Milk)	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,825	1,000
¾-1	Ch/Cowl	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	120	2,850	605
¾-1	Ch/Cb	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	120	3,225	740
¾-1	Pick-up	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	120	3,603	818
¾-1	Panel	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	120	4,000	910
¾-1	Stk. (Std. Racks)	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	120	3,897	815
¾	Ch/Cowl	D-29	501-580	30 x 5-TT	32 x 6-TT	4	6	123	3,410	630
¾	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	123	3,845	795
¾	Ch/Cowl	D-29		30 x 5-TT	30 x 5-TT	4	6	155	3,605	635
¾	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	155	4,020	820
¾	Ch/Cowl	D-29		30 x 5-TT	32 x 6-TT	4	6	173	3,635	719
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	4,239	900
1	Ch/Cowl	C-20		6.00/20	6.00/20	4	4	157	3,224	625
1	Ch/Cb	C-20		6.00/20	6.00/20	4	4	157	3,699	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	6.00/20	6.00/20	4	6	118	3,280	850
1	Milk	M-3		6.00/20	6.00/20	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	3,685	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	4,239	900
1½	Ch/Cowl	C-30		30 x 5-TT	32 x 6-TT	4	6	157	3,685	645
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	4,830	1,043
1½	Ch/Cowl	C-30		30 x 5-TT	32 x 6-TT	4	6	172	3,850	680
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	3,243	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	4,403	1,020
1½	Panel (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	133	4,403	995
1½	Stk. (Std. Racks) (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	133	4,003	915
1½	Ch/Cowl (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	157	3,423	740
1½	Ch/Cb (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	157	3,853	820
1½	Panel (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	157	4,653	1,125
1½	Stk. (Std. Racks) (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	157	4,000	970
1½	Ch/Cowl (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	172	3,623	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	501-22023	30 x 5-TT	32 x 6-TT	4	6	123	3,410	630
1½	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	123	3,845	795
1½	Panel (AA) 9'	D-30		30 x 5-TT	32 x 6-TT	4	6	123	4,610	1,175
1½	Stk. (Std. Racks) 9'	D-30		30 x 5-TT	32 x 6-TT	4	6	123	4,720	895
1½	Ch/Cowl	D-30	501-22023	30 x 5-TT	32 x 6-TT	4	6	155	3,605	635
1½	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	155	4,020	820
1½	Panel (AA) 12'	D-30		30 x 5-TT	32 x 6-TT	4	6	155	5,225	1,235
1½	Stk. (Std. Racks) 12'	D-30		30 x 5-TT	32 x 6-TT	4	6	155	5,030	943
1½	Ch/Cowl	D-30		30 x 5-TT	32 x 6-TT	4	6	173	3,635	719
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	5,220	995
1½	Ch/Cowl (2SRA)	DS-30	501-3438	30 x 5-TT	32 x 6-TT	4	6	128	3,210	775
1½	Ch/Cb (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	3,685	900
1½	Panel (AA) 9' (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	4,610	1,230
1½	Stk. (Std. Racks) 9' (2SRA).	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	4,850	1,000
1½	Ch/Cowl (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	155	3,635	800
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	5,190	1,230
1½	Stk. (Std. Racks) 12' (2SRA).	DS-30		30 x 5-TT	32 x 6-TT	4	6	155	5,220	1,085
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	970
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	120	3,591	705
1½-2	Ch/Cb	C-35		30 x 5-TT	32 x 6-TT	4	6	120	4,010	815

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(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*	
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	4,104	990
1½-2	Panel (AA) 12'	C-35		30 x 5-TT	32 x 6-TT	4	6	160	5,234	1,215
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	1198 and up	30 x 5-TT	32 x 6-TT	4	6	158	3,629	915
1½-2	Ch/Cowl (2SRA)	CS-35	5087 and up	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	1,200
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 (2 SRA)	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	1,085
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	158	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	3,695	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	501-678	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	1,085
1½-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,580	1,230
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	1,300
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	Ch/Cowl	D-39	501-516	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,805	1,305
1½	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,240	1,410
1½	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,830	1,330
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
2-3	Ch/Cowl	C-40	17018 and up	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	4,449	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	2339 and up	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	4,908	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	D-40	501-8370	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,805	1,305
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	1,330
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	501-614	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,930	1,550
2-3	Ch/Cb (2SRA)	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	1,595
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	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	1,435
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	145	6,075	1,915
3-4	Ch/Cowl	C-50		32 x 6-TT	32 x 6-TT	6	6	155	5,724	1,800
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	155	6,149	2,010
3-4	Ch/Cowl	C-50		32 x 6-TT	32 x 6-TT	6	6	170	5,818	1,865
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	170	6,243	2,075
3-4	Ch/Cowl	C-50		32 x 6-TT	32 x 6-TT	6	6	185	5,918	1,940
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	185	6,343	2,070
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	155	5,760	2,010
3-4	Ch/Cb (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	155	6,221	2,160
3-4	Ch/Cowl (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	170	5,894	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	6,193	2,070
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	6,215	1,975
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,640	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	6,710	2,180

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(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*	
3-4	Ch/Cowl	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,355	$2,000
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,480	2,265
3-4	Ch/Cowl (DR)	DR-50	501-594	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,280	2,140
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,815	2,255
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	149	6,966	2,420
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	149	7,091	2,540
3½-4½	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	165	6,951	2,420
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	165	7,106	2,540
3½-4½	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	170	6,745	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	6,822	2,555
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	210	7,257	2,715
4-5	Ch/Cowl (DR)	C-60	2507 and up	34 x 7	34 x 7	6	6	149	6,955	2,615
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	149	7,110	2,765
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	165	6,760	2,615
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	165	7,195	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	7,220	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	7,435	2,840
3½-4½	Ch/Cowl	D-60	501-707	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,150	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	501-1200	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,295	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	3,140
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	501-574	23 x 8 12 ply	23 x 8 12 ply	6	6	149	8,190	4,195
4-6	Ch/Cb (DR)	DR-70		23 x 8 12 ply	23 x 8 12 ply	6	6	149	8,635	4,340
4-6	Ch/Cowl (DR)	DR-70		23 x 8 12 ply	23 x 8 12 ply	6	6	161	8,175	4,220
4-6	Ch/Cb (DR)	DR-70		23 x 8 12 ply	23 x 8 12 ply	6	6	161	8,619	4,365
4-6	Ch/Cowl (DR)	DR-70		23 x 8 12 ply	23 x 8 12 ply	6	6	179	8,220	4,245
4-6	Ch/Cb (DR)	DR-70		23 x 8 12 ply	23 x 8 12 ply	6	6	179	8,665	4,390
4-6	Ch/Cowl (DR)	DR-70		23 x 8 12 ply	23 x 8 12 ply	6	6	197	8,285	4,270
4-6	Ch/Cb (DR)	DR-70		23 x 8 12 ply	23 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	6,750
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	11,950	6,800
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	6,900
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,675	6,975
7½	Ch/Cowl (DR)	A-8	799-910	9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,035	6,900
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,670	6,925
7½	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,275	6,950
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,830	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	13,030	7,025
7½	Ch/Cowl	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,635	6,720
7½	Ch/Cb	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	225	13,200	7,075

CONVENTIONAL (3D AXLE)

1½-3½	Ch/Cowl (6 x 2)	D-186-T	501-706	6.50/20 6 ply	6.50/20 6 ply	10	6	148	5,350	$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	1,490
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	1,625
1½-3½	Ch/Cowl (6 x 2)	D-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	5,585	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	1,640
1½-3½	Ch/Cowl (6 x 2-2SRA)	DS-186-T	501-723	6.50/20 6 ply	6.50/20 6 ply	10	6	148	5,470	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	1,605
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	1,740
1½-3½	Ch/Cowl (6 x 2-2SRA)	DS-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	5,685	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	1,755
1½-4	Ch/Cowl (6 x 2)	C-35-T	594 and up	6.50/20 6 ply	6.50/20 6 ply	10	6	163	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	163	5,825	1,725
1½-4	Ch/Cowl (6 x 2)	C-37-T		6.50/20 6 ply	6.50/20 6 ply	10	6	185	5,509	1,675
1½-4	Ch/Cb (6 x 2)	C-35-T		6.50/20 6 ply	6.50/20 6 ply	10	6	185	5,955	1,725
1½-4	Ch/Cowl (6 x 2-2SRA)	CS-35-T	666 and up	6.50/20 6 ply	6.50/20 6 ply	10	6	163	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	163	5,855	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	185	5,539	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	185	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	6,320	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	1,890

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(4) 1937—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*	
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	6,490	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	6,880	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	6,070	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	7,380	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
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	8,650	2,985
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	8,665	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	3,060
2½-5	Ch/Cowl (6 x 4)	D-246-F	501-666	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	3,435
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	3,460
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	3,485
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	3,300
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	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	8,345	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	508 and up	8.2520	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	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	8,820	4,100
3-6	Ch/Cowl (6 x 4)	C-50-F		8.25/20	8.25/20	10	6	188	8,605	3,950
3-6	Ch/Cb (6 x 4)	C-50-F		8.25/20	8.25/20	10	6	188	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	3,950
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	9,760	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	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	10,765	4,950
3½-7	Ch/Cb (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	224	11,190	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	9,395	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	Cb/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
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	Cb/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	167	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
3½-7	Cb/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	501-598	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	6,035
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	6,025
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	6,160
3½-7	Ch/Cowl (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	10	6	215	12,600	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	6,085
5-8	Ch/Cowl (6 x 4)	DR-426-F	501-538	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	223	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	223	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	12,700
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	18,760	12,700
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

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(4) 1937—Continued

CAB OVER ENGINE

Tonnage rating	Chassis and standard body type	Mode	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
								Inches	*Pounds*	
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	1,025
1½	Ch/Cowl	C-300		30 x 5-TT	32 x 6-TT	4	6	117	3,430	720
1½	Ch/Cb	C-300		30 x 5-TT	32 x 6-TT	4	6	117	4,230	1,055
1½-2	Ch/Cowl	D-300	501-2225	30 x 5-TT	32 x 6-TT	4	6	99	3,345	720
1½-2	Ch/Cowl & w/s Fr. Sect.	D-300		30 x 5-TT	32 x 6-TT	4	6	99	N. A.	935
1½-2	Ch/Cb	D-300		30 x 5-TT	32 x 6-TT	4	6	99	4,025	1,015
1½-2	Ch/Cowl	D-300		30 x 5-TT	32 x 6-TT	4	6	117	3,470	735
1½-2	Ch/Cowl & w/s	D-300		30 x 5-TT	32 x 6-TT	4	6	117	N. A.	950
1½-2	Ch/Cb	D-300		30 x 5-TT	32 x 6-TT	4	6	117	4,120	1,110
1½-2	Ch/Cowl (2SRA)	DS-300	501-605	30 x 5-TT	32 x 6-TT	4	6	99	3,445	805
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	960
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	4,220	1,225

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CONVENTIONAL

½	Ch/Cowl	D-2	35078-35010	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	553
½	Pick-up	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,073	620
½	Canopy	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,240	715
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	3,240	920
½	Ch/Cowl	D-2		6.00 16 4 ply	6.00 16 4 ply	4	6	123	2,220	500
½	Ch/Cb	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	123	2,725	608
½	Pick-up	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	123	3,033	600
½	Canopy	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	123	3,415	810
½	Panel	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	123	3,270	770
½	Stk. (Std. Racks)	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	123	3,256	695
½	Ch. Cowl	D-5	2417-2808	6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,120	420
½	Ch/Cb	D-5		6.00/16 4 ply	6.00 16 4 ply	4	4	113	2,655	535
½	Pick-up	D-5		6.00 16 4 ply	6.00 16 4 ply	4	4	113	2,823	595
½	Canopy	D-5		6.00 16 4 ply	6.00/16 4 ply	4	4	113	3,220	770
½	Panel	D-5		6.00/16 4 ply	6.00 16 4 ply	4	4	113	3,060	684
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	123	2,155	475
½	Ch/Cb	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	123	2,620	583
½	Pick-up	D-5		6.00 16 4 ply	6.00/16 4 ply	4	4	123	2,938	635
½	Canopy	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	123	3,295	795
½	Panel	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	123	3,195	725
½	Stk. (Std. Racks)	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	123	3,161	643
¾-1	Ch/Cowl	D-15	9038-10820	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	3,175	712
¾-1	Pick-up	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,423	750
¾-1	DM-(Milk)	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,835	1,060
¾-1	Ch/Cowl	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	120	2,700	605
¾-1	Ch/Cb	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	120	3,275	713
¾-1	Pick-up	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	120	3,606	765
¾-1	Canopy	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	120	3,975	920
¾-1	Panel	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	120	4,000	873
¾-1	Stk. (Std. Racks)	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	120	3,850	788
¾	Ch/Cowl	D-29	581-655	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	128	3,845	788
¾	Ch/Cowl	D-29		30 x 5-TT	32 x 6-TT	4	6	173	3,695	695
¾	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	173	4,020	793
¾	Ch/Cowl	D-29		30 x 5-TT	32 x 6-TT	4	6	173	3,695	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	29024-40011	30 x 5-TT	32 x 6-TT	4	6	128	3,810	620
1½	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	128	3,845	738
1½	Panel, AA-9'	D-30		30 x 5-TT	32 x 6-TT	4	6	128	4,010	1,115
1½	Stk. (Std. Racks) 9'	D-30		30 x 5-TT	32 x 6-TT	4	6	128	4,150	868
1½	Ch/Cowl	D-30	29024-40011	30 x 5-TT	32 x 6-TT	4	6	128	3,695	695
1½	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	173	4,020	793
1½	Panel, AA-12'	D-30		30 x 5-TT	32 x 6-TT	4	6	128	4,220	1,235
1½	Stk. (Std. Racks) 12'	D-30		30 x 5-TT	32 x 6-TT	4	6	128	4,060	913
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	818
1½	Stk. (Std. Racks) 14'	D-30		30 x 5-TT	32 x 6-TT	4	6	173	4,320	908
1½	Ch/Cowl	D-30-B	501-770	30 x 5-TT	32 x 6-TT	4	6	173	3,695	695
1½	Ch/Cowl	D-30-B		30 x 5-TT	32 x 6-TT	4	6	173	3,695	810
1½	Ch/Cowl (2SRA)	DS-30	3439-4722	30 x 5-TT	32 x 6-TT	4	6	128	3,810	765
1½	Ch/Cb (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	3,845	873
1½	Panel, AA-9' (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	4,010	1,250
1½	Stk. (Std. Racks) 9' (2SRA).	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	4,850	973
1½	Ch/Cowl (2SRA)	DS-30		30 x 5	32 x 6	4	6	173	3,695	800
1½	Ch/Cb (2SRA)	DS-30		30 x 5	32 x 6	4	6	173	4,170	993
1½	Panel, AA-12' (2SRA)	DS-30		30 x 5	32 x 6	4	6	173	5,190	1,320
1½	Stk. (Std. Racks) 12' (2SRA).	DS-30		30 x 5	32 x 6	4	6	173	5,320	1,028
1½	Ch/Cowl (2SRA)	DS-30		30 x 5	32 x 6	4	6	173	3,775	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	1,083
1½	Ch/Cowl	D-35	11319-12073	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	4,100	1,015
1½-2	Ch/Cb	D-35		6.50 20 6 ply	6.50 20 6 ply	6	6	149	4,535	1,100
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	1,135
1½-2	Ch/Cowl	D-35		6.50 20 6 ply	6.50 20 6 ply	6	6	179	4,220	1,075
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	679-781	6.50 20 6 ply	6.50 20 6 ply	6	6	179	4,229	1,170

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(5) 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*	
1½-2	Ch/Cowl (2SRA)	DS-35	3463-4685	6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,145	$1,033
1½-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,580	1,230
1½-2	Ch/Cowl (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,270	1,130
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		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,330	1,285
1½	Ch/Cowl	D-39	517-539	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	170	4,895	1,410
1½	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	170	5,330	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	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	170	4,895	1,410
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	170	5,330	1,555
2-3	Ch/Cowl (2SRA)	DS-40	615-897	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,930	1,550
2-3	Ch/Cb (2SRA)	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	170	5,020	1,595
2-3	Ch/Cb (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	170	5,455	1,740
3-4	Ch/Cowl	D-50	1788-2343	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	501-564	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	595-889	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,380	2,149
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,815	2,295
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	2,705
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	7,765	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	1270-1591	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,205	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	3,140
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
4-6	Ch/Cb (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	197	8,720	4,415
7-8	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	12,050	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	12,850	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	12,685	6,350
7½	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	225	13,300	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	1,633
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-189-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-189-T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	6,020	1,613

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(5) 1938—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*	
1½-3½	Ch/Cowl (6 x 2-2SRA)	DS-186-T	529-542	6.50-20 6 ply	6.50-20 6 ply	10	6	143	5,430	$1,790
1½-3½	Ch/Cb (6 x 2-2SRA)	DS-186-T		6.50-20 6 ply	6.50-20 6 ply	10	6	143	5,625	1,693
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	1,805
1½-3½	Ch/Cb (6 x 2-2SRA)	DS-186-T		6.50-20 6 ply	6.50-20 6 ply	10	6	173	6,065	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	5,655	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	6,150	1,723
2-4	Ch/Cowl (6 x 2)	D-216-T	541-553	7.00-20 8 ply	7.00-20 8 ply	10	6	170	6,370	1,970
2-4	Ch/Cb (6 x 2)	D-216-T		7.00-20 8 ply	7.00-20 8 ply	10	6	170	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	6,420	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	1,820
2-4	Ch/Cowl (6 x 2-2SRA)	DS-216-T	559-618	7.00-20 8 ply	7.00-20 8 ply	10	6	170	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	170	6,805	2,000
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	1,900
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	544-558	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	8,660	2,695
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	8,695	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	3,070
2½-5	Ch/Cowl (6 x 2-2SRA)	DS-246-T	501-508	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	8,660	3,005
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	3,035
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	3,220
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	8,695	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	9,160	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	3,195
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	3,165
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	3,310
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	3,190
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	3,335
2½-5	Ch/Cowl (6 x 4)	D-246-F	507-509	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	8,850	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	529-536	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	10,630	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	539-541	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	13,900	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	530-561	9.75-20 12 ply	9.75-20 12 ply	10	6	233	14,200	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	538-541-F	9.75-20 12 ply	9.75-20 12 ply	10	6	190	18,335	12,000
10-15	Ch/Cb (6 x 4)	AR-426-F		9.75-20 12 ply	9.75-20 12 ply	10	6	190	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	223	18,770	12,650
10-15	Ch/Cb (6 x 4)	AR-426-F		9.75-24 12 ply	9.75-24 12 ply	10	6	223	19,235	12,825

CONVENTIONAL—(DIESEL)

3-4	Ch/Cowl	DD-50	501-504	7.50-20	7.50-20	6	4	137	7,205	$3,625
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	4,025
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	501-508	8.25 x 8	8.25 x 8	6	4	149	9,215	6,155
4-6	Ch/Cowl (DR)	DRD-70		8.25 x 8	8.25 x 8	6	6	149	9,695	6,005
4-6	Ch/Cowl (DR)	DRD-70		8.25 x 8	8.25 x 8	6	4	161	9,220	6,220
4-6	Ch/Cowl (DR)	DRD-70		8.25 x 8	8.25 x 8	6	6	161	9,770	6,720
4-6	Ch/Cowl (DR)	DRD-70		8.25 x 8	8.25 x 8	6	4	179	9,245	6,245
4-6	Ch/Cowl (DR)	DRD-70		8.25 x 8	8.25 x 8	6	6	179	9,825	6,745
4-6	Ch/Cowl (DR)	DRD-70		8.25 x 8	8.25 x 8	6	4	197	9,490	6,290
4-6	Ch/Cowl (DR)	DRD-70		8.25 x 8	8.25 x 8	6	6	197	9,850	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	8,370
5-7½	Ch/Cowl (DR)	AD-8		9.75-20	9.75-20	6	6	200	12,885	8,370
5-7½	Ch/Cowl (DR)	AD-8		9.75-20	9.75-20	6	6	225	13,135	8,400

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(5) 1938—Continued

CONVENTIONAL—(DIESEL—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*	
2½-5	Ch/Cowl (6 x 4)	DD-246-F	501-502	7.50/20	7.50/20	10	4	161	9,250	$5,300
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	11,850	7,500
3½-7	Ch/Cowl (6 x 2-DR)	DRD-346-T		9.00/20	9.00/20	10	6	197	12,400	7,525
3½-7	Ch/Cowl (6 x 2-DR)	DRD-346-T		9.00/20	9.00/20	10	6	215	12,700	7,570
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	7,220
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	13,300	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	9.25/20	10	6	215	15,100	10,025
5-8	Ch/Cowl (6 x 4-DR)	DRD-426-F		9.75/20	9.25/20	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							
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	3,950	1,010
	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	1,010
	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	4,130	1,005
	Ch/Cowl (2SRA)	DS-300	606-660	30 x 5-TT	32 x 6-TT	4	6	87	3,370	830
	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	830
	Ch/Cowl & w/s (2SRA)	DS-300		30 x 5-TT	32 x 6-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	895
	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	32 x 6-TT	4	6	117	4,230	1,190
			(6) 1939							
			CONVENTIONAL							
½	Ch/Cowl	D-2	52011-80168	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	535
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	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	750
½	Stk. (Std. Racks)	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,250	668
½	Ch/Cowl	D-5	2869-3851	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	790
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	2,105	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	676
½	Canopy	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,295	823
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	3,101	693
¾-1	Ch/Cowl	D-15	16830-26709	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	769
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	3,600	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		7.00116 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	3,850	783
¾	Ch/Cowl	D-29	656-687	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	3,695	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	4,910	1,175
1½	Stk. (Std. Racks) 9'	D-30		30 x 5-TT	32 x 6-TT	4	6	123	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	1,295
1½	Stk. (Std. Racks)	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	3,695	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	963

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(6) 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*	
1½	Cb/Cowl	D-30-B	771-853	30 x 5-TT	32 x 6-TT	4	6	155	3,695	$735
1½	Cb/Cb	D-30-B		30 x 5-TT	32 x 6-TT	4	6	173	3,695	810
1½	Cb/Cowl (2SRA)	DS-30	4723-5392	30 x 5-TT	32 x 6-TT	4	6	123	3,510	775
1½	Cb/Cb (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	123	3,945	875
1½	Panel AA-9' (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	123	4,010	1,220
1½	Stk. (Std. Racks) 9' (2 SRA).	DS-30		30 x 5-TT	32 x 6-TT	4	6	123	4,820	975
1½	Cb/Cowl (2SRA)	DS-30		30 x 5-TT Fr.	32 x 6-TT Rr.	4	6	155	3,695	860
1½	Cb/Cb (2SRA)	DS-30		30 x 5-TT Fr.	32 x 6-TT Rr.	4	6	155	4,120	935
1½	Panel, AA-12' (2SRA)	DS-30		30 x 5-TT Fr.	32 x 6-TT Rr.	4	6	155	5,150	1,320
1½	Stk. (Std. Racks) 12' (2 SRA).	DS-30		30 x 5-TT Fr.	32 x 6-TT Rr.	4	6	155	5,330	1,025
1½	Cb/Cowl (2SRA)	DS-30		30 x 5-TT Fr.	32 x 6-TT Rr.	4	6	173	3,795	825
1½	Cb/Cb (2SRA)	DS-30		30 x 5-TT Fr.	32 x 6-TT Rr.	4	6	173	4,220	900
1½	Stk. (Std. Racks) 14' (2 SRA).	DS-30		30 x 5-TT Fr.	32 x 6-TT Rr.	4	6	173	5,420	1,050
1½-2	Cb/Cowl	D-35	15074-22454	6.00/20 6 ply	6.00/20 6 ply	6	6	137	4,035	970
1½-2	Cb/Cb	D-35		6.00/20 6 ply	6.00/20 6 ply	6	6	137	4,470	1,115
1½-2	Cb/Cowl	D-35		6.00/20 6 ply	6.00/20 6 ply	6	6	149	4,120	1,015
1½-2	Cb/Cb	D-35		6.00/20 6 ply	6.00/20 6 ply	6	6	149	4,595	1,160
1½-2	Cb/Cowl	D-35		6.00/20 6 ply	6.00/20 6 ply	6	6	161	4,185	1,040
1½-2	Cb/Cb	D 35		6.00/20 6 ply	6.00/20 6 ply	6	6	161	4,620	1,185
1½-2	Cb/Cowl	D-35		6.00/20 6 ply	6.00/20 6 ply	6	6	179	4,220	1,055
1½-2	Cb/Cb	D-35		6.00/20 6 ply	6.00/20 6 ply	6	6	179	4,655	1,200
1½-2	Cb/Cowl	D-35-B	762-823	6.00/20 6 ply	6.00/20 6 ply	6	6	179	4,220	1,170
1½-2	Cb/Cowl (2SRA)	DS-35	4655-5154	6.00/20 6 ply	6.00/20 6 ply	6	6	137	4,145	1,035
1½-2	Cb/Cb (2SRA)	DS-35		6.00/20 6 ply	6.00/20 6 ply	6	6	137	4,580	1,220
1½-2	Cb/Cowl (2SRA)	DS-35		6.00/20 6 ply	6.00/20 6 ply	6	6	149	4,270	1,120
1½-2	Cb/Cb (2SRA)	DS-35		6.00/20 6 ply	6.00/20 6 ply	6	6	149	4,705	1,275
1½-2	Cb/Cowl (2SRA)	DS-35		6.00/20 6 ply	6.00/20 6 ply	6	6	161	4,295	1,155
1½-2	Cb/Cb (2SRA)	DS-35		6.00/20 6 ply	6.00/20 6 ply	6	6	161	4,730	1,300
1½-2	Cb/Cowl (2SRA)	DS-35		6.00/20 6 ply	6.00/20 6 ply	6	6	179	4,329	1,170
1½-2	Cb/Cb (2SRA)	DS-35		6.00/20 6 ply	6.00/20 6 ply	6	6	179	4,765	1,315
1½-2	Cb/Cowl (2SRA)	DS-35-B	502-514	6.00/20 6 ply	6.00/20 6 ply	6	6	179	4,330	1,235
1½	Cb/Cowl	D-39	549-575	7.00/20 8 ply	7.00/20 8 ply	6	6	124	4,805	1,395
1½	Cb/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,240	1,510
1½	Cb/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,820	1,380
1½	Cb/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,265	1,525
1½	Cb/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,855	1,395
1½	Cb/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,290	1,540
1½	Cb/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	4,895	1,410
1½	Cb/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,320	1,555
1½	Cb/Cowl (2SRA)	DS-39	501-594	7.00/20 8 ply	7.00/20 8 ply	6	6	124	4,920	1,530
1½	Cb/Cb (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	124	5,365	1,695
1½	Cb/Cowl (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,935	1,565
1½	Cb/Cb (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,380	1,710
1½	Cb/Cowl (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,950	1,580
1½	Cb/Cb (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,415	1,725
1½	Cb/Cowl (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,020	1,595
1½	Cb/Cb (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,455	1,740
2-3	Cb/Cowl	D-40	10012-16900	7.00/20 8 ply	7.00/20 8 ply	6	6	124	4,805	1,395
2-3	Cb/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,240	1,510
2-3	Cb/Cowl	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,820	1,380
2-3	Cb/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,265	1,525
2-3	Cb/Cowl	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,855	1,395
2-3	Cb/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,290	1,540
2-3	Cb/Cowl	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	4,895	1,410
2-3	Cb/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,320	1,555
2-3	Cb/Cowl (2SRA)	DS-40	898-2402	7.00/20 8 ply	7.00/20 8 ply	6	6	124	4,920	1,530
2-3	Cb/Cb (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	124	5,365	1,695
2-3	Cb/Cowl (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,935	1,565
2-3	Cb/Cb (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,380	1,710
2-3	Cb/Cowl (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,950	1,580
2-3	Cb/Cb (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,415	1,725
2-3	Cb/Cowl (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,020	1,595
2-3	Cb/Cb (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,455	1,740
3-4	Cb/Cowl	D-50	2344-3308	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,245	1,975
3-4	Cb/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,680	2,120
3-4	Cb/Cowl	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,275	2,010
3-4	Cb/Cb	D-60		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,710	2,155
3-4	Cb/Cowl	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,305	2,025
3-4	Cb/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,740	2,180
3-4	Cb/Cowl	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,325	2,060
3-4	Cb/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,760	2,205
3-4	Cb/Cowl (2SRA)	DS-50	565-699	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,245	2,195
3-4	Cb/Cb (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,680	2,350
3-4	Cb/Cowl (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,275	2,220
3-4	Cb/Cb (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,710	2,375
3-4	Cb/Cowl (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,305	2,245
3-4	Cb/Cb (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,740	2,400
3-4	Cb/Cowl (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,325	2,270
3-4	Cb/Cb (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,760	2,415
3-4	Cb/Cowl (DR)	DR-50	890-1395	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,380	2,140
3-4	Cb/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,815	2,285
3-4	Cb/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,410	2,175
3-4	Cb/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,845	2,320
3-4	Cb/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,440	2,200
3-4	Cb/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,875	2,345
3-4	Cb/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,500	2,225
3-4	Cb/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,935	2,370
3½-4½	Cb/Cowl	D-60	843-972	9.00/20 10 ply	9.00/20 10 ply	6	6	143	7,160	2,795
3½-4½	Cb/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	143	7,625	2,940
3½-4½	Cb/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,225	2,850
3½-4½	Cb/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,700	2,995
3½-4½	Cb/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,320	2,845
3½-4½	Cb/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,785	2,990
3½-4½	Cb/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,375	2,870
3½-4½	Cb/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,810	3,015

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(6) 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*	
3½-4½	Ch/Cowl (2SRA)	DS-60	501-505	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,690	$3,195
3½-4½	Ch/Cb (2SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	149	8,025	3,340
3½-4½	Ch/Cowl (2SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,695	3,220
3½-4½	Ch/Cb (2SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	8,100	3,365
3½-4½	Ch/Cowl (2SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,720	3,215
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	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	3,140
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	1007-1093	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	4,215
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
7½	Ch/Cowl (DR)	A-8	1023-1047	9.75/20	9.75/20	6	6	160	12,035	0,200
7½	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	160	12,640	0,525
7½	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	180	12,265	0,250
7½	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	180	12,880	0,575
7½	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	200	12,435	0,300
	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	200	13,050	0,625
	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	225	12,685	0,350
	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	225	13,300	0,675

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	148	5,390	$1,470
1½-3½	Ch/Cb (6 x 2)	D186T		6.50/20 6 ply	6.50/20 6 ply	10	6	148	5,825	1,583
1½-3½	Ch/Cowl (6 x 2)	D186T		6.50/20 6 ply	6.50/20 6 ply	10	6	173	5,520	1,490
1½-3½	Ch/Cb (6 x 2)	D186T		6.50/20 6 ply	6.50/20 6 ply	10	6	173	5,955	1,598
1½-3½	Ch/Cowl (6 x 2)	D186T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	5,535	1,505
1½-3½	Ch/Cb (6 x 2)	D186T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	6,020	1,013
1½-3½	Ch/Cowl (6 x 2-2SRA)	DS-186T	543-551	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-186T		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-186T		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-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	1,620
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	589-678	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	1,776
2-4	Ch/Cb (6 x 2)	D-216T		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	619-748	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	1,965
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	501-508	7.00/20 8 ply	7.00/20 8 ply	10	6	161	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	161	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	6,620	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	191	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	8,655	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	3,030
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	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	8,705	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	3,195
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	3,160
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	8,680	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	9,100	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

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(6) 1939—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*	
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	11,500	$5,770
3½-7	Ch/Cb (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	10	6	161	11,625	5,805
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	5,420
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	5,845
5-8	Ch/Cowl (6 x 4-DR)	DR-426-F	662-705	9.75/20 12 ply	9.75/20 12 ply	10	6	161	13,500	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	13,625	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	13,500	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	14,250	7,520
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	7,665
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	18,275	12,300
10-15	Ch/Cb (6 x 4)	AR-426-F		9.75/24 12 ply	9.75/24 12 ply	10	6	180	18,650	12,825
10-15	Ch/Cowl (6 x 4)	AR-426-F		9.75/24 12 ply	9.75/24 12 ply	10	6	233	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	233	19,245	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	7,295	$3,275
3-4	Ch/Cowl	DD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	149	7,215	3,310
3-4	Ch/Cowl	DD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	161	7,295	3,335
3-4	Ch/Cowl	DD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	179	7,225	3,300
3-4	Ch/Cowl (2 SRA)	DSD-50	501-511	7.50/20 8 ply	7.50/20 8 ply	6	4	137	7,295	3,435
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	7,225	3,545
3-4	Ch/Cowl (2 SRA)	DSD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	179	7,225	3,570
3-4	Ch/Cowl (DR)	DRD-50	501-507	7.50/20 8 ply	7.50/20 8 ply	6	4	137	7,240	3,440
3-4	Ch/Cowl (DR)	DRD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	149	7,320	3,475
3-4	Ch/Cowl (DR)	DRD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	161	7,410	3,500
3-4	Ch/Cowl (DR)	DRD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	179	7,410	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	8,220	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	4,245
3½-4½	Ch/Cowl (DR)	DRD-60		9.00/20 8 ply	9.00/20 8 ply	6	4	161	8,120	4,220
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	8,220	4,320
4-6	Ch/Cowl (DR)	DRD-70	509-530	20 x 8 8 ply	20 x 8 8 ply	6	4	149	9,215	5,495
4-6	Ch/Cowl (DR)	DRD-70		20 x 8 8 ply	20 x 8 8 ply	6	4	149	9,095	5,225
4-6	Ch/Cowl (DR)	DRD-70		20 x 8 8 ply	20 x 8 8 ply	6	4	161	9,220	5,520
4-6	Ch/Cowl (DR)	DRD-70		20 x 8 8 ply	20 x 8 8 ply	6	6	161	9,770	5,770
4-6	Ch/Cowl (DR)	DRD-70		20 x 8 8 ply	20 x 8 8 ply	6	4	179	9,245	5,545
4-6	Ch/Cowl (DR)	DRD-70		20 x 8 8 ply	20 x 8 8 ply	6	6	179	9,825	5,775
4-6	Ch/Cowl (DR)	DRD-70		20 x 8 8 ply	20 x 8 8 ply	6	4	197	9,400	5,570
4-6	Ch/Cowl (DR)	DRD-70		20 x 8 8 ply	20 x 8 8 ply	6	6	197	9,980	5,800
5-7½	Ch/Cowl (DR)	AD-8	502-509	9.75/20 8 ply	9.75/20 8 ply	6	6	170	12,435	7,195
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	209	12,825	7,2
5-7½	Ch/Cowl (DR)	AD-8		9.75/20 8 ply	9.75/20 8 ply	6	6	223	13,135	7,385
										25
			CONVENTIONAL—(DIESEL—3D—AXLE)							
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	9,455	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	9,250	4,420
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	9,700	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	9,980	4,525
3½-7	Ch/Cowl (6 x 2-DR)	DRD-346-T	502-508	9.00/20 8 ply	9.00/20 8 ply	6	6	161	11,830	6,630
3½-7	Ch/Cowl (6 x 2-DR)	DRD-346-T		9.00/20 8 ply	9.00/20 8 ply	6	6	197	12,400	6,655
3½-7	Ch/Cowl (6 x 2-DR)	DRD-346-T		9.00/20 8 ply	9.00/20 8 ply	6	6	215	12,700	6,680
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	7,205
3½-7	Ch/Cowl (6 x 4)	DD-346-F		9.00/20 8 ply	9.00/20 8 ply	6	6	215	13,200	7,230
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	9,020
5-8	Ch/Cowl (6 x 4-DR)	DRD-426-F		9.75/20 8 ply	9.75/20 8 ply	6	6	215	15,160	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	15,280	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	13,435
10-15	Ch/Cowl (6 x 4)	ARD-626-F		9.75/24 8 ply	9.75/20 8 ply	6	6	233	19,200	13,435
			METROPOLITAN							
½	Panel	D-2-M	501-715	6.00/16 4 ply	6.00/16 4 ply	4	6	102	3,650	$1,190
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.	950
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	3,245	715
1½-2	Ch/Cowl and w/s	D-300		30/5-TT	32/6-TT	4	6	99	N. A.	950
1½-2	Ch/Cb	D-309		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.	985
1½-2	Ch/Cb	D-300		30/5-TT	32/6-TT	4	6	117	4,120	1,075

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(6) 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*	
1½-2	Ch/Cowl (2 SRA)	DS-300	661-826	30/5-TT	32/6-TT	4	6	87	3,370	$830
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	4,050	1,155
1½-2	Ch/Cowl (2 SRA)	DS-300		30/5-TT	32/6-TT	4	6	99	3,445	830
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	895
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	4,230	1,190
3-4 T	Ch/Cowl	D-500	501-616	7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,160	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	6,830	2,410
3-4 T	Ch/Cb	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,370	2,560
3-4 T	Ch/Cowl	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	6,320	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	7,580	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 (2 SRA)	DS-500	501-538	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	6,830	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	6,320	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	7,580	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	501-549	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	6,965	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 & W/s (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,155	2,600
3-4	Ch/Cs (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 & 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	36 x 8 12 ply	36 x 8 12 ply	6	6	94	7,860	4,250
4-6	Ch/Cowl & w/s (DR)	DR-700		38 x 8 12 ply	36 x 8 12 ply	6	6	94	8,530	4,450
4-6	Ch/Cb (DR)	DR-700		38 x 8 12 ply	36 x 8 12 ply	6	6	94	9,090	4,600
4-6	Ch/Cowl (DR)	DR-700		38 x 8 12 ply	36 x 8 12 ply	6	6	106	7,975	4,275
4-6	Ch/Cowl & w/s (DR)	DR-700		38 x 8 12 ply	36 x 8 12 ply	6	6	106	8,645	4,475
4-6	Ch/Cb (DR)	DR-700		38 x 8 12 ply	36 x 8 12 ply	6	6	106	9,205	4,625
4-6	Ch/Cowl (DR)	DR-700		38 x 8 12 ply	36 x 8 12 ply	6	6	124	8,095	4,300
4-6	Ch/Cowl & w/s (DR)	DR-700		38 x 8 12 ply	36 x 8 12 ply	6	6	124	8,765	4,500
4-6	Ch/Cb (DR)	DR-700		38 x 8 12 ply	36 x 8 12 ply	6	6	124	9,315	4,650
4-6	Ch/Cowl (DR)	DR-700		38 x 8 12 ply	36 x 8 12 ply	6	6	142	8,260	4,323
4-6	Ch/Cowl & w/s (DR)	DR-700		38 x 8 12 ply	36 x 8 12 ply	6	6	142	8,930	4,523
4-6	Ch/Cb (DR)	DR-700		38 x 8 12 ply	36 x 8 12 ply	6	6	142	9,490	4,675

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½	Ch/Cowl	D-2	80169 and up	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	711
½	DM (Milk)	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,315	860
½	Station Wagon	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,340	939
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	698
½	Pick-up	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,033	650
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	653
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	594
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	516
½	Ch/Cb	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,630	624
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	703
½	Stk. (Std. Racks)	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,161	684
½	Ch/Cowl	K-1	501-5468	6.00/16-PC	6.00/16-PC	4	6	113	2,250	470
½	Ch/Cb	K-1		6.00/16-PC	6.00/16-PC	4	6	113	2,645	573
½	Pick-up	K-1		6.00/16-PC	6.00/16-PC	4	6	113	2,923	610
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	705
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	2,650	624
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	684
¾-1	Ch/Cowl	D-15	26800 and up	7.00/16 6 ply	7.00/16 6 ply	4	6	113	2,720	607
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

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(7) 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*	
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	120	2,800	695
¾-1	Ch/Cb	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	120	3,235	713
¾-1	Pick-up	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	120	3,605	775
¾-1	Canopy	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	120	3,975	830
¾-1	Panel	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	120	4,000	873
¾-1	Stk. (Std. Racks)	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	120	3,850	788
¾	Ch/Cowl	D-23	688 and up	30 x 5-TT	32 x 6-TT	4	6	123	3,410	650
¾	Ch/Cb	D-23		30 x 5-TT	32 x 6-TT	4	6	123	3,845	713
¾	Ch/Cowl	D-23		30 x 5-TT	32 x 6-TT	4	6	133	3,675	695
¾	Ch/Cb	D-23		30 x 5-TT	32 x 6-TT	4	6	133	4,020	703
¾	Ch/Cowl	D-23		30 x 5-TT	32 x 6-TT	4	6	173	3,685	710
¾	Ch/Cb	D-23		30 x 5-TT	32 x 6-TT	4	6	173	4,120	818
1	Ch/Cowl	K-3	501-2208	6.00/16-TT	6.00/16-TT	4	6	113	3,000	629
1	Ch/Cb	K-3		6.00/16-TT	6.00/16-TT	4	6	113	3,395	723
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	120	3,020	629
1	Ch/Cb	K-3		6.00/16-TT	6.00/16-TT	4	6	120	3,425	723
1	Pick-up	K-3		6.00/16-TT	6.00/16-TT	4	6	120	3,795	805
1	Panel	K-3		6.00/16-TT	6.00/16-TT	4	6	120	4,220	898
1	Stk. (Std. Racks)	K-3		6.00/16-TT	6.00/16-TT	4	6	120	4,049	803
1¼	Ch/Cowl	K-4	501-1264	6.50/20-TT	6.50/20-TT	4	6	113	3,220	645
1¼	Ch/Cb	K-4		6.50/20-TT	6.50/20-TT	4	6	113	3,644	713
1¼	Ch/Cowl	K-4		6.50/20-TT	6.50/20-TT	4	6	123	3,200	645
1¼	Ch/Cb	K-4		6.50/20-TT	6.50/20-TT	4	6	123	3,605	703
1¼	Platform 9'	K-4		6.50/20-TT	6.50/20-TT	4	6	123	N. A.	828
1¼	Stk. (Std. Racks) 9'	K-4		6.50/20-TT	6.50/20-TT	4	6	123	4,570	853
1¼	Ch/Cowl	K-4		6.50/20-TT	6.50/20-TT	4	6	147	3,200	605
1¼	Ch/Cb	K-4		6.50/20-TT	6.50/20-TT	4	6	147	3,735	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	4,020	873
1¼	Ch/Cowl	K-4		6.50/20-TT	6.50/20-TT	4	6	159	3,410	635
1¼	Ch/Cb	K-4		6.50/20-TT	6.50/20-TT	4	6	159	3,805	703
1¼	Platform 12'	K-4		6.50/20-TT	6.50/20-TT	4	6	159	N. A.	838
1¼	Stk. (Std. Racks) 12'	K-4		6.50/20-TT	6.50/20-TT	4	6	159	4,835	913
1½	Ch/Cowl	D-30	70330 and up	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	713
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	123	4,720	853
1½	Ch/Cowl	D-30		30 x 5-TT	32 x 6-TT	4	6	133	3,695	695
1½	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	133	4,020	703
1½	Panel AA-12'	D-30		30 x 5-TT	32 x 6-TT	4	6	133	5,295	1,225
1½	Stk. (Std. Racks) 12'	D-30		30 x 5-TT	32 x 6-TT	4	6	133	5,030	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	978
1½	Ch/Cowl	D-30-B	954 and up	30 x 5-TT	32 x 6-TT	4	6	133	3,695	695
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	3,810	705
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	1,220
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-TT	32 x 6-TT	4	6	133	3,695	800
1½	Ch/Cb (2SRA)	DS-30	8393 and up	30 x 5-TT	32 x 6-TT	4	6	133	4,120	908
1½	Panel AA-12' (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	133	5,150	1,350
1½	Stk. (Std. Racks) 12' (2SRA).	DS-30		30 x 5-TT	32 x 6-TT	4	6	133	5,220	1,028
1½	Ch/Cowl (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	173	3,735	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	1,083
1½	Ch/Cowl	K-5	501-3668	6.00/20-TT	6.00/20-TT	6	6	135	3,600	680
1½	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	135	4,035	788
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	4,920	898
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	818
1½	Panel 9'	K-5		6.00/20-TT	6.00/20-TT	6	6	147	N. A.	893
1½	Platform 9'	K-5		6.00/20-TT	6.00/20-TT	6	6	147	4,025	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	4,195	833
1½	Platform 12'	K-5		6.00/20-TT	6.00/20-TT	6	6	159	N. A.	923
1½	Stk. (Std. Racks) 12'	K-5		6.00/20-TT	6.00/20-TT	6	6	159	5,215	988
1½	Ch/Cowl	K-5		6.00/20-TT	6.00/20-TT	6	6	177	3,820	720
1½	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	177	4,215	828
1½	Platform 11'	K-5		6.00/20-TT	6.00/20-TT	6	6	177	N. A.	978
1½	Stk. (Std. Racks) 14'	K-5		6.00/20-TT	6.00/20-TT	6	6	177	5,415	1,098
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	4,195	908
1½	Platform 9' (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	N. A.	993
1½	Stk. (Std. Racks) 9' (2SRA).	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	5,010	1,068
1½	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	3,825	820
1½	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	4,220	928
1½	Platform 9' (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	N. A.	1,093
1½	Stk. (Std. Racks) 9' (2SRA).	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	5,195	1,028
1½	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	3,850	840
1½	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	4,275	948
1½	Platform 12' (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	N. A.	1,053
1½	Stk. (Std. Racks) 12' (2SRA).	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	5,325	1,003
1½	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	3,920	820
1½	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	4,325	95
1½	Platform (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	N. A.	1,03
1½	Stk. (Std. Racks) (2SRA).	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	5,525	1,118
1½-2	Ch/Cowl	D-35	22455 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,025	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

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(7) 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*	
1½-2	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	1,010
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	170	4,220	1,075
1½-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	170	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	170	4,220	1,170
1½-2	Ch/Cowl (2SRA)	DS-35	8155 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,145	1,095
1½-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,580	1,230
1½-2	Ch/Cowl (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,270	1,130
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	170	4,330	1,170
1½-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	170	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	4,330	1,285
1½-2	Ch/Cowl	K-6	501-1325	6.50/20 6 ply	6.50/20 6 ply	6	6	134	4,475	1,005
1½-2	Ch/Cb	K-6		6.50/20 6 ply	6.50/20 6 ply	6	6	134	4,035	1,170
1½-2	Platform 9'	K-6		6.50/20 6 ply	6.50/20 6 ply	6	6	134	N. A.	1,215
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	146	4,515	1,025
1½-2	Ch/Cb	K-6		6.50/20 6 ply	6.50/20 6 ply	6	6	146	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	158	4,560	1,045
1½-2	Ch/Cb	K-6		6.50/20	6.50/20	6	6	158	5,020	1,210
1½-2	Platform 12'	K-6		6.50/20	6.50/20	6	6	158	N. A.	1,300
1½-2	Stk. (Std. Racks) 12'	K-6		6.50/20	6.50/20	6	6	158	6,070	1,330
1½-2	Ch/Cowl	R-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	1,230
1½-2	Platform 14'	K-6		6.50/20	6.50/20	6	6	176	N. A.	1,330
1½-2	Stk. (Std. Racks) 14'	K-6		6.50/20	6.50/20	6	6	176	6,280	1,350
1½-2	Ch/Cowl (2SRA)	KS-6	501-651	6.50/20	6.50/20	6	6	134	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.	1,355
1½-2	Stk. (Std. Racks) 9' (2SRA).	KS-6		6.50/20	6.50/20	6	6	134	5,840	1,385
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	158	4,590	1,160
1½-2	Ch/Cb (2SRA)	KS-6		6.50/20	6.50/20	6	6	158	5,050	1,325
1½-2	Platform 12' (2SRA)	KS-6		6.50/20	6.50/20	6	6	158	N. A.	1,415
1½-2	Stk. (Std. Racks) 12' (2SRA).	KS-6		6.50/20	6.50/20	6	6	158	6,100	1,440
1½-2	Ch/Cb (2SRA)	KS-6		6.50/20	6.50/20	6	6	176	4,630	1,180
1½-2	Ch/Cb (2SRA)	KS-6		6.50-20	6.50/20	6	6	176	5,110	1,315
1½-2	Platform (2SRA)	KS-6		6.50/20	6.50/20	6	6	176	N. A.	1,405
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	1,350
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	1,695
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	1,350
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	1,695
2-3	Ch/Cb (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,455	1,740
2-3	Ch/Cowl	K-7	501-1174	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,805	1,370
2-3	Ch/Cb	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,363	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	6,210	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	1,535
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	6,245	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	1,695
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

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(7) 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*	
2-3	Ch/Cowl (2SRA)	KS-7	501-510	7.00/20 8 ply	7.00/20 8 ply	6	6	124	5,060	$1,555
2-3	Ch/Cb (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	124	5,440	1,720
2-3	Platform (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	124	N. A.	1,705
2-3	Stk. (Std. Racks) (2SRA).	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	124	6,265	1,820
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	143	5,075	1,575
2-3	Ch/Cb (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	143	5,535	1,740
2-3	Platform 9' (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	143	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	145	6,410	1,840
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	123	5,120	1,595
2-3	Ch/Cb (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	123	5,550	1,760
2-3	Platform 12' (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	123	N. A.	1,870
2-3	Stk. (Std. Racks) 12' (2SRA).	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	123	6,630	1,890
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	5,630	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	3097 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	6,630	2,150
3-4	Ch/Cowl	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,295	2,010
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,710	2,185
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	2,190
3-4	Ch/Cowl	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,325	2,060
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,820	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	2,155
3-4	Ch/Cb (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,630	2,330
3-4	Ch/Cowl (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,295	2,220
3-4	Ch/Cb (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,710	2,395
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	6,325	2,260
3-4	Ch/Cb (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,820	2,415
3-4	Ch/Cowl (DR)	DR-50	1336 and up	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	2,335
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	2,190
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	501-515	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,270	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
3-4	Ch/Cb	K-8	501-705	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	1,950
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	6,400	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	6,385	2,050
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,845	2,215
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,445	2,070
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	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	2,080
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,965	2,275
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,585	2,110
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	7,065	2,275
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	6,665	2,110
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	7,145	2,285
3½-4½	Ch/Cowl	D-60	973 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	143	7,110	2,175
3½-4½	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	143	7,625	2,360
3½-4½	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,275	2,320
3½-4½	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,760	2,515
3½-4½	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,350	2,345
3½-4½	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,855	2,550
3½-4½	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,515	2,370
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	596 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	143	7,750	3,125
3½-4½	Ch/Cb (2 SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	143	8,025	3,245
3½-4½	Ch/Cowl (2 SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,905	3,220
3½-4½	Ch/Cb (2 SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	8,190	3,335
3½-4½	Ch/Cowl (2 SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,720	3,215
3½-4½	Ch/Cb (2 SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	8,115	3,370
3½-4½	Ch/Cowl (2 SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,775	3,220
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	2121 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	143	7,295	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	7,820	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	7,155	2,970
3½-4½	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	143	7,665	3,175
3½-4½	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,220	2,920
3½-4½	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,710	3,115
3½-4½	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,320	2,940
3½-4½	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,760	3,095
3½-4½	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,415	2,970
3½-4½	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,870	3,135
3½-4½	Ch/Cowl (DR)	KR-10	501-519	9.00/20 10 ply	9.00/20 10 ply	6	6	143	7,225	2,850
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	7,295	2,870
3½-4½	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,775	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

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(7) 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*	
3½-4½	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,835	$3,035
3½-4½	Ch/Cowl (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,460	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	1094 and up	36/8 12 ply	36/8 12 ply	6	6	149	8,100	4,195
4-6	Ch/Cb (DR)	DR-70		36/8 12 ply	36/8 12 ply	6	6	149	8,535	4,310
4-6	Ch/Cowl (DR)	DR-70		36/8 12 ply	36/8 12 ply	6	6	161	8,175	4,220
4-6	Ch/Cb (DR)	DR-70		36/8 12 ply	36/8 12 ply	6	6	161	8,610	4,305
4-6	Ch/Cowl (DR)	DR-70		36/8 12 ply	36/8 12 ply	6	6	179	8,230	4,215
4-6	Ch/Cb (DR)	DR-70		36/8 12 ply	36/8 12 ply	6	6	179	8,665	4,390
4-6	Ch/Cowl (DR)	DR-70		36/8 12 ply	36/8 12 ply	6	6	197	8,285	4,270
4-6	Ch/Cb (DR)	DR-70		36/8 12 ply	36/8 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	149	8,195	3,989
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	149	8,655	4,065
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	3,940
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	4,125
7½	Ch/Cowl (DR)	A-8	1048-1072	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	12,650	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	6,675
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	12,695	6,350
7½	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	225	13,300	6,675
			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	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	1,595
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	1,595
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	148	5,490	1,490
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	1,598
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	522 and up	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	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	2,060
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	2,320
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	2,990
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 2-2SRA)	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	3,253
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	3,169
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-243-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	3,170
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	8,690	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	10,215	5,600
3½-7	Ch/Cb (6 x 2-DR)	DR-346-T		9.00/20 10 ply	9.00/20 10 ply	6	6	161	10,650	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	10,615	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	11,050	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	5,770
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	5,915
3½-7	Ch/Cowl (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	6	6	197	11,760	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	12,195	5,920

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(7) 1940—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. Lot price
				Front	Rear	Number				
								Inches	*Pounds*	
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	$5,500
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	5,915
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	7,560
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	7,945
5-8	Ch/Cowl (6 x 4-DR)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	6	6	215	13,560	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	14,200	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-626-F	547	9.75/24 12 ply	9.75/24 12 ply	6	6	190	18,355	12,560
10-15	Ch/Cb (6 x 4)	AR-626-F		9.75/24 12 ply	9.75/24 12 ply	6	6	190	18,970	12,825
10-15	Ch/Cowl (6 x 4)	AR-626-F		9.75/24 12 ply	9.75/24 12 ply	6	6	233	18,770	12,560
10-15	Ch/Cb (6 x 4)	AR-626-F		9.75/24 12 ply	9.75/24 12 ply	6	6	233	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	3,325
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	3,435
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	503 and up	7.50/20 8 ply	7.50/20 8 ply	6	4	137	7,240	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	8,220	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	8,220	4,320
4-6	Ch/Cowl (DR)	DRD-70	531 and up	20/8	20/8	6	4	149	9,215	5,495
4-6	Ch/Cowl (DR)	DRD-70		20/8	20/8	6	6	149	9,695	5,725
4-6	Ch/Cowl (DR)	DRD-70		20/8	20/8	6	4	161	9,290	5,520
4-6	Ch/Cowl (DR)	DRD-70	531 and up	20/8	20/8	6	6	161	9,770	5,750
4-6	Ch/Cowl (DR)	DRD-70		20/8	20/8	6	4	179	9,345	5,545
4-6	Ch/Cowl (DR)	DRD-70		20/8	20/8	6	6	179	9,825	5,775
4-6	Ch/Cowl (DR)	DRD-70		20/8	20/8	6	4	197	9,400	5,570
4-6	Ch/Cowl (DR)	DRD-70		20/8	20/8	6	6	197	9,880	5,800
5-7½	Ch/Cowl (DR)	AD-8	510-511	9.75/20	9.75/20	6	6	160	12,455	7,195
5-7½	Ch/Cowl (DR)	AD-8		9.75/20	9.75/20	6	6	190	12,715	7,235
5-7½	Ch/Cowl (DR)	AD-8		9.75/20	9.75/20	6	6	200	12,885	7,295
5-7½	Ch/Cowl (DR)	AD-8		9.75/20	9.75/20	6	6	225	13,125	7,225
			CONVENTIONAL—(DIESEL—3D AXLE)							
2½-5	Ch/Cowl (6 x 2)	DD-246-T	505 and up	7.50/20	7.50/20	10	4	161	9,175	$4,120
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	9,405	4,220
2½-5	Ch/Cowl (6 x 2)	DD-246-T		7.50/20	7.50/20	10	4	215	9,625	4,225
2½-5	Ch/Cowl (6 x 4)	DD-246-F	507 and up	7.50/20	7.50/20	10	4	161	9,220	4,470
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	9,700	4,600
2½-5	Ch/Cowl (6 x 4)	DD-246-F		7.50/20	7.50/20	10	4	215	9,950	4,825
3½-7	Ch/Cowl (6 x 2-DR)	DRD-346-T	503 and up	9.00/20	9.00/20	10	6	161	11,820	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	6,750
3½-7	Ch/Cowl (6 x 4)	DD-346-F	512 and up	9.00/20	9.00/20	10	6	161	12,460	7,250
3½-7	Ch/Cowl (6 x 4)	DD-346-F		9.00/20	9.00/20	10	6	197	13,000	7,505
3½-7	Ch/Cowl (6 x 4)	DD-346-F		9.00/20	9.00/20	10	6	215	13,200	7,800
5-8	Ch/Cowl (6 x 4-DR)	DRD-426-F	506 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	9,075
5-8	Ch/Cowl (6 x 4-DR)	DRD-426-F		9.75/20	9.75/20	10	6	233	15,200	9,080
10-15	Ch/Cowl (6 x 4-DR)	ARD-626-F	505-531	9.75/24	9.75/24	10	6	190	18,500	13,435
10-15	Ch/Cowl (6 x 4-DR)	ARD-626-F		9.75/24	9.75/24	10	6	233	19,200	13,435
			METROPOLITAN							
½	Panel	D-2-M	716-1091	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	797-2075	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	4277-5355	32/5-TT	32/6-TT	4	6	87	3,270	$715
1½-2	Ch/Cowl and w/s	D-300		32/5-TT	32/6-TT	4	6	87	N. A.	920
1½-2	Ch/Cb	D-300		32/5-TT	32/6-TT	4	6	87	3,950	1,040
1½-2	Ch/Cowl	D-300		32/5-TT	32/6-TT	4	6	99	3,345	715
1½-2	Ch/Cowl and w/s	D-300		32/5-TT	32/6-TT	4	6	99	N. A.	920
1½-2	Ch/Cb	D-300		32/5-TT	32/6-TT	4	6	99	4,025	1,040
1½-2	Ch/Cowl	D-300		32/5-TT	32/6-TT	4	6	117	3,420	770
1½-2	Ch/Cowl and w/s	D-300		32/5-TT	32/6-TT	4	6	117	N. A.	975
1½-2	Ch/Cb	D-300		32/5-TT	32/6-TT	4	6	117	4,120	1,075
1½-2	Ch/Cowl (2SRA)	DS-300	827-1070	32/5-TT	32/6-TT	4	6	87	3,370	820
1½-2	Ch/Cowl and w/s (2SRA)	DS-300		32/5-TT	32/6-TT	4	6	87	N. A.	1,025
1½-2	Ch/Cb (2SRA)	DS-300		32/5-TT	32/6-TT	4	6	87	4,050	1,155

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(7) 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*	
1½-2	Ch/Cowl (2SRA)	DS-300		30/5-TT	32/6-TT	4	6	99	3,445	$930
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	4,123	1,155
1½-2	Ch/Cowl (2SRA)	DS-300		30/5-TT	32/6-TT	4	6	117	3,550	893
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	4,230	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	1,310
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	1,695
2-3	Ch/Cowl	D-400		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,025	1,355
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	1,680
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	1,575
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	5,280	1,655
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	5,650	1,823
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	1,630
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	6,670	1,985
2-3	Ch/Cowl	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,355	1,650
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,705	1,865
2-3	Platform 14'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	N. A.	1,935
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	1,705
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.	2,095
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	7,090	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	2,660
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	7,680	2,685
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	7.00/20 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	7,680	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 & 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	6,295	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	7,155	2,600
3-4	Ch/Cb (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,715	2,760
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 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	36/8 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	4,273
4-6	Ch/Cowl and w/s (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	106	8,645	4,473
4-6	Ch/Cb (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	106	9,205	4,623
4-6	Ch/Cowl (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	124	8,035	4,300
4-6	Ch/Cowl and w/s (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	124	8,765	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	4,523
4-6	Ch/Cb (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	142	9,490	4,673

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(8) 1941

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	K-1	5469-29429	6.00 16-PC	6.00 16-PC	4	6	113	2,250	$559
½	Ch/Cb	K-1		6.00 16-PC	6.00 16-PC	4	6	113	2,645	683
½	Pick-up	K-1		6.00 16-PC	6.00 16-PC	4	6	113	2,623	710
½	Canopy	K-1		6.00 16-PC	6.00 16-PC	4	6	113	3,350	930
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	3,275	979
½	Station Wagon	K-1		6.00 16-PC	6.00 16-PC	4	6	113	3,250	1,149
½	Ch/Cowl	K-1		6.00 16-PC	6.00 16-PC	4	6	123	2,275	570
½	Ch/Cb	K-1		6.00 16-PC	6.00 16-PC	4	6	123	2,670	693
½	Pick-up	K-1		6.00 16-PC	6.00 16-PC	4	6	123	2,648	745
½	Canopy	K-1		6.00 16-PC	6.00 16-PC	4	6	123	3,400	927
½	Panel	K-1		6.00 16-PC	6.00 16-PC	4	6	123	3,225	850
½	Stk. (Std. Racks)	K-1		6.00 16-PC	6.00 16-PC	4	6	123	3,201	793
½	KB/Bakery	K-1		6.00 16-PC	6.00 16-PC	4	6	123	3,280	1,015
¾	Ch/Cowl	K-2	3032-18903	6.00 16-PC	6.00 16-PC	4	6	123	2,285	590
¾	Ch/Cb	K-2		6.00 16-PC	6.00 16-PC	4	6	123	2,690	693
¾	Pick-up	K-2		6.00 16-PC	6.00 16-PC	4	6	123	2,668	745
¾	Canopy	K-2		6.00 16-PC	6.00 16-PC	4	6	123	3,410	949
¾	Panel	K-2		6.00 16-PC	6.00 16-PC	4	6	123	3,235	870
¾	Stk. (Std. Racks)	K-2		6.00 16-PC	6.00 16-PC	4	6	123	3,211	793
¾	KB/Bakery	K-2		6.00 16-PC	6.00 16-PC	4	6	123	3,290	1,035
1	Ch/Cowl	K-3	2203-12017	6.00 16-TT	6.00 16-TT	4	6	113	3,000	650
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	3,373	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	123	3,020	680
1	Ch/Cb	K-3		6.00 16-TT	6.00 16-TT	4	6	123	3,425	793
1	Pick-up	K-3		6.00 16-TT	6.00 16-TT	4	6	123	3,403	875
1	Canopy	K-3		6.00 16-TT	6.00 16-TT	4	6	123	4,205	1,060
1	Panel	K-3		6.00 16-TT	6.00 16-TT	4	6	123	4,020	980
1	Stk. (Std. Racks)	K-3		6.00 16-TT	6.00 16-TT	4	6	123	4,049	873
1	Station Wagon	K-3		6.00 16-TT	6.00 16-TT	4	6	123	4,230	1,120
1¼	Ch/Cowl	K-4	1205-4187	6.50 20-TT	6.50 20-TT	4	6	113	3,220	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	3,260	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.	883
1¼	Stk. (Std. Racks) 9'	K-4		6.50 20-TT	6.50 20-TT	4	6	135	4,670	923
1¼	Ch/Cowl	K-4		6.50 20-TT	6.50 20-TT	4	6	147	3,300	720
1¼	Ch/Cb	K-4		6.50 20-TT	6.50 20-TT	4	6	147	3,735	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	4,720	943
1¼	Ch/Cowl	K-4		6.50 20-TT	6.50 20-TT	4	6	159	3,410	770
1¼	Ch/Cb	K-4		6.50 20-TT	6.50 20-TT	4	6	159	3,805	823
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	4,805	933
1¼	Ch/Cowl (2SRA)	KS-4	501-660	6.50 20-TT	6.50 20-TT	4	6	135	3,333	810
1¼	Ch/Cb (2SRA)	KS-4		6.50 20-TT	6.50 20-TT	4	6	135	3,760	923
1¼	Platform (2SRA)	KS-4		6.50 20-TT	6.50 20-TT	4	6	135	N. A.	993
1¼	Stk. (Std. Racks) (2SRA)	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-TT	6.50 20-TT	4	6	147	3,415	820
1¼	Ch/Cb (2SRA)	KS-4		6.50 20-TT	6.50 20-TT	4	6	147	3,810	943
1¼	Platform (2SRA)	KS-4		6.50 20-TT	6.50 20-TT	4	6	147	N. A.	1,018
1¼	Stk. (Std. Rack) (2SRA)	KS-4		6.50 20-TT	6.50 20-TT	4	6	147	4,625	1,043
1¼	Ch/Cowl (2SRA)	KS-4		6.50 20-TT	6.50 20-TT	4	6	159	3,475	820
1¼	Ch/Cb (2SRA)	KS-4		6.50 20-TT	6.50 20-TT	4	6	159	3,860	973
1¼	Platform (2SRA)	KS-4		6.50 20-TT	6.50 20-TT	4	6	159	N. A.	1,053
1¼	Stk. (Std. Racks) (2SRA)	KS-4		6.50 20-TT	6.50 20-TT	4	6	159	4,910	1,033
1½	Ch/Cowl	K-5	2660-24740	6.00 20-TT	6.00 20-TT	6	6	125	3,660	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.	955
1½	Stk. (Std. Racks) 9'	K-5		6.00 20-TT	6.00 20-TT	6	6	135	4,900	983
1½	Ch/Cowl	K-5		6.00 20-TT	6.00 20-TT	6	6	147	3,725	780
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.	978
1½	Stk. (Std. Racks) 9'	K-5		6.00 20-TT	6.00 20-TT	6	6	147	4,955	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.	1,003
1½	Stk. (Std. Racks) 14'	K-5		6.00 20-TT	6.00 20-TT	6	6	177	5,415	1,033
1½	Ch/Cowl (2SRA)	KS-5	1005-3025	6.00 20-TT	6.00 20-TT	6	6	135	3,770	850
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	1,033
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	4,270	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	3,850	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.	1,123
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	1305-10501	6.50 20-TT	6.50 20-TT	6	6	124	4,475	1,125
1½-2	Ch/Cb	K-6		6.50 20-TT	6.50 20-TT	6	6	124	4,695	1,295
1½-2	Platform	K-6		6.50 20-TT	6.50 20-TT	6	6	124	N. A.	1,370
1½-2	Stk. (Std. Racks) 9'	K-6		6.50 20-TT	6.50 20-TT	6	6	124	5,810	1,395
1½-2	Ch/Cowl	K-6		6.50 20-TT	6.50 20-TT	6	6	145	4,515	1,145
1½-2	Ch/Cb	K-6		6.50 20-TT	6.50 20-TT	6	6	145	4,975	1,315
1½-2	Platform	K-6		6.50 20-TT	6.50 20-TT	6	6	145	N. A.	1,390
1½-2	Stk. (Std. Racks) 9'	K-6		6.50 20-TT	6.50 20-TT	6	6	145	6,820	1,415
1½-2	Ch/Cowl	K-6		6.50 20-TT	6.50 20-TT	6	6	158	4,570	1,165
1½-2	Ch/Cb	K-6		6.50 20-TT	6.50 20-TT	6	6	158	5,020	1,335

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(8) 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*	
1½-2	Platform	K-6		6.50/20-TT	6.50/20-TT	6	6	168	N. A.	$1,425
1½-2	Stk. (Std. Racks) (12')	K-6		6.50/20-TT	6.50/20-TT	6	6	168	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	5,030	1,365
1½-2	Platform	K-6		6.50/20-TT	6.50/20-TT	6	6	176	N. A.	1,475
1½-2	Stk. (Std. Rack) (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	652-6683	6.50/20-TT	6.50/20-TT	6	6	134	4,595	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.	1,495
1½-2	Stk.(Std. Racks)(2SRA) 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	4,745	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) (2SRA) (9').	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	168	4,890	1,280
1½-2	Ch/Cb (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	168	5,050	1,450
1½-2	Platform (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	168	N. A.	1,540
1½-2	Stk. (Std. Rack) 12' (2SRA).	KS-6		6.50/20-TT	6.50/20-TT	6	6	168	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.	1,550
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	1175-7918	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	6,210	1,760
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	168	4,995	1,530
2-3	Ch/Ob	K-7		7.00/20 8 ply	7.00/20 8 ply	0	6	168	5,455	1,700
2-3	Platform	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	168	N. A.	1,790
2-3	Stk. (Std. Rack) 12'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	168	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/Ob	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	511-2868	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	168	5,120	1,715
2-3	Ch/Cb (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	168	5,580	1,885
2-3	Platform (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	168	N. A.	1,970
2-3	Stk. (Std. Rack) 12' (2SRA).	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	168	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.	1,910
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	2,385
3-4	Ch/Cowl	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	6,550	2,255
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	2,315
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

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(8) 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*	
3-4	Ch/Cowl (DR)	KR-8	534-1000	7.50-20 8 ply	7.50-20 8 ply	6	6		137	6,835	$2,295
3-4	Ch/Cb (DR)	KR-8		7.50-20 8 ply	7.50-20 8 ply	6	6		137	6,845	2,475
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	6,605	2,495
3-4	Ch/Cowl (DR)	KR-8		7.50-20 8 ply	7.50-20 8 ply	6	6		161	6,655	2,335
3-4	Ch/Cb (DR)	KR-8		7.50-20 8 ply	7.50-20 8 ply	6	6		161	6,695	2,515
3-4	Ch/Cowl (DR)	KR-8		7.50-20 8 ply	7.50-20 8 ply	6	6		179	6,695	2,375
3-4	Ch/Cb (DR)	KR-8		7.50-20 8 ply	7.50-20 8 ply	6	6		179	7,055	2,555
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	2,735
3½-4½	Ch/Cowl	K-10	512-618	9.00-20 10 ply	9.00-20 10 ply	6	6		149	7,105	3,095
3½-4½	Ch/Cb	K-10		9.00-20 10 ply	9.00-20 10 ply	6	6		149	7,025	3,195
3½-4½	Ch/Cowl	K-10		9.00-20 10 ply	9.00-20 10 ply	6	6		161	7,220	3,015
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	3,075
3½-4½	Ch/Cb	K-10		9.00-20 10 ply	9.00-20 10 ply	6	6		179	7,700	3,235
3½-4½	Ch/Cowl	K-10		9.00-20 10 ply	9.00-20 10 ply	6	6		197	7,415	3,155
3½-4½	Ch/Cb	K-10		9.00-20 10 ply	9.00-20 10 ply	6	6		197	7,875	3,295
3½-4½	Ch/Cowl (2SRA)	KS-10	501-573	9.00-20 10 ply	9.00-20 10 ply	6	6		149	7,655	3,410
3½-4½	Ch/Cb (2SRA)	KS-10		9.00-20 10 ply	9.00-20 10 ply	6	6		149	8,025	3,570
3½-4½	Ch/Cowl (2SRA)	KS-10		9.00-20 10 ply	9.00-20 10 ply	6	6		161	7,650	3,450
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	7,760	3,440
3½-4½	Ch/Cb (2SRA)	KS-10		9.00-20 10 ply	9.00-20 10 ply	6	6		179	8,160	3,610
3½-4½	Ch/Cowl (2SRA)	KS-10		9.00-20 10 ply	9.00-20 10 ply	6	6		197	7,815	3,490
3½-4½	Ch/Cb (2SRA)	KS-10		9.00-20 10 ply	9.00-20 10 ply	6	6		197	8,275	3,670
3½-4½	Ch/Cowl (DR)	KR-10	520-1202	9.00-20 10 ply	9.00-20 10 ply	6	6		149	7,225	3,155
3½-4½	Ch/Cb (DR)	KR-10		9.00-20 10 ply	9.00-20 10 ply	6	6		149	7,760	3,345
3½-4½	Ch/Cowl (DR)	KR-10		9.00-20 10 ply	9.00-20 10 ply	6	6		161	7,225	3,195
3½-4½	Ch/Cb (DR)	KR-10		9.00-20 10 ply	9.00-20 10 ply	6	6		161	7,775	3,385
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	3,395
3½-4½	Ch/Cowl (DR)	KR-10		9.00-20 10 ply	9.00-20 10 ply	6	6		197	7,460	3,225
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	8,705	4,360
4-6	Ch/Cb (2SRA)	KS-11		9.00-20 12 ply	9.00-20 12 ply	6	6		149	8,825	4,000
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	4,590
4-6	Ch/Cowl (2SRA)	KS-11		9.00-20 12 ply	9.00-20 12 ply	6	6		179	8,475	4,430
4-6	Ch/Cb (2SRA)	KS-11		9.00-20 12 ply	9.00-20 12 ply	6	6		179	8,935	4,670
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	4,690
4-6	Ch/Cowl (DR)	KR-11	502-1043	9.00-20 12 ply	9.00-20 12 ply	6	6		149	8,165	4,225
4-6	Ch/Cb (DR)	KR-11		9.00-20 12 ply	9.00-20 12 ply	6	6		149	8,625	4,305
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	4,275
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	8,380	4,285
4-6	Ch/Cb (DR)	KR-11		9.00-20 12 ply	9.00-20 12 ply	6	6		197	8,820	4,415
7½	Ch/Cowl (DR)	A-8	1073-1081	9.75-20 12 ply	9.75-20 12 ply	6	6		160	12,035	6,470
7½	Ch/Cb (DR)	A-8		9.75-20 12 ply	9.75-20 12 ply	6	6		160	12,620	6,850
7½	Ch/Cowl (DR)	A-8		9.75-20 12 ply	9.75-20 12 ply	6	6		180	12,255	6,590
7½	Ch/Cb (DR)	A-8		9.75-20 12 ply	9.75-20 12 ply	6	6		180	12,660	6,900
7½	Ch/Cowl (DR)	A-8		9.75-20 12 ply	9.75-20 12 ply	6	6		200	12,435	6,650
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	6,900
7½	Ch/Cb (DR)	A-8		9.75-20 12 ply	9.75-20 12 ply	6	6		225	13,300	7,000

CONVENTIONAL—(SCHOOL BUS)

1½	Ch/Cowl	K-5	3660-37740	6.00-20-TT	6.00-20-TT	6	6		103	3,895	$520
1½	Ch/Cowl (2SRA)	KS-5	1035-9025	6.00-20-TT	6.00-20-TT	6	6		155	4,020	600
1½-2	Ch/Cowl	K-6	1326-10501	6.00-20-TT	6.00-20-TT	6	6		134	4,760	1,145
1½-2	Ch/Cowl	K-6		6.00-20-TT	6.00-20-TT	6	6		212	5,050	1,195
1½-2	Ch/Cowl (2SRA)	KS-6	632-6683	6.00-20-TT	6.00-20-TT	6	6		134	4,760	1,220
1½-2	Ch/Cowl (2SRA)	KS-6		6.00-20-TT	6.00-20-TT	6	6		212	5,050	1,270
2-3	Ch/Cowl	K-7	1175-7918	7.00-20 8 ply	7.00-20 8 ply	6	6		212	5,620	1,405
2-3	Ch/Cowl	K-7		7.00-20 8 ply	7.00-20 8 ply	6	6		220	5,800	1,515
2-3	Ch/Cowl	K-7		7.00-20 8 ply	7.00-20 8 ply	6	6		248	6,005	1,695
2-3	Ch/Cowl (2SRA)	KS-7	511-2868	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	1,750
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	616-2295	7.50-20 8 ply	7.50-20 8 ply	6	6		211	6,830	2,215
3-4	Ch-Cowl (2SRA)	KS-8	501-1705	7.50-20 8 ply	7.50-20 8 ply	6	6		211	6,895	2,305

CONVENTIONAL—(3D AXLE)

2-4	Ch/Cowl (6 x 2)	K-6-T	501-538	7.00-20 8 ply	7.00-20 8 ply	10	6		173	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		173	6,830	2,105
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	6,880	2,195
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		173	6,435	2,150
2-4	Ch/Cb (6 x 2-2 SRA)	KS-6-T		7.00-20 8 ply	7.00-20 8 ply	10	6		173	6,955	2,360
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	6,553	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	501-583	7.00-20 8 ply	7.00-20 8 ply	10	6		161	6,760	2,445
2-4	Ch/Cb (6 x 4)	K-6-F		7.00-20 8 ply	7.00-20 8 ply	10	6		161	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		173	6,875	2,475
2-4	Ch/Cb (6 x 4)	K-6-F		7.00-20 8 ply	7.00-20 8 ply	10	6		173	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	7,009	2,495
2-4	Ch/Cb (6 x 4)	K-6-F		7.00-20 8 ply	7.00-20 8 ply	10	6		194	7,469	2,675
2½-5	Ch/Cowl (6 x 2)	K-8-T	501-509	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	3,295
2½-5	Ch/Cowl (6 x 2)	K-8-T		7.50-20 8 ply	7.50-20 8 ply	10	6		179	8,235	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	8,715	3,315
2½-5	Ch/Cowl (6 x 2)	K-8-T		7.50-20 8 ply	7.50-20 8 ply	10	6		197	8,235	3,135
2½-5	Ch/Cb (6 x 2)	K-8-T		7.50-20 8 ply	7.50-20 8 ply	10	6		197	8,695	3,325

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(8) 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*	
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	3,315
2½-5	Ch/Cowl (6 x 2-2 SRA)	KS-8-T	501-508	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,260	3,295
2½-5	Ch/Cb (6 x 2-2 SRA)	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 2-2 SRA)	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 2-2 SRA)	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 2-2 SRA)	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 2-2 SRA)	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 2-2 SRA)	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 2-2 SRA)	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	3,276
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	3,463
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	3,345
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
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	3,543
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	8,800	3,563
2½-5	Ch/Cb (6 x 4)	K8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	197	9,340	3,736
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	10,420	4,785
3½-7	Ch/Cb (6 x 2-DB)	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	11,250	4,815
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	5,429
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	5,490
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-626 F	547	9.75/24 12 ply	9.75/24 12 ply	10	6	180	18,365	12,600
10-15	Ch/Cb (6 x 4)	AR-676 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-626 F		9.75/24 12 ply	9.75/24 12 ply	10	6	253	18,770	12,600
10-15	Ch/Cb (6 x 4)	AR-625 F		9.75/24 12 ply	9.75/24 12 ply	10	6	253	19,395	12,823
			CONVENTIONAL—(DIESEL)							
3-4	Ch/Cowl	KD-8	501-507	7.50/20	7.50/20	6	4	137	7,690	$3,583
3-4	Ch/Cowl	KD-8		7.50/20	7.50/20	6	4	149	7,750	3,603
3-4	Ch/Cowl	KD-8		7.50/20	7.50/20	6	4	161	7,810	3,623
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	3,663
3-4	Ch/Cowl (2SRA)	KSD-8	501-702	7.50/20	7.50/20	6	4	137	7,735	3,763
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	3,803
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	3,803
3½-4½	Ch/Cowl	KD-10	500-501	9.00/20	9.00/20	6	4	149	8,855	4,465
3½-4½	Ch/Cowl	KD-10		9.00/20	9.00/20	6	4	161	8,935	4,475
3½-4½	Ch/Cowl	KD-10		9.00/20	9.00/20	6	4	179	8,990	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	9,050	4,850
3½-4½	Ch/Cowl (DR)	KRD-10	501-510	9.00/20	9.00/20	6	4	149	8,690	4,603
3½-4½	Ch/Cowl (DR)	KRD-10		9.00/20	9.00/20	6	4	161	8,735	4,623
3½-4½	Ch/Cowl (DR)	KRD-10		9.00/20	9.00/20	6	4	179	8,815	4,643
3½-4½	Ch/Cowl (DR)	KRD-10		9.00/20	9.00/20	6	4	197	8,900	4,663
3½-7	Ch/Cowl (2SRA)	KSD-11	501	9.00/20 12 ply	9.00/20 12 ply	6	6	149	10,505	6,078
3½-7	Ch/Cowl (2SRA)	KSD-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	10,565	6,093
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	6,655
3½-7	Ch/Cowl (DR)	KRD-11		9.00/20 12 ply	9.00/20 12 ply	6	4	161	10,365	6,675
3½-7	Ch/Cowl (DR)	KRD-11		9.00/20 12 ply	9.00/20 12 ply	6	4	179	10,425	6,695
3½-7	Ch/Cowl (DR)	KRD-11		9.00/20 12 ply	9.00/20 12 ply	6	4	197	10,495	6,715
5-7½	Ch/Cowl (DR)	AD-8	512-515	9.75/20	9.75/20	6	6	160	12,485	7,183
5-7½	Ch/Cowl (DR)	AD-8		9.75/20	9.75/20	6	6	180	12,715	7,215
5-7½	Ch/Cowl (DR)	AD-8		9.75/20	9.75/20	6	6	200	12,885	7,245
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	$4,415
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	4,595
2½-5	Ch/Cowl (6 x 2)	KD-8-T		7.50/20	7.50/20	10	4	215	10,105	4,603
2½-5	Ch/Cowl (6 x 4)	KD-8-F	501-502	7.50/20	7.50/20	10	4	161	9,910	4,953
2½-5	Ch/Cowl (6 x 4)	KD-8-F		7.50/20	7.50/20	10	4	179	10,045	4,976
2½-5	Ch/Cowl (6 x 4)	KD-8-F		7.50/20	7.50/20	10	4	197	10,320	4,993
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	18,600	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

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(8) 1941—Continued

METROPOLITAN

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	D-2-M	1692 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	102	3,620	$1,109
½	Panel	D-2-M		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,855	1,170
½	Chassis	K-1-M	501-1939	6.00/16 P-C	6.00/16 P-C	4	6	102	2,150	560
½	Panel	K-1-M		6.00/16 P-C	6.00/16 P-C	4	6	102	3,800	1,170
½	Chassis	K-1-M		6.00/16 P-C	6.00/16 P-C	4	6	113	2,100	560
½	Panel	K-1-M		6.00/16 P-C	6.00/16 P-C	4	6	113	4,010	1,215
¾-1	Panel	D-15-M	2070 and up	7.00/16 6 ply	7.00/16 6 ply	4	6	102	3,900	1,220
¾-1	Panel	D-15-M		7.00/16 6 ply	7.00/16 6 ply	4	6	113	4,175	1,310
1	Chassis	K-3-M	501-2520	7.00/16-PC	7.00/16-PC	4	6	102	2,595	670
1	Panel	K-3-M		7.00/16-PC	7.00/16-PC	4	6	102	4,235	1,330
1	Chassis	K-3-M		7.00/16-PC	7.00/16-PC	4	6	113	2,695	670
1	Panel	K-3-M		7.00/16-PC	7.00/16-PC	4	6	113	4,035	1,325

CAB OVER ENGINE

1½-2	Ch/Cowl	D-300	5339 and up	30 x 5-TT	32 x 6-TT	4	6	87	3,270	$715
1½-2	Ch/Cowl w/s Fr./Sect.	D-300		30 x 5-TT	32 x 6-TT	4	6	87	N. A.	960
1½-2	Ch/Cb	D-300		30 x 5-TT	32 x 6-TT	4	6	87	3,970	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/s Fr. 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	770
1½-2	Ch/Cowl w/s Fr. Sect.	D-300		30 x 5-TT	32 x 6-TT	4	6	117	N. A.	935
1½-2	Ch/Cb	D-300		30 x 5-TT	32 x 6-TT	4	6	117	4,120	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	860
1½-2	Ch/Cowl w/s (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	87	N. A.	1,025
1½-2	Ch/Cb (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	87	4,050	1,155
1½-2	Ch/Cowl (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	99	3,445	860
1½-2	Ch/Cowl/w/s Fr. Sect. (2SRA).	DS-300		30 x 5-TT	32 x 6-TT	4	6	99	N. A.	1,025
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	3,620	925
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	4,220	1,190
1½-2T	Ch/Cowl	K-5-COE	501-1479	6.00-20-TT	6.00-20-TT	6	6	87	3,625	905
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	4,230	1,240
1½-2T	Ch/Cowl	K-5-COE		6.00-20-TT	6.00-20-TT	6	6	99	3,700	995
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	1,250
1½-2T	Ch/Cowl	K-5-COE		6.00-20-TT	6.00-20-TT	6	6	117	3,805	995
1½-2T	Ch/Cb	K-5-COE		6.00-20-TT	6.00-20-TT	6	6	117	4,155	1,190
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	5,275	1,310
1½-2	Ch/Cowl (2SRA)	KS-5-COE	501-602	6.00-20-TT	6.00-20-TT	6	6	87	3,775	1,025
1½-2	Ch/Cb (2SRA)	KS-5-COE		6.00-20-TT	6.00-20-TT	6	6	87	4,035	1,220
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	1,230
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	4,190	1,220
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	5,240	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	4,295	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	5,475	1,420
2-3	Ch/Cowl	D-400	960 and up	6.00-20	7.00-20	6	6	87	5,025	1,335
2-3	Ch/Cowl/w/sFr. Sect.	D-400		7.00-20	7.00-20	6	6	87	5,475	1,500
2-3	Ch/Cb	D-400		7.00-20	7.00-20	6	6	87	5,825	1,630
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	5,420	1,545
2-3	Ch/Cb	D-400		7.00-20	7.00-20	6	6	99	5,800	1,665
2-3	Ch/Cowl (2SRA)	DS-400	703 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	1,720
2-3	Ch/Cb (2SRA)	DS-400		7.00 x 20	7.00 x 20	6	6	87	5,925	1,820
2-3	Ch/Cowl (2SRA)	DS-400		7.00 x 20	7.00 x 20	6	6	99	5,120	1,540
2-3	Ch/Cowl/w/s Fr. Sect. (2SRA).	DS-400		7.00 x 20	7.00 x 20	6	6	99	5,690	1,745
2-3	Ch/Cb (2SRA)	DS-400		7.00 x 20	7.00 x 20	6	6	99	6,020	1,865
2-3	Ch/Cowl (2SRA)	DS-400		7.00 x 20	7.00 x 20	6	6	117	5,220	1,575
2-3	Ch/Cowl/w/s (2SRA)	DS-400		7.00 x 20	7.00 x 20	6	6	117	5,720	1,730
2-3	Ch/Cb (2SRA)	DS-400		7.00 x 20	7.00 x 20	6	6	117	6,070	1,850
2-3	Ch/Cowl	K-7-COE	520-1278	7.00-20 8 ply	7.00-20 8 ply	6	6	87	5,220	1,720
2-3	Ch/Cb	K-7-COE		7.00-20 8 ply	7.00-20 8 ply	6	6	87	5,570	1,835
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	8.00-20 8 ply	6	6	99	5,270	1,720
2-3	Ch/Cb	K-7-COE		7.00-20 8 ply	7.00-20 8 ply	6	6	99	5,620	1,835
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	6,470	2,165
2-3	Ch/Cowl	K-7-COE		7.00-20 8 ply	7.00-20 8 ply	6	6	117	5,325	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	6,655	2,155
2-3	Ch/Cowl	K-7-COE		7.00-20 8 ply	7.00-20 8 ply	6	6	153	5,400	1,810
2-3	Ch/Cb	K-7-COE		7.00-20 8 ply	7.00-20 8 ply	6	6	153	5,850	2,045
2-3	Ch/Cowl (2SRA)	KS-7-COE	503-704	7.00-20 8 ply	7.00-20 8 ply	6	6	87	5,625	1,915
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00-20 8 ply	7.00-20 8 ply	6	6	87	6,075	2,120
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	6,460	2,250
2-3	Ch/Cowl (2SRA)	KS-7-COE		7.00-20 8 ply	7.00-20 8 ply	6	6	99	5,825	1,935

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(8) 1941—Continued

CAR 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*	
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	6,705	2,295
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	503-754	7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,830	2,100
2-3	Platform (2SRA)	K8-7-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 (23RA)	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	2,660
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	2,685
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	2,910
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	2,760
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 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	2,670
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	2,790
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	4,050
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	4,070
4-6T	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	106	9,205	4,045
4-6T	Ch/Cowl (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	124	8,765	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

GAS OVER ENGINE—(DIESEL)

3-4T	Ch/Cowl (2SRA)	KDS-8-COE	501-503	7.50/20	7.50/20	6	4	94	8,265	$4,335
3-4T	Ch/Cowl (2SRA)	KDS-8-COE		7.50/20	7.50/20	6	4	106	8,445	4,365
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

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

(0) 1942—Continued

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	K-1	23491-23810	6.00 16-PC	6.00 16-PC	4	6	113	2,930	$850
½	Ch/Cb	K-1		6.00 16-PC	6.00 16-PC	4	6	113	2,945	933
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	3,330	900
½	Panel	K-1		6.00 16-PC	6.00 16-PC	4	6	113	3,170	815
½	K M Milk Body	K-1		6.00 16-PC	6.00 16-PC	4	6	113	3,235	970
½	Station Wagon	K-1		6.00 16-PC	6.00 16-PC	4	6	113	3,330	1,140
½	Ch/Cowl	K-1		6.00 16-PC	6.00 16-PC	4	6	125	2,975	870
½	Ch/Cb	K-1		6.00 16-PC	6.00 16-PC	4	6	125	2,970	933
½	Pick-Up	K-1		6.00 16-PC	6.00 16-PC	4	6	125	2,973	745
½	Canopy	K-1		6.00 16-PC	6.00 16-PC	4	6	125	3,400	900
½	Panel	K-1		6.00 16-PC	6.00 16-PC	4	6	125	3,275	820
½	Stk. (Std. Racks)	K-1		6.00 16-PC	6.00 16-PC	4	6	125	3,291	783
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	13607-14425	6.00 16-PC	6.00 16-PC	4	6	125	2,935	880
¾	Ch/Cb	K-2		6.00 16-PC	6.00 16-PC	4	6	125	2,950	933
¾	Pick-Up	K-2		6.00 16-PC	6.00 16-PC	4	6	125	2,953	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	3,311	783
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	12018-13605	6.00 16-TT	6.00 16-TT	4	6	113	3,000	880
1	Ch/Cb	K-3		6.00 16-TT	6.00 16-TT	4	6	113	3,035	782
1	Pick-Up	K-3		6.00 16-TT	6.00 16-TT	4	6	113	3,073	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	120	3,020	880
1	Ch/Cb	K-3		6.00 16-TT	6.00 16-TT	4	6	120	3,425	782
1	Pick-Up	K-3		6.00 16-TT	6.00 16-TT	4	6	120	3,736	875
1	Canopy	K-3		6.00 16-TT	6.00 16-TT	4	6	120	4,224	1,060
1	Panel	K-3		6.00 16-TT	6.00 16-TT	4	6	120	4,220	980
1	Stk. (Std. Racks)	K-3		6.00 16-TT	6.00 16-TT	4	6	120	4,049	873
1	Station Wagon	K-3		6.00 16-TT	6.00 16-TT	4	6	120	4,330	1,220
1¼	Ch/Cowl	K-4	4183-5111	6.00 20-TT	6.00 20-TT	4	6	113	3,220	710
1¼	Ch/Cb	K-4		6.00 20-TT	6.00 20-TT	4	6	113	3,044	823
1¼	Ch/Cowl	K-4		6.00 20-TT	6.00 20-TT	4	6	135	3,360	710
1¼	Ch/Cb	K-4		6.00 20-TT	6.00 20-TT	4	6	135	3,095	823
1¼	Platform	K-4		6.00 20-TT	6.00 20-TT	6	6	135	N. A.	893
1¼	Stk. (Std. Racks) 9'	K-4		6.00 20-TT	6.00 20-TT	4	6	135	4,570	923
1¼	Ch/Cowl	K-4		6.00 20-TT	6.00 20-TT	4	6	147	3,220	720
1¼	Ch/Cb	K-4		6.00 20-TT	6.00 20-TT	4	6	147	3,755	843
1¼	Platform	K-4		6.00 20-TT	6.00 20-TT	4	6	147	N. A.	913
1¼	Stk. (Std. Racks) 9'	K-4		6.00 20-TT	6.00 20-TT	4	6	147	4,620	943
1¼	Ch/Cowl	K-4		6.00 20-TT	6.00 20-TT	4	6	159	3,410	750
1¼	Ch/Cb	K-4		6.00 20-TT	6.00 20-TT	4	6	159	3,805	863
1¼	Platform 12'	K-4		6.00 20-TT	6.00 20-TT	4	6	159	N. A.	953
1¼	Stk. (Std. Racks) 12'	K-4		6.00 20-TT	6.00 20-TT	4	6	159	4,855	983
1¼	Ch/Cowl (2SRA)	KS-4	607-759	6.00 20-TT	6.00 20-TT	4	6	135	3,355	810
1¼	Ch/Cb (2SRA)	KS-4		6.00 20-TT	6.00 20-TT	4	6	135	3,720	923
1¼	Platform (2SRA)	KS-4		6.00 20-TT	6.00 20-TT	4	6	135	N. A.	993
1¼	Stk. (Std. Racks) (2 SRA).	KS-4		6.00 20-TT	6.00 20-TT	4	6	135	4,025	1,023
1¼	Ch/Cowl (2SRA)	KS-4		6.00 20	6.00 20	4	6	147	3,415	820
1¼	Ch/Cb (2SRA)	KS-4		6.00 20	6.00 20	4	6	147	3,810	943
1¼	Platform (2SRA)	KS-4		6.00 20	6.00 20	4	6	147	N. A.	1,018
1¼	Stk. (Std. Racks) (2 SRA).	KS-4		6.00 20	6.00 20	4	6	147	4,035	1,043
1¼	Ch/Cowl (2SRA)	KS-4		6.00 20	6.00 20	4	6	159	3,475	850
1¼	Ch/Cb (2SRA)	KS-4		6.00 20	6.00 20	4	6	159	3,860	963
1¼	Platform (2SRA)	KS-4		6.00 20	6.00 20	4	6	159	N. A.	1,033
1¼	Stk. (Std. Racks) (2 SRA).	KS-4		6.00 20	6.00 20	4	6	159	4,910	1,093
1½	Ch/Cowl	K-5	34741-44340	6.00 20-TT	6.00 20-TT	6	6	133	3,060	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.	933
1½	Stk. (Std. Racks) 9'	K-5		6.00 20-TT	6.00 20-TT	6	6	135	4,020	938
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.	973
1½	Stk. (Std. Racks) 9'	K-5		6.00 20-TT	6.00 20-TT	6	6	147	4,045	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.	1,023
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	9023-13343	6.00 20-TT	6.00 20-TT	6	6	133	3,770	810
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.	1,013
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	4,220	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. Racks) (2SRA).	KS-5		6.00 20-TT	6.00 20-TT	6	6	147	5,195	1,113
1½	Ch/Cowl (2SRA)	KS-5		6.00 20-TT	6.00 20-TT	6	6	159	3,850	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	3,900	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.	1,133
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	10092-14571	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	4,925	1,275
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)	K-6	10092-14571	6.00 20-TT	6.00 20-TT	6	6	124	5,510	1,395
1½-2	Ch/Cowl	K-6		6.00 20-TT	6.00 20-TT	6	6	113	4,235	1,145

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(9) 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*	
1½-2	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	5,560	1,415
1½-2	Ch/Cowl	K-6		6.50/20-TT	6.50/20-TT	6	6	158	4,660	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	1,475
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	5,030	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	6,230	1,505
1½-2	Ch/ Cowl (2SRA)	KS-6	6684-9159	6.50/20-TT	6.50/20-TT	6	6	134	4,595	1,210
1½-2	Ch/Cb (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	134	4,905	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	1,530
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.	1,510
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/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	6,210	1,760
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,930	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	6,295	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	5,465	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	6,395	1,820
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,065	1,660
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	5,160	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.	1,960
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	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	170	N. A.	2,015
2-3	Ch/Cb (2SRA)	KS-7-spec		7.00/20	7.00/20	6	6	170	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	2,165
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	2,340
3-4	Ch/Cowl	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,370	2,193
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	2957-3232	7.50/20 8 ply	7.50/20 8 ply	6	6	197	6,550	2,233
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	6,295	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

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(9) 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*	
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	6,815	2,545
3-4	Ch/Cowl (2SRA)	KS-8		7.50-20 8 ply	7.50-20 8 ply	6	6	179	6,605	2,395
3-4	Ch/Cb (2SRA)	KS-8		7.50-20 8 ply	7.50-20 8 ply	6	6	179	6,985	2,565
3-4	Ch/Cowl (2SRA)	KS-8		7.50-20 8 ply	7.50-20 8 ply	6	6	197	6,695	2,415
3-4	Ch/Cb (2SRA)	KS-8		7.50-20 8 ply	7.50-20 8 ply	6	6	197	7,085	2,585
3-4	Ch/Cowl (DR)	KR-8	1901-2320	7.50-20 8 ply	7.50-20 8 ply	6	6	137	6,395	2,295
3-4	Ch/Cb (DR)	KR-8		7.50-20 8 ply	7.50-20 8 ply	6	6	137	6,815	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	6,925	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	7,035	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	2,515
3½-4½	Ch/Cowl	K-10	619-640	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	7,220	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/Ch	K-10		9.00-20 10 ply	9.00-20 10 ply	6	6	179	7,780	3,225
3½-4½	Ch/Cowl	K-10		9.00-20 10 ply	9.00-20 10 ply	6	6	197	7,415	3,095
3½-4½	Ch/Cb	K-10		9.00-20 10 ply	9.00-20 10 ply	6	6	197	7,875	3,265
3½-4½	Ch/Cowl (2SRA)	KS-10	574-617	9.00-20 10 ply	9.00-20 10 ply	6	6	149	7,975	3,400
3½-4½	Ch/Cb (2SRA)	KS-10		9.00-20 10 ply	9.00-20 10 ply	6	6	149	8,035	3,570
3½-4½	Ch/Cowl (2SRA)	KS-10		9.00-20 10 ply	9.00-20 10 ply	6	6	161	7,670	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	8,190	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	1203-1465	9.00-20 10 ply	9.00-20 10 ply	6	6	149	7,225	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	7,785	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	ChCowl (DR)	KR-10		9.00-20 10 ply	9.00-20 10 ply	6	6	197	7,460	3,255
3½-4½	Ch/Cb (DR)	KR-10		9.00-20 10 ply	9.00-20 10 ply	6	6	197	7,920	3,425
4-6	Ch/Cowl (2SRA)	KS-11	511-513	9.00-20 12 ply	9.00-20 12 ply	6	6	149	8,355	4,350
4-6	Ch/Cb (2SRA)	KS-11		9.00-20 12 ply	9.00-20 12 ply	6	6	149	8,855	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	8,860	4,580
4-6	Ch/Cowl (2SRA)	KS-11		9.00-20 12 ply	9.00-20 12 ply	6	6	179	8,455	4,420
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	8,600	4,450
4-6	Ch/Cb (2SRA)	KS-11		9.00-20 12 ply	9.00-20 12 ply	6	6	197	9,080	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	8,695	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	8,320	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	1032-1097	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	12,670	6,800
7½	Ch/Cowl (DR)	A-8		9.75-20	9.75-20	6	6	180	12,265	6,600
7½	Ch/Cb (DR)	A-8		9.75-20	9.75-20	6	6	180	12,670	6,960
7½	Ch/Cowl (DR)	A-8		9.75-20	9.75-20	6	6	200	12,435	6,650
7½	Ch/Cb (DR)	A-8		9.75-20	9.75-20	6	6	200	13,070	6,970
7½	Ch/Cowl (DR)	A-8		9.75-20	9.75-20	6	6	225	12,635	6,700
7½	Ch/Cb (DR)	A-8		9.75-20	9.75-20	6	6	225	13,200	7,000

CONVENTIONAL—(SCHOOL BUS)

1½	Ch/Cowl	K-5	37741-44340	6.00-20	6.00-20	6	6	155	3,895	$32
1½	Ch/Cowl (2SRA)	KS-5	9020-13343	6.00-20	6.00-20	6	6	155	4,020	920
1½-2	Ch/Cowl	K-6	10002-14571	6.50-20	6.50-20	6	6	194	4,700	1,145
1½-2	Ch/Cowl	K-6		6.50-20	6.50-20	6	6	212	5,070	1,195
1½-2	Ch/Cowl (2SRA)	KS-6	0084-0159	6.50-20	6.50-20	6	6	194	4,700	1,270
1½-2	Ch/Cowl (2SRA)	KS-6		6.50-20	6.50-20	6	6	212	5,080	1,320
2-3	Ch/Cowl	K-7	7919-11910	7.00-20 8 ply	7.00-20 8 ply	6	6	212	5,620	1,365
2-3	Ch/Cowl	K-7		7.00-20 8 ply	7.00-20 8 ply	6	6	220	6,850	1,665
2-3	Ch/Cowl	K-7		7.00-20 8 ply	7.00-20 8 ply	6	6	248	6,005	1,655
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	6,985	1,720
2-3	Ch/Cowl (2SRA)	KS-7		7.00-20 8 ply	7.00-20 8 ply	6	6	248	6,160	1,870
3-4	Ch/Cowl	K-8	2957-3332	7.50-20 8 ply	7.50-20 8 ply	6	6	231	6,870	2,215
3-4	Ch/Cowl (2SRA)	KS-8	1709-1901	7.50-20 8 ply	7.50-20 8 ply	6	6	231	6,895	2,365

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	6,420	2,015
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	6,880	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	6,405	2,130
2-4	Ch/Cb (6 x 2-2SRA)	KS-6-T		7.00-20 8 ply	7.00-20 8 ply	10	6	176	6,865	2,300
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	2,250
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	581-611	7.00-20 8 ply	7.00-20 8 ply	10	6	161	6,770	2,445
2-4	Ch/Cb (6 x 4)	K-6-F		7.00-20 8 ply	7.00-20 8 ply	10	6	161	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

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(9) 1942—Continued

CONVENTIONAL—(3D AXLE)—Cont'd

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*	
2-4	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	2,495
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	3,245
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	3,185
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	8,685	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	3,395
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	3,565
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	3,365
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	3,623
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	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
2½-5	Ch/Cowl (6 x 4)	K-8-F	834-872	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	8,590	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	9,050	3,715
2½-8	Ch/Cowl (6 x 4)	K-8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,880	3,665
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	3,780
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	3,695
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
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	10,420	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	10,970	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		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-626-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-626-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-626-F		9.75/24 12 ply	9.75/24 12 ply	10	6	253	18,770	12,600
10-15	Ch/Cb (6 x 4)	AR-626-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	508-552	7.50/20	7.50/20	6	4	137	7,690	$3,685
3-4	Ch/Cowl	KD-8		7.50/20	7.00/20	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	3,845
3-4	Ch/Cowl	KD-8		7.50/20	7.50/20	6	4	197	7,995	3,865
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	8,855	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	4,470
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	4,095
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	8,900	4,665
3½-7	Ch/Cowl (2SRA)	KSD-11	502-503	9.00/20 10 ply	9.00/20 10 ply	6	6	149	10,205	6,075
3½-7	Ch/Cowl (2SRA)	KSD-11		9.00/20 10 ply	9.00/20 10 ply	6	6	161	10,265	6,095
3½-7	Ch/Cowl (2SRA)	KSD-11		9.00/20 10 ply	9.00/20 10 ply	6	6	179	10,425	6,115
3½-7	Ch/Cowl (2SRA)	KSD-11		9.00/20 10 ply	9.00/20 10 ply	6	6	197	10,495	6,135
3½-7	Ch/Cowl (DR)	KRD-11	523-525	9.00/20 12 ply	9.00/20 12 ply	6	6	149	10,305	6,655
3½-7	Ch/Cowl (DR)	KRD-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	10,365	6,675
3½-7	Ch/Cowl (DR)	KRD-11		9.00/20 12 ply	9.00/20 12 ply	4	6	179	10,425	6,695
3½-7	Ch/Cowl (DR)	KRD-11		9.00/20 12 ply	9.00/20 12 ply	4	6	197	10,495	6,715
5-7½	Ch/Cowl (DR)	AD-8	516 and up	9.75/20 12 ply	9.75/20 12 ply	4	6	169	12,185	7,185
5-7½	Ch/Cowl (DR)	AD-8		9.75/20 12 ply	9.75/20 12 ply	4	6	180	12,715	7,235
5-7½	Ch/Cowl (DR)	AD-8		9.75/20 12 ply	9.75/20 12 ply	4	6	209	12,895	7,275
5-7½	Ch/Cowl (DR)	AD-8		9.75/20 12 ply	9.75/20 12 ply	4	6	225	13,135	7,315

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	9,695	$4,445
2½-5	Ch/Cowl (6 x 2)	KD-8-T		7.50/20	7.50/20	10	4	179	9,775	4,495
2½-5	Ch/Cowl (6 x 2)	KD-8-T		7.50/20	7.50/20	10	4	197	9,875	4,535
2½-5	Ch/Cowl (6 x 2)	KD-8-T		7.50/20	7.50/20	10	4	215	10,105	4,635
2½-5	Ch/Cowl (6 x 4)	KD-8-F	503-504	7.50/20	7.50/20	10	4	161	9,910	4,505
2½-5	Ch/Cowl (6 x 4)	KD-8-F		7.50/20	7.50/20	10	4	179	10,015	4,975

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(9) 1942—Continued

CONVENTIONAL—(DIESEL—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*	
2½-5	Ch/Cowl (6 x 4)	KD-8-F		7.50/20	7.50/20	10	4	197	10,320	$4,695
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	13,035	6,470
3½-7	Ch/Cowl (6 x 4)	KD-11-F		9.00/20 10 ply	9.00/20 10 ply	10	4	177	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	6,650
10-15	Ch/Cowl (6 x 4)	ARD-626-F	577	9.75/24	9.75/24	10	4	180	18,500	13,465
10-15	Ch/Cowl (6 x 4)	ARD-626-F		9.75/24	9.75/24	10	4	223	19,200	13,495
			METROPOLITAN							
½	Ch	K-1-M	1999-2003	6.00/16-PC	6.00/16-PC	4	6	102	2,120	$800
½	Panel	K-1-M		6.00/16-PC	6.00/16-PC	4	6	102	3,800	1,170
½	Ch	K-1-M		6.00/16-PC	6.00/16-PC	4	6	113	2,160	870
½	Panel	K-1-M		6.00/16-PC	6.00/16-PC	4	6	113	4,010	1,215
1	Ch	K-3-M	2021-2030	7.00/16-PC	7.00/16-PC	4	6	102	2,535	970
1	Panel	K-3-M		7.00/16-PC	7.00/16-PC	4	6	102	4,235	1,230
1	Ch	K-3-M		7.00/16-PC	7.00/16-PC	4	6	113	2,585	970
1	Panel	K-3-M		7.00/16-PC	7.00/16-PC	4	6	113	4,235	1,325
			CAB OVER ENGINE							
1½-2	Ch/Cowl	K-5-COE	1459-1661	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	1,241
1½-2	Ch/Cowl	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	3,709	995
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	5,110	1,220
1½-2	Ch/Cowl	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	3,805	995
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.	1,250
1½-2	Stk. (Std. Racks) 14'	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	5,325	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	4,095	1,220
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	4,950	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	4,170	1,230
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	1,250
1½-2	Platform (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	N. A.	1,360
1½-2	Stk. (Std. Racks) (2SRA).	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	5,415	1,420
2-3	Ch/Cowl	K-7-COE	1270-1461	7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,260	1,730
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,550	1,905
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	2,075
2-3	Ch/Cowl	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,320	1,760
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,620	1,935
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	5,355	1,770
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,705	2,005
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	133	5,400	1,810
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	133	5,670	2,045
2-3	Ch/Cowl (2SRA)	KS-7-COE	735-820	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	2,175
2-3	Platform (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	N. A.	2,285
2-3	Stk. (Std. Racks) (2SRA).	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	6,930	2,320
2-3	Ch/Cowl (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,335	1,905
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.	2,280
2-3	Stk. (Std. Racks) (2SRA).	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	6,795	2,320
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	5,820	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	7,050	2,340
2-3	Ch/Cowl (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	133	7,525	1,995
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	133	6,075	2,220
3-4	Ch/Cowl	K-8-COE	632-639	7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,810	2,520
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	7,060	2,550
3-4	Ch/Cb	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,500	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	2,915
3-4	Ch/Cowl	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	7,220	2,650
3-4	Ch/Cb	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	7,850	2,885
3-4	Ch/Cowl (2SRA)	KS-8-COE	637-639	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	7,295	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

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(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 (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	7,005	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	2,945
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	8,540	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	8,235	$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
			(10) 1943							
			CONVENTIONAL							
½	Ch/Cowl	K-1	28611 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	816
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.	3,370	1,110
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	K-B (Bakery)	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,280	1,016
¾	Ch/Cowl	K-2	14456 and up	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	2,988	765
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	13606 and up	6.00/16-TT	6.00/16-TT	4	6	113	3,060	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	3,709	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	1,520
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	3,260	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.	893
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	760
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	4,835	983
1¼	Ch/Cowl (2SRA)	KS-4	760 and up	6.50/20-TT	6.00/20-TT	4	6	133	3,355	810
1¼	Ch/Cb (2SRA)	KS-4	700 and up	6.50/20-TT	6.00/20-TT	4	6	135	3,760	923
1¼	Platform (2SRA)	KS-4		6.50/20-TT	6.00/20-TT	4	6	135	N. A.	998
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	830
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.	1,018
1¼	Stk. (Std. Racks) (2SRA).	KS-4		6.50/20-TT	6.00/20-TT	4	6	147	4,695	1,043
1¼	Ch/Cowl (2SRA)	KS-4		6.50/20-TT	6.00/20-TT	4	6	159	3,465	850
1¼	Ch/Cb (2SRA)	KS-4		6.50/20-TT	6.00/20-TT	4	6	159	3,860	964
1¼	Platform (2SRA)	KS-4		6.50/20-TT	6.00/20-TT	4	6	159	N. A.	1,054
1¼	Stk. (Std. Racks) (2SRA).	KS-4		6.50/20-TT	6.00/20-TT	4	6	159	4,910	1,093
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	883
1½	Platform	K-5		6.00/20-TT	6.00/20-TT	6	6	135	N. A.	978
1½	Stk. (Std. Racks) 9'	K-5		6.00/20-TT	6.00/20-TT	6	6	135	4,930	1,083
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

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(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*	
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	4,995	1,003
1½	Ch/Cowl	K-5		6.00/20-TT	6.00/20-TT	6	6	159	3,770	813
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	3,850	830
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.	1,033
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	850
1½	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	4,165	960
1½	Platform (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	N. A.	1,003
1½	Stk. (Std. Rack) (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	900
1½	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	4,229	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	5,165	1,113
1½	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	3,850	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	3,930	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	14372 and up	6.50/20-TT	6.50/20-TT	6	6	124	4,475	1,125
1½-2	Ch/Cb	K-6		6.50/20-TT	6.50/20-TT	6	6	124	4,925	1,257
1½-2	Platform	K-6		6.50/20-TT	6.50/20-TT	6	6	124	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	1,395
1½-2	Ch/Cowl	K-6		6.50/20-TT	6.50/20-TT	6	6	145	4,515	1,145
1½-2	Ch/Cb	K-6		6.50/20-TT	6.50/20-TT	6	6	145	4,975	1,315
1½-2	Platform	K-6		6.50/20-TT	6.50/20-TT	6	6	145	N. A.	1,360
1½-2	Stk. (Std. Racks) 9'	K-6		6.50/20-TT	6.50/20-TT	6	6	145	5,850	1,415
1½-2	Ch/Cowl	K-6		6.50/20-TT	6.50/20-TT	6	6	158	4,560	1,105
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	1,135
1½-2	Ch/Cb	K-6		6.50/20-TT	6.50/20-TT	6	6	176	5,080	1,335
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	124	4,705	1,240
1½-2	Ch/Cb (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	124	4,965	1,410
1½-2	Platform (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	124	N. A.	1,495
1½-2	Stk. (Std. (2SRA) Racks) 9'.	KS-6		6.50/20-TT	6.50/20-TT	6	6	134	5,849	1,510
1½-2	Ch/Cowl (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	145	4,545	1,220
1½-2	Ch/Cb (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	145	5,005	1,420
1½-2	Platform (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	145	N. A.	1,505
1½-2	Stk. (Std. Racks) 9' (2SRA).	KS-6		6.50/20-TT	6.50/20-TT	6	6	145	5,830	1,520
1½-2	Ch/Cowl (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	158	4,600	1,230
1½-2	Ch/Cowl W/S (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	158	5,060	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	1,260
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.	1,560
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	1,430
2-3	Ch/Cb	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	134	5,375	1,620
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	145	4,950	1,510
2-3	Ch/Cb	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	145	5,410	1,690
2-3	Platform	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	145	N. A.	1,755
2-3	Stk. (Std. Racks) 9'	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	145	6,255	1,780
2-3	Ch/Cowl	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	158	4,995	1,630
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	11911 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,045	1,770
2-3	Ch/Cb	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,525	1,750
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	3349 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	124	5,020	1,675
2-3	Ch/Cb (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,420	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	124	6,205	1,945
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	145	5,075	1,695
2-3	Ch/Cb (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	145	5,535	1,865
2-3	Platform (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	145	N. A.	1,940
2-3	Stk. (Std. Racks) (2SRA).	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	145	6,419	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.	1,960
2-3	Stk. (Std. Racks) 12' (2SRA).	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	6,020	2,005
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20-TT	7.00/20-TT	6	6	176	5,150	1,735
2-3	Ch/Cb (2SRA)	KS-7		7.00/20-TT	7.00/20-TT	6	6	176	5,620	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	2,075

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(10) 1948—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 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.	1,993
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	2,165
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	2,255
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	6,416	2,375
3-4	Ch/Cb (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,876	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	2,365
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	7,055	2,535
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	7,105	3,025
3½-4½	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,655	3,195
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	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	7,730	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
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
4-6	Ch/Cowl (2SRA)	KS-11	514 and up	9.00/20 12 ply	9.00/20 12 ply	6	6	149	8,395	4,390
4-6	Ch/Cb (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	149	8,855	4,560
4-6	Ch/Cowl (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	8,430	4,410
4-6	Ch/Cb (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	8,890	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	4,601
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	8,230	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	4,265
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	8,755	4,445
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	4,465
7½	Ch/Cowl (DR)	A-8	1098 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	12,265	6,501
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	6,650
7½	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	200	13,050	6,979
7½	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	225	12,685	6,601
7½	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	225	13,300	7,000

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(10) 1943—Continued

CONVENTIONAL—(SCHOOL BUS)

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-5	44347 and up	6.00/20-TT	6.00/20-TT	6	6	135	3,895	$920
1½	Ch/Cowl (2SRA)	KS-5	13344 and up	6.00/20-TT	6.00/20-TT	6	6	135	4,020	960
1½-2	Ch/Cowl	K-6	14572 and up	6.50/20-TT	6.50/20-TT	6	6	134	4,700	1,145
1½-2	Ch/Cowl	K-6		6.50/20-TT	6.50/20-TT	6	6	212	5,030	1,185
1½-2	Ch/Cowl (2SRA)	KS-6	9160 and up	6.50/20-TT	6.50/20-TT	6	6	134	4,720	1,200
1½-2	Ch/Cowl (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	212	5,050	1,200
2-3	Ch/Cowl	K-7	11911 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	212	5,020	1,255
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	220	5,860	1,395
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	248	6,005	1,035
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	5,885	1,780
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	248	6,130	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	1102 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	251	6,895	2,305
			CONVENTIONAL—(3D AXLE)							
2-4	Ch/Cowl (6 x 2)	K-6-T	548 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,370	$1,695
2-4	Ch/Cb (6 x 2)	K-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,520	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	6,850	2,185
2-4	Ch/Cowl (6 x 2-2SRA)	KS-6-T	553 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	6,555	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	6,535	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	6,720	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	2,425
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	2,675
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	7,480	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	3,285
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	Cb/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	8,220	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	3,475
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	3,495
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	3,503
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 and up	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,330	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	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 4)	K-8-F	873 and up	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,470	3,625
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	3,805
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	3,645
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	8,630	3,525
2½-5	Ch/Cb (6 x 4)	K-8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	197	9,310	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	3,585
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	3,785
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	10,625	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	5,690
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	11,885	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	5,450
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	5,620
			CONVENTIONAL—(DIESEL)							
3-4	Ch/Cowl	KD-8	553 and up	7.50/20	7.50/20	6	4	137	7,090	$3,555
3-4	Ch/Cowl	KD-8		7.50/20	7.50/20	6	4	149	7,750	3,905
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	3,685
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 (DR)	KRD-8	591 and up	7.50/20	7.50/20	6	4	137	7,823	3,723
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	8,120	3,805
3½-4½	Ch/Cowl	KD-10	702 and up	9.00/20	9.00/20	6	4	137	8,770	4,515
3½-4½	Ch/Cowl (2SRA)	KS-D-10		9.00/20	9.00/20	6	4	149	9,025	4,820
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	8,950	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	10,005	6,075
3½-7	Ch/Cowl (2SRA)	KSD-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	10,005	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	503 and up	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	10,305	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

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(10) 1943—Continued

CONVENTIONAL—(DIESEL—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*	
2½-5	Ch/Cowl (6 x 2)	KD-8-T	503 and up	7.50/20	7.50/20	10	4	179	9,775	$4,665
2½-5	Ch/Cowl (6 x 2)	KD-8-T		7.50/20	7.50/20	10	4	197	9,975	4,695
2½-5	Ch/Cowl (6 x 2)	KD-8-T		7.50/20	7.50/20	10	4	215	10,105	4,695
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	189	18,600	13,485
10-15	Ch/Cowl (6 x 4)	ARD-626-F		9.75/24	9.75/20	10	6	233	19,300	13,485
			METROPOLITAN							
½	Chassis	K-1-M	2009 and up	6.00/16-PC	6.00/16-PC	4	6	102	2,160	$560
½	Panel	K-1-M		6.00/16-PC	6.00/16-PC	4	6	102	3,890	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	1,210
1	Chassis	K-3-M	2651 and up	7.00/16-PC	7.00/16-PC	4	6	102	2,685	670
1	Panel	K-3-M		7.00/16-PC	7.00/16-PC	4	6	102	4,235	1,280
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	1,240
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.	1,230
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	1,330
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.	1,390
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	1,905
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	2,005
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	1,985
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	5,355	1,770
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,705	2,005
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	2,165
2-3	Ch/Cowl	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	163	5,600	1,810
2-3	Ch/Cb	K-7-COE	1462 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	163	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.	2,270
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	2,280
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	5,830	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	7,030	2,340
2-3	Ch/Cowl (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	163	5,725	1,995
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	163	6,075	2,230
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	2,530
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	2,670
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	2,690
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	2,985
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	2,750
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

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(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*	
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	7,305	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	2,670
3-4	Ch/Cb (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,695	2,905
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	2,945
3-4	Ch/Cowl (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	7,495	2,720
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	592 and up	9.00/20 12 ply	9.00/20 12 ply	6	6	94	8,720	4,815
4-6	Ch/Cb (2SRA)	KS-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	94	9,270	5,040
4-6	Ch/Cowl (2SRA)	KS-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	106	8,845	4,825
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	8,995	4,895
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	9,130	4,975
4-6	Ch/Cb (2SRA)	KS-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	142	9,690	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	8,820	4,650
4-6	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	94	9,000	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	8,785	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	133	N. A.	5,900
	Ch	AC		36 x 6 roll l	40 x 6 roll l	6	4	174	10,200	5,750
	Tr. Ch	AC		36 x 6 roll l	40 x 6 roll l	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	5,300	3,150
	Ch. (SR)	BF		8.25/20	8.25/20	6	6	156	5,350	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
	Tr. Ch. (DR)	BX	N. A. for any model	9.75/22	9.75/22	6	6	133	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 6 roll l	36 x 6 roll l	6	4	162	9,400	5,200
	Tr. Ch.-(DR)	AK		36 x 6 roll l	36 x 6 roll l	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.	6,050

CONVENTIONAL—(3D AXLE—GEAR DRIVE)

	Ch.-6 x 2-(DR)	BX	N. A. for any model	8.25/22	8.25/22	10	6	150	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	197	N. A.	8,850
	Ch.-6 x 4-(DR)	BQ		9.75/22	9.75/22	10	6	195	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	9,000	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	133	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	133	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	126	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	123	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	150	N. A.	9,150

(q) MACK—Continued

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

(2) 1936—Continued

CONVENTIONAL—(3D AXLE—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.-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.	2,215
	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.	3,400
	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	167	N. A.	4,250
	Tr. Ch.-(DR)	BM		9.00/20	9.00/20	6	6	138	N. A.	4,400
	Ch.-(DR)	BB		9.75/22	9.75/22	6	6	171	N. A.	5,250
	Tr. Ch.-(DR)	BB		9.75/22	9.75/22	6	6	130	N. A.	5,400
	Ch.-DR)	AX		9.00/20	9.00/20	6	6	144	N. A.	4,200
	Tr. Ch.-(DR)	AX		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	180	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	103	N. A.	$3,600
	Tr. Ch.-(SR)	EC		32 x 6 8 ply	32 x 6 8 ply	6	6	99	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	99	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	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
			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	136	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	6.25/20	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	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	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.	$985
	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.	1,295
	Ch.-(SR)	EJ		6.50/20	6.50/20	6	6	140	N. A.	1,621
	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	140	N. A.	2,093
	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	140	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	167	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	130	N. A.	5,400
	Ch.-(DR)	BQ		10.50/24	10.50/24	6	6	168	N. A.	7,600
	Tr. Ch.-(DR)	BQ		10.50/24	10.50/24	6	6	141	N. A.	7,750
	Ch	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

(q) MACK—Continued

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

(3) 1937—Continued

CONVENTIONAL—(3D AXLE—GEAR 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.-6 x 2-(DR)	BX	N. A. for any model	8.25/20	8.25/20	10	6	150	N. A.	$7,000
	Ch.-6 x 4 (DR)	BX		8.25/20	8.25/20	10	6	173	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	195	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	103	N. A.	$3,000
	Tr. Ch.-(SR)	EC		7.50/20	7.50/20	6	6	99	N. A.	3,750
	Ch.-(DR)	EB		8.25/20	8.25/20	6	6	103	N. A.	4,250
	Tr. Ch.-(DR)	FB		8.25/20	8.25/20	6	6	99	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	93	N. A.	5,250
	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.	6,200
	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	120	N. A.	$7,850
	Ch.-6 x 4-(DR)	CJ		8.25/22	8.25/22	10	6	124	N. A.	8,350
	CONVENTIONAL—(CHAIN DRIVE)									
	Ch	ER	N. A. for any model	8.25/20	8.25/20	6	6	143	N. A.	$2,950
	Ch	ES		8.25/20	8.25/20	6	6	123	N. A.	4,000
	Tr. Ch	ES		8.25/20	8.25/20	6	6	123	N. A.	4,000
	Ch	BX		9.75/22	9.75/22	6	6	169	N. A.	6,250
	Tr. Ch	BX		9.75/22	9.75/22	6	6	129	N. A.	6,250
	Ch	AC		9.75/24	9.75/24	6	4	129	N. A.	6,150
	Tr. Ch	AC		9.75/24	9.75/24	6	4	123	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
	CONVENTIONAL—(GEAR DRIVE)									
	Ch.-(SR)	ED	N. A. for any model	6.00/17	6.00/17	4	6	120	N. A.	$975
	Ch.-(SR)	EE		6.00/20	6.00/20	4	6	132	4,000	995
	Tr. Ch.-(SR)	EE		6.00/20	6.00/20	4	6	132	4,000	995
	Ch.-(SR)	EF		6.00/20	6.00/20	6	6	132	4,000	1,195
	Tr. Ch.-(SR)	EFT		6.00/20	6.00/20	6	6	132	N. A.	1,315
	Ch.-(SR)	EG		6.00/20	6.00/20	6	6	132	5,150	1,435
	Tr. Ch.-(SR)	EG		6.00/20	6.00/20	6	6	132	5,150	1,435
	Ch.-(SR)	EH		7.00/20	7.00/20	6	6	145	N. A.	2,095
	Tr. Ch.-(SR)	EH		7.00/20	7.00/20	6	6	129	N. A.	2,095
	Ch.-(SR)	EM		7.50/20	7.50/20	6	6	145	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	143	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	123	N. A.	4,250
	Tr. Ch.-(DR)	BM		9.00/20	9.00/20	6	6	124	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	123	N. A.	5,250
	Ch.-(DR)	BQ		10.50/24	10.50/24	6	6	168	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	8.25/20	8.25/20	10	6	173	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	$1,150
	Tr. Ch.-(SR)	EEU		6.00/20	6.00/20	4	6	107	4,800	1,150
	Ch.-(SR)	EFU		6.00/20	6.00/20	6	6	107	5,000	1,350
	Tr. Ch.-(SR)	EFUT		6.00/20	6.00/20	6	6	107	N. A.	1,340
	Ch.-(SR)	EGU		6.00/20	6.00/20	6	6	107	5,200	1,000
	Tr. Ch.-(SR)	EGU		6.00/20	6.00/20	6	6	107	5,200	1,000
	Ch.-(SR)	EHU		7.00/20	7.00/20	6	6	113	N. A.	2,020
	Tr. Ch.-(SR)	EHU		7.00/20	7.00/20	6	6	113	N. A.	2,020
	Ch.-(SR)	EMU		7.50/20	7.50/20	6	6	113	N. A.	2,720
	Tr. Ch.-(SR)	EMU		7.50/20	7.50/20	6	6	113	N. A.	2,720
	Ch.-(SR)	EC		7.50/20	7.50/20	6	6	143	N. A.	3,000
	Tr. Ch.-(SR)	EC		7.50/20	7.50/20	6	6	99	N. A.	3,000
	Ch.-(DR)	EQU		8.25/20	8.25/20	6	6	113	N. A.	3,220
	Tr. Ch.-(DR)	EQU		8.25/20	8.25/20	6	6	113	N. A.	3,220
	Ch.-(DR)	EB		8.25/20	8.25/20	6	6	113	N. A.	4,220
	Tr. Ch.-(DR)	EB		8.25/20	8.25/20	6	6	93	N. A.	4,220
	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	124	N. A.	$8,350

(q) MACK—Continued

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

(5) 1939

CONVENTIONAL—(GEAR 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.-(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.	700
	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	140	6,350	2,095
	Ch.D-(SR)	EHD		7.00/20	7.00/20	6	6	150	N. A.	4,075
	Ch.-(SR)	EM		7.50/20	7.50/20	6	6	140	7,850	2,495
	Tr. Ch.-(SR)	EM		7.50/20	7.50/20	6	6	140	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.	5,600
	Tr. Ch.-(DR)	BX		9.75/22	9.75/22	6	6	136	N. A.	5,600

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	14,600	$7,600

CAB OVER ENGINE—(GEAR DRIVE)

	Ch.-(SR)	EEU	N. A. for any model	6.00/20	6.00/20	4	6	107	5,125	$1,180
	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	1,390
	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	2,790
	Ch.-(SR)	EGU		6.50/20	6.50/20	6	6	107	5,625	1,690
	Tr. Ch.-(SR)	EGU		6.50/20	6.50/20	6	6	107	5,625	1,690
	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	108	6,550	2,320
	Ch.D-(SR)	EHUD		7.00/20	7.00/20	6	6	108	7,150	4,300
	Ch.-(SR)	EMU		7.50/20	7.00/20	6	6	108	7,775	2,720
	Tr. Ch.-(SR)	EMU		7.50/20	7.50/20	6	6	108	7,775	2,720
	Ch.D-(SR)	EMUD		7.50/20	7.50/20	6	6	108	8,525	4,600
	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	$8,350

(6) 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	136	4,800	700
	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	1,825
	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.	1,450
	Ch.D-(SR)	EFD		6.00/20	6.00/20	6	6	132	6,000	2,767
	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	3,015
	Ch -(SR)	EH		7.00/20	7.00/20	6	6	146	6,350	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	146	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	146	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	140	8,600	4,375
	Tr. Ch.D(SR)	EMTD		7.50/20	7.50/20	6	6	141	N. A.	4,780
	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	4,850
	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	110	N. A.	4,370
	Ch.-(DR)	BM		9.00/20	9.00/20	6	6	153	9,600	4,600
	Tr. Ch.-(DR)	BM		9.00/20	9.00/20	6	6	134	N. A.	4,600
	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.	5,000
	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

D Diesel engine.

(q) MACK—Continued

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

(6) 1940—Continued

CONVENTIONAL—(2D AXLE—GEAR 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.-6 x 4-(DR)	LF	N. A. for any model	9.00/20	9.00/20	10	6	165	N. A.	$8,775
	Ch.-6 x 4-(DR)	LM		9.75/20	9.75/20	10	6	165	N. A.	8,050
			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	6	107	5,675	1,675
	Ch.-(SR)	EFU		6.50/20	6.50/20	6	6	107	5,500	1,325
	Tr. Ch.-(SR)	EFUT		6.00/20	6.00/20	6	6	107	N. A.	1,750
	Ch.D-(SR)	EFUD		6.00/20	6.00/20	6	6	107	6,250	2,250
	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	1,625
	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	5,500	2,250
	Tr. Ch.-(SR)	EHUT		7.00/20	7.00/20	6	6	103	N. A.	2,870
	Ch.D-(SR)	EHUD		7.00/20	7.00/20	6	6	103	7,120	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	2,000
	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	8,625	4,045
	Tr. Ch.D-(SR)	EMUTD		7.50/20	7.50/20	6	6	103	N. A.	4,070
	Ch.-(DR)	EQU		8.25/20	8.25/20	6	6	103	8,000	3,125
	Ch.D-(DR)	EQUD		8.25/20	8.25/20	6	6	103	8,000	3,050
	Ch.-(DR)	CH		9.00/20	9.00/20	6	6	119	11,000	3,170
	Tr. Ch.-(DR)	CH		9.00/20	9.00/20	6	6	93	N. A.	5,170
	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
	Ch.-6 x 4-(DR)	CJ	N. A. for any model	10.00/20	10.00/20	10	6	124	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	3,800	$625
	Ch.-(SR)	DE		6.00/20	6.00/20	4	6	125	4,800	725
	Ch.-(SR)	EE		6.00/20	6.00/20	4	6	132	4,800	1,025
	Ch.-(SR)	EF		6.00/20	6.00/20	6	6	122	5,275	1,215
	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	5,500	1,645
	Ch.-(SR)	EH		7.00/20	7.00/20	6	6	145	6,250	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	145	7,850	2,295
	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	145	7,950	3,150
	Ch.-(DR)	LF		9.00/20	9.00/20	6	6	170	N. A.	3,700
	Tr. Ch.-(DR)	LFT		9.00/20	9.00/20	6	6	140	N. A.	4,200
	Ch.-(DR)	LJ		10.00/20	10.00/20	6	6	170	N. A.	4,600
	Tr. Ch.-(DR)	LJT		10.00/20	10.00/20	6	6	140	N. A.	5,600
	Ch.-(DR)	LM		11.00/22	11.00/22	6	6	170	N. A.	6,170
	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.	$8,775
	Ch.-6 x 4-(DR)	LM		10.00/20	10.00/20	10	6	165	N. A.	8,050
			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.-(SR)	EFU		6.00/20	6.00/20	6	6	107	5,500	1,325
	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	1,625
	Ch.-(SR)	EHU		7.00/20	7.00/20	6	6	103	6,000	2,340
	Tr. Ch.-(SR)	EHUT		7.00/20	7.00/20	6	6	103	N. A.	2,445
	Ch.-(SR)	EMU		7.50/20	7.50/20	6	6	103	7,775	2,000
	Tr. Ch.-(SR)	EMUT		7.50/20	7.50/20	6	6	103	N. A.	2,670
	Ch.-(DR)	EQU		8.25/20	8.25/20	6	6	103	8,000	3,250
	Ch.-(DR)	LJU		10.00/20	10.00/20	6	6	155	N. A.	5,500
	Tr. Ch.-(DR)	LJUT		10.00/20	10.00/20	6	6	112	N. A.	6,000
	Ch.-(DR)	LMU		11.00/22	11.00/22	6	6	135	N. A.	6,770
	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.	$9,220

D Diesel engine.

(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 6000101 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	$623
	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 8192701 up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,906	472
	Pickup	PT50		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,640	502

(4) 1938

CONVENTIONAL—(COMMERCIAL)

	Sed. Dly	PT57	8618701 up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,800	$669
	Ch. Cb	PT57	L. A. 9208201 up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,800	535
	Pickup	PT57	Evans 9185301 up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,800	561

(5) 1939

CONVENTIONAL—(COMMERCIAL)

	Sed. Dly	PT81	8624201 up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,800	$654
	Ch. Cb	PT81	L. A. 9208851 up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,800	521
	Pickup	PT81		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,800	550

(6) 1940

CONVENTIONAL—(COMMERCIAL)

	Panel	P9	1378001 to 1454305 L. A. 3114801 to 3121396.	5.50/16, 4 ply	5.50/16, 4 ply	5	6	117	2,800	$654
	Ch. Cb	PT105	8631001 to 8637731	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,800	531
	Pickup		L. A. 9209351 to 9210054	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,800	561

(7) 1941

CONVENTIONAL—(COMMERCIAL)

½	Panel	P11	15000101 to 15135031 L. A. 3121501 to 3133963.	6.00/16 4 ply	6.00/16 4 ply	5	6	117	2,800	$710
½	Ch. Cb	PT125	81000101 to 81006272 L. A.	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,800	583
½	Pickup	PT125	L. A. 9210101 to 9210701	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,800	593
½	Panel	PT125		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,800	720

(s) 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	2,665	$495
½	Ch	6AP	6AP-	6.00/16 4 ply	6.00/16 4 ply	4	6	N. A.	2,270	445
¾	Ch	BN	BN8860 and up			4	6	131	2,800	630
1	Ch	1BY	1BY-1553 and up	6.00/20 6 ply	32/6 8 ply	4	6	140	2,920	595
1	Ch	1B4Y	1-4BY-100 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	2,985	595
1	Ch	1A4	1-4A-100 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	139	2,805	635
1	Ch	1C4	1-4C-100 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	166	2,930	576
1½	Ch	1B	1B-20029 and up	6.00/20 6 ply	32/6 8 ply	4	6	140	3,260	595
1½	Ch	1D	1D-45199 and up	6.00/20 6 ply	32/6 8 ply	4	6	164	3,360	635
1½	Ch	1B4	1-4B-100 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,298	595
1½	Ch	1D4	1-4D-100 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,283	655
2	Ch	2B	2B-5497 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	N. A.	3,805	845
2	Ch	2D	2D-13208 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	N. A.	4,015	891
2	Ch	2L	2L-4150 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	N. A.	3,970	1,065
2	Ch	2B4	2-4B-100 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	N. A.	3,785	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	920
2½	Ch	2E	2H-1876 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,475	1,215
2½	Ch	2J	2J-5272 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,660	1,295

(s) REO—Continued

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

(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*	
2½	Ch.	2K	2K-2257 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,775	$1,295
3	Ch.	2HR	2HR-1478 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	4,825	1,375
3	Ch.	2JR	2JR-1670 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,040	1,625
3	Ch.	2KR	2KR-1118 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,075	1,675
3	Ch.	3H	3H-1650 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,125	1,725
3	Ch.	3J	3J-2153 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,225	1,845
3	Ch.	3K	3K-2302 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,400	1,850
3	Ch.	3M	3M-1660 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,611	1,975
3	Ch.	3LC	3-LC-1206 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	6,250	2,170
3½	Ch.	3HR	3HR-1141 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	5,445	2,295
3½	Ch.	3JR	3-JR-1176 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	5,645	2,625
3½	Ch.	KR	3KR-1172 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	6,700	2,815
3½	Ch.	MR	3MR-1152 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	5,900	2,495
4	Ch.	4H	4H-1495 and up	9.00/20 10 ply	9.00/20 10 ply	6	8	N. A.	6,220	2,595
4	Ch.	4J	4J-1515 and up	9.00/20 10 ply	9.00/20 10 ply	6	8	N. A.	6,240	2,650
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	2,835
21–25 PS	Ch.	3L-8	3L8-1177 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	6,515	2,715
21–25 PS	Ch.	3L-6	3L6-1685 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	2,660	$445
1	Ch.	1A4Y	1-4AY-231 and up	6.00/20 6 ply	32 8 ply	4	6	129	2,895	575
1½	Ch.	1A4	1-4A-3597 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	129	2,905	595
1½	Ch.	1C4	1-4C-3551	6.00/20 6 ply	32 8 ply	4	6	166	2,910	635
1½	Ch.	1A4H	1-4H-101 and up	6.00/20 6 ply	32 8 ply	4	6	129	3,070	641
1½	Ch.	1C4H	1-4CH-101 and up	6.00/20 6 ply	32 8 ply	4	6	166	3,315	681
1½	Ch.	1B4H	1-4BH-101 and up	6.00/20 6 ply	32 8 ply	4	6	139	3,323	775
1½	Ch.	1D4H	1-4DH-101 and up	6.00/20 6 ply	32 8 ply	4	6	166	3,420	825
1½	Ch.	2B4	2-4B-2894	6.50/20 6 ply	6.50/20 6 ply	6	6	142	3,700	925
1½	Ch.	2D4	2-4D-11213	6.00/20 6 ply	6.00/20 6 ply	6	6	166	3,700	935
1½	Ch.	2D4R	2-4DR-141 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	142	3,815	1,104
1½	Ch.	2D4R	2-3DR-175 and up	7.00/20 6 ply	7.00/20 8 ply	6	6	142	3,940	1,104
1½	Ch.	2H	2H-2262	7.00/20 8 ply	7.00/20 6 ply	6	6	142	4,875	1,435
1½	Ch.	2J	2J-7235	7.00/20 8 ply	7.00/20 8 ply	6	6	166	5,030	1,435
1½	Ch.	2K	2K-4235	7.00/20 8 ply	7.00/20 8 ply	6	6	184	5,105	1,660
2½	Ch.	2H5	2-5H-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	142	4,211	1,135
2½	Ch.	2J5	2-5J-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	166	4,333	1,225
2½	Ch.	2HR	2-HR-1651	7.50/20 8 ply	7.50/20 8 ply	6	6	142	4,970	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	1,805
3	Ch.	3H	3H-2112	7.50/20 6 ply	7.50/20 8 ply	6	6	133	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-3707	7.50/20 8 ply	7.50/20 8 ply	6	6	185	N. A.	2,175
3	Ch.	3M	3M-1699	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	133	5,200	1,745
3	Ch.	3J5	3-5J-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	170	5,450	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	1,855
3½	Ch.	3HR	3HR-1203	8.25/20 10 ply	8.25/20 10 ply	6	6	133	5,430	2,530
3½	Ch.	3JR	3JR-1332	8.25/20 10 ply	8.25/20 10 ply	6	6	170	5,650	2,620
3½	Ch.	3KR	3KR-1457	8.25/20 10 ply	7.25/20 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	160	5,815	2,760
3½	Ch.	3HR5	3-5HR-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	133	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	2,155
4	Ch.	4H	4H-1727	9.00/20 10 ply	9.00/20 10 ply	6	8	150	6,280	3,050
4	Ch.	4J	4J-1812	9.00/20 10 ply	9.00/20 10 ply	6	8	170	N. A.	3,155
4	Ch.	4K	4K-2002	9.00/20 10 ply	9.00/20 10 ply	6	8	190	N. A.	3,225
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	133	6,430	2,775
4	Ch.	4J5	4-5J-101 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,660	2,820
4	Ch.	4K5	4-5K-101 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	190	6,690	2,920

BUS CHASSIS

1½	Ch.	1L5	1-5L-179	6.00/20 6 ply	6.00/20 6 ply	6	6	160½	3,535	$855
2	Ch.	2L4	2-4L-2304	6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,100	1,155
2	Ch.	2LM	2-LM-629	7.00/20 8 ply	7.00/20 8 ply	6	6	166	4,220	1,350
2	Ch.	2L4H	2-LH-3804	7.00/20 8 ply	7.00/20 8 ply	6	6	166	4,230	1,420
2	Ch.	2LMH	2-LMH-457	7.50/20 8 ply	7.50/20 8 ply	6	6	166	4,420	1,605
3	Ch.	3L6	3L6-2265	8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,650	2,425
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 6 ply	6	6	166	4,050	$1,225
2	Ch.	2D4MH	2-4DMH-101 and up	7.00/20 8 ply	7.00/20 6 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	2,660	$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	345
½	Ch.	4-50L	4-50-L-101 to 183	6.00/16 4 ply	6.00/16 4 ply	4	4	129	2,033	370
½	Ch.	6-50	6-50-101 to 870	6.00/16 4 ply	6.00/16 4 ply	4	6	114	2,033	345
½	Ch.	6-50L	6-50L-101 to 836	6.00/16 4 ply	6.00/16 4 ply	4	6	129	2,133	370
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

(s) REO—Continued

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

(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*	
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	685
¾	Ch.	6-75L	6-75-L-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	695
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	645
1	Ch.	1C4HY	14CHY-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,345	695
1	Ch.	1B4Y	14BY 229 to 2299	6.00/20 6 ply	32/6 8 ply	4	6	139	3,210	695
1	Ch.	1D4Y	14DY 139 to 2199	6.00/20 6 ply	32/6 8 ply	4	6	166	3,325	745
1	Ch.	1A4	14A-6816 to 9436	6.00/20 6 ply	32/6 8 ply	4	6	139	2,785	695
1½	Ch.	1C4	14C-6491 to 9124	6.00/20 6 ply	32/6 8 ply	4	6	166	3,060	645
1½	Ch.	1A4H	14AH 215 to 2392	6.00/20 6 ply	32/6 8 ply	4	6	139	3,070	645
1½	Ch.	1C4H	14CH 281 to 2602	6.00/20 6 ply	32/6 8 ply	4	6	166	3,345	695
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	3,460	825
1½	Ch.	2B4	2-4B-2450 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	142	3,760	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
2	Ch.	2H5	2-5-H-169 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	142	4,230	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	1,205
2½	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	1,705
3	Ch.	3K5	3-5-K-123 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	185	6,300	1,805
3	Ch.	3HR5	3-5HR-110 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	153	6,350	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	185	6,490	2,185
3½	Ch.	4H5	4-5H-103 and up	8.25/20	8.25/20	6	6	166	7,160	2,775
4	Ch.	4J5	4-5J-108 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	2,030
4	Ch.									

BUS CHASSIS

1½	Ch.	1L5	15L-103 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	166½	3,535	$705
2	Ch.	2L4	24L-3261 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166½	4,100	1,165
2	Ch.	2LM	2LM-694 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166	4,250	1,350
2½	Ch.	2L4M	2-4LM-3264 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	166½	4,300	1,555
2½	Ch.	2LMH	2LMH-511 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	166	4,400	1,735
3	Ch.	3L6H	3L6H-2282 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	188	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	1,165

(4) 1938

CONVENTIONAL

¼	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	4-50L	4-50-L 184 and up	6.00/16 4 ply	6.00/16 4 ply	4	4	120	2,053	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	6-50L	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	733
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	2,930	700
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	700
1	Ch.	1B4Y	14BY 2300 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,405	703
1	Ch.	1D4Y	14DY 2200 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,530	849
1	Ch.	1A4	14A-9437 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	2,930	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-2393 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,315	745
1½	Ch.	1C4H	14CH-2603 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,370	700
1½	Ch.	1B4	14B-16822 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,405	703
1½	Ch.	1D4	14D-26198 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,530	849
1½	Ch.	1B4H	14BH-2248 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,425	883
1½	Ch.	1D4H	14DH-2465 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,550	939
2	Ch.	2B4	24B-7770 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	142	3,800	1,099
2	Ch.	2D4	24D-14953 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	4,260	1,368
2½	Ch.	2J5	25J-2527 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166	4,525	1,440
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	6,360	2,037
3	Ch.	3K5	35K-175 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	185	6,345	2,115
3	Ch.	3HR5	35-HR127 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	153	6,470	2,339
3½	Ch.	3JR5	35-JR-123 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	170	6,490	2,394
3½	Ch.	3KR5	35-KR-122 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	185	6,535	2,473
3½	Ch.	4H5	45H-128 and up	8.25/20	8.25/20	6	6	166	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	3,300

(s) REO—Continued

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

(4) 1938—Continued

BUS CHASSIS

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	1-L-5	15L-2316 and up	6.00-20 6 ply	32-6 8 ply	4	6	160½	3,725	$912
1½	Ch	1L5H	15LH-123 and up	6.00-20 6 ply	32-6 8 ply	4	6	160½	3,950	937
2	Ch	2L4	24-L-2334 and up	6.00-20 6 ply	6.00-20 6 ply	6	6	157½	4,100	1,227
2	Ch	2L5M	2LM-725 and up	6.00-20 6 ply	6.00-20 6 ply	6	6	165	4,250	1,253
2	Ch	2L7M	2L7M-101 and up	7.00-20 8 ply	7.00-20 8 ply	6	6	142	4,025	1,253
2	Ch	2L7MF	2L7MF-101 and up	7.00-20 8 ply	7.00-20 8 ply	6	6	175	4,100	1,253
2½	Ch	2L4H	24LH-2334 and up	7.00-20 6 ply	7.00-20 6 ply	6	6	160½	4,250	1,477
2½	Ch	2L5MH	2LMH-734 and up	7.00-20 6 ply	7.00-20 6 ply	6	6	165	4,400	1,477
2½	Ch	2L7MH	2L7MH-101 and up	7.50-20 8 ply	7.50-20 8 ply	6	6	142	4,250	2,132
2½	Ch	2L7MHF	2L7MHF-101 and up	7.50-20 8 ply	7.50-20 8 ply	6	6	175	5,000	2,253
3	Ch	3L6H	3L6H-2297 and up	8.25-20	8.25-20	6	6	153	6,400	3,052
3	Ch	3L6H	3L6HW-102 and up	8.25-20	8.25-20	6	6	153	6,800	3,225

CAB OVER ENGINE

1	Ch	1B7MY	1B7MY-101 and up	6.00-20 6 ply	32-6 8 ply	4	6	105	3,015	$837
1	Ch	1B7MY		6.00-20 6 ply	32-6 8 ply	4	6	125	4,015	1,062
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	160	4,065	1,072
1½	Ch	1B7M	1B7M-101 and up	6.00-20 6 ply	32-6 8 ply	4	6	105	3,015	902
1½	Ch	1B7M		6.00-20 6 ply	32-6 8 ply	4	6	125	4,015	1,097
1½	Ch	1B7M		6.00-20 6 ply	32-6 8 ply	4	6	147	4,040	1,077
1½	Ch	1B7M		6.00-20 6 ply	32-6 8 ply	4	6	160	4,065	1,072
2½	Ch	2B7M		6.50-20 6 ply	6.50-20 6 ply	6	6	105	4,055	1,229
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	4,220	1,249
2½	Ch	2B7M		6.50-20 6 ply	6.50-20 6 ply	6	6	160	4,295	1,285

(5) 1939

CONVENTIONAL

½	Ch	4-30	4-30-603 and up	6.00-16 4 ply	6.00-16 4 ply	4	4	114	1,973	$579
½	Ch	4-30L	4-30-L-207 and up	6.00-16 4 ply	6.00-16 4 ply	4	4	120	2,023	606
½	Ch	6-30	6-30-1604 and up	6.00-16 4 ply	6.00-16 4 ply	4	6	114	2,073	613
½	Ch	6-30L	6-30-L-1609 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	6.00-16 4 ply	6.00-16 4 ply	4	4	114	2,031	631
¾	Ch	4-75L	4-75-L-326 and up	6.00-16 4 ply	6.00-16 4 ply	4	4	120	2,101	639
¾	Ch	6-75	6-75-241 and up	6.00-16 4 ply	6.00-16 4 ply	4	6	114	2,171	675
¾	Ch	6-75L	6-75-L-1205 and up	6.00-16 4 ply	6.00-16 4 ply	4	6	120	2,251	725
1	Ch	1A4Y	14AY-2223 and up	6.00-20 6 ply	32-6 8 ply	4	6	139	2,920	697
1	Ch	1C4Y	14CY-2202 and up	6.00-20 6 ply	32-6 8 ply	4	6	160	3,130	711
1	Ch	1A4HY	14AHY-2203 and up	6.00-20 6 ply	32-6 8 ply	4	6	139	3,315	702
1	Ch	1C4HY	14CHY-2203 and up	6.00-20 6 ply	32-6 8 ply	4	6	160	3,330	756
1	Ch	1B4Y	14BY-2206 and up	6.00-20 6 ply	32-6 8 ply	4	6	139	3,425	782
1	Ch	1D4Y	14DY-207 and up	6.00-20 6 ply	32-6 8 ply	4	6	166	3,520	739
1½	Ch	1A4	14A-10102 and up	6.00-20 6 ply	32-6 8 ply	4	6	139	2,920	697
1½	Ch	1C4	14C-4804 and up	6.00-20 6 ply	32-6 8 ply	4	6	160	3,130	711
1½	Ch	1A4H	14AH-2105 and up	6.00-20 6 ply	32-6 8 ply	4	6	139	3,315	702
1½	Ch	1C4H	14CH-2203 and up	6.00-20 6 ply	32-6 8 ply	4	6	160	3,330	756
1½	Ch	1B4	14B-17452 and up	6.00-20 6 ply	32-6 8 ply	4	6	133	3,425	782
1½	Ch	1D4	14D-27613 and up	6.00-20 6 ply	32-6 8 ply	4	6	160	3,520	739
1½	Ch	1B4H	14BH-2223 and up	6.00-20 6 ply	32-6 8 ply	4	6	139	3,425	882
1½	Ch	1D4H	14DH-2225 and up	6.00-20 6 ply	32-6 8 ply	4	6	166	3,520	879
2	Ch	2B4	21B-7189 and up	6.50-20 6 ply	6.50-20 6 ply	6	6	142	3,850	939
2	Ch	2D4	21D-1003 and up	6.50-20 6 ply	6.50-20 6 ply	6	6	166	3,935	1,001
2½	Ch	2H5Z	25HZ-2318 and up	6.50-20 6 ply	6.50-20 6 ply	6	6	142	4,220	1,317
2½	Ch	2J5Z	25JZ-2754 and up	6.50-20 6 ply	6.50-20 6 ply	6	6	166	4,625	1,339
3	Ch	3H-5	35H-144 and up	7.50-20 8 ply	7.50-20 8 ply	6	6	153	6,250	1,909
3	Ch	3J5	35J-216 and up	7.50-20 8 ply	7.50-20 8 ply	6	6	170	6,300	1,935
3	Ch	3K5	35K-105 and up	7.50-20 8 ply	7.50-20 8 ply	6	6	195	6,345	2,013
3½	Ch	3HR5	35HR-108 and up	7.50-20 8 ply	7.50-20 8 ply	6	6	153	6,470	2,250
3½	Ch	3JR5	35JR-134 and up	7.50-20 8 ply	7.50-20 8 ply	6	6	170	6,420	2,322
3½	Ch	3KR5	35KR-109 and up	7.50-20 8 ply	7.50-20 8 ply	6	6	195	6,535	2,400
4	Ch	4H5	45H-120 and up	8.25-20 10 ply	8.25-20 10 ply	6	6	153	7,270	2,913
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	195	7,375	3,151

BUS CHASSIS

2	Ch	2L4C	24LC-2304 and up	6.50-20 6 ply	6.50-20 6 ply	6	6	160½	2,850	$1,226
2	Ch	2L4	24L-2303 and up	6.50-20 6 ply	6.50-20 6 ply	6	6	160½	4,100	1,327
2	Ch	2L7M	2L7M-148 and up	7.00-20 8 ply	7.00-20 8 ply	6	6	142	4,025	1,073
2	Ch	2L7MF	2L7MF-148 and up	7.00-20 8 ply	7.00-20 8 ply	6	6	175	4,100	1,709
2½	Ch	2L4H	24LH-2303 and up	7.00-20 6 ply	7.00-20 8 ply	6	6	160½	4,250	1,777
2½	Ch	2L7MH	2L7MH-147 and up	7.50-20 8 ply	7.50-20 8 ply	6	6	142	4,250	2,152
2½	Ch	2L7MHF	2L7MHF-147 and up	7.50-20 8 ply	7.50-20 8 ply	6	6	175	5,000	2,233
2½	Ch	3L6H	3L6H-2298 and up	8.25-20 10 ply	8.25-20 10 ply	6	6	153	6,470	3,072
2½	Ch	3L6HW	3L6HW-101 and up	8.25-20 10 ply	8.25-20 10 ply	6	6	153	6,800	3,472

CAB OVER ENGINE

1	Ch. Cowl	1B7MY	1B7MY-297 and up	6.00-20 6 ply	32-6 8 ply	4	6	105	3,015	$837
1	Ch. Cowl	1B7MY		6.00-20 6 ply	32-6 8 ply	4	6	125	4,015	1,062
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	160	4,065	1,072
1½	Ch. Cowl	1B7M		6.00-20 6 ply	32-6 8 ply	4	6	105	3,015	902
1½	Ch. Cowl	1B7M		6.00-20 6 ply	32-6 8 ply	4	6	125	4,015	1,097
1½	Ch. Cowl	1B7M		6.00-20 6 ply	32-6 8 ply	4	6	147	4,040	1,077
1½	Ch. Cowl	1B7M		6.00-20 6 ply	32-6 8 ply	4	6	160	4,065	1,072
2½	Ch. Cowl	2B7M	2B7M-169 and up	6.50-20 6 ply	6.50-20 6 ply	6	6	105	4,055	1,229
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	4,220	1,249
2½	Ch. Cowl	2B7M		6.50-20 6 ply	6.50-20 6 ply	6	6	160	4,295	1,285

(s) REO—Continued

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

(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				
								Inches	*Pounds*	
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	3,968	951
1½	Ch	19R	19R-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	120	3,860	911
2	Ch	20A	20A-101 and up	6.00/20 6 ply	6.00/20 6 ply	8	6	120	4,320	1,142
2	Ch	20B	20B-101 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	145	4,445	1,178
2	Ch	20C	20C-101 and up	6.00/20 6 ply	6.00/20 6 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	1,550
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	6,957	1,909
3	Ch	22C	22C-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	165	6,034	1,937
3	Ch	22R	22R-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	120	6,025	1,930
4	Ch	23A	23A-101 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	120	6,525	2,467
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	3,831	$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 qnd 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	3,860	951
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	1,589
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
2	Ch	22A	22A-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	120	5,825	1,988
3	Ch	22B	22B-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	145	6,957	2,026
2	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	2,628
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.	2,890
4-6	Ch	OSL41B	OSL-41-B 101 and up	9.00/20	9.00/20	6	0	145	0,260	2,729
4-6	Ch	OSL41C	OSL-41-C 101 and up	9.00/20	9.00/20	6	0	N. A.	N. A.	2,768
4-6	Ch	NWL41B	NWL-41-B 101 and up	10.00/20	10.00/20	6	6	145	8,126	3,398
4-6	Ch	WL41C	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	4,440	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	32/6 8 ply	4	6	120	3,760	$940
1½	Ch	19B	19B-3124 and up	6.00/20 6 ply	32/6 8 ply	4	6	145	3,933	980
1½	Ch	19C	19C-3124 and up	6.00/20 6 ply	32/6 8 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	1,589
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	5,030	1,791
3	Ch	22A	22A-3124 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	120	5,825	1,988
3	Ch	22B	22B-3124 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	145	6,957	2,025
3	Ch	22C	22C-3124 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	165	6,034	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

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

(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*	
4	Ch.	23C	23C-3124 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	165	[illegible]	$2,057
4-6	Ch.	23AH	23AH-3124 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	139	6,650	2,000
4-6	Ch.	23BH	23BH-3124 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	145	6,702	2,085
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	139	7,139	2,705
5-7	Ch.	25B	25B-3124 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	145	7,031	2,605
5-7	Ch.	25C	25C-3124 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	165	7,231	3,837
6-8	Ch.	27A	27A-3124 and up	10.00/20 12 ply	10.00/20 12 ply	6	6	139	8,055	2,702
6-8	Ch.	27B	27B-3124 and up	10.00/20 12 ply	10.00/20 12 ply	6	6	157	8,713	3,831
6-8	Ch.	27C	27C-3124 and up	10.00/20 12 ply	10.00/20 12 ply	6	6	177	8,763	3,852
3-5	Ch.	OSL41B	OSL-41-B-3124 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	145	7,220	2,137
3-5	Ch.	OSL41C	OSL-41-C-3124 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	165	6,020	2,163
4-6	Ch.	NWL41B	NWL-41-B-3124 and up	10.00/20 12 ply	10.00/20 12 ply	6	6	145	8,125	2,705
4-6	Ch.	NWL41C	NWL-41-C-3124 and up	10.00/20 12 ply	10.00/20 12 ply	6	6	165	8,225	2,823
			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	1,113
	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	165	5,179	1,849
	Ch. Cowl	121D		7.00/20 6 ply	7.00/20 6 ply	6	6	165		1,895
	Ch.	122E	122E-3124 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	215	6,204	2,334
	Ch. Cowl	122E		7.50/20 8 ply	7.50/20 8 ply	6	6	215		2,320
	Ch.	123F	123F-3124 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	235	6,204	2,520
	Ch. Cowl	123F		8.25/20 10 ply	8.25/20 10 ply	6	6	235		2,556

(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 cylinders	Wheel base	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.	8,035	7,135
5	Ch.	FC-100-H		9.75/20	9.75/20	6	6	N. A.	9,210	7,085
5	Ch.	HC-100		9.75/20	9.75/20	6	6	N. A.	8,035	4,705
6	Ch.	FC-135	135C-687 to 6123	9.75/20	9.75/20	6	6	N. A.	8,835	4,005
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.	9,435	5,295
7	Ch.	HC-140-D		9.75/22	9.75/22	6	6	N. A.	10,735	7,800
9	Ch.	HC-170	170C-603 to 613	10.50/22	10.50/22	6	6	N. A.	10,435	7,175
9	Ch.	HC-170-H		10.50/22	10.50/22	6	6	N. A.	11,635	9,245
			CONVENTIONAL—(CHAIN DRIVE—2D AXLE)							
12	Ch.	FCT-200	200C-615 to 626	9.75/20	9.75/20	10	6	N. A.	11,635	$7,645
12	Ch.	FCT-200-H		9.75/20	9.75/20	10	6	N. A.	12,635	10,640
12	Ch.	FCS-210	200CS-617 to 621	40x8	40x8	10	6	N. A.	14,435	10,425
12	Ch.	HCS-210-H		40x8	40x8	10	6	N. A.	15,295	12,080
			CONVENTIONAL—(GEAR DRIVE)							
2	Ch./De L.	FB-50	50B-608S to 660S	7.00/20	7.00/20	6	6	N. A.	4,900	$1,995
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-602S to 643S	7.50/20	7.50/20	6	6	N. A.	5,475	2,075
3½	Ch./De L.	FB-80	80B-640 to 657	8.25/20	8.25/20	6	6	N. A.	6,625	2,915
4	Ch./De L.	FD-90	90D-628 to 630	9.00/20	9.00/20	6	6	N. A.	7,175	3,175
5	Ch./De L.	FD-97	97D-652 to 699	9.75/20	9.75/20	6	6	N. A.	8,275	4,825
5	Ch./De L.	FD-97-D		9.75/20	9.75/20	6	6	N. A.	8,675	7,155
5	Ch./De L.	FD-97-H		9.75/20	9.75/20	6	6	N. A.	9,225	7,695
6	Ch./De L.	FD-115	115D-683 to 693	9.75/20	9.75/20	6	6	N. A.	8,675	5,225
6	Ch./De L.	FD-115-H		9.75/20	9.75/20	6	6	N. A.	9,675	8,220
			CONVENTIONAL—(GEAR DRIVE—2D AXLE)							
7	Ch.	FBT-120	120B-601 to 604	8.25/20	8.25/20	10	6	N. A.	7,225	$4,105
12	Ch.	FDT-200	200DF-603 to 605	9.75/20	9.75/20	10	6	N. A.	11,635	7,920

(t) STERLING—Continued

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

(2) 1936

CONVENTIONAL—(CHAIN 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*	
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-648 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	7,935
6	Ch.	FC-135	135C-6123 to 6198	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	6,295
9	Ch.	HC-170	170C-613 to 628	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	11,095	9,345

CONVENTIONAL—(GEAR DRIVE)

2	Ch./De L.	FB-50	50B-609S to 614S	7.00/20	7.00/20	6	6	162	4,000	$1,005
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	6,625	2,915
4	Ch./De L.	FD-90	90C-609 to 618, 90D-636 to 647	9.00/20	9.00/20	6	6	165	7,175	3,175
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	7,935
6	Ch./De L.	FD-115	115D-693 to 698	9.75/20	9.75/20	6	6	161	8,785	6,225
6	Ch./De L.	FD-115-H		9.75/20	9.75/20	6	6	161	9,695	8,220

CONVENTIONAL—(GEAR DRIVE—3D AXLE)

8	Ch.	FTB-152	152BT-603 to 606	9.00/20	9.00/20	10	6	177	9,475	$4,040

(3) 1937

CONVENTIONAL—(CHAIN DRIVE)

4	Ch.	FC-90	90C-618 to 627	8.25/20	8.25/20	6	6	177	6,775	$3,235
4½	Ch.	FC-95	95C-602 to 617, 95D-610 to 617	9.75/20	9.75/20	6	6	177	7,775	4,035
5	Ch.	FC-100	100C-672 to 6110	9.75/20	9.75/20	6	6	195	8,185	5,210
6	Ch.	FC-135	135C-6198 to 6302	9.75/22	9.75/22	6	6	195	9,135	5,410
6	Ch.	FC-135-H		9.75/22	9.75/22	6	6	203	10,135	8,475
7	Ch.	HC-140	140C-6151 to 6262	9.75/22	9.75/22	6	6	189	9,485	6,550
9	Ch.	HC-170	170C-628 to 640	10.50/22	10.50/22	6	6	199	10,335	6,760
9	Ch.	HC-170-H		10.50/22	10.50/22	6	6	199	11,035	9,625
12	Ch.	HC-250-H	250C-601 to 604	11.25/24	13.50/24	6	6	177	18,000	12,735

CONVENTIONAL—(CHAIN DRIVE—3D AXLE)

12	Ch.	HCS-210	210CS-628 to 635	40 x 8	40 x 8	10	6	182	14,635	$11,695
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	4,000	$1,015
2½	Ch.	FB-60	60B-647S to 650S	7.00/20	7.00/20	6	6	177	5,150	2,065
3	Ch.	FB-70	70B-670S to 684S, 70D-621 to 626	7.50/20	7.50/20	6	6	177	5,640	2,315
3½	Ch.	FB-80	80D-670 to 676	8.25/20	8.25/20	6	6	177	6,625	3,070
4	Ch.	FD-90	90D-647 to 666	9.00/20	9.00/20	6	6	177	7,175	3,360
5	Ch.	FD-97	97D-678 to 697	9.75/20	9.75/20	6	6	195	8,235	5,300
5	Ch.	FD-97-H	97D-677 to 697	9.75/20	9.75/20	6	6	203	9,335	8,390
6	Ch.	FD-115	115D-698 to 6102	9.75/20	9.75/20	6	6	195	8,725	5,580
6	Ch.	FD-115-H		9.75/20	9.75/20	6	6	203	9,695	8,015
7	Ch.	FD-140	140D-607 to 609	10.50/20	10.50/20	6	6	195	9,850	7,025

CONVENTIONAL—(GEAR DRIVE—3D AXLE)

8	Ch.	FBT-152	152BT-606 to 615	9.00/20	9.00/20	10	6	177	9,515	$4,101
8	Ch.	FBT-152-WS	152WS-606 to 614	9.00/20	9.00/20	10	6	154	9,475	4,660
10	Ch.	FBS-180	180DS-601	9.75/20	9.75/20	10	6	181	13,069	8,490

(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-611 and up	9.75/20	9.75/20	6	6	195	8,185	5,215
5	Ch.	FC-100-H		9.75/20	9.75/20	6	6	203	9,210	8,305
6	Ch.	FC-135	135C-6303 and up	9.75/20	9.75/20	6	6	195	9,135	5,580
6	Ch.	FC-135-H		9.75/20	9.75/20	6	6	203	10,135	8,470
7	Ch.	HC-140	140C-6263 and up	9.75/22	9.75/22	6	6	189	9,285	6,650
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	14,935	10,090
9	Ch.	HC-250	250HC-605 and up	11.25/24	13.50/24	6	6	177	10,935	11,610

[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

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

(4) 1938—Continued

CONVENTIONAL—(CHAIN DRIVE—2D 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*	
12	Ch	HCS-210	210CS-600 and up	40 x 8	40 x 8	10	6	177	14,825	$11,625
12	Ch	HCS-210-H		40 x 8	40 x 8	10	6	177	17,435	13,050

CONVENTIONAL—(GEAR DRIVE)

2	Ch	FB-50	50B-631S and up	7.00/20	7.00/20	6	6	177	4,900	$1,915
2½	Ch	FB-60	60B-631S and up	7.00/20	7.00/20	6	6	177	5,150	2,095
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-607 and up	9.00/20	9.00/20	6	6	177	7,175	3,240
4½	Ch	FD-95	95D-613 and up	9.75/20	9.75/20	6	6	177	8,225	3,845
5	Ch	FD-97	97D-603 and up	9.75/20	9.75/20	6	6	193	8,225	3,870
6	Ch	FD-115	115D-6103 and up	9.75/20	9.75/20	6	6	193	8,825	5,745
7	Ch	FD-140	140D-610 and up	10.50/20	10.50/20	6	6	193	9,850	6,850

CONVENTIONAL—(GEAR DRIVE—3D AXLE)

8	Ch	FBT-152	152BT-616 and up	9.00/20	9.00/20	10	6	177	9,615	$4,105
8	Ch	FWS-152	152SW-615 and up	9.00/20	9.00/20	10	6	177	9,805	4,360
8	Ch	FDS-180	180DS-602 and up	9.00/20	9.00/20	10	6	177	12,095	8,450

(5) 1939

CONVENTIONAL—(CHAIN DRIVE)

4½-7	Ch	MC-90	90MC-601 to 607	9.00/20	9.00/20	6	6	N. A.	7,675	$3,420
5-8	Ch	HC-105	105HC-603 to 614	9.75/20	9.75/20	6	6	N. A.	8,825	4,085
6-9	Ch	HC-115		9.75/20	9.75/20	6	6	N. A.	9,375	5,195
6-9	Ch	HC-115-H	115HC-604 to 647	9.75/20	9.75/20	6	6	N. A.	10,225	6,039
6-9	Ch	JC-115	115JC-603 to 631	9.75/20	9.75/20	6	6	N. A.	10,020	7,470
6-10	Ch	HC-137	137HC-610 to 638	9.75/20	9.75/20	6	6	N. A.	9,760	5,715
6-10	Ch	HC-137-H		9.75/20	9.75/20	6	6	N. A.	11,130	7,525
6-10	Ch	JC-137	137JC-610 to 638	9.75/20	9.75/20	6	6	N. A.	11,130	7,525
7-8	Ch	HC-140	140C-6302 to 6328	9.75/22	9.75/22	6	6	N. A.	9,455	5,715
7-11	Ch	HC-145	145HC-602 to 631	9.75/22	9.75/22	6	6	N. A.	10,375	5,575
7-11	Ch	HC-145-H	145HC-602 to 631	9.75/22	9.75/22	6	6	N. A.	12,375	8,450
7-11	Ch	JC-145	145JC-602 to 631	9.75/20	9.75/20	6	6	N. A.	12,375	7,920
7-11	Ch	HC-147	147HC-612 to 633	9.75/22	9.75/22	6	6	N. A.	10,000	5,910
8-12	Ch	HC-176	176HC-601 to 605	10.00/24	10.00/24	6	6	N. A.	11,000	6,170
8-12	Ch	HC-165	165HC-601 to 605	10.00/24	10.00/24	6	6	N. A.	11,275	6,430
8-12	Ch	HC-165-H		10.00/24	10.00/24	6	6	N. A.	12,625	9,170
9-14	Ch	HC-175	175HC-602 to 633	10.00/24	11.00/24	6	6	N. A.	12,000	7,920
9-14	Ch	HC-175-H		10.00/24	11.00/24	6	6	N. A.	13,000	9,450
9-14	Ch	HC-185	185HC-608 to 611	10.00/24	12.00/24	6	6	N. A.	14,400	9,920

CONVENTIONAL—(CHAIN DRIVE—3D AXLE)

10-15	Ch	HCS-225	225HCS-601 to 624	9.75/20	9.75/20	10	6	N. A.	14,000	$9,000
10-15	Ch	HCS-225-H		9.75/20	9.75/20	10	6	N. A.	15,750	11,045
12-18	Ch	HCS-235	235HCS-613 to 625	10.00/20	10.00/20	10	6	N. A.	16,425	12,545
12-18	Ch	GCS-235	235GCS-613 to 625	10.00/20	10.00/20	10	6	N. A.	N. A.	12,720
15-20	Ch	HCS-285	285HCS-602 to 631	10.00/24	11.00/24	10	6	N. A.	N. A.	14,220
18-25	Ch	HCS-300	300HCS-601 to 630	10.00/24	12.00/24	10	6	N. A.	N. A.	15,070

CONVENTIONAL—(GEAR DRIVE)

2½-3	Ch	FB-60	60B-633S to 654S	7.00/20	7.00/20	6	6	N. A.	5,150	$2,095
3-4	Ch	FB-70	70B-635S to 655S	7.50/20	7.50/20	6	6	N. A.	5,470	2,315
3-5	Ch	MB-75	75MB-601 to 602	7.50/20	7.50/20	6	6	N. A.	6,000	2,620
3½-5½	Ch	MD-85	85MB-601 to 624	8.25/20	8.25/20	6	6	N. A.	6,075	2,770
4-6½	Ch	HD-90	90HD-601 to 631	8.25/20	8.25/20	6	6	N. A.	7,050	3,445
4-6½	Ch	NB-90-B	90NB-603 to 603	8.25/20	8.25/20	6	4	N. A.	N. A.	3,015
5-8	Ch	HD-105	105HD-603 to 611	9.75/20	9.75/20	6	6	N. A.	8,000	4,895
5-8	Ch	JD-105-A	105JD-602 to 602	9.75/20	9.75/20	6	6	N. A.	9,000	5,295
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-608 to 608	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	5,220
6-9	Ch	HD-115-H	115HD-602 to 602	9.75/20	9.75/20	6	6	N. A.	10,875	7,530
6-10	Ch	HD-135	135HD-603 to 603	9.75/20	9.75/20	6	6	N. A.	10,025	5,970
6-10	Ch	ND-135	135ND-601 to 602	9.75/20	9.75/20	6	6	N. A.	11,200	7,850
6-10	Ch	HD-137-H	137HD-604 to 613	9.75/20	9.75/20	6	6	N. A.	11,150	8,070
6-10	Ch	JD-137-H	137JD-604 to 613	9.75/20	9.75/20	6	6	N. A.	11,150	8,070
7-11	Ch	HD-145	145HD-604 to 608	10.00/20	10.00/20	6	6	N. A.	10,700	6,975
7-11	Ch	HD-145-H		10.00/20	10.00/20	6	6	N. A.	12,625	8,615
8-12	Ch	HD-165	165HD-601 to 601	10.00/24	10.00/24	6	6	N. A.	12,000	9,625

CONVENTIONAL—(GEAR DRIVE—3D AXLE)

7-10	Ch	JWS-123	123JWS-601 to 601	9.00/20	9.00/20	10	6	N. A.	10,775	$5,325
7-10	Ch	HNS-123	123HNS-602 to 602	9.00/20	9.00/20	10	6	N. A.	10,775	5,325
7-10	Ch	HWS-123	123HWS-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	13	6	N. A.	13,050	10,240
8-12	Ch	RWS-160	160RWS-602 to 614	9.75/20	9.75/20	13	6	N. A.	13,070	10,240
10-15	Ch	HWS-235	226HWS-601 to 601	10.00/20	10.00/20	10	6	N. A.	14,750	11,105

[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

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

(6) 1940

CONVENTIONAL—(CHAIN 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*	
4-6	Ch	MC-87	87MC-601 and up	8.25/20	8.25/20	6	6	N. A.	7,200	$3,230
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	3,300
5-8	Ch	HC-105	105HC-615 to 620	9.75/20	9.75/20	6	6	N. A.	8,825	4,085
5-8	Ch	HC-105-A		9.75/20	9.75/20	6	6	N. A.	9,375	6,695
5-8½	Ch	HC-110	110HC-601 and up	9.75/20	9.75/20	6	4	N. A.	10,200	6,695
6-9	Ch	HC-115	115HC-649 to 698	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	6,000
6-9	Ch	JC-115-H	115JC-648 to 650	9.75/20	9.75/20	6	6	N. A.	10,650	7,570
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-662 to 691	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	6,530
7-11	Ch	HC-145	145HC-662 and up	9.75/22	9.75/22	6	6	N. A.	10,375	6,665
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.	10,600	6,910
8-12	Ch	HC-156	156HC-609 to 610	10.50/24	10.50/24	6	6	N. A.	11,050	6,130
8-12	Ch	HC-165	165HC-626 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	11.50/24	6	6	N. A.	13,600	9,430
9-14	Ch	HC-185	185HC-612 to 619	10.50/24	11.50/24	6	6	N. A.	14,400	9,930
12-18	Ch	HC-250	250HC-601 to 602	11.50/24	14.00/24	6	6	N. A.	16,000	12,495

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	12,880
12-18	Ch	GCS-255	255GCS-626 to 627	10.50/20	10.50/20	10	6	N. A.	16,425	13,520
12-18	Ch	HCS-265	265HCS-601 to 609	10.50/20	10.50/20	10	6	N. A.	16,500	12,370
12-18	Ch	HCS-265-H		10.50/20	10.50/20	10	6	N. A.	16,925	13,480
12-18	Ch	HCS-297	297HCS-601 to 607	11.00/24	12.00/24	10	6	N. A.	18,825	15,000

CONVENTIONAL—(GEAR DRIVE)

2½-4	Ch	MB-65	65MB-602 to 602	7.50/20	7.50/20	6	6	N. A.	6,100	$2,180
3-5	Ch	MB-75	75MB-603 to 605	7.50/20	7.50/20	6	6	N. A.	6,350	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	3,000
3½-5½	Ch	MB-85	85MB-601 to 604	8.25/20	8.25/50	6	6	N. A.	6,575	2,630
3½-5½	Ch	MD-85	85MD-605 to 608	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	3,383
4-6½	Ch	HB-90-H		8.25/20	8.25/20	6	6	N. A.	8,380	4,740
4-6½	Ch	RB-90	90RB-609 to 609	8.25/20	8.25/20	6	6	N. A.	9,500	5,000
4-6½	Ch	HD-90	90HD-603 to 603	8.25/20	8.25/20	6	6	N. A.	7,650	3,485
4-6½	Ch	JD-90	90JD-602 to 602	8.25/20	8.25/20	6	6	N. A.	7,650	3,485
4-6½	Ch	MB-90	90MB-601 to 602	8.25/20	8.25/20	6	6	N. A.	6,950	2,910
4-6½	Ch	MD-90	90MD-601 to 603	8.25/20	8.25/20	6	6	N. A.	7,010	2,962
4½-7	Ch	MD-96	96MD-601 to 603	9.00/20	9.00/20	6	6	N. A.	7,650	3,270
5-8	Ch	HD-105	105HD-613 to 617	9.75/20	9.75/20	6	6	N. A.	8,600	3,770
5-8	Ch	HD-105-D		9.75/20	9.75/20	6	6	N. A.	10,600	6,633
5-8	Ch	JD-105	105JD-612 to 612	9.75/20	9.75/20	6	6	N. A.	8,955	4,070
5-8½	Ch	HD-110	110HD-609 to 618	9.75/20	9.75/20	6	6	N. A.	9,000	4,895
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.	9,485	5,840
6-9	Ch	HD-115	115-HD-603 to 623	9.75/20	9.75/20	6	6	N. A.	9,175	5,095
6-9	Ch	HD-115-H		9.75/20	9.75/20	6	6	N. A.	10,875	7,300
6-10	Ch	HD-135	135HD-604 to 604	9.75/20	9.75/20	6	6	N. A.	11,200	7,890
6-10	Ch	RD-135	135RD-605 to 606	9.75/20	9.75/20	6	6	N. A.	11,200	7,890
6-10	Ch	HD-137-H	137HD-614 to 614	9.75/20	9.75/20	6	6	N. A.	11,150	8,069
7-11	Ch	HD-145-H	145HD-609 to 613	10.50/20	10.50/20	6	6	N. A.	12,025	8,015

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-608 to 608	9.00/20	9.00/20	10	6	N. A.	11,250	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.	13,950	10,210
8-12	Ch	HWS-160-HA	160HWS-616 to 636	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.	13,950	10,210
8-12	Ch	RWS-160	160RWS-620 to 633	10.00/20	10.00/20	10	6	N. A.	13,950	10,210
10-15	Ch	HWS-235	235HWS-602 to 603	10.50/20	10.50/20	10	6	N. A.	14,760	11,165

(7) 1941

CONVENTIONAL—(CHAIN DRIVE)

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	10.00/20	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.	11,025	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

[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

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

(7) 1941—Continued

CONVENTIONAL—(CHAIN 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*	
10–15	Ch.	HCS-235	235HCS-610 to 617	10.00-22	10.00-22	10	6	N. A.	13,230	$11,770
10–15	Ch.	HCS-235-H		10.00-22	10.00-22	10	6	N. A.	13,230	12,830
12–18	Ch.	HCS-285	285HCS-610 to 613	11.00-20	11.00-20	10	6	N. A.	13,800	12,800
12–18	Ch.	HCS-285-H		11.00-20	11.00-20	10	6	N. A.	N. A.	14,200

CONVENTIONAL—(GEAR DRIVE)

2–3½	Ch.	MB-60	60MB-601 to 607	7.00-20	7.00-20	6	6	N. A.	5,000	$2,270
2½–4	Ch.	MB-65	65MB-603 to 603	7.00-20	7.00-20	6	6	N. A.	6,175	2,695
3–5	Ch.	MB-75	75MB-600 to 603	7.00-20	7.00-20	6	6	N. A.	6,450	2,770
3–5	Ch.	MB-75-C		7.00-20	7.00-20	6	6	N. A.	7,420	4,000
3½–5	Ch.	MB-85	85MB-603 to 618	8.25-20	8.25-20	6	6	N. A.	6,700	2,770
3½–5	Ch.	MD-85	85MD-603 to 618	8.25-20	8.25-20	6	6	N. A.	6,700	2,770
4–6½	Ch.	MB-90	90MB-603 to 619	8.25-20	8.25-20	6	6	N. A.	7,100	3,050
4–6½	Ch.	MD-90	90MD-603 to 619	8.25-20	8.25-20	6	6	N. A.	7,100	3,050
4–6½	Ch.	MB-90-A	90MB-603 to 619	8.25-20	8.25-20	6	6	N. A.	7,775	4,030
4–6½	Ch.	MD-90-A	90MD-603 to 619	8.25-20	8.25-20	6	6	N. A.	7,775	4,030
4½–7	Ch.	MD-96	96MD-604 to 604	9.00-20	9.00-20	6	6	N. A.	7,200	3,420
5–8	Ch.	HD-105	105HD-618 to 619	10.00-20	10.00-20	6	6	N. A.	8,000	4,850
5–8	Ch.	HD-105-B		10.00-20	10.00-20	6	6	N. A.	9,375	5,000
5–8½	Ch.	HD-110	110HD-619 to 628	10.00-20	10.00-20	6	6	N. A.	9,035	5,050
6–9	Ch.	DD-115	115DD-601 to 601	10.00-20	10.00-20	6	6	N. A.	10,000	7,250
6–9	Ch.	HD-115	115HD-624 to 6114	10.00-20	10.00-20	6	6	N. A.	9,000	6,150
6–9	Ch.	HD-115-H		10.00-20	10.00-20	6	6	N. A.	11,120	6,220
6–10	Ch.	HD-135	135HD-607 to 617	10.00-20	10.00-20	6	6	N. A.	11,500	7,820
6–10	Ch.	GD-135	135GD-607 to 617	10.00-20	10.00-20	6	6	N. A.	11,695	8,700
7–11	Ch.	DD-145	145DD-601 to 601	11.00-20	11.00-20	6	6	N. A.	13,420	10,650
7–11	Ch.	HD-145	145HD-614 to 619	11.00-20	11.00-20	6	6	N. A.	12,000	6,650
7–11	Ch.	HD-145-H		11.00-20	11.00-20	6	6	N. A.	12,250	8,000
8–12	Ch.	HD-156	160HD-617 to 617	11.00-24	11.00-24	6	6	N. A.	13,000	9,043

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	$4,750
7–10	Ch.	GWS-128	128GWS-611 to 611	10.00-20	10.00-20	6	6	N. A.	11,220	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	6,000
7–10	Ch.	HDS-140-A		9.00-20	9.00-20	10	6	N. A.	11,330	9,200
7–10	Ch.	HWS-140	140HWS-601 to 606	9.00-20	9.00-20	10	6	N. A.	10,975	6,000
7–10	Ch.	HWS-140-A		9.00-20	9.00-20	10	6	N. A.	11,330	9,200
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.	13,970	10,240
8–12	Ch.	HWS-160-H		10.00-20	10.00-20	10	6	N. A.	12,000	10,000
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.	13,970	10,240
8–12	Ch.	RWS-160-H		10.00-20	10.00-20	10	6	N. A.	12,000	10,000
10–15	Ch.	HCS-235	235HCS-610 to 617	10.00-22	10.00-22	10	6	N. A.	16,050	12,830
10–15	Ch.	HDS-235	235HDS-625 to 630	11.00-20	11.00-20	10	6	N. A.	14,225	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-605 and up	9.00-20	9.00-20	6	6	N. A.	8,000	3,005
5–8	Ch.	HC-105	105HC-634 and up	10.00-20	10.00-20	6	6	N. A.	8,000	5,450
6–9	Ch.	HC-115	115HC-6100 and up	10.00-20	10.00-20	6	6	N. A.	19,625	6,150
7–11	Ch.	HC-144	144HC-656 and up	10.00-22	10.00-22	6	6	N. A.	19,475	6,540
7–11	Ch.	HC-145	145HC-6228 and up	10.00-22	10.00-22	6	6	N. A.	19,475	6,540
7–11	Ch.	HC-147	147HC-651 and up	10.00-22	10.00-22	6	6	N. A.	19,000	6,670
7–12	Ch.	HC-148	148HC-601 and up	10.00-24	10.00-24	6	6	N. A.	19,850	6,900
7–12	Ch.	HC-150	150HC-601 and up	10.00-24	10.00-24	6	6	N. A.	19,875	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
8–12	Ch.	HC-156	156HC-618 and up	11.00-24	11.00-24	6	6	N. A.	11,925	7,600
8–12	Ch.	HC-165	165HC-645 and up	11.00-24	11.00-24	6	6	N. A.	12,000	7,000
9–12½	Ch.	HC-175	175HC-650 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	10,200
12–18	Ch.	HC-250	250HC-600 and up	12.00-24	14.00-24	6	6	N. A.	17,000	11,000

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-285	285HCS-614 and up	11.00-20	11.00-20	10	6	N. A.	17,170	12,900
15–20	Ch.	HCS-297	297HCS-649 and up	11.00-24	12.00-24	10	6	N. A.	20,025	14,500
18–25	Ch.	HCS-330	330HCS-694 and up	11.00-24	12.00-24	10	6	N. A.	22,425	15,600

CONVENTIONAL—(GEAR DRIVE)

2–3½	Ch.	MB-60	60MB-603 and up	7.00-20	7.00-20	6	6	N. A.	5,000	$2,270
2½–4	Ch.	MB-65	65MB-669 and up	7.00-20	7.00-20	6	6	N. A.	6,175	2,695
3–5	Ch.	MB-75	75MB-610 and up	7.00-20	7.00-20	6	6	N. A.	6,420	2,600
3½–5½	Ch.	MB-85	85MB-619 and up	8.25-20	8.25-20	6	6	N. A.	6,700	2,700
4–6½	Ch.	MB-90	90MB-620 and up	8.25-20	8.25-20	6	6	N. A.	7,100	3,050
4½–7	Ch.	MD-96	96MD-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.	8,000	4,850
6–9	Ch.	HD-115	115HD-6115 and up	10.00-20	10.00-20	6	6	N. A.	9,000	6,000
7–11	Ch.	HD-145	145HD-650 and up	11.00-20	11.00-20	6	6	N. A.	12,500	6,000
9–12½	Ch.	HD-175	175HD-601 and up	11.00-20	12.00-24	6	6	N. A.	13,425	9,000

[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.

(t) STERLING—Continued

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

(8) 1942—Continued

CONVENTIONAL—(3D AXLE GEAR 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*	
6-8	Ch	MBS-120	120MBS-607 and up	8.25/20	8.25/20	10	6	N. A.	9,700	$1,720
7-10	Ch	HDS-140	140HDS-607 and up	9.00/20	9.00/20	10	6	N. A.	10,975	0,000
7-10	Ch	HWS-140	140HWS-607 and up	9.00/20	9.00/20	10	6	N. A.	10,975	0,000
8-12	Ch	HDS-160	160HDS-6112 and up	10.00/20	10.00/20	10	6	N. A.	11,475	8,430
8-12	Ch	HWS-160	160HWS-6112 and up	10.00/20	10.00/20	10	6	N. A.	11,475	8,430
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

(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 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-2-4355	6.00/20 6 ply	32 x 6 8 ply	4	6	130	3,025	$571
1½	Ch	1-T-230		6.00/20 6 ply	6.00/20 6 ply	6	6	130	3,150	593
1½	Ch. Cb	1-T-230		6.00/20 6 ply	32 x 6 8 ply	4	6	130	3,425	682
1½	Ch. Cb	1-T-230		6.00/20 6 ply	6.00/20 6 ply	6	6	130	3,550	704
1½	Ch	1 T-241		6.00/20 6 ply	32 x 6 8 ply	4	6	141	3,065	606
1½	Ch	1-T-241		6.00/20 6 ply	6.00/20 6 ply	6	6	141	3,190	628
1½	Ch. Cb	1-T-241		6.00/20 6 ply	32 x 6 8 ply	4	6	141	3,465	716
1½	Ch. Cb	1-T-241		6.00/20 6 ply	6.00/20 6 ply	6	6	141	3,590	738
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	3,640	753
2-3	Ch	1-T-641	1-T-6-1001 to 1-T-6-1764	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	990
2-3	Ch. Cb	1-T-653		6.50/20 6 ply	6.50/20 6 ply	6	6	153	4,410	1,090
2-3	Ch	1-T-665		6.50/20 6 ply	6.50/20 6 ply	6	6	165	4,055	1,001
2-3	Ch. Cb	1-T-665		6.50/20 6 ply	6.50/20 6 ply	6	6	165	4,465	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. Cp	1-T-683		6.50120 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-7-309	6.50/20 6 ply	32 x 6 10 ply	6	6	141	5,070	1,551
2½-3½	Ch. Cb	1-W-741		6.50/20 6 ply	32 x 6 10 ply	6	6	141	5,470	1,676
2½-3½	Ch	1-W-765		6.50/20 6 ply	32 x 6 10 ply	6	6	165	5,100	1,601
2½-3½	Ch. Cp	1-W-765		6.50/20 6 ply	32 x 6 10 ply	6	6	165	5,510	1,726
2½-3½	Ch	1-W-783		6.50/20 6 ply	32 x 6 10 ply	6	6	183	5,220	1,626
2½-3½	Ch. Cb	1-W-783		6.50/20 6 ply	32 x 6 10 ply	6	6	183	5,600	1,761
3-4	Ch	1-W-841	1-W-8-501 to 1-W-8-769	6.50/20 6 ply	32 x 6 10 ply	6	6	141	5,615	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	5,685	1,901
3-4	Ch. Cb	1-W-865		6.50/20 6 ply	32 x 6 10 ply	6	6	165	6,085	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

(2) 1936

CONVENTIONAL

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	623
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	665
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	661
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	770
1½	Ch. Cb. (Ace)	2-T-257		6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,980	800
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	793
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	951
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	1,491
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	1,631
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	1,656
2½-3½	Ch. Cb. (Mogul)	2-W-783		6.50/20 6 ply	32 x 6 10 ply	6	6	183	5,805	1,691
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	1,976
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	6,550	2,026
3-4	Ch. (Chief)	2-W-883		6.50/20 6 ply	32 x 6 10 ply	6	6	183	6,193	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

[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—Continued

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

(2) 1936—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. (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	3,020	$741
1½	Ch. (Ace)	2-M-201		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,190	673
1½	Ch. Cb. (Ace)	2-M-201		6.00/20 6 ply	32 x 6 8 ply	4	6	101	3,070	835
1½	Ch. Cb. (Ace)	2-M-201		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,760	8[illegible]
1½	Ch. (Ace)	2-M-225		6.00/20 6 ply	32 x 6 8 ply	4	6	125	3,120	691
1½	Ch. (Ace)	2-M-225		6.00/20 6 ply	6.00/20 6 ply	6	6	125	3,220	635
1½	Ch. Cb. (Ace)	2-M-225		6.00/20 6 ply	32 x 6 8 ply	4	6	125	3,720	875
1½	Ch. Cb. (Ace)	2-M-225		6.00/20 6 ply	6.00/20 6 ply	6	6	125	3,870	962
2-3	Ch. (Boss)	2-M-601	2-M-6-101 to 2-M-6-[illegible]	6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,835	951
2-3	Ch. Cb. (Boss)	2-M-601		6.00/20 6 ply	6.00/20 6 ply	6	6	101	4,435	1,175
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	1,225
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	4,220	1,501

(3) 1937

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	2,849	$847
	Suburban 8 (Curtains)	J-5		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,173	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-15-4823	6.00/20 6 ply	32 x 6 8 ply	4	6	123	3,455	705
1½-2	Ch	J-15-38		6.00/20 6 ply	6.00/20 6 ply	6	6	123	3,623	765
1½-2	Ch. Cb	J-15-38		6.00/20 6 ply	32 x 6 8 ply	4	6	125	3,805	840
1½-2	Ch. Cb	J-15-38		6.00/20 6 ply	6.00/20 6 ply	6	6	125	3,955	870
1½-2	Ch	J-15-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,455	735
1½-2	Ch	J-15-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	3,615	705
1½-2	Ch. Cb	J-15-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,855	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	157	3,952	875
1½-2	Ch. (Bus)			6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,920	905
1-3	Ch	J-20-38	J-20-001 to J-20-944	6.50/20 6 ply	6.50/20 6 ply	6	6	123	4,210	1,013
2-3	Ch. Cb	J-20-38		6.50/20 6 ply	6.50/20 6 ply	6	6	123	4,410	1,123
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	4,220	1,003
2-3	Ch. Cb	J-20-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,090	1,263
2-3	Ch	J-20-80		6.50/20 6 ply	6.50/20 6 ply	6	6	180	4,250	1,113
2-3	Ch. Cb	J-20-80		6.50/20 6 ply	6.50/20 6 ply	6	6	180	4,750	1,233
2½-4	Ch	J-25-38	J-25-001 to J-25-137	7.00/20	7.00/20	6	6	123	5,075	1,501
2½-4	Ch. Cb	J-25-38		7.00/20	7.00/20			123	5,475	1,705
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	1,705
2½-4	Ch	J-25-80		7.00/20	7.00/20	6	6	180	5,600	1,601
2½-4	Ch. Cb	J-25-80		7.00/20	7.00/20	6	6	180	5,700	1,805
3-5	Ch	J-30-42	J-30-001 to J-30-319	7.00/20	32 x 6 10 ply	6	6	142	5,925	1,626
3-5	Ch. Cb	J-30-42		7.00/20	32 x 6 10 ply	6	6	142	6,425	2,101
3-5	Ch	J-30-66		7.00/20	32 x 6 10 ply	6	6	166	6,000	2,005
3-5	Ch. Cb	J-30-66		7.00/20	32 x 6 10 ply	6	6	166	6,400	2,171
3-5	Ch	J-30-84		7.00/20	32 x 6 10 ply	6	6	184	6,025	2,009
3-5	Ch. Cb	J-30-84		7.00/20	32 x 6 10 ply	6	6	184	6,485	2,201

CAB OVER ENGINE

1½-2	Ch	J-15M-01	J-15-M-001 to J-15-M-[illegible]	6.00/20 6 ply	32 x 6 8 ply	4	6	101	3,140	$803
1½-2	Ch	J-15M-01		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,270	720
1½-2	Ch. Cb	J-15M-01		6.00/20 6 ply	32 x 6 8 ply	4	6	101	3,720	900
1½-2	Ch. Cb	J-15M-01		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,870	920
1½-2	Ch	J-15M-38		6.00/20 6 ply	32 x 6 8 ply	4	6	123	3,220	735
1½-2	Ch	J-15M-38		6.00/20 6 ply	6.00/20 6 ply	6	6	123	3,400	805
1½-2	Ch. Cb	J-15M-38		6.00/20 6 ply	32 x 6 8 ply	4	6	138	3,870	920
1½-2	Ch. Cb	J-15M-38		6.00/20 6 ply	6.00/20 6 ply	6	6	173	4,000	980
1½-2	Ch	J-15M-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,305	775
1½-2	Ch	J-15M-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	3,455	805
1½-2	Ch. Cb	J-15M-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,905	910
1½-2	Ch. Cb	J-15M-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	4,055	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	123	4,175	1,063
2-3	Ch. Cb	J-20M-38		6.50/20 6 ply	6.50/20 6 ply	6	6	123	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	4,500	1,113
2-3	Ch. Cb	J-20M-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,800	1,313
2-3	Ch. (Bus)	J-20M-87	J-20-M-B-001 to J-2 M-B-060.	6.50/20 6 ply	6.50/20 6 ply	6	6	157	4,497	1,273
2½-4	Ch	J-25M-01	J-25-M-001 to J-25-M-[illegible]	7.00/20	7.00/20	6	6	101	4,695	1,501
2½-4	Ch. Cb	J-25M-01		7.00/20	7.00/20	6	6	101	5,095	1,771
2½-4	Ch	J-25M-38		7.00/20	7.00/20	6	6	123	5,045	1,711
2½-4	Ch. Cb	J-25M-38		7.00/20	7.00/20	6	6	173	5,645	1,821
2½-4	Ch	J-25M-62		7.00/20	7.00/20	6	6	162	5,100	1,671
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-25M B-87	J-25-M-B-001 to J-25-M-B-025.	7.00/20	7.00/20	6	6	157	5,247	1,701
3-5	Ch	J-30M-01	J-30-M-001 to J-30-M-[illegible]	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	6,000	2,005
3-5	Ch. Cb	J-30M-42		7.00/20	32 x 6 10 ply	6	6	142	6,600	2,215
3-5	Ch	J-30M-66		7.00/20	32 x 6 10 ply	6	6	166	6,000	2,005
3-5	Ch. Cb	J-30M-66		7.00/20	32 x 6 10 ply	6	6	166	6,600	2,425

(u) STUDEBAKER—Continued

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

(4) 1938

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. 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	787
½	Suburban 8	K-5-16		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,385	1,227
1	Ch	K-10-30	K-10-001 to K-10-387	6.50/16 6 ply	6.50/16 6 ply	4	6	130	2,760	694
1	Ch. Cb	K-10-30		6.50/20 6 ply	6.50/20 6 ply	4	6	130	3,100	829
1	Narrow Exp	K-10-30		6.50/20 6 ply	6.50/20 6 ply	4	6	130	N. A.	906
1	Wide Exp	K-10-30		6.50/20 6 ply	6.50/20 6 ply	4	6	130	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	130	N. A.	1,204
1½-2	Ch	K-15-38	K-15-001 to K-15-1299	6.00/20 6 ply	32 x 6 8 ply	4	6	138	3,405	715
1½-2	Ch	K-15-38		6.00/20 6 ply	6.00/20 6 ply	6	6	138	3,535	760
1½-2	Ch. Cb	K-15-38		6.00/20 6 ply	32 x 6 8 ply	4	6	138	3,805	890
1½-2	Ch. Cb	K-15-38		6.00/20 6 ply	6.00/20 6 ply	6	6	138	3,935	925
1½-2	Ch	K-15-62	K-15-001 to K-15-1299	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-20-38	K-20-001 to K-20-270	6.50/20 6 ply	6.50/20 6 ply	6	6	138	4,210	1,068
2-3	Ch. Cb	K-20-38		6.50/20 6 ply	6.50/20 6 ply	6	6	138	4,010	1,203
2-3	Ch	K-20-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,290	1,109
2-3	Ch. Cb	K-20-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,690	1,258
2-3	Ch	K-20-80		6.50/20 6 ply	6.50/20 6 ply	6	6	180	4,350	1,168
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-25-38	K-25-001 to K-25-038	7.00/20	7.00/20	6	6	138	5,077	1,011
2½-4	Ch. Cb	K-25-38		7.00/20	7.00/20	6	6	138	5,477	1,760
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	1,810
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	1,860
3-5	Ch	K-30-42	K-30-001 to K-30-035	7.00/20	32 x 6 10 ply	6	6	142	5,886	2,011
3-5	Ch. Cb	K-30-42		7.00/20	32 x 6 10 ply	6	6	142	6,286	2,160
3-5	Ch	K-30-66		7.00/20	32 x 6 10 ply	6	6	166	6,040	2,061
3-5	Ch. Cb	K-30-66		7.00/20	32 x 6 10-ply	6	6	166	6,440	2,210
3-5	Ch	K-30-80		7.00/20	32 x 6 10 ply	6	6	180	6,089	2,111
3-5	Ch. Cb	K-30-80		7.00/20	32 x 6 10 ply	6	6	180	6,486	2,260

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	930
1½-2	Ch. Cb	K-15M-01		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,870	935
1½-2	Ch	K-15M-38		6.00/20 6 ply	32 x 6 8 ply	4	6	138	3,270	775
1½-2	Ch	K-15M-38		6.00/20 6 ply	6.00/20 6 ply	6	6	138	3,400	810
1½-2	Ch. Cb	K-15M-38		6.00/20 6 ply	32 x 6 8 ply	4	6	138	3,870	930
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	138	4,060	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	3,495	850
1½-2	Ch. Cb	K-15M-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,955	1,029
1½-2	Ch. Cb	K-15M-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	4,035	1,053
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	1,059
2-3	Ch. Ob	K-20M-01		6.50/20 6 ply	6.50/20 6 ply	6	6	101	4,717	1,263
2-3	Ch	K-20M-38		6.50/20 6 ply	6.50/20 6 ply	6	6	138	4,177	1,103
2-3	Ch. Ob	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	4,267	1,158
2-3	Ch. Ob	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	1,691
2½-4	Ch. Cb	K-25M-38		7.00/20	7.00/20	6	6	138	5,647	1,891
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	2,231
3-5	Ch	K-30M-66		7.00/20	32 x 6 10 ply	6	6	166	6,050	2,110
3-5	Ch. Cb	K-30M-66		7.00/20	32 x 6 10 ply	6	6	.166	6,650	2,331

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CONVENTIONAL

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	$659
½	Ch. Exp	L-5		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,250	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	705
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	885
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	765
1½	Ch. Cb	K-15-38		6.00/20 6 ply	32 x 6 8 ply	4	6	138	3,805	805
1½	Ch. Ob	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 .Ob	K-15-62		6.00/20 6 ply	32 x 6 8 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

(u) STUDEBAKER—Continued

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

(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*	
1½	Ch. (Bus)	K-15B-87		6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,900	$625
2	Ch	K-20-38	K-20-271 to K-20-638	6.00/20 6 ply	6.00/20 6 ply	6	6	133	4,210	1,053
2	Ch. Cb	K-20-38		6.00/20 6 ply	6.00/20 6 ply	6	6	133	4,610	1,203
2	Ch	K-20-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	4,220	1,103
2	Ch. Cb	K-20-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	4,620	1,253
2	Ch	K-20-80		6.00/20 6 ply	6.00/20 6 ply	6	6	180	4,320	1,153
2	Ch. Cb	K-20-80		6.00/20 6 ply	6.00/20 6 ply	6	6	180	4,720	1,303
2½	Ch	K-25-38	K-25-639 to K-25-1041	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	1,765
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	1,815
2½	Ch	K-25-80		7.00/20	7.00/20	6	6	180	5,257	1,711
2½	Ch. Cb	K-25-80		7.00/20	7.00/20	6	6	180	5,657	1,865
3	Ch	K-30-42	K-30-609 to K-30-909	7.00/20	32 x 6 10 ply	6	6	142	5,830	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	6,043	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-333	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	765
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	980
1½	Ch	K-15M-33		6.00/20 6 ply	32 x 6 8 ply	4	6	123	3,270	750
1½	Ch	K-15M-33		6.00/20 6 ply	6.00/20 6 ply	6	6	123	3,400	795
1½	Ch. Cb	K-15M-33		6.00/20 6 ply	32 x 6 8 ply	4	6	123	3,870	955
1½	Ch. Cb	K-15M-33		6.00/20 6 ply	6.00/20 6 ply	6	6	123	4,000	990
1½	Ch	K-15M-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,295	760
1½	Ch	K-15M-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	3,425	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-148 to K-20-M-248	6.00/20 6 ply	6.00/20 6 ply	6	6	101	4,117	1,053
2	Ch. Cb	K-20M-01		6.00/20 6 ply	6.00/20 6 ply	6	6	101	4,717	1,203
2	Ch	K-20M-33		6.00/20 6 ply	6.00/20 6 ply	6	6	123	4,177	1,103
2	Ch. Cb	K-20M-33		6.00/20 6 ply	6.00/20 6 ply	6	6	123	4,777	1,313
2	Ch	K-20M-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	4,257	1,153
2	Ch. Cb	K-20M-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	4,857	1,263
2	Ch. (Bus)	K-20MB-87	K-20-M-B-017 to K-20-M-B-037.	6.00/20 6 ply	6.00/20 6 ply	6	6	157	4,407	1,263
2½	Ch	K-25M-01	K-25-M-019 to K-25-M-034	7.00/20	7.00/20	6	6	101	4,937	1,611
2½	Ch. Cb	K-25M-01		7.00/20	7.00/20	6	6	101	5,537	1,831
2½	Ch	K-25M-33		7.00/20	7.00/20	6	6	123	5,047	1,661
2½	Ch. Cb	K-25M-33		7.00/20	7.00/20	6	6	123	5,647	1,851
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-25M-B-87	K-25-MB-013 to K-25-MB-025.	7.00/20	7.00/20	6	6	157	5,247	1,751
3	Ch	K-30M-01	M-30-M-018 to K-30-M-031	7.00/20	32 x 6 10 ply	6	6	101	5,860	2,011
3	Ch. Cb	K-30M-01		7.00/20	32 x 6 10 ply	6	6	101	6,460	2,231
3	Ch	K-30M-42		7.00/20	32 x 6 10 ply	6	6	142	5,960	2,061
3	Ch. Cb	K-30M-42		7.00/20	32 x 6 10 ply	6	6	142	6,060	2,231
3	Ch	K-30M-66		7.00/20	32 x 6 10 ply	6	6	166	6,060	2,111
3	Ch. Cb	K-30M-66		7.00/20	32 x 6 10 ply	6	6	166	6,060	2,331
			(6) 1940							
			CONVENTIONAL							
½	Sed. Dly	2GF3	G-30101 and up	5.50/15 4 ply	5.50/15 4 ply	5	6	113	2,200	$707
½	Coupe Dly	2GQ1		5.50/15 4 ply	5.50/15 4 ply	5	6	113	2,200	620
1	Ch	K-10-30	K-10-388 to K-10-629	6.00/16 6 ply	6.00/16 6 ply	4	6	120	2,840	620
1	Ch. Cb	K-10-30		6.00/16 6 ply	6.00/16 6 ply	4	6	120	3,240	765
1	Narrow Exp	K-10-30		6.00/16 6 ply	6.00/16 6 ply	4	6	120	3,700	842
1	Wide Exp	K-10-30		6.00/16 6 ply	6.00/16 6 ply	4	6	120	3,775	850
1	Ch. Cb. Stk	K-10-30		6.00/16 6 ply	6.00/16 6 ply	4	6	120	3,775	835
1	Panel	K-10-30		6.00/16 6 ply	6.00/16 6 ply	4	6	120	4,000	1,149
1½	Ch	K-15-38	K-15-3072 to K-15-4483	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	3,835	765
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	3,495	720
1½	Ch	K-15-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	3,615	765
1½	Ch. Cb	K-15-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,895	895
1½	Ch. Cb	K-15-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	4,015	920
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	157	3,770	890
1½	Ch. (Bus)			6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,900	925
2	Ch	K-20-38	K-20-639 to K-20-1008	6.00/20 6 ply	6.00/20 6 ply	6	6	133	4,210	1,053
2	Ch. Cb	K-20-38		6.00/20 6 ply	6.00/20 6 ply	6	6	133	4,610	1,203
2	Ch	K-20-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	4,220	1,103
2	Ch. Cb	K-20-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	4,620	1,253
2	Ch	K-20-80		6.00/20 6 ply	6.00/20 6 ply	6	6	180	4,320	1,153
2	Ch. Cb	K-20-80		6.00/20 6 ply	6.00/20 6 ply	6	6	180	4,720	1,303
2½	Ch	K-25-38	K-25-165 to K-25-2220	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	1,765
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	1,815
2½	Ch	K-25-80		7.00/20	7.00/20	6	6	180	5,257	1,711
2½	Ch. Cb	K-25-80		7.00/20	7.00/20	6	6	180	5,657	1,865
3	Ch	K-30-42	K-30-091 to K-30-110	7.00/20	32 x 6 10 ply	6	6	142	5,830	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	6,043	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

(u) STUDEBAKER—Continued

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

(6) 1940—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	K-15M-01	K-15-M-534 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	3,710	925
1½	Ch. Cb	K-15M-01		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,870	990
1½	Ch	K-15M-38		6.00/20 6 ply	32 x 6 8 ply	4	6	138	3,270	750
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-249 to K-20-M-372	6.50/20 6 ply	6.50/20 6 ply	6	6	101	4,117	1,038
2	Ch. Cb	K-20M-01		6.50/20 6 ply	6.50/20 6 ply	6	6	101	4,717	1,208
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-038 to K-20-M-B-068	6.50/20 6 ply	6.50/20 6 ply	6	6	187	4,407	1,208
2½	Ch	K-25M-01	K-25-M-035 to K-25-M-087	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	1,891
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	5,809	2,011
3	Ch. Cb	K-30M-01		7.00/20	32 x 6 10 ply	6	6	101	6,409	2,231
3	Ch	K-30M-42		7.00/20	32 x 6 10 ply	6	6	142	6,109	2,061
3	Ch. Cb	K-30M-42		7.00/20	32 x 6 10 ply	6	6	142	6,709	2,281
3	Ch	K-30M-66		7.00/20	32 x 6 10 ply	6	6	166	6,069	2,111
3	Ch. Cb	K-30M-66		7.00/20	32 x 6 10 ply	6	6	166	6,669	2,331

(7) 1941

CONVENTIONAL

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	$595
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	2,908	721
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	695
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	3,670	785
1½	Ch. Cb. Exp	M-15-20		6.00/17 6 ply	6.00/17 6 ply	4	6	120	3,780	805
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	123	2,805	645
1½	Ch	M-15-28		6.00/17 6 ply	6.00/17 6 ply	6	6	123	2,925	690
1½	Ch. Cb	M-15-28		6.00/17 6 ply	6.00/17 6 ply	4	6	123	3,205	765
1½	Ch. Cb	M-15-28		6.00/17 6 ply	6.00/17 6 ply	6	6	123	3,725	810
1½	Ch. Cb. Stk. 9'	M-15-28		6.00/17 6 ply	6.00/17 6 ply	6	6	123	4,000	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	3,200	740
1½	Ch. Cb	M-16-28		6.00/20 6 ply	32 x 6 8 ply	4	6	128	3,600	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	$493
½	Ch. Cb	M-5		6.00/16 4 ply	6.00/16 4 ply	5	6	113	2,415	613
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	2,908	713
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	695
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	123	2,805	645
1½	Ch	M-15-28		6.00/17 6 ply	6.00/17 6 ply	6	6	123	2,925	690
1½	Ch. Cb	M-15-28		6.00/17 6 ply	6.00/17 6 ply	4	6	123	3,605	705
1½	Ch. Cb	M-15-28		6.00/17 6 ply	6.00/17 6 ply	6	6	123	3,725	810
1½	Ch. Cb. Stk. 9'	M-15-28		6.00/17 6 ply	6.00/17 6 ply	6	6	123	4,000	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

(u) STUDEBAKER—Continued

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

(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.	M-16-23	M-16-2525 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	123	3,100	$995
1½	Ch.	M-16-23		6.00/20 6 ply	6.00/20 6 ply	6	6	123	3,220	740
1½	Ch. Cb	M-16-23		6.00/20 6 ply	32 x 6 8 ply	4	6	123	3,500	815
1½	Ch. Cb	M-16-23		6.00/20 6 ply	6.00/20 6 ply	6	6	123	3,620	800
1½	Ch. Cb. Stk. 9'	M-16-23		6.00/20 6 ply	6.00/20 6 ply	6	6	123	4,524	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	785
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-15-52		6.00/20 6 ply	6.00/20 6 ply	6	6	152	3,775	835
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	859
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	304125 to 372899	5.25/17 4 ply	5.25/17 4 ply	5	6	106	2,385	$715
½	Ch.	K		5.25/17 4 ply	5.25/17 4 ply	5	6	106	1,895	375
½	Pickup	K		5.25/17 4 ply	5.25/17 4 ply	5	6	106	2,320	445
½	Panel	K		5.25/17 4 ply	5.25/17 4 ply	5	6	106	2,610	520

(2) 1934

CONVENTIONAL

½	Sed. Dly.	K	373000 to 416001	5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,630	$795
½	Ch.	K		5.50/17 4 ply	5.50/17 4 ply	5	6	112	1,930	405
½	Ch. Cb.	K		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,220	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	2,500	530

(3) 1935

CONVENTIONAL

½	Utility	G	51101 to 5137772	6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,835	$805
¾	Ch.	G		6.00/16 4 ply	6.00/16 4 ply	5	6	112	1,930	420
¾	Ch. Cb	G		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,205	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 6169720	6.00/16 4 ply	6.00/16 4 ply	5	6	115	2,625	$830
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	2,320	520
¾	Pickup	61		6.00/16 4 ply	6.00/16 4 ply	5	6	115	2,720	570
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 709001	6.00/16 4 ply	6.00/16 4 ply	5	6	117	2,855	$865
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	2,030	435
¾	Ch. Cb.	70		6.00/16 4 ply	6.00/16 4 ply	5	6	117	2,445	530
¾	Pickup	70		6.00/16 4 ply	6.00/16 4 ply	5	6	117	2,930	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	3,030	600
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 8050040	6.00/16 4 ply	6.00/16 4 ply	5	6	117	2,105	$831
¾	Ch. Cb.	80		6.00/16 4 ply	6.00/16 4 ply	5	6	117	2,540	630
¾	Pickup	80		6.00/16 4 ply	6.00/16 4 ply	5	6	117	2,935	630
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 8850040	6.00/16 4 ply	6.00/16 4 ply	5	6	124	2,210	731
¾	Ch. Cb.	88		6.00/16 4 ply	6.00/16 4 ply	5	6	124	2,645	630
¾	Pickup	88		6.00/16 4 ply	6.00/16 4 ply	5	6	124	3,030	720
¾	Panel-Custom Dly	88		6.00/16 4 ply	6.00/16 4 ply	5	6	124	3,135	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	$1,185
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.	5,045	1,795
3	Ch.	712		8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	6,080	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.	7,595	4,350
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	4,650
3	Ch.	621K		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	9,123	4,850
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
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	6,300

CONVENTIONAL—(3D AXLE)

9	Chr. (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	8,650

CONVENTIONAL—(BUS)

	Chr.	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.	5,880	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.	11,210	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	1,295
1	Ch.	703		7.00/20 8 ply	7.00/20 8 ply	4	6	N. A.	4,233	1,240
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.	5,620	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.	5,647	1,940
3	Ch.	712		8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	6,080	2,550
3	Ch.	718		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	6,830	2,950
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.	7,595	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.	9,123	4,850
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
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	6,300

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	8,650

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.	5,880	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	9.57/20 12 ply	6	6	N. A.	11,210	8,000

[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.

(w) WHITE—Continued

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

(2) 1936—Continued

CAB OVER ENGINE—(BUS)

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.	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.	6.00/20 6 ply	6.00/20 6 ply	4	6	N. A.	4,143	$1,025
2	Ch.	700H		7.00/20 8 ply	7.00/20 6 ply	6	6	N. A.	4,610	1,200
	Ch. (TR)	709K		7.00/20 8 ply	7.00/20 8 ply	6	6	125	4,650	1,225
1	Ch.	703	N. A.	7.00/20 6 ply	7.00/20 6 ply	4	6	N. A.	4,450	1,250
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.	4,895	1,600
	Ch. (TR)	704K		7.00/20 8 ply	7.00/20 8 ply	6	6	125	5,220	1,825
1½	Ch.	705		7.00/20 8 ply	7.00/20 6 ply	6	6	N. A.	4,915	1,705
1½	Ch.	709		7.50/20 8 ply	7.50/20 6 ply	6	6	N. A.	5,043	2,010
3	Ch.	709A		7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,057	2,110
2	Ch.	710		7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,099	2,290
3	Ch.	712		8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	6,069	2,640
4	Ch.	712A		8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	6,069	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.	6,820	3,115
4½	Ch.	718A		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	7,200	3,135
3½	Ch.	720		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	8,200	4,320
	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.	9,000	5,250
3½	Ch.	720		9.75/20 12 ply	9.75/20 12 ply	6	12	N. A.	10,140	6,100
4	Ch.	731		10.00/20 12 ply	10.00/20 12 ply		12	N. A.	11,220	6,000

CAB OVER ENGINE

1½	Ch.	805	N. A.	7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,805	$1,700
1½	Ch.	803		8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	5,043	2,315
2	Ch.	810		7.50/20 8 ply	7.50/20 8 ply		6	N. A.	6,010	2,550
3	Ch.	812		8.25/20 10 ply	8.25/20 10 ply		6	N. A.	6,600	2,600
3	Ch.	818		9.00/20 10 ply	9.00/20 10 ply		6	N. A.	6,820	3,375

(4) 1938

CONVENTIONAL

1	Ch.	700	N. A.	6.00/20 6 ply	6.00/20 6 ply	4	6	123	4,143	$1,095
1½	Ch.	700A		6.00/20 6 ply	6.00/20 6 ply	4	6	123	4,320	1,150
1½	Ch.	700H		7.00/20 8 ply	7.00/20 8 ply	6	6	123	4,610	1,350
1	Ch.	703		7.00/20 8 ply	7.00/20 8 ply	4	6	123	4,450	1,420
1½	Ch.	704		7.00/20 8 ply	7.00/20 8 ply	6	6	123	4,749	1,520
2	Ch.	704A		7.50/20 8 ply	7.50/20 8 ply	6	6	123	4,895	1,670
2	Ch.	704H		7.50/20 8 ply	7.50/20 8 ply	6	6	123	4,895	1,650
	Ch. (TR)	704K		7.00/20 8 ply	7.00/20 8 ply	6	6	123	5,220	2,000
1½	Ch.	709		7.50/20 8 ply	7.50/20 8 ply	6	6	123	5,043	2,150
3	Ch.	709A		7.50/20 8 ply	7.50/20 8 ply	6	6	123	5,057	2,315
2	Ch.	710		7.50/20 8 ply	7.50/20 8 ply	6	6	123	5,099	2,420
3	Ch.	710A		8.25/20 10 ply	8.25/20 10 ply	6	6	123	6,075	2,615
3	Ch.	712		8.25/20 10 ply	8.25/20 10 ply	6	6	123	6,600	2,750
4	Ch.	712A		8.25/20 10 ply	8.25/20 10 ply	6	6	123	6,600	2,915
3	Ch.	718		9.00/20 10 ply	9.00/20 10 ply	6	6	123	6,820	3,175
4½	Ch.	718A		9.75/20 12 ply	9.75/20 12 ply	6	6	123	7,200	3,395
5	Ch.	720		9.00/20 10 ply	9.00/20 10 ply	6	6	124	8,200	4,500
	Ch. (TR)	720T		9.00/20 10 ply	9.00/20 10 ply	6	6	124	8,100	4,500
8	Ch.	722		9.75/20 12 ply	9.75/20 12 ply	6	6	124	9,200	5,500
4½	Ch.	750		9.00/20 10 ply	9.00/20 10 ply	6	6	123	7,552	3,600
	Ch. (TR)	750T		9.00/20 10 ply	9.00/20 10 ply	6	6	123	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	150	7,205	$3,195
	Ch. (6 x 4)	918		9.00/20 10 ply	9.00/20 10 ply	10	6	124	9,420	4,695
	Ch. (6 x 4)	920		9.00/20 10 ply	9.00/20 10 ply	10	6	143	12,585	7,855
	Ch. (6 x 4)	922		9.75/20 12 ply	9.75/20 12 ply	10	6	143	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.	10,200	5,620
	Ch. (6 x 4)	991		10.00/24 12 ply	10.00/24 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.	10,000	7,000
	Ch.	54A		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	11,235	8,100

CAB OVER ENGINE

1	Ch.	800	N. A.	6.00/20 6 ply	6.00/20 6 ply	4	6	102	2,850	$900
1½	Ch.	802		6.00/20 6 ply	6.00/20 6 ply	6	6	93	4,800	995
1½	Ch.	805		7.00/20 8 ply	7.00/20 8 ply	6	6	97	4,805	1,850
1½	Ch.	803		8.25/20 10 ply	8.25/20 10 ply	6	6	97	5,043	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	2,600
3	Ch. Cb.	818		9.00/20 10 ply	9.00/20 10 ply	6	6	97	6,820	3,375
5	Ch. Cb.	820		9.75/20 12 ply	9.75/20 12 ply	6	6	109	8,818	5,400
8	Ch.	822		10.00/20 12 ply	10.00/20 12 ply	6	6	109	9,443	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

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

(4) 1938—Continued

CAB OVER ENGINE—(BUS)

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.	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	1,300
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.	5,620	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 pl	7.00/20 8 ply	10	6	N. A.	7,355	$3,185
	Ch. (6 x 4)	918		9.00/20 10 ply	9.00/20 10 ply	10	6	N. A.	9,450	5,620
	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	5,620

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.	10,106	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	1,300
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.	5,620	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
	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.	7,305	$3,185
	Ch. (6 x 4)	918		9.00/20 10 ply	9.00/20 10 ply	10	6	N. A.	9,450	5,620
	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	5,620

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.	804		6.00/20 6 ply	6.00/20 6 ply	6	6	N. A.	3,660	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.	6,320	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.	10,106	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

[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

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

(7) 1941 AND 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*	
1-3½	Ch	WA-14	N. A	6.00-20 6 ply	6.00-20 6 ply	4	6	123	4,655	$1,175
1½-4	Ch	WA-18		7.50-20 8 ply	7.50-20 8 ply	6	6	123	5,291	1,625
1½-4	Ch	WA-20		7.00-20 8 ply	7.00-20 8 ply	6	6	123	5,740	2,035
2-5	Ch	WA-22		7.50-20 8 ply	7.50-20 8 ply	6	6	127	6,240	2,750
4½-8	Ch	WA-26		9.00-20 10 ply	9.00-20 10 ply	6	6	123	7,745	3,875
5-10	Ch	WA-34		10.00-20 12 ply	10.00-20 12 ply	6	6	123	8,735	4,675
	Ch. (TR)	720		9.00-20 10 ply	9.00-20 10 ply	6	6	124	8,200	4,650
8-10	Ch	722		10.00-20 12 ply	10.00-20 12 ply	6	6	124	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	135	N. A.	$2,700
1-4	Ch	WA-18D		7.00-20 8 ply	7.00-20 8 ply	6	6	135	N. A.	3,195
2-5	Ch	WA-22D		7.50-20 8 ply	7.50-20 8 ply	6	6	135	N. A.	3,750
8-10	Ch	722D		10.00-20 12 ply	10.00-20 12 ply	6	6	134	N. A.	7,650

CONVENTIONAL—(CD AXLE)

7-9	Ch. (6 x 4)	WA-20C4	N. A	7.00-20 8 ply	7.00-20 8 ply	10	6	160	N. A.	$3,000
8-12	Ch. (6 x 4)	WA-22C4		9.00-20 10 ply	9.00-20 10 ply	10	6	160	N. A.	4,050
10-14	Ch. (6 x 4)	WA-24C4		9.00-20 10 ply	9.00-20 10 ply	10	6	160	N. A.	5,000
12-16	Ch. (6 x 4)	920		9.00-20 10 ply	9.00-20 10 ply	10	6	158	N. A.	7,400
14-18	Ch. (6 x 4)	922		10.00-20 12 ply	10.00-20 12 ply	10	6	158	N. A.	8,000

CONVENTIONAL (BUS)

	Ch. (bus)	WA-16	N. A	7.00-20 8 ply	7.00-20 8 ply	6	6	170	N. A.	$2,420
	Ch. (School Bus)	W-14B		7.00-20 8 ply	7.00-20 8 ply	6	6	113	N. A.	1,460
	Ch. (School Bus)	W-18B		7.50-20 8 ply	7.50-20 8 ply	6	6	165	N. A.	1,870
	Ch. (School Bus)	W-20B		8.25-20 10 ply	8.25-20 10 ply	6	6	175	N. A.	2,420

STORE-DOOR DELIVERY

¾-1½	White Horse	S90A	N. A	7.00-16 6 ply	7.00-16 6 ply	4	6	124	3,800	$1,200
¾-1½	White Horse	S116A		7.00-16 6 ply	7.00-16 6 ply			121	4,030	1,325

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	5,120	1,825
1½-4½	Ch	WA-120		7.00-20 8 ply	7.00-20 8 ply	6	6	97	5,220	2,025
3-6	Ch	WA-122		7.50-20 8 ply	7.50-20 8 ply	6	6	109	6,000	2,780
4½-8	Ch	WA-126		9.00-20 10 ply	9.00-20 10 ply	6	6	109	7,295	3,975
5-10	Ch	WA-134		10.00-20 12 ply	10.00-20 12 ply	6	6	109	8,429	4,675
	Ch. (TR)	820		10.00-20 12 ply	10.00-20 12 ply	6	6	109	10,156	5,650
8-10	Ch	822		11.00-20 12 ply	11.00-20 12 ply	6	6	109	N. A.	6,650

(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 cylinders	Wheel base[1]	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	$295
½	Panel	77		5.25-17	5.25-17	5	4	100	2,130	415

(2) 1936

CONVENTIONAL

½	Pickup	77	37426 and up	5.00-17	5.00-17	5	4	100	2,000	$295
½	Panel	77	39039 and up	5.25-17	5.25-17	5	4	100	2,120	415

(3) 1937

CONVENTIONAL

½	Pickup	77	61000 to 64467	5.00-17	5.00-17	5	4	100	2,000	$295
½	Panel	77		5.25-17	5.25-17	5	4	100	2,120	415

[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.

(x) WILLYS—Continued

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

(4) 1938

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
								Inches	*Pounds*	
½	Ch	38	65001 to 89000	5.50/16	5.50/16	4	4	100	1,295	$330
½	Ch/Cowl	38		5.50/16	5.50/16	4	4	100	1,677	490
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	2,228	630
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	645

(5) 1939

CONVENTIONAL

½	Ch	38	89001 to 91750	5.50/16	5.50/16	4	4	100	1,235	$330
½	Ch/Cowl	38		5.50/16	5.50/16	4	4	100	1,677	490
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	2,228	630
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	645
½	Pickup	48	91751 and up	5.50/16	5.50/16	5	4	100	2,228	630
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	645

(6) 1940

CONVENTIONAL

½	Pickup	440	N. A.	5.50/16	5.50/16	5	4	100	2,207	$635
½	Panel	440P		5.50/16	5.50/16	5	4	100	2,621	709

(7) 1941

CONVENTIONAL

½	Ch	441	50001 and up	5.50/16	5.50/16	5	4	104	1,360	$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	642
½	Pickup	441		5.50/16	5.50/16	5	4	104	2,207	687

CAB OVER ENGINE

½	Panel Dly	441	50001 and up	6.00/16	6.00/16	4	4	104	2,621	$869

(8) 1942

CONVENTIONAL

½	Ch/Cowl	442	80100 and up	5.50/16	5.50/16	4	4	104	1,670	$523
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	733
½	Panel	442P		5.50/16	5.50/16	4	4	104	2,703	930

[Paragraph (y) added by Am. 4; revoked by Am. 11, 10 F.R. 12255, effective 10-28-45]

[Appendix C added by Am. 1, 8 F.R. 17036, effective 12-23-43 and amended by Am. 4, 9 F.R. 7009, effective 6-28-44]

APPENDIX D—TABLE OF FREIGHT ALLOWANCE RATES FOR VEHICLES COVERED BY THIS REGULATION FROM PLACES OF MANUFACTURE TO STATES AND PARTS OF STATES NEAREST SPECIFIED CITIES

PLACE OF MANUFACTURE

[Rates in cents per 100 pounds]

	Allentown, Pa.	Anderson, Ind.	Appleton, Wis.	Ardmore, Pa.	Augusta, Kans.	Baltimore, Md.	Bradenton, Fla.	Bridgeport, Conn.	Bristol, Pa.	Buffalo, N. Y.	Butler, Pa.	Chicago, Ill.	Cincinnati, Ohio	Cleveland, Ohio	Clyde, Ohio	Cortland, N. Y.	Dearborn, Mich.	Delphos, Ohio	Denver, Colo.	Detroit, Mich.	Elba, Ala.	Flint, Mich.	Henderson, N. C.	Indianapolis, Ind.	Lansing, Mich.	Los Angeles, Calif.	Milwaukee, Wis.	Oshkosh, Wis.	Pontiac, Mich.	Saginaw, Mich.	South Bend, Ind.	Springfield, Mo.	Springfield, Ohio	Toledo, Ohio	Walpole, Mass.	York, Pa.
Alabama:																																			
Birmingham	195	152	192	195	217	188	178	215	195	199	187	167	147	179	173	215	181	164	200	181	103	186	164	150	178	501	175	188	150	192	166	138	101	170	215	195
Mobile	211	189	222	211	234	204	178	230	211	230	224	193	180	213	207	230	215	204	311	215	114	220	189	183	214	501	201	218	217	223	198	166	195	207	230	211
Montgomery	195	167	207	195	230	188	164	215	195	172	203	179	158	190	184	215	194	183	293	194	78	200	167	165	192	501	187	202	195	203	170	184	172	183	216	195
Arizona	497	434	414	497	330	486	486	486	486	455	455	414	434	455	454	497	434	434	277	434	455	434	486	434	434	129	414	414	434	434	434	399	434	431	486	489
Arkansas:																																				
Fort Smith	258	185	205	258	123	250	277	269	258	230	218	183	190	208	202	244	206	194	228	206	206	208	255	178	200	429	103	199	206	208	189	118	194	196	278	249
Little Rock	237	166	193	237	157	230	249	252	237	209	200	166	166	190	184	226	189	174	252	189	176	195	230	157	185	471	177	186	189	195	171	128	174	204	260	227
California	528	501	487	528	399	528	528	528	528	512	512	487	501	512	512	528	501	501	349	501	512	501	528	501	501	90	487	487	501	501	501	471	501	501	523	528
Colorado	320	251	252	320	179	315	395	331	325	291	282	240	258	270	264	304	264	256	82	264	316	264	334	247	261	349	216	254	264	270	218	200	240	220	338	309
Connecticut	70	136	152	81	260	86	245	44	68	96	108	142	133	109	117	83	117	129	331	117	223	121	121	136	124	528	142	152	121	122	133	237	127	117	59	83
Delaware	55	132	156	44	255	54	224	77	53	96	89	138	122	103	119	84	117	128	328	117	202	124	99	132	126	528	144	159	122	130	130	230	114	117	93	59
District of Columbia	68	120	150	62	242	40	216	83	63	97	82	131	109	95	112	88	112	115	316	112	196	110	82	120	118	528	137	148	114	122	121	203	104	112	97	53
Florida:																																				
Miami	240	269	319	240	346	232	128	261	240	276	262	283	252	283	278	267	287	453	421	287	188	293	220	269	291	528	283	316	291	297	281	300	265	231	301	240
Tallahassee	187	197	240	187	269	180	131	207	187	224	211	209	184	216	209	213	218	206	332	218	82	225	164	196	223	528	218	235	223	228	209	217	197	213	207	127
Tampa	224	240	292	224	310	216	59	245	224	260	246	245	223	255	249	251	258	245	386	258	149	264	192	237	262	528	264	286	262	268	252	273	236	252	245	224

APPENDIX D—TABLE OF FREIGHT ALLOWANCE RATES FOR VEHICLES COVERED BY THIS REGULATION FROM PLACES OF MANUFACTURE TO STATES AND PARTS OF STATES NEAREST SPECIFIED CITIES—Continued

PLACE OF MANUFACTURE—continued

[Rates in cents per 100 pounds]

	Allentown, Pa.	Anderson, Ind.	Appleton, Wis.	Ardmore, Pa.	Augusta, Kans.	Baltimore, Md.	Bradenton, Fla.	Bridgeport, Conn.	Bristol, Pa.	Buffalo, N. Y.	Butler, Pa.	Chicago, Ill.	Cincinnati, Ohio	Cleveland, Ohio	Clyde, Ohio	Cortland, N. Y.	Dearborn, Mich.	Delphos, Ohio	Denver, Colo.	Detroit, Mich.	Elba, Ala.	Flint, Mich.	Henderson, N. C.	Indianapolis, Ind.	Lansing, Mich.	Los Angeles, Calif.	Milwaukee, Wis.	Oshkosh, Wis.	Pontiac, Mich.	Saginaw, Mich.	South Bend, Ind.	Springfield, Mo.	Springfield, Ohio	Toledo, Ohio	Walpole, Mass.	York, Pa.
Georgia:																																				
Atlanta	174	161	205	174	241	167	165	190	174	204	195	179	144	177	170	200	179	167	[illegible]	179	114	199	141	153	194	512	157	210	184	199	174	200	153	173	196	174
Savannah	162	196	254	162	273	155	140	184	162	204	157	215	178	204	200	193	203	200	224	203	122	217	129	160	217	523	223	214	214	220	208	223	152	202	154	162
Idaho:																																				
Boise	497	434	417	497	364	497	497	497	497	455	455	468	434	455	455	497	434	434	322	434	455	421	497	424	421	220	[illegible]	412	421	434	434	370	434	424	497	497
Pocatello	438	362	361	438	307	432	497	446	440	401	390	348	371	384	379	418	370	371	322	370	455	373	497	385	371	201	348	374	370	373	373	366	331	373	435	427
Illinois:																																				
Chicago	136	65	72	136	167	131	261	162	139	103	99	----	82	89	78	117	78	63	237	78	153	77	153	67	63	497	43	69	73	73	74	149	78	74	144	124
Springfield	145	73	93	145	144	139	252	142	148	118	111	67	83	99	93	120	94	83	227	94	150	94	122	63	83	457	73	91	97	97	60	117	86	83	157	133
Indiana:																																				
Fort Wayne	122	49	91	122	183	115	249	129	124	89	83	62	63	67	56	104	62	40	251	62	193	67	149	63	60	501	74	83	65	65	40	151	58	52	131	111
Gary	136	65	72	136	167	131	261	142	139	103	99	31	82	80	78	117	78	63	237	78	193	77	152	67	63	457	42	60	78	75	50	149	73	74	144	124
Indianapolis	127	37	94	127	172	120	241	130	130	99	90	67	54	82	71	113	76	62	217	75	184	83	123	----	77	501	73	60	82	83	62	123	60	71	149	115
Iowa:																																				
Cedar Rapids	167	108	86	167	146	164	291	175	170	138	137	85	114	122	110	150	115	103	211	115	218	115	201	103	111	429	80	66	115	122	99	132	114	111	190	158
Sioux City	214	153	137	214	142	213	323	224	218	184	181	133	162	168	162	199	162	160	184	162	249	162	212	150	160	420	131	126	162	164	144	133	162	156	232	206
Kansas:																																				
Kansas City	204	132	140	204	96	199	290	210	207	177	167	122	140	150	150	183	151	141	189	151	218	151	223	127	147	429	123	133	151	156	130	94	145	146	224	194
Wichita	248	180	188	268	43	242	320	259	262	220	212	170	184	169	190	232	192	189	171	192	214	192	260	170	162	[illegible]	176	195	193	193	176	111	157	153	267	256
Kentucky:																																				
Frankfort	141	83	133	141	193	125	221	172	137	120	103	95	74	100	94	137	104	89	237	104	172	102	107	82	101	501	124	125	104	122	91	156	85	95	172	125
Louisville	131	60	105	131	177	122	224	143	133	105	97	82	68	88	82	120	88	73	229	88	167	93	172	54	80	501	90	101	80	94	77	143	71	82	143	120
Louisiana	251	201	226	251	230	264	252	287	272	244	232	201	201	224	221	223	222	208	311	223	170	227	223	193	221	471	210	224	226	231	216	136	206	217	256	262
Maine:																																				
Augusta	109	157	173	109	286	120	301	92	105	122	140	140	150	139	143	103	143	148	345	143	270	145	101	127	147	523	161	173	145	147	133	224	143	143	76	117
Portland	97	145	161	97	273	109	252	81	94	111	127	149	144	122	129	97	129	139	345	129	260	130	143	145	133	523	140	161	120	132	142	252	126	129	61	105
Maryland:																																				
Baltimore	65	120	150	56	242	----	201	78	68	94	83	131	109	95	112	89	112	115	316	112	190	110	89	120	118	523	137	143	114	122	121	203	104	112	94	45
Cumberland	77	103	133	77	225	68	228	94	78	80	65	113	93	76	90	83	90	93	323	90	218	93	94	103	100	523	110	131	93	102	104	163	83	80	111	63
Massachusetts	80	140	156	85	267	97	234	65	83	99	118	144	139	114	122	91	122	131	333	122	213	123	122	140	123	523	144	156	123	127	133	245	131	122	39	94
Michigan:																																				
Detroit	111	73	90	115	195	112	262	117	116	74	82	78	77	65	52	90	31	60	233	----	213	45	143	80	60	501	73	82	35	53	67	170	67	43	122	103
Grand Rapids	125	73	77	131	186	125	265	131	131	89	93	65	82	78	71	104	63	67	232	63	214	54	152	77	45	501	56	73	60	56	54	162	73	65	132	121
Minnesota	197	148	98	203	193	201	330	205	203	165	163	123	156	157	151	178	141	148	237	141	225	141	237	150	137	457	109	69	141	139	133	183	151	145	213	196
Mississippi	222	172	202	222	209	215	200	240	222	218	206	175	172	200	195	200	107	184	260	107	133	202	107	162	166	471	184	169	202	203	180	162	180	192	240	222
Missouri:																																				
Kansas City	204	132	140	204	96	199	290	210	207	177	167	122	140	150	150	183	151	122	159	151	215	151	223	127	147	429	123	133	151	156	120	94	145	146	224	194
St. Louis	150	78	96	150	140	143	245	159	152	125	117	78	89	109	99	130	101	99	223	101	180	104	102	74	99	471	83	69	104	105	86	105	90	67	164	139
Montana:																																				
Billings	379	309	281	387	276	376	497	384	384	345	343	292	321	300	321	359	310	316	223	310	455	315	497	310	285	220	285	281	316	309	344	289	320	316	393	307
Butte	426	353	326	431	327	420	497	428	431	393	386	300	365	374	368	403	360	365	223	360	455	365	497	354	352	231	329	324	360	365	301	261	284	263	439	414
Nebraska	219	159	148	219	125	218	320	233	228	189	182	137	165	171	165	201	164	162	172	161	243	164	214	150	161	429	133	152	164	176	147	123	162	161	241	213
Nevada:																																				
Las Vegas	528	501	487	528	399	528	528	528	523	512	512	487	501	512	512	523	501	501	337	501	512	501	523	501	501	110	457	457	501	501	501	471	501	501	523	523
Reno	497	434	414	497	330	497	497	497	497	455	455	414	434	455	455	497	424	434	252	424	455	434	497	424	434	144	414	414	424	424	424	[illegible]	424	424	497	497
New Hampshire	90	140	156	91	267	99	252	74	88	102	123	144	139	114	122	90	122	131	333	122	220	123	143	140	123	523	144	156	123	127	123	245	131	122	54	69
New Jersey	48	130	152	44	254	71	230	65	43	94	93	139	123	105	115	70	115	120	327	115	203	120	110	133	123	523	142	153	120	122	120	220	116	115	83	67
New Mexico	410	314	294	410	202	377	402	393	384	385	377	282	314	308	342	393	330	342	212	330	320	355	334	314	330	206	293	330	330	336	332	237	330	326	336	373
New York:																																				
Buffalo	86	99	114	94	220	94	260	97	94	----	67	103	103	67	77	65	74	80	231	74	223	77	132	93	83	512	103	114	77	82	83	186	83	82	101	86
New York City	49	133	152	54	254	71	230	54	49	93	97	142	123	100	115	77	115	120	327	115	203	121	110	133	124	523	142	153	121	122	133	220	120	115	77	67
North Carolina:																																				
Charlotte	137	172	206	137	262	123	179	150	133	165	145	178	147	144	150	162	165	155	334	165	156	170	63	170	170	523	185	204	167	155	170	220	147	158	167	131
Winston-Salem	120	155	187	120	256	106	193	133	117	148	123	160	128	139	137	143	148	130	327	148	167	170	76	161	153	523	167	185	150	160	153	223	123	130	150	114
North Dakota:																																				
Bismarck	283	225	192	289	221	296	390	289	289	249	252	203	235	240	234	264	224	226	225	224	315	224	307	220	220	471	169	182	224	224	217	222	224	227	234	275
Fargo	244	185	145	250	207	245	358	250	250	211	213	168	196	200	194	217	184	187	241	184	231	184	272	155	181	471	157	143	184	184	177	216	194	157	223	235
Ohio:																																				
Cincinnati	119	56	103	119	184	109	226	133	121	93	82	82	----	74	67	103	77	60	228	77	178	82	82	54	82	501	60	97	73	86	73	150	43	63	130	108
Cleveland	100	77	109	100	199	95	259	109	101	67	60	86	75	----	48	83	65	63	270	62	211	71	133	82	71	512	63	104	67	77	77	177	65	54	114	90
Oklahoma	268	201	207	268	88	268	311	286	268	236	227	187	207	216	218	251	211	211	207	211	237	202	273	190	203	399	183	211	211	222	192	123	202	206	293	254
Oregon	528	501	487	528	399	528	528	528	528	512	512	487	501	512	512	523	501	501	349	501	512	501	523	501	501	305	457	457	501	501	501	471	501	501	523	523
Pennsylvania:																																				
Erie	93	86	118	95	211	97	269	101	99	46	51	97	86	62	65	77	77	77	221	77	221	83	123	90	83	512	104	114	82	86	83	197	77	71	106	60
Philadelphia	46	127	152	31	248	54	224	65	34	94	88	130	110	100	115	78	115	122	320	115	202	119	60	127	122	523	141	153	110	122	127	223	112	115	83	54
Rhode Island	83	140	156	83	267	94	234	63	78	101	118	144	139	100	122	89	122	131	333	122	213	123	123	140	123	523	144	156	123	127	133	245	131	122	33	93
South Carolina:																																				
Charleston	151	193	237	151	283	144	156	175	151	193	176	212	178	185	183	189	169	169	354	169	150	200	114	160	200	523	218	224	204	203	208	245	193	190	175	151
Greenville	151	167	213	151	258	144	179	175	151	193	176	184	150	174	169	189	170	160	330	170	120	185	114	165	185	523	163	210	184	189	179	224	161	171	175	151
South Dakota:																																				
Pierre	274	207	185	274	201	267	329	280	276	240	235	193	216	224	218	230	213	209	167	213	252	213	244	207	209	471	157	181	213	213	169	157	217	213	257	253
Sioux Falls	218	156	133	221	166	217	371	220	222	186	185	137	160	173	141	190	162	159	107	162	235	162	220	156	156	471	131	133	162	162	148	153	166	162	234	209
Tennessee:																																				
Chattanooga	175	141	181	175	218	168	184	193	175	177	166	159	122	158	151	194	161	148	223	161	129	167	162	159	165	501	167	180	165	170	147	179	139	155	169	175
Memphis	207	137	168	207	170	193	212	227	207	184	170	139	147	165	149	193	162	148	220	162	144	167	185	129	161	471	148	164	167	163	145	124	145	150	227	189
Nashville	190	117	153	190	195	184	208	214	190	166	161	129	114	143	138	179	140	123	229	140	141	150	172	118	142	501	133	150	145	156	129	156	127	134	214	184
Texas:																																				
Amarillo	312	237	246	312	133	331	343	323	312	281	272	227	245	262	245	283	259	247	155	259	272	259	310	233	210	309	221	241	226	226	226	170	247	232	329	301
El Paso	405	307	313	405	218	377	394	396	384	372	368	298	315	357	327	391	352	315	211	352	321	353	331	303	343	223	305	310	352	326	332	223	343	347	404	373
Fort Worth	298	227	239	298	144	289	286	310	298	271	278	222	223	247	241	234	240	224	225	240	215	248	291	220	240	309	225	224	240	243	223	151	224	211	319	293
San Antonio	337	265	283	337	197	328	312	351	337	307	293	264	287	283	281	323	257	273	291	257	229	282	323	279	282	309	272	273	257	262	272	206	273	281	358	326
Utah	429	354	351	430	212	423	471	439	432	394	390	339	363	370	371	411	363	322	230	333	421	360	471	331	332	203	340	344	333	360	243	323	336	305	447	413
Vermont	93	140	156	98	267	114	260	88	101	93	118	144	139	100	122	89	122	131	333	122	237	123	145	140	123	523	144	156	123	127	133	245	131	122	83	111
Virginia:																																				
Norfolk	83	129	166	78	252	77	212	97	78	117	105	141	119	115	130	103	129	132	323	130	153	123	72	123	130	523	150	162	123	140	139	227	119	120	112	82
Roanoke	83	109	146	90	230	78	208	109	90	117	105	121	95	103	108	109	108	111	291	108	184	116	76	103	118	523	129	142	113	120	117	201	110	103	122	83
Washington	528	501	487	528	399	528	528	528	528	512	512	487	501	512	512	523	501	501	349	501	512	501	523	501	501	[illegible]	457	457	501	501	501	471	501	501	523	523
West Virginia:																																				
Charleston	106	83	123	122	206	94	237	124	108	93	82	101	71	82	82	112	83	78	278	83	190	94	82	83	94	512	111	110	93	97	94	177	71	83	132	96
Wheeling	93	83	118	109	206	88	245	105	97	77	43	94	76	60	65	93	77	74	270	77	211	83	115	83	83	512	104	113	78	86	83	175	63	63	121	83
Wisconsin:																																				
Madison-Milwaukee	141	82	59	145	168	144	275	150	150	107	110	54	94	97	93	121	83	83	229	83	212	78	162	83	73	457	49	54	82	83	63	151	91	85	152	137
Superior	197	148	99	203	193	201	330	205	203	165	170	123	159	155	151	178	143	149	237	143	224	142	237	150	141	457	113	83	143	139	137	153	153	147	213	156
Wyoming	321	262	252	321	224	320	431	333	328	288	283	247	235	270	269	310	224	234	169	224	332	233	323	259	233	340	216	262	201	229	247	213	261	259	340	314

[App. D amended by Am. 1, 8 F.R. 17036, effective 12-23-43 and Am. 4, 9 F.R. 7009, effective 6-28-44]

APPENDIX E

OPA Form 694-2163 (4-45)
Form Approved Budget Bureau No. 08-R1364

This Form May Be Reproduced Without Change

UNITED STATES OF AMERICA
OFFICE OF PRICE ADMINISTRATION
WASHINGTON 25, D. C.

Application for authorization to act as a dealer in automotive and related vehicles.

This application must be filed with the District Office of the Office of Price Administration for the area in which applicant's place of business is located. If applicant has a place of business in more than one district office area a separate application must be filed for the place of business in each district office area. If applicant has more than one place of business within one district office area, he should file one application for the group of businesses in that area.

Firm name of applicant

Principal business address—number and street

City, postal zone number, State.

This application is for (check one or more as applicable):

- ☐ Authorization to sell as a used car dealer in accordance with section 15 (b) of Maximum Price Regulation 540.
- ☐ Authorization to sell as a used motorcycle dealer in accordance with section 16 (b) of Maximum Price Regulation 569.
- ☐ Authorization to sell as a used commercial motor vehicle dealer in accordance with section 18 (b) of Revised Maximum Price Regulation 341.

PART I—GENERAL

			Yes	No
1	Firm name of applicant			
2	Principal business address—Number and street			
	Applicant's Board—Number and Address			
3	List below all addresses and area in square feet where used vehicles are displayed and sold. (If more space is needed use reverse side of this form.)			
	Address	Area		
4	a Do you have a dealer's license (if it is required by State or Municipal Law)?		☐	☐
	b If "Yes," what is the license number?			
5	Do you have a dealer's license plate?		☐	☐
6	a Are you a new car, new motorcycle, or new truck dealer?		☐	☐
	b If "Yes," give name(s) of new make(s) handled			
7	How long have you been in business? Years..... Months.....			
8	Name of your finance company			
	Address of finance company			
9	Do you operate your own service department?		☐	☐
	If answer is "Yes," do not fill out Part II			
10	If answer to Item 9 is "No," do you have a working arrangement by written contract with a service supplier who has facilities, in general, adequate to place a vehicle in good operating condition as defined in the applicable regulation or to make the repairs and replacements required by the warranty in the applicable regulation?		☐	☐
	If answer is "Yes," attach a certified copy of the written contract and answer both Part II and Part III.			

PART II

1	Firm name of service supplier	
	Address—Number and street	
	City, postal zone number, State	
2	How long in business? Years Months	
3	Board number and address of service supplier	

PART III

1	Address of service department of applicant or service supplier, whichever is applicable	
	City, postal zone number, State	
2	Floor area in square feet	
3	Number of mechanics, helpers, etc. regularly employed	
4	Approximate value of tools and machinery	$
5	Approximate value of repair parts and supplies on hand	$

APPENDIX E—Continued

Additional information:

The Office of Price Administration relies upon the statements made in this application as a basis for granting authorization to the applicant to sell used cars, or used motorcycles or used commercial motor vehicles or all at warranted prices, and the Office of Price Administration may revoke the authorization granted in accordance with the revocation provision of section 15 (b) of Maximum Price Regulation 540, section 16 (b) of Maximum Price Regulation 569, or section 18 (b) of Revised Maximum Price Regulation 341, whichever is applicable.

The undersigned hereby certifies that the statements contained herein are true and correct to the best of his knowledge, information, and belief.

Sign here..... (Name of applicant) (Title) (Date)

If signed by authorized agent or other person authorized to sign for applicant, place applicant's name on above line and sign own name and title below.

Sign here..... (Name of authorized agent) (Title) (Date)

If applicant does not have his own service department, have service supplier sign.

Sign here..... (Name of service supplier) (Date)

If signed by authorized agent or other person authorized to sign for service supplier, place service supplier's name on above line and sign own name and title below.

Sign here..... (Name of authorized agent) (Title) (Date)

WARNING: Any false statement made in this application may be cause for a $10,000 fine, 10 years IMPRISONMENT, or both.

OPA Form 694-2163 (4-45) Back.

APPENDIX F

OPA Form 694-2350 (4-45)
Form Approved, Budget Bureau No. 08-R1365

UNITED STATES OF AMERICA
OFFICE OF PRICE ADMINISTRATION

REQUEST FOR REVIEW OF ORDER

Name of person making request

Address—Number and street

City and State

The following data is submitted in support of a request for review of order—

Check which
- ☐ Denying application for dealer authorization
- ☐ Revoking dealer authorization

I am—

Check which
- ☐ An applicant for dealer authorization
- ☐ A seller whose dealer authorization has been revoked

The regulation(s) and section(s) of regulation(s) involved are—

Check applicable regulation(s)
- ☐ Section 18 (b) of Revised Maximum Price Regulation 341
- ☐ Section 15 (b) of Maximum Price Regulation 540
- ☐ Section 16 (b) of Maximum Price Regulation 563

I hereby request the appropriate Regional Administrator to review order of

Check which
- ☐ denial,
- ☐ revocation, No....., issued by the district director of the district office at.....

.....and mailed to me on.....194....
(City and State)

My objections to the above order are as follows: (Objections should be stated briefly and concisely and separately numbered)

(If more space is needed attach an additional sheet)

Sign here..... (Signature of person making request or authorized agent) (Title) (Date)

[Appendices E and F added by Am. 9, 10 F.R. 6952, effective 8-1-45, except as to the filing and processing of applications and the issuance of orders of authorization and denial it shall become effective June 27, 1945. Effective date provision of Am. 9 amended by Am. 10, 10 F.R. 7930, effective 6-27-45]

APPENDIX G—TABLES OF "VALUE WHEN NEW" PRICES FOR VEHICLES SOLD NEW TO THE WAR DEPARTMENT, DEPARTMENT OF THE NAVY, MARINE CORPS, OR COAST GUARD

(a) TRUCKS AND OTHER SELF-PROPELLED VEHICLES

[Various Manufacturers—Detroit Mich.]

Vehicle	Wheel base	Tire size	Number of tires	Weight	1936 or previous	1937	1938	1939	1940	1941	1942	1943	1944
(1) ¼-ton, 4 x 4:													
Reconnaissance (jeep)	80	600 x 16	5	2,453						$[illegible]	$[illegible]	$[illegible]	$[illegible]
Amphibian	84	600 x 16	5	3,000						2,110			
(2) ½-ton, 4 x 2:													
Cargo	115	750 x 15	5	3,700	$1,100					[illegible]			
Carryall	115	750 x 15	5	3,625				$775	$[illegible]	[illegible]	825		
Canopy express	115	750 x 15	5	3,605				695	[illegible]	[illegible]	710		
Pickup	115	750 x 15	5	3,595	690	$670	$660	625	[illegible]	700	710		
Panel delivery	115	600 x 16	5	3,220	725	690	675	650	775	775	800		
Reconnaissance	112	600 x 17	5	3,250	1,000	765	740						
Telephone maintenance	112	600 x 17	5	3,270	825		765		900	845	900		
Pigeon loft	112	600 x 17	5	3,185	875								
Sedan delivery	116	600 x 17	5	3,320	695			645	695	715			
Dump	158	700 x 20	5	6,400	1,025								
(3) ½-ton 4 x 4:													
Carryall	116	750 x 16	5	3,555					910	975	995		
Command reconnaissance Wo/W.	116	750 x 16	5	4,000					975	990	990		
Command reconnaissance W/W.	116	750 x 16	5	4,000					1,000	1,110	1,100		
Emergency repair	123	750 x 16	5	5,870						990	990		
Panel delivery	116	750 x 16	5	4,510					820	945	975		
Pick-up	116	750 x 16	5	4,000		1,400		1,195	815	895			
Radio car	116	750 x 16	5	5,070					1,220	1,220	1,275		
Weapons carrier Wo/W	116	750 x 16	5	4,240					940	970	970		
Weapons carrier W/W	116	750 x 16	5	4,700						940	995		
Express	116	750 x 16	5	4,730						770			
Ambulance	123	750 x 16	5	5,040					1,105	1,220	1,200		
Light maintenance	116	750 x 16	5	4,000							1,315		
Chassis	116	750 x 16	5	3,000							875		
(4) ¾-ton, 4 x 2:													
Panel delivery	125	750 x 15	5	3,000				735	760				
Pickup	125	750 x 15	5	3,375					690	695	700		
Ambulance	109	750 x 16	5	5,125						1,770	1,745	1,600	
Telephone maintenance and installation.	125	750 x 15	5	3,850								1,695	
(5) ¾-ton, 4 x 4:													
Carryall	114	900 x 16	5	5,750							1,420	1,400	
Command car Wo/W	98	900 x 16	5	5,375							1,325	1,300	1,400
Command car W/W	98	900 x 16	5	5,675							1,475	1,500	
Emergency repair	121	900 x 16	5	6,350							1,325	1,325	
Light maintenance	121	900 x 16	5	6,270							1,000	1,000	
Weapons carrier Wo/W	98	900 x 16	5	5,220							1,215	1,275	1,320
Weapons carrier W/W	98	900 x 16	5	5,650							1,315	1,415	1,470
Ambulance	114	900 x 16	5	5,750							1,500	1,500	1,500
Chassis	121	900 x 16	5	4,890								1,135	
(6) 1-ton, 4 x 2:													
Canopy express	134	750 x 20	5	4,780					880				
Bomb service M1	115	750 x 20	5	4,000				1,710					
Pickup	134	650 x 20	5	4,825						840			
(7) 1½-ton, 4 x 2:													
Stake and Platform	160	700 x 20	7	4,055	840	800			805	945	975	855	
Stake and Platform C. O. E.	156	750 x 20	7	6,000							1,100		
Cargo	158	750 x 20	7	6,514	995	995	855	995	1,210	1,100	1,200	1,695	1,810
Cargo C. O. E.	156	650 x 20	7	6,970				1,440					
Canopy Express	134	650 x 20	5	4,825	915				870	1,025			
Dump	134	650 x 20	7	5,975	1,015			1,025	970	1,015	1,155		
Fire	158	650 x 20	7	10,070	1,070								
Panel Delivery	134	650 x 20	7	4,275	1,120		990	875	810	975	1,000		
Panel Delivery C. O. E.	134	650 x 20	7	5,800					1,045				
Pickup	134	650 x 20	7	4,055	1,095				995	925	970		
Tractor	110	750 x 20	7	5,225					820	810	935		
Tractor C. O. E.	110	750 x 20	7	5,000				800			1,495		1,625
Tractor	131	700 x 20	7	4,325							1,740	1,730	
Ambulance	134	650 x 20	5	5,455					1,165	1,120	1,070		2,425
Bus 20 Passenger	195	750 x 20	7	8,200						3,820			
Van C. O. E.	109	700 x 20	7	6,895						2,625	2,625		
Light Repair	158	700 x 15	5	4,625	1,345								
Chassis	158	650 x 20	7	3,550	625	1,175		1,035		895	925		
Chassis C. O. E.	109	700 x 20	7	6,335			2,105		1,040				
Radio C. O. E.	103	700 x 20	5	6,360					2,110	2,000	2,100		
Reconnaissance	167	700 x 20	5	6,500		2,075							
Station Wagon	146	650 x 20	5	4,000	1,315								
(8) 1½-ton, 4 x 4:													
Bomb service M16	125	750 x 20	5	6,325					1,100	1,100	1,575	1,075	1,635
Cargo Wo/W	145	750 x 20	7	7,545	1,270	1,635	1,440	1,425	1,400	1,425	1,600	1,595	1,720
Cargo W/W	145	750 x 20	7	8,215		2,110			1,020	1,765	1,850	1,825	1,945
Stake & Platform (15 ft.)	175	750 x 20	7	8,035						1,725	1,935	1,935	
Stake & Platform C. O. E.	175	750 x 20	7	8,890						1,420			
Radio Car	148	825 x 20	5	11,000	1,825								
Dump Wo/W	145	750 x 20	7	8,300				1,235	1,420	1,645	1,725	1,725	
Dump W/W	145	750 x 20	7	9,130						1,695	1,965		
Panel delivery	145	750 x 20	7	6,700					1,120	1,600	1,695	1,650	
Earth auger and pole setter	145	750 x 20	7	7,200			6,195		5,220	5,220	5,720	5,720	5,605
Ordnance maintenance	131	750 x 20	7	9,710						5,035			
Telephone construction and maintenance Wo/W.	145	750 x 20	7	10,215			3,695		2,035	2,035	3,030	3,235	3,220

APPENDIX G—TABLES OF "VALUE WHEN NEW" PRICES FOR VEHICLES SOLD NEW TO THE WAR DEPARTMENT, DEPARTMENT OF THE NAVY, MARINE CORPS, OR COAST GUARD—Continued

(A) TRUCKS AND OTHER SELF-PROPELLED VEHICLES—continued

Vehicle	Wheel base	Tire size	Number of tires	Weight	1936 or previous	1937	1938	1939	1940	1941	1942	1943	1944
(8) 1½-ton, 4 x 4—Continued.													
Telephone construction and maintenance W/W.	145	750 x 20	7	10,525					$3,775	$3,775	$3,310		
Tractor	145	750 x 20	7	6,140						1,210	1,560		$1,410
Chassis	145	750 x 20	7	4,800	$1,695			$2,395		1,200	1,310	$1,310	1,400
Balloon tender	185	825 x 20	7	7,320				3,130					
Ambulance	143	700 x 20	7	6,715					2,010				
(9) 1½-ton, 6 x 6:													
Cargo Wo/W	125	900 x 16	7	6,925								1,725	
Cargo W/W	125	900 x 16	7	7,375								2,010	
(10) 2½ Ton, 4 x 2:													
Cargo	159	825 x 20	7	7,318	1,545	$1,435		1,400	1,685	1,860	1,695		
Stake and platform	158	825 x 20	7	8,521	1,360				1,675	1,615	1,800		
Dump	146	825 x 20	7	11,000	1,530	1,020	$2,010	1,595	1,695	1,685	1,690	1,785	1,700
Tractor	142	825 x 20	7	6,590				1,195			2,115		
Tractor C. O. E	133	700 x 20	7	4,635					2,330				
Bus—40 passenger	263	900 x 20	7	13,200							4,375		
Canopy express	135	700 x 20	5	4,715						1,825			
Telephone construction	152	825 x 20	7	9,200					3,020	3,375			4,170
Tank—500 gallon	159	750 x 20	7	8,800	2,240								
Searchlight & power plant	154	750 x 20	7	7,600		1,905		1,995					
Earth & stone w/hoist bucket	156	825 x 20	7	6,350					2,870				
Chassis for 1000 gallon tanks	134	700 x 20	5	4,005						1,105			
(11) 2½ Ton, 4 x 4:													
Tractor C. O. E	131	900 x 20	7	10,000					3,895	3,295			
Chassis C. O. E	128	900 x 20	7	8,770					3,010	3,190			
Scout car M3A1	131	825 x 20	5	8,900	2,500					2,500			
Scout car chassis only M3A1	131	825 x 20	5	4,900	2,000					2,000			
Oil service	131	900 x 20	7	9,935						2,810			
Carro	172	825 x 20	7	9,385	2,595	2,580	3,050						
Balloon tender	188	825 x 20	7	8,000		3,135							
(12) 2½-ton, 6 x 2:													
Chassis C. O. E	172	700 x 20	7	10,340					2,160				
(13) 2½-ton 6 x 4:													
Cargo Wo/W	162	750 x 20	7	9,635			2,160			1,990	2,095	1,990	2,805
Cargo W/W	162	750 x 20	7	10,245						2,220	2,375	2,220	2,625
Tractor	148	750 x 20	7	8,190							2,255	2,255	2,110
Chassis	172	700 x 20	7	9,360					2,050				
Searchlight C. O. E	167	700 x 2-	11	9,580					2,165				
Fire apparatus	185			11,000	7,500								
(14) 2½-ton, 6 x 6:													
Cargo L. W. B. Wo/W	164	750 x 20	11	10,050					2,860	2,285	2,250	2,250	2,460
Cargo L. W. B. W/W	164	750 x 20	11	11,000					3,005	2,560	2,475	2,535	2,695
Cargo S. W. B. Wo/W	145	750 x 20	11	10,100					2,745	2,780	2,235	2,235	
Cargo S. W. B. W/W	145	750 x 20	11	11,000					3,005	3,015	2,495	2,555	2,700
Cargo C. O. E. (15 ft.) W/W	164	750 x 20	11	10,810							2,305	2,215	
Dump L. W. B. Wo/W	164	750 x 20	11	11,850						2,450	2,450	2,495	
Dump L. W. B. W/W	164	750 x 20	11	12,750						2,655	2,655	2,675	3,020
Stock rack	164	750 x 20	11	13,850					2,110	2,410			
Gas tank 750 gallon	164	750 x 20	11	10,340						2,685	2,875	2,875	3,035
Water tank 700 gallon	164	750 x 20	11	10,185						3,460	3,460	3,460	3,165
Chassis Wo/W	164	750 x 20	11	7,835						2,065	2,060	2,035	2,180
Chassis W/W	164	750 x 20	11	8,700							2,385	2,385	2,380
Artillery repair M9 or M9A1.	131	750 x 20	11	14,930						4,265			
Automotive repair M8 or M8A1.	164	750 x 20	11	11,130						9,195			
Electrical repair M18 or M18A1.	131	750 x 20	11	11,930						8,820			
Instrument repair M10 or M10A1.	131	750 x 20	11	11,930						8,495			
Small arms repair M7 or M7A1.	131	750 x 20	11	11,930						5,995			
Machine Shop M16 or M16A1.	131	750 x 20	11	11,930						7,630			
Welding M2	131	750 x 20	11	11,930						7,995			
Surgical van	162	750 x 20	11	11,070							2,810	3,235	
Amphibian DUKW	164	1100 x 18	11	14,500						6,250	6,250		6,735
(15) 3-ton 4 x 2:													
Dump	170	900 x 20	7	9,300	1,915								
Stake and platform	170	900 x 20	7	8,800	1,835								
Stake and platform W/W	170	900 x 20	7	9,200	2,220								
Express	170	900 x 20	7	7,300	1,620								
Panel delivery	170	900 x 20	7	7,500	1,925								
Cargo	170	900 x 20	7	7,550						1,130	1,130		
(16) 3-ton 6 x 6:													
Cargo	156	700 x 20	7	7,900			2,355						
(17) 4-ton 4 x 2:													
Cargo	172	900 x 20	7	10,000	2,440								
Chassis	179	900 x 20	7	6,900						1,540			
Dump	161	900 x 20	7	7,300						1,620			
Tractor	137	900 x 20	7	6,500						1,625			
(18) 4-ton 6 x 4:													
Cargo	172	750 x 20	7	16,120				2,145					
(19) 4-5-ton, 4 x 4:													
Chassis C. O. E	132	900 x 20	7	11,200					5,025	5,750	5,750		
Van C. O. E	196	900 x 20	7	14,630					4,810	4,810			
Cargo	166	900 x 20	7	11,425									4,165
Cargo W/W	158	975 x 20	7	12,700				6,110					
Tractor C. O. E	135	900 x 20	7	12,200						5,450	4,935	4,725	4,700
(20) 4-5-ton, 6 x 6:													
Cargo L. W. B	172	900 x 20	11	18,500	3,765	6,250			5,280		5,490		
Cargo L. W. B. W/W	172	900 x 20	11	19,500	4,365				5,610	5,340	5,915	5,660	5,770
Cargo S. W. B	151	900 x 20	11	18,400					4,990				5,875
Cargo S. W. B. W/W	151	900 x 20	11	19,400		5,750		6,140	6,140	5,260	5,600	5,600	
Dump	151	900 x 20	11	17,500						5,820		5,435	5,895
Wrecker	151	900 x 20	11	21,700							6,570		
Wrecker W/W	151	900 x 20	11	21,700					6,005	6,300	6,700	6,975	6,910
Pontoon W/W	151	900 x 20	11	18,000						5,350	6,135		
Chassis L. W. B. W/W	172	900 x 20	11	17,000									5,350
Chassis S. W. B. W/W	151	900 x 20	11	16,000									6,015
Air Corps Field Service	252	975 x 20	11	16,000	5,930	6,445							
*Tractor	134	N. A.	N. A.	16,000			4,800						

APPENDIX G—TABLES OF "VALUE WHEN NEW" PRICES FOR VEHICLES SOLD NEW TO THE WAR DEPARTMENT, DEPARTMENT OF THE NAVY, MARINE CORPS, OR COAST GUARD—Continued

(a) TRUCKS AND OTHER SELF-PROPELLED VEHICLES—continued

Vehicle	Wheel base	Tire size	Number of tires	Weight	1936 or previous	1937	1938	1939	1940	1941	1942	1943	1944
(21) 5-ton, 4 x 2:													
Stake & Platform W/W	184	1000 x 20	7	10,420					$3,485	$3,705			
Stake & Platform	184	1000 x 20	7	9,000					2,915	2,990			
Dump	161	1000 x 20	7	12,000	$3,035				3,470	3,695	$3,675	$3,695	$3,795
Cargo	184	1000 x 20	7	10,100	3,750				2,600	3,105	4,005	3,415	3,345
Chassis C. O. E.	184	1000 x 20	7	8,000							2,610	2,750	
Chassis Conv. C. O. P.	161	1000 x 20	7	8,600							2,740		3,420
Tractor	148	1000 x 20	7	10,400	2,745						2,645	3,000	
Tractor C. O. E.	120	1000 x 20	7	14,000									
Express	172	1050 x 20	7	21,000	3,000					4,735			6,220
(22) 5-6-ton, 4 x 4:													
Pontoon tractor	164	1200 x 20	7	10,000									
Tractor w/w	164	1200 x 20	7	7,220						6,670	6,710		
Tractor C. O. E.	165	900 x 20	7	7,420						7,475	7,475	6,200	6,140
Van	164	1200 x 20	7	9,000					3,010				
Timber haul tractor	170	1060 x 20	7	9,760							6,000	6,000	5,875
Cargo C. O. E.	170	1200 x 20	11	10,170							7,475		
Dump	146	1000 x 20	11	22,725	4,670						6,720		6,905
(23) 6-ton, 6 x 6:													
Prime mover w/w	185	975 x 22	11	22,070				$7,035	7,450	7,310	8,670	8,030	8,810
Van	185	975 x 22	11	23,000							8,870	8,870	
Gasoline tank 2000 gal	185	975 x 22	11	21,000							12,005	12,005	11,275
Chassis /w/ (Bridge const.)	194	1200 x 20	11	16,000							10,000	10,025	10,300
Chassis w/w (Quickway const.)	194	1200 x 20	11	16,200								9,825	9,835
Chassis w/w (Signal Corps)	194	1200 x 20	11	16,000							8,000	7,995	7,995
(24) 7½-ton, 6 x 6:													
Prime mover w/w	155	1200 x 24	11	23,020					8,270			11,000	11,005
Bridge construction w/w	194	1200 x 20	11	23,000							11,425		
Tractor	170	1000 x 20	11	18,450							7,005	7,005	
Tractor, wrecking	189	1100 x 20	11	27,000							12,740		
Cargo	212	1050 x 20	11	19,870	6,600	$7,[illegible]							
Cargo w/w	212	1050 x 20	11	20,040	7,220	7,420		8,400					
(25) 8-ton, 6 x 4:													
Tractor	181	900 x 20	11	14,000					4,005	6,015	8,805		
(26) 10-ton, 4 x 2:													
Dump	N.A.	N.A.	N.A.	N.A.							6,205		
(27) 10-ton, 6 x 4:													
Cargo and prime mover	301	1400 x 20	11	20,950						8,005	8,515	8,125	8,135
Platform	301	1400 x 20	11	19,800							8,845		
Carrier	301	1400 x 20	11	21,000									7,220
Tractor	155	975 x 24	11	18,520					7,010	7,115			
Tank—1,600-gallon	301	1100 x 20	11	15,000							8,210		
(28) 10-ton, 6 x 6:													
Heavy wrecker	182	1100 x 20	11	27,350						11,000	12,005	12,115	11,850
Chassis	182	1100 x 20	11	21,000								6,005	
(29) 12-ton, 6 x 4:													
Tractor	179	1200 x 20	11	23,000						10,000	10,735	6,800	
(30) 13-ton, 6 x 6:													
Tractor	179	1200 x 20	11	27,500							10,005		
Tractor w/w	179	1200 x 20	11	28,000							11,110		
Tank transport	179	1200 x 20	11	27,000						8,210	8,240		
(31) 20-ton, 6 x 4:													
Tank transport	179	1200 x 20	11	27,000								7,700	7,415
(32) 40-ton, 6 x 4:													
Tank transport	179	1200 x 20	11	27,000									9,945

(b) TRAILERS

(1) *Explanation of Abbreviations*

H—Height
L—Length
W—Width
N.A.—Not available

Nomenclature	L	H	W	Tire Size	Tire No.	Weight	Price when new 1937 (or previous)	1938	1939	1940	1941	1942	1943	1944
(2) ¼-ton trailer—various mfgrs.—all Detroit, Mich.:														
Telephone cable splicer	78	42	20	400 x 18	2	410					$150	$150	$150	
Cargo	78	42	20	600 x 16	2	570						175	175	$175
Flat Bed	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.						300		
(3) ½-ton semi and full trailer—various mfgrs:														
Airdrome utility	88	44	57	600 x 8	2	600								
Van, public address	148	93	88	700 x 20	2	2,150					475	705	825	
(4) ¾-ton semi and full trailers—various mfgrs:														
Communications	255	103	84	700 x 20	2	N.A.				$1,675	1,940	1,935		
Cargo	108	53	85	N.A.		1,400				105	155	225		
(5) 1-ton semi and full trailer—various mfgrs:														
Command post	255	103	84	700 x 20	2	5,035						1,355		
Command post	120	114	84	600 x 16	2	4,000	$310							
Van, 2-horse	180	108	84	700 x 16	2	2,000					675	600	810	825
Pigeon loft	201	82	96	700 x 20	2	2,200					1,100			
Water tank—250 gal	136	71	58	700 x 20	2	1,400					650	225	225	325
Chassis	N.A.	N.A.	N.A.	N.A.	2	600						220		
Bomb T53	N.A.	N.A.	N.A.	N.A.	4	N.A.								1,710
Cargo	145	73	71	700 x 20	2	1,000	415			220	215	210	225	220
Bomb service (4-wheel)	N.A.	N.A.	N.A.	600 x 9	4	420					120	120		
(6) 1½-ton semi and full trailers—various mfgrs.:														
Van K55	295	115	95	700 x 20	4	8,200						2,000		

APPENDIX G—TABLES OF "VALUE WHEN NEW" PRICES FOR VEHICLES SOLD NEW TO THE WAR DEPARTMENT, DEPARTMENT OF THE NAVY, MARINE CORPS, OR COAST GUARD—Continued

(b) TRAILERS—continued

Nomenclature	L	H	W	Tire		Weight	Price when new							
				Size	No.		1937 (or previous)	1938	1939	1940	1941	1942	1943	1944
(7) 2-ton semi and full trailers—various mfgrs.:														
Radio equipped transport K76-K77	244					5,600							$2,100	
Smoke generating equipped transport—M7	193	98	95	750 x 20	4	5,750						$1,210		
Telephone construction and pole hauling K36	122	68	72	750 x 20	2	1,815						620	620	
(8) 2½-ton semi and full trailers—various mfgrs.:														
Airdrome utility F2	123	50	51	600 x 9	4	1,000							335	
Utility pole	225	42	84	900 x 20	2	2,460						645		
Map reproduction equipment (transport, 10-ton gross)	254	134	96	N.A.	4	N.A.				$10,000				
Surgical	N.A.	N.A.	N.A.	N.A.	4	N.A.						3,610		
Van, 7-ton gross (K-7)	233	124	93	750 x 20	8	7,500						3,050	3,050	
(9) 3-ton semi and full trailers—various mfgrs.:														
Van, cargo	220	132	86	750 x 20	5	5,800					$1,140	1,360	1,605	$1,605
Semi-trailer (6-ton gross)	248	51	93	759 x 20	4	6,500					1,130			
Van (Signal Corps)	N.A.	N.A.	N.A.	N.A.	2	N.A.				1,160	1,065	1,160	1,320	
(10) 3½-ton semi and full trailers—various mfgrs.:														
Stake and platform (6-ton gross)	201	89	84	750 x 20	5	4,582					880	1,050	1,050	1,075
(11) 4-ton semi and full trailers—various mfgrs.:														
Chemical service or handling (M1-M2)	230	91	88	750 x 18	4	2,755						1,335	1,335	1,335
Antenna mount K22 and K64	366	123	92	700 x 20	4	15,700						9,605	9,605	
Antenna mount K28	194	134	94	760 x 20	9	6,000						2,100	2,100	
Van	192	84	132	N.A.	4	6,000	$825				1,230	2,060	2,093	
Van	240	95	113	N.A.	2	7,100					1,385			
Ammunition M21	N.A.	N.A.	N.A.	N.A.	4	N.A.								1,025
Cargo	192	84	110	750 x 20	2	6,150	780							
Stake and platform	192	84	85	750 x 20	N.A.	6,000	625							
Dump	132	72	77	750 x 20	N.A.	5,725	1,000							
Semi-trailer (for use with Chevrolet)	210	90	90	750 x 20	N.A.	7,100	1,440							
Instrument shop (aircraft) 8-ton gross	356	132	96	900 x 20	8	12,670						6,405		
(12) 5-ton semi and full trailers—various mfgrs.:														
Telephone construction haulers and cable K37	146	69	68	900 x 20	2	2,900						805		
Van—K34	214	122	93	750 x 20	5	8,600						2,265		1,835
Cargo (Signal Corps) 13-ton gross	193	85	90	900 x 20	4	9,500								
Refrigerator	242	129	96	900 x 20	4	12,150					3,435	4,270	4,270	
Stake and platform	N.A.	N.A.	N.A.	N.A.	2	N.A.					875	1,410	1,415	1,850
(13) 6-ton semi and full trailers—various mfgrs.:														
Field shop repair (10-ton gross)	363	134	96	900 x 20	4	9,000								1,070
Van	249	133	96	900 x 20	5	7,450					1,750	1,775	2,125	2,260
Van	225	84	126	750 x 20	4	6,650		$825		1,140				
Clothing repair	269	132	94	900 x 20	4	8,060						1,985	2,175	
Technical supply (aircraft) (10-ton gross)	363	134	96	900 x 20	4	9,000							1,415	
Laundry	269	132	96	900 x 20	4	8,000					1,740	1,730	2,150	
Cargo	194	84	113	750 x 20	4	4,700		755						1,230
Mobile records	270	139	95	900 x 20	4	9,000						2,980	3,500	3,815
Photographic laboratory—N1, 2, 3	363	134	96	900 x 20	4	10,730						8,390		
Shoe repair	270	131	96	900 x 20	2	8,400					1,730	1,905	1,905	
Sterilizer and bath	270	139	93	900 x 20	4	9,500						1,785	1,785	
Textile repair	269	132	96	900 x 20	4	8,000						1,800	2,170	
Animal cargo	290	126	96	900 x 20	4	8,820				1,360		1,435		
Low platform	420	96	N.A.	N.A.	N.A.	16,700				2,840				
Van, administration	N.A.	N.A.	N.A.	N.A.	2	N.A.						2,550	3,200	3,895
Stake and platform	202	84	89	N.A.	N.A.	5,650		630		825	850	850		
Copying camera and map reprod	345	132	96	1,200 x 20	4	5,600				2,195	2,650			2,760
Gas tank, 2,000 gallon	306	102	96	900 x 20	2	8,600					2,730			2,895
7-ton semi and full trailers—various mfgrs.:														
Cargo (10-ton gross)	192	96	91	750 x 20	4	5,100						1,190	1,430	1,430
Stake and platform	192	85	90	750 x 20	4	5,200						1,325	1,515	1,515
7½-ton semi and full trailers—various mfgrs.:														
Platform, low (12-ton gross)	288	57	96	900 x 15	4	7,000						1,350	1,350	
8-ton semi and full trailers—various mfgrs.:														
Flat bed	300	56	102	900 x 20	4	9,990						1,895		
Comb. stake and platform	N.A.	N.A.	N.A.	N.A.	2	N.A.					4,635			
Tractor crane	N.A.	N.A.	N.A.	N.A.	4	N.A.					2,735	2,890	2,875	
Ammunition	N.A.	N.A.	N.A.	N.A.	4	N.A.								4,630
(18) 10-ton semi and full trailers—various mfgrs.:														
Antenna mount K75	252	128	95	900 x 20	N.A.	26,000								3,675
Pontoon	386	83	96	1200 x 20	5	7,200						1,750	1,750	
Van (10-ton gross)	245	96	134	900 x 15	4	8,100					1,200	1,970		
Stake and platform (10-ton gross)	N.A.	N.A.	N.A.	N.A.	4	N.A.								2,675
(19) 11-ton semi and full trailers—various mfgrs.:														
Van, 23-foot	N.A.	N.A.	N.A.	N.A.	4	N.A.								1,950
(20) 120-ton semi and full trailers—various mfgrs.:														
Flat bed, 12-ton gross	287	58	96	900 x 15	4	7,000					815	1,390	1,390	
(21) 12½-ton semi and full trailers—various mfgrs.:														
Wrecking, 40-foot	599	109	96	1000 x 15	8	13,790					2,650	2,640		
Wrecking, 25-foot	419	109	96	1000 x 15	8	10,850							2,350	
(22) 15-ton semi and full trailers—various mfgrs.:														
Carry-all	308	62	96	750 x 15	8	9,210							2,390	
(23) 16-ton semi and full trailers:														
Flat bed	345	60	102	F. 900 x 20 H. 825 x 15	10	15,330					2,235	2,235		
Van	300	N.A.	N.A.	750 x 20	4	8,100					2,480	2,465		

APPENDIX G—TABLES OF "VALUE WHEN NEW" PRICES FOR VEHICLES SOLD NEW TO THE WAR DEPARTMENT, DEPARTMENT OF THE NAVY, MARINE CORPS, OR COAST GUARD—Continued

(b) TRAILERS—continued

Nomenclature	L	H	W	Tire Size	Tire No.	Weight	Price when new 1937 (or previous)	1938	1939	1940	1941	1942	1943	1944
(24) 20-ton semi and full trailers—various mfgrs.:														
Flat bed	424	61	114	1200 x 20; 900 x 20	21							$2,420	$2,520	
Flat bed w/dolly	468	68	102	1200 x 20; 900 x 20; 700 x 20	21									$3,000
High bed	N.A.	N.A.	N.A.	N.A.	2	N.A.							2,300	
Tank transport	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.								2,910
(25) 22½-ton semi and full trailers—various mfgrs.:														
Low bed	N.A.	N.A.	N.A.	N.A.	4	N.A.						2,945	2,945	2,910
Low bed M15	N.A.	N.A.	N.A.	N.A.	4	N.A.								9,120
(26) 25-ton semi and full trailers—various mfgrs.:														
Pontoon	336	71	90	1200 x 20	6	7,000				$2,000	$2,000	2,000	2,000	2,000
(27) 40-ton semi and full trailers—various mfgrs.:														
Tank recovery M25	462	N.A.	124	1400 x 24	8	N.A.								
(28) 45-ton semi and full trailers—various mfgrs.:														
Flat bed	N.A.	N.A.	N.A.	N.A.	12	N.A.						4,870	4,000	5,120
Tank recovery M19	356	67	114	825 x 15	20	N.A.								4,800
(29) Miscellaneous—Trailer:														
Bomb M5	217	44	94	650 x 10; 750 x 18	1; 2	2,200						635	870	870
Fire pumper—500 G PM	146	67	71	650 x 10	2	2,000								
Fire Crash—High Pressure	113	65	69	700 x 20	2	2,825								
Armored transport—M-8	118	52	89	900 x 20		2,040								
Bus (converted)—45 pass	396	115	90	700 x 20 to 825 x 20		12,000						800		
Fuel servicing—600 gal	200	75	92	700 x 20		8,700					1,035	1,035	1,035	
Fuel servicing—220 gal	N.A.	N.A.	N.A.	600 x 6		400						675	675	
Water tank—1,500 gal	223	90	90	900 x 20		1,000				2,120	2,120	2,120	2,120	2,120
Fuel servicing—4000 (type F1-F1A)	360	112	90	1000 x 22	4	9,000							3,015	

[Appendix G added by Am. 11, 10 F.R. 12255, effective 10-28-45. *Item added by Am. 12, effective 11-14-45]

Effective date. This revised regulation shall become effective August 16, 1943. [Revised Maximum Price Regulation 341 originally issued August 10, 1943]

[Effective dates of amendments are shown in notes following the parts affected.]

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 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20707; Filed, Nov. 9, 1945; 4:36 p. m.]

PART 1305—ADMINISTRATION

[SO 132,[1] Amdt. 8]

EXEMPTION AND SUSPENSION FROM PRICE CONTROL OF CERTAIN FOODS, GRAINS AND CEREALS, FEEDS, TOBACCO AND TOBACCO PRODUCTS, AGRICULTURAL CHEMICALS, INSECTICIDES AND BEVERAGES

A statement of the considerations involved in the issuance of this amendment has been issued and filed with the Division of the Federal Register.

Supplementary Order No. 132 is amended in the following respect:

In section 1(c) the following items are added in alphabetical order:

Cigar Filler Type Tobacco (domestic) grown during 1945 growing season. (Type Numbers 41, 42, 43 and 44)

Cigar Binder Type Tobacco (domestic) grown during 1945 growing season. (Type Numbers 51, 52, 53, 54 and 55)

Connecticut Shade Grown Tobacco, grown during 1945 growing season. (Type Number 61)

Florida and Georgia Shade Grown Tobacco, grown during 1945 growing season. (Type Number 62)

This amendment shall become effective November 9, 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

Approved: November 8, 1945.

J. B. HUTSON,
Undersecretary of Agriculture.

[F. R. Doc. 45-20661; Filed, Nov. 9, 1945; 4:36 p. m.]

[1] 10 F.R. 11512, 11808, 12526, 12960, 12986, 13368, 13402, 13403.

PART 1364—FRESH, CURED AND CANNED MEAT AND FISH PRODUCTS

[RMPR 148, Amdt. 29]

DRESSED HOGS AND WHOLESALE PORK CUTS

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.

Revised Maximum Price Regulation No. 148 is amended in the following respects:

1. Subparagraph (4) of § 1364.22 (d) is amended to read as follows:

(4) If the point ascertained under paragraph (d) (1) of this section lies in any other part of the United States than those areas referred to in paragraphs (d) (2) and (d) (3) of this section, and notwithstanding the provisions of subdivision (ii) of § 1364.32 (a) (14), the seller shall ascertain the lowest of the packing house product carload freight rates in effect on November 1, 1945 (applicable to cooked, cured or preserved meats and sausage) to such point from Kansas City, Missouri, and South St. Paul, Minnesota. The transportation differential for fresh, cured or processed wholesale pork cuts shall be 115 percent of such lowest rate, adjusted to the nearest $0.25 per hundredweight.

2. Section 1364.22a is added to read as follows:

§ 1364.22a *Limitation on carload shipments into Pacific Coast States*—(a) *Scope of limitations.* (1) The limitations contained in this section are applicable on all straight and/or mixed carload lots of dressed hogs and/or wholesale pork cuts (derived from live hogs slaughtered elsewhere than in the area consisting of the States of California, Oregon and Washington) that are moved into the area consisting of the States of California, Oregon and Washington.

(2) Nothing herein contained shall be interpreted to preclude or to restrict the right of any person having dressed hogs and/or wholesale pork cuts derived from live hogs slaughtered elsewhere than in the area consisting of the States of California, Oregon and Washington to move such pork products into the area consisting of the States of California, Oregon or Washington, under either of the following conditions:

(i) The total volume by weight so moved in less than a "carload" as defined in § 1364.32 (a) (9); or

(ii) The pork products moved, regardless of total weight, are consigned to:

(*a*) A war procurement agency;

(*b*) A licensed ship supplier for sale only to a ship operator; or

(*c*) A ship operator.

(3) Nothing herein contained shall be interpreted to preclude or to restrict the right of any person to move dressed hogs and/or wholesale pork cuts derived from hogs slaughtered in the area consisting of the States of Califronia, Oregon or Washington into any State.

(b) *Limitation.* Except as permitted by paragraphs (a) (2) and (b) (1) of this section, and notwithstanding the terms of any contract, agreement or other obligation, no person shall ship, transport, transfer or deliver straight and/or mixed carload lots of dressed hogs and/or wholesale pork cuts (derived from live hogs slaughtered elsewhere than in the area consisting of the States of California, Oregon and Washington) into the said area after November 9, 1945; and except as permitted by the above-cited paragraphs no person in the course of trade or business shall cause such straight and/or mixed carload lots of such pork products to be shipped, transported, transferred or delivered into the said area after November 9, 1945. Other than as permitted by paragraph (a) (2) of this section dressed hogs and/or wholesale pork cuts (derived from live hogs slaughtered elsewhere than in the area consisting of the States of California, Oregon and Washington) may be moved into the area consisting of the States of California, Oregon and Washington on and after November 10, 1945, only in accordance with the following conditions:

(1) No person shall ship, transport, transfer or deliver such carload lots into the said area and no person in the course of trade or business shall cause to be shipped, transported, transferred or delivered such carload lots into the said area unless he has a quota therefor determined on the basis of the total volume by weight of straight and/or mixed carload lot shipments of dressed hogs and/or wholesale pork cuts (derived from live hogs slaughtered elsewhere than in the area consisting of the States of California, Oregon and Washington) moved into the said area other than to war procurement agencies, licensed ship suppliers and ship operators during the appropriate base period specified hereinafter. No person shall have more than one quota, and every person claiming a quota must qualify therefor, and compute the volume thereof by one of the methods provided in following subdivisions (i) (ii), (iii) or (iv), or must apply for a special quota as provided in subdivision (v) hereof.

(i) Each person who moved such carload lots into the area within the base period of from January 1, 1944, through March 31, 1944, is entitled to a quota for each current three month period beginning January 1, April 1, July 1 and October 1; and the quota for each such current quarterly period shall be 75 percent of the total volume by weight so moved into such area within the said base period.

(ii) Each person who moved such carload lots into the area during any period after January 31, 1944, but did not move such carload lots into the area during the month of January 1944, is entitled to a quota for each current three month period beginning January 1, April 1, July 1 and October 1; and the quota for each such current quarterly period shall be 75 percent of the total volume by weight so moved into such area within the first consecutive three calendar month period in which such movements were made following January 31, 1944.

(iii) Each person who is a buyer in the course of trade or business having a selling establishment or establishments located in the said area, and who purchased and caused such carload lots to be moved into such area within the base period of from January 1, 1944, through March 31, 1944, is entitled to a purchasing quota for each current three month period beginning January 1, April 1, July 1 and October 1; and the purchasing quota for each such current quarterly period shall be 75 percent of the total volume by weight so purchased and caused to be moved into such area within the said base period. No person who has established a quota under foregoing subdivisions (i) or (ii) shall be eligible to establish a quota under this subdivision.

(iv) Each person who is a buyer in the course of trade or business having a selling establishment or establishments located in the said area, and who purchased and caused such carload lots to be moved into such area during any period after January 31, 1944, but did not purchase and cause such carload lots to be moved into such area during the month of January 1944, is entitled to a purchasing quota for each current three month period beginning January 1, April 1, July 1 and October 1; and the purchasing quota for each such current quarterly period shall be 75 percent of the total volume by weight so purchased and caused to be moved into such area within the first consecutive three calendar month period in which such movements were made following January 31, 1944. No person who has established a quota under foregoing subdivisions (i) or (ii) shall be eligible to establish a quota under this subdivision.

(v) Special quotas authorizing persons not having quotas under subdivisions (i) or (ii) to move such carload lots into such area in order to enable persons having quotas under foregoing subdivisions (iii) or (iv) to operate within the limits of such latter quotas may be authorized by the Administrator of the Office of Price Administration, Washington, D. C., only upon a showing that the persons having such latter quotas are unable to obtain such carload lots from persons having quotas under subdivisions (i) or (ii).

(vi) No person having a quota under subdivisions (i) or (ii) shall move carload lots from outside such area to its branch houses, subsidiaries, or financial affiliates located within such area, in excess of 75 percent of the total volume by weight so moved to its branch houses, subsidiaries, or financial affiliates during its quota base period. All such movements shall be charged against the quota.

(vii) Any person having a quota under foregoing subdivisions (i) or (ii) shall not move carload lots from outside the area to a consignee within the area other than a branch house, subsidiary or financial affiliate unless he first shall ascertain that such consignee has an unfilled quota under foregoing subdivisions (iii) or (iv) permitting such movement. All such transactions shall be charged against both quotas.

(viii) The first current quarterly period during which the quota provisions hereinbefore specified shall be operative begins as of October 1, 1945: *Provided*, That regardless of the total volume by weight moved into the said area during the period of from October 1, 1945, through November 9, 1945, nevertheless two-thirds of any quota hereinbefore authorized may be moved into such area during the period of from November 10, 1945, through December 31, 1945.

(ix) No person having a quota under the provisions of this subparagraph shall ship, transport, transfer or deliver, or cause to be shipped, transported, transferred or delivered, such carload lots into such area during any calendar month in excess of 40 percent of his quota for the quarterly period in which the said calendar month occurs.

(2) On or before November 31, 1945, each person claiming a quota under subdivisions (i) or (ii) of foregoing subparagraph (1) shall file in duplicate with the Office of Price Administration, Washington, D. C., a signed statement setting forth the data required in § 1364.27 (e) (1); and on or before November 31, 1945, each person claiming a quota under subdivision (iii) or (iv) of foregoing subparagraph (1) shall file in duplicate with the Office of Price Administration, Washington, D. C., a signed statement setting forth the data required in § 1364.27 (e) (2). On and after December 1, 1945, any person claiming a quota under any of such subdivisions who has failed to file such statements under § 1364.27 (e) shall be prohibited from using such quota until the required filing is made.

(3) Each person claiming a quota under subdivision (i) or (ii) of foregoing subparagraph (1) shall conform to the quarterly reporting requirements of § 1364.27 (f) (1); each person claiming a purchasing quota under subdivision (iii) or (iv) of foregoing subparagraph (1) shall conform to the quarterly reporting requirements of § 1364.27 (f) (2); and each person for whom a quota is established under subdivision (v) of subparagraph (1) shall conform to the quarterly reporting requirements of § 1364.27 (f) (3). In the event any person claiming a quota under the above-cited subdivisions fails to file any quarterly report as therein required, his right to operate under such quota shall be prohibited until the required quarterly report is made.

(4) Each person claiming a quota under sudbivisions (i), (ii), (iii) or (iv)

of foregoing subparagraph (1), and each person for whom a special quota is established under the provisions of subdivision (v) of said section shall conform to the record-keeping provisions of § 1364.27 (g). In the event any person claiming or having a quota under the above-cited subdivisions fails to keep the records required by § 1364.27 (g), his right to operate under such quota shall be prohibited for the entire time that such records are not kept, and any carload lots moved into the area by or for such person during such period shall be deemed to be unauthorized insofar as such carload lots relate to the quota of the person failing to keep such records.

(c) Any person subject to the provisions of paragraph (b) of this section who violates any applicable provision of said paragraph (b) shall be subject to the penalties for violation provided by law, and in addition, may be prohibited by administrative suspension order from receiving, selling, using or otherwise disposing of dressed hogs and/or wholesale pork cuts. Such suspension order shall be issued for such period as in the judgment of the Administrator or such person as he may designate for that purpose, is necessary and appropriate in the public interest or to promote the national security.

(d) This section is issued under the authority vested in the Administrator by the Emergency Price Control Act of 1942, as amended, in addition to the authorities cited in § 1364.415 (e) of Revised Maximum Price Regulation No. 169—Beef and Veal Carcasses and Wholesale Cuts.

3. Subdivisions (1) and (2) of § 1364.27 (b) respectively are amended by the deletion of the word "sworn" wherever the said word appears therein.

4. Paragraphs (e), (f), and (g) of § 1364.27 are added respectively to read as follows:

(e) On or before November 30, 1945, each person claiming a quota under the provisions of § 1364.22a (b) (1) shall file in duplicate with the Office of Price Administration, Washington, D. C., signed statements showing:

(1) If the quota is claimed under subdivision (i) or (ii) of § 1364.22a (b) (1):

(i) Name and address,

(ii) The base period used in determining a quota, and the volume claimed as a quota,

(iii) The total volume by weight of dressed hogs and/or wholesale pork cuts (derived from live hogs slaughtered elsewhere than in the area consisting of the States of California, Oregon and Washington) that was moved into such area in straight and/or mixed carload lots during the base period used,

(iv) The total volume by weight of the amount reported under foregoing subdivision (iii) which was moved directly to consignees other than the reporting person's branch house, subsidiary or financial affiliate located in the said area in straight and/or mixed carload lots,

(2) If the quota is claimed under subdivision (iii) or (iv) of § 1364.22a (b) (1):

(i) Name and address,

(ii) The base period used in determining a quota and the volume claimed as a quota,

(iii) The total volume by weight of dressed hogs and/or wholesale pork cuts (derived from live hogs slaughtered elsewhere than in the area consisting of the States of California, Oregon and Washington) which was received in straight and/or mixed carload lots in such area during the base period used.

(f) On or before the 10th day following the expiration of each three month period ending March 31, June 30, September 30, and December 31, each person claiming a quota, and each person for whom a special quota has been established under the provisions of § 1364.22a (b) (1) shall file with the Office of Price Administration, Washington, D. C., a quarterly report in duplicate showing:

(1) If the quota is claimed under subdivisions (i) or (ii) of § 1364.22 a (b) (1):

(i) Name, address and date,

(ii) The total volume by weight of dressed hogs and/or wholesale pork cuts subject to the quota handled or moved during the quarterly period for which the report is filed.

(iii) The total volume by weight of the amount reported under foregoing subdivision (ii) hereof which was moved to its own branch houses, subsidiaries or financial affiliates.

(2) If the quota is claimed under subdivision (iii) or (iv) of § 1364.22a (b) (1):

(i) Name, address and date,

(ii) The total volume by weight of dressed hogs and/or wholesale pork cuts subject to the quota received and/or caused to be moved during the quarterly period for which the report is filed.

(3) If the quota is established under subdivision (v) of § 1364.22a (b) (1):

(i) Name, address and date,

(ii) The total volume by weight of dressed hogs and/or wholesale pork cuts subject to the quota consigned and shipped to holders of quotas under subdivision (iii) or (iv) of § 1364.22a (b) (1) during the quarterly period for which the report is filed.

(g) On and after November 10, 1945, each person claiming a quota under the provisions of subdivisions (i), (ii), (iii) or (iv) of § 1364.22a (b) (1), and each person for whom a quota is established under the provisions of subdivision (v) of § 1364.22a (b) (1), shall prepare and keep, and/or preserve and keep for inspection by the Office of Price Administration for so long as the Emergency Price Control Act of 1942, as amended, remains in effect, a complete record showing:

(1) A cumulative daily total for each current quarterly period ending March 31, June 30, September 30 and December 31 showing the total volume by weight of dressed hogs and/or wholesale pork cuts subject to quota that were shipped, transported, transferred or delivered, or caused to be shipped, transported, transferred or delivered during such period into the area consisting of the States of California, Oregon and Washington.

(2) The names and addresses of the parties and establishments involved in each transaction.

(3) The date of each transaction.

(4) The total volume by weight of dressed hogs and/or wholesale pork cuts subject to quota moved in each transaction.

This amendment shall become effective November 10, 1945.

NOTE: The reporting and record-keeping provisions of this amendment have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

Approved: November 9, 1945.

J. B. HUTSON,
Acting Secretary of Agriculture.

[P. R. Doc. 45-20711; Filed, Nov. 13, 1945; 11:53 a. m.]

PART 1407—RATIONING OF FOOD AND FOOD PRODUCTS

[2d Rev. RO 3,[1] Amdt. 45]

SUGAR

A rationale for this amendment has been issued simultaneously herewith and has been filed with the Division of the Federal Register.

The first sentence of section 5.14 is amended to read as follows: "Any registering unit whose inventory (of ration evidences and sugar) is less than or in excess of, its allowable inventory as shown by its registration on OPA Form R-305 Item 5 (e) or 6 (e) (whichever is appropriate) plus any increase in its allowable inventory granted by the Office of Price Administration, shall be presumed to have violated the provisions of section 17.14 of Second Revised Ration Order 3 and sections 2.6 and 2.8 of General Ration Order 8 (deliveries or receipt of sugar without getting or giving up evidences and receipt or delivery of evidences without delivering or getting sugar, as the case may be) unless it proves that:"

This amendment shall become effective November 17, 1945.

Issued this 13th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20717; Filed, Nov. 13, 1945; 11:59 a. m.]

PART 1407—RATIONING OF FOOD AND FOOD PRODUCTS

[2d Rev. RO 3,[1] Amdt. 46]

SUGAR

A rationale for this amendment has been issued simultaneously herewith and has been filed with the Division of the Federal Register.

[1] 9 F.R. 13041.

A new section 3.1 (d) is added to read as follows:

(d) An industrial user who did not register on OPA Form R–310 or reregister under paragraph (a), within the time limited for such registration or reregistration, may apply to the District Office, in writing, for permission to register or reregister his industrial user establishment on a later date. The application must state:

(1) That his failure to register or reregister was due to circumstances beyond his control (in that case he must describe these circumstances), or because he was engaged in war activities;

(2) Whether he still has his industrial user equipment and establishment;

(3) Whether he used rationed foods during the base period; and

(4) If he did not operate his establishment, the reason for not operating it.

If the District Office finds that the industrial user failed to register his industrial user establishment on OPA Form R–310 or to reregister his industrial user establishment under paragraph (a) due to circumstances beyond his control, or because he was engaged in war activities, and that he used sugar during the base period, and that he still has his industrial user equipment and establishment, it shall permit him to register his establishment by filing OPA Form R–1200 in accordance with General Ration Order 16.

This amendment shall become effective November 17, 1945.

NOTE: All 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.

Issued this 13th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45–20718; Filed, Nov. 13, 1945; 12:00 m.]

PART 1429—POULTRY AND EGGS

[2d Rev. MPR 269,[1] Amdt. 9]

POULTRY

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.

Second Revised Maximum Price Regulation 269 is amended in the following respects:

1. Section 1.4 (h) is amended to read as follows:

(h) All sales or deliveries of live poultry by members of 4-H Clubs, Future Farmers of America, or other recognized youth organizations, provided such sales are duly approved and are made at the place and time of a fair, show, or exhibition. Prior approval of the sale must be obtained from the nearest district office of the Office of Price Administration by a county agent, county club agent, vocational agricultural instructor, head of the applicable State Agricultural Extension Service, or the Chief Administrator of the applicable State Department of Agriculture.

[1] 9 F.R. 15095.

2. A new section 1.4 (i) is added to read as follows:

(i) *Export sales.* The maximum prices at which any person shall export any of the poultry items covered by this regulation shall be determined in accordance with the provisions of the Revised Maximum Export Price Regulation issued by the Office of Price Administration.

3. Section 3.5 (a) (12) (i) is amended to read as follows:

(i) Each poultry item must be fresh-dressed at the time of its evisceration. No "dressed poultry" item shall be considered "fresh-dressed" if it has developed any appearance of cold storage stock, or if it shows evidence of deterioration from freezing.

4. A new section 3.5 (a) (12) (xi) is added to read as follows:

(xi) A discount of 1¢ per pound shall be deducted from the maximum base price of "frozen eviscerated poultry" for any fresh eviscerated poultry item which satisfies all the requirements of "frozen eviscerated poultry" except those set forth in subdivisions (vii), (viii) and (ix) above and which is packaged in bulk and sold to canners for canning purposes; *Provided,* That a statement is attached to or printed on the exterior of each package certifying that the eviscerated poultry contained therein was eviscerated under Federal inspection and showing the identity of the eviscerator. In no other event may any fresh eviscerated poultry item be sold at a price higher than that established in this regulation for the corresponding drawn poultry item.

5. The last two paragraphs of section 3.5 (a) (12) (x) are deleted from that subparagraph and inserted at the end of section 3.5 (a) (12) (xi).

6. The following changes are made with respect to county zone numbers in section 4.4 "List of Counties, with Zone Numbers for Chickens and Turkeys, Arranged Alphabetically by States":

a. All turkey Zone numbers for all counties in the State of Arizona are changed from "T 10" to "T 36."

b. The chicken and turkey Zone numbers of Alameda County in the State of California are changed from "C 54" to "C 53" and from "T 15" to "T 3."

c. The chicken Zone numbers of De Kalb and Cobb Counties in the State of Georgia are changed from "C 22" to "C 23."

d. The chicken Zone number for Kossuth County in the State of Iowa is changed from "C 2" to "C 3."

e. The turkey Zone number of Caroline County in the State of Maryland is changed from "T 18" to "T 27."

f. The turkey Zone number for Carroll County in the State of Maryland is changed from "T 27" to "T 18."

g. The spelling of "Carson County" in the State of Montana is corrected to "Carbon County."

h. The turkey Zone number for Buffalo County in the State of Nebraska is changed from "T 4" to "T 5."

i. Ashland County is added to the list of counties in the State of Ohio with zone numbers "C 11" and "T 16."

j. The turkey Zone number for Marinette County in the State of Wisconsin is changed from "T 10" to "T 14."

7. The words "Grade A" are inserted in the first paragraph of section 3.5 (a) (15) after the word "means" and before the words "broilers and fryers."

8. Section 5.3 is amended to read as follows:

SEC. 5.3 *Application of grade, species, age, sex and weight specifications.* (a) The grade, species, age and sex specifications promulgated by the United States Department of Agriculture in the publications listed immediately below shall be used as the grade, species, age and sex specifications for all poultry items referred to in this regulation.

(1) Tentative U. S. Standards for Classes and Grades for Dressed Turkeys.

(2) Classification and Tentative Specifications for U. S. Standards and grades for Dressed Chickens.

(3) Tentative Specifications for U. S. Standards and Grades for Dressed Ducks, Geese, Guineas, and Squabs.

(4) Tentative U. S. Standards for Classes and Grades for Live Poultry.

(5) Tentative U. S. Standards for Classes and Grades for eviscerated Federally inspected chickens.

The standards and specifications of the United States Department of Agriculture named in the above paragraphs as published and in effect on January 1, 1945, are to be controlling during the effective life of this regulation. Any modifications or repeal thereof by the Department of Agriculture shall not modify or repeal the effectiveness of such standards and specifications for the purposes of this regulation.

(b) The following weight specifications shall be used for the applicable poultry items referred to in this regulation:

Poultry type	Dressed weight	Drawn weight	Frozen eviscerated weight
Broilers	Under 3½ lbs.	Under 2 lbs. 15 oz.	Under 1¾ lbs.
Fryers	do	do	1¾ lbs. to 2 lbs. 15 oz.
Roasters	3½ lbs. and over	2 lbs. 15 oz. and over	2 lbs. 15 oz. and over.
Light capons	Under 5½ lbs.	Under 4½ lbs.	Under 4½ lbs.
Heavy capons	5½ lbs. and over	4½ lbs. and over	4½ lbs. and over.
Light fowl	All weights	All weights	Under 2 lbs. 15 oz.
Heavy fowl	do	do	2 lbs. 15 oz. and over.
Stags and roosters	do	do	All weights.
Geese	do	do	Do.
Young turkeys:			
Light	do	Under 13 lbs.	Under 13 lbs.
Medium	do	13 to 16½ lbs.	13 to 16½ lbs.
Heavy	do	16½ lbs. and over	16½ lbs. and over.
Old turkeys:			
Light	do	Under 13 lbs.	Under 13 lbs.
Medium	do	13 to 16½ lbs.	13 to 16½ lbs.
Heavy	do	16½ lbs. and over	16½ lbs. and over.

9. The Zone 40 November maximum base price for dressed heavy capons in Table A, section 5.4, is changed from "49.8" to "40.8¢" per pound.

10. The Zone 22 December maximum base price for dressed broilers, fryers, roasters and light capons in Table A, section 5.4, is changed from "33.0" to "38.0¢" per pound.

11. Table A–1 of section 5.5 is amended to read as follows:

TABLE A-1.—ADJUSTMENTS TO TABLE A FOR ALL OTHER PROCESSED POULTRY ITEMS

(ADJUSTMENTS IN CENTS PER LB.)

Other processed poultry items	Broilers	Fryers	Roasters and light capons	Heavy capons	Fowl light	Fowl heavy	Stags and old roosters all weights	Geese all weights
Drawn	+11.3¢ to the dressed price in table A.	+11.2¢ to the dressed price in table A.	+9.2¢ to the dressed price in table A.	+8.6¢ to the dressed price in table A.	+8.2¢ to the dressed price in table A.	+8.2¢ to the dressed price in table A.	+0.8¢ to the dressed price in table A.	+1[illegible]¢ to the dressed price in table A.
Frozen, eviscerated	+19.8¢ to the dressed price in table A.	+18.2¢ to the dressed price in table A.	+15.2¢ to the dressed price in table A.	+13.6¢ to the dressed price in table A.	+13.7¢ to the dressed price in table A.	+14.2¢ to the dressed price in table A.	+11.8¢ to the dressed price in table A.	+13.4¢ to the dressed price in table A.

Kosher Killed—Subtract 1.0 cent from the dressed price in table A.
Kosher Dressed—Add 0.5 cent to the dressed price in table A.
Portions of "cut-up" poultry:
Wings—Subtract 6.5 cents from the dressed price in table A.
Legs and breasts—Add 27.3 cents to the dressed price in table A.
Portions of any poultry item:
Wing tips, backs, necks or skin—Subtract 23.3 cents from the dressed price of broilers and fryers in table A.
Livers—Add 36.3 cents to the dressed price of broilers and fryers in table A.
Hearts and cleaned gizzards—Subtract 6.5 cents from the dressed price of broilers and fryers in table A.
Uncleaned gizzards—Subtract 22.0 cents from the dressed price of broilers and fryers in table A.
Poultry fat: Raw—Add 23.3 cents to the dressed price of fowl in table A.
Government inspected raw—Add 23.3 cents to the dressed price of fowl in table A.
Rendered—Add 42.8 cents to the dressed price of fowl in table A.
Government inspected rendered—Add 47.8 cents to the dressed price of fowl in table A.

12. A new Zone 36 is added to Table B of section 5.6 to read as follows:

TABLE B—MAXIMUM BASE PRICES FOR TURKEYS

Zones	Live		Dressed		Drawn						Frozen eviscerated						Kosher killed		Kosher dressed	
					Young			Old			Young			Old						
	Young	Old	Young	Old	Light	Medium	Heavy	Light	Medium	Heavy	Light	Medium	Heavy	Light	Medium	Heavy	Young	Old	Young	Old
36	34.9	32.9	42.6	40.6	51.1	50.1	49.1	48.6	47.6	47.0	54.1	53.1	52.1	51.6	50.6	50.1	41.6	39.6	43.1	41.1

13. The following paragraph is added to the end of section 7.2:

The provisions of this section 7.2 do not apply to poultry custom processed for ultimate consumers who own the poultry by frozen food locker plants. The custom processing of poultry which is owned by ultimate consumers by frozen food locker plants shall remain subject to the controls of Maximum Price Regulation 165, as amended.

This amendment shall become effective November 17, 1945.

NOTE: All record-keeping and 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 13th day of November 1945.

CHESTER BOWLES,
Administrator.

Approved: November 1, 1945.

J. B. HUTSON,
Acting Secretary of Agriculture.

[F. R. Doc. 45-20713; Filed, Nov. 13, 1945; 11:59 a. m.]

PART 1420—BREWERY, DISTILLERY AND WINERY PRODUCTS

[MPR 445,[1] Amdt. 35]

DISTILLED SPIRITS AND WINES

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 445 is amended in the following respects:

1. Section 6.1 (a) is amended to read as follows:

(a) *Coverage and exemptions.* Article VI establishes maximum prices for certain services supplied in connection with the production, sale, and distribution of domestic distilled spirits and packaged wine. Maximum prices for services supplied in connection with domestic distilled spirits and packaged wine other than those services specifically provided for herein shall be determined in accordance with the provisions of the General Maximum Price Regulation or Revised Maximum Price Regulation 165 as may be applicable. On and after November 19, 1945, all services supplied in connection with the production, sale and distribution of bulk wine (including bulk Spanish type blending sherry, bulk grape concentrates and bulk lees wine) except those specified in sections 6.3 (a) (1) and 6.3 (b) (7) are exempt from the provisions of this or any other regulation of the Office of Price Administration.

2. The phrase "or bulk California grape wine, or for procuring a processor to convert grapes into California grape wine" appearing in section 6.3 (a) (2) is amended to read "or for procuring a processor to convert grapes into packaged California grape wine."

3. Sections 6.3 (b) (1), (2), (3), (4), (5), and (6) are revoked.

4. In section 6.3 (b) (7) the words "California grape" are deleted.

This amendment shall become effective November 19, 1945.

Issued this 13th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20714; Filed, Nov. 13, 1945; 12:00 m.]

PART 1439—UNPROCESSED AGRICULTURAL COMMODITIES

[MPR 422,[1] Amdt. 154]

FRESH FRUITS AND VEGETABLES FOR TABLE USE, SALES EXCEPT AT RETAIL

A statement of the considerations involved in the issuance of this amendment has been issued and filed with the Division of the Federal Register.

In Appendix H, Table 3 (Maximum Prices for Green Peas), footnote 4 is amended to read as follows:

[4] During the period beginning November 10, 1945 and ending November 20, 1945, "$3.70" is substituted for "$3.50" in item 1 (bushel), Columns 5 and 6 and "13.2 cents per pound" is substituted for "12.5 cents per pound" in item 3, Column 5.

This amendment shall become effective at 12:01 a. m. November 10, 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

Approved: November 8, 1945.

J. B. HUTSON,
Acting Secretary of Agriculture.

[F. R. Doc. 45-20641; Filed, Nov. 9, 1945; 4:36 p. m.]

[1] 10 F. R. 7444, 8241, 9395, 9626, 10,224, 11,515, 11,906.

[1] 10 F.R. 7403, 7500, 7539, 7573, 7663, 7633, 7789, 8021, 8059, 8233, 8239, 8457, 8511, 8557, 8595, 8936, 9023, 9023, 9023, 9118, 9119, 9277, 9447, 9623, 9328, 10025, 10229, 10311, 10363, 11072, 12213, 12324, 12403, 12447, 12532, 12367, 12702, 12745, 12960, 13129, 13271, 13313, 13369.

PART 1499—COMMODITIES AND SERVICES

[Rev. SR 11,[1] Amdt. 66]

BULK WINE

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. 11 is amended to read as follows:

Section 1499.46 (b) (154) is added to read as follows:

(154) All services supplied in connection with the production, sale and distribution of bulk wine (including bulk Spanish type blending Sherry, bulk grape concentrates and bulk lees wine), except the service of packaging and casing wine.

This amendment shall become effective November 19, 1945.

Issued this 13th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20715; Filed, Nov. 13, 1945; 12:00 m.]

Chapter XIII—Petroleum Administration for War

[Petroleum Directive 63, Revocation]

PART 1555—PIPE LINE OPERATIONS

UTILIZATION OF WAR EMERGENCY PIPELINE

Section 1555.1 (Petroleum Directive No. 63) is hereby revoked, effective November 30, 1945.

(E.O. 9276, 7 F.R. 10091; E.O. 9319, 8 F.R. 3687)

Issued: November 14, 1945.

RALPH K. DAVIES,
Deputy Petroleum Administrator for War.

[F. R. Doc. 45-20675; Filed, Nov. 13, 1945; 10:28 a. m.]

[Petroleum Directive 73, Revocation]

PART 1555—PIPE LINE OPERATIONS

UTILIZATION OF WAR EMERGENCY PETROLEUM PRODUCTS PIPELINE

Section 1555.2 (Petroleum Directive No. 73) is hereby revoked, effective November 30, 1945.

(E.O. 9276, 7 F.R. 10091; E.O. 9319, 8 F.R. 3687)

Issued: November 14, 1945.

RALPH K. DAVIES,
Deputy Petroleum Administrator for War.

[F. R. Doc. 45-20674; Filed, Nov. 13, 1945; 10:28 a. m.]

[1] 9 F.R. 4775, 5314, 5441, 5722, 7020, 8145, 10778, 13211, 15157; 10 F.R. 3236, 3870, 6232, 6593, 7197, 10312, 11943, 12213, 12532, 12533.

Chapter XXIII—Surplus Property Administration

[SPA Reg. 5, Amdt. 1]

PART 8305—SURPLUS NONINDUSTRIAL REAL PROPERTY

Surplus Property Administration Regulation 5, October 9, 1945, entitled "Surplus Nonindustrial Real Property" (10 F.R. 12312), is hereby amended by changing § 8305.2 (h) to read as follows:

(h) "Nonprofit institution" means any nonprofit scientific, literary, educational, public-health, public-welfare, charitable, or eleemosynary institution, organization, or association, or any nonprofit hospital or similar institution, organization, or association, which has been held exempt from taxation under section 101 (6) of the Internal Revenue Code, or any nonprofit volunteer fire company or cooperative hospital or similar institution which has been held exempt from taxation under section 101 (8) of the Internal Revenue Code.

This amendment shall become effective November 6, 1945.

W. STUART SYMINGTON,
Administrator.

NOVEMBER 6, 1945.

[F. R. Doc. 45-20639; Filed, Nov. 9, 1945; 4:13 p. m.]

[SPA Reg. 14]

PART 8314—DISPOSAL TO NONPROFIT INSTITUTIONS AND DISCOUNTS FOR EDUCATIONAL OR PUBLIC-HEALTH INSTITUTIONS OR INSTRUMENTALITIES

Sec.
8314.1 Definitions.
8314.2 Scope.
8314.3 General policy of disposal.
8314.4 Determination of eligibility.
8314.5 Estimates.
8314.6 Criteria.
8314.7 Review of applications.
8314.8 Disposals.
8314.9 Prices.
8314.10 Certificate of need and use.
8314.11 Notices of offering.
8314.12 Regulations by disposal agencies to be filed with the Surplus Property Administrator.
8314.13 Records and reports.

AUTHORITY: §§8314.1 to 8314.13 inclusive, issued under the Surplus Property Act of 1944, 58 Stat. 765, 50 U.S.C. App. Sup. 1611, and under Pub. Law 181, 79th Cong., 1st Sess.

§ 8314.1 *Definitions*—(a) *Terms defined in act.* Terms not defined in paragraph (b) which are defined in the Surplus Property Act of 1944 shall in this part have the meaning given to them in the act.

(b) *Other terms.* (1) "Instrumentality" as used herein refers to any instrumentality of a State, territory, or possession of the United States, the District of Columbia, or any political subdivision thereof, as well as to such States and subdivisions themselves.

(2) "Nonprofit institution" means any nonprofit scientific, literary, educational, public-health, public-welfare, charitable or eleemosynary institution, organization, or association, or any nonprofit hospital or similar institution, organization, or association, which has been held exempt from taxation under section 101 (6) of the Internal Revenue Code, or any nonprofit volunteer fire company or cooperative hospital or similar institution which has been held exempt from taxation under section 101 (8) of the Internal Revenue Code.

(3) "Educational institution or instrumentality" means any school, school system, library, college, university, or other similar institution, organization or association, which is organized for the primary purpose of carrying on instruction or research in the public interest, and which is a nonprofit institution or an instrumentality.

(4) "Public-health institution or instrumentality" means any hospital, board, agency, institution, organization or association, which is organized for the primary purpose of carrying on medical, public-health, or sanitational services in the public interest, or research to extend the knowledge in these fields, and which is a nonprofit institution or an instrumentality.

§ 8314.2 *Scope.* This part shall apply only to disposals of surplus personal property made by disposal agencies within the United States, its territories or possessions. It shall not apply to any disposals of real property, industrial plants, shipyards and facilities, aeronautical property subject to the provisions of Part 8304,[1] property designated in classes (1) to (8), inclusive, of section 19 of the Surplus Property Act of 1944, or surplus vessels which the Maritime Commission determines to be merchant vessels or capable of conversion to merchant use. This part grants to nonprofit institutions the opportunity to acquire surplus property and in the case of educational and public-health institutions the right to a discount. Instrumentalities are entitled to acquire surplus property by priority pursuant to the provisions of Part 8302.[2] This part extends to educational and public-health instrumentalities the additional right to acquire such property at a discount. The benefits of this part apply only to those tax-supported institutions which are instrumentalities or which are nonprofit institutions referred to in § 8314.1.

§ 8314.3 *General policy of disposal.* Section 13 (a) of the Surplus Property Act of 1944 provides generally, to the extent feasible, for transfer of surplus property on the basis of need to nonprofit institutions and instrumentalities so that they may have the opportunity to fulfill in the public interest their legitimate needs, and that surplus property that is appropriate for school, classroom, or other educational use, and surplus medical supplies, equipment, and property suitable for use in the protection of public health, including research, may be disposed of at a value which takes into account any benefit which has accrued or may accrue to the United States from the use of such property.

[1] SPB Reg. 4 (10 F.R. 5460, 6785, 10362, 11402).

[2] SPB Rev. Reg. 2 (10 F.R. 12121).

§ 8314.4 *Determination of eligibility.* Federal Security Agency shall submit to the Surplus Property Administrator certified lists of public-health, educational, and other nonprofit institutions and instrumentalities eligible for the benefits provided under this part. Such lists shall be revised from time to time as necessary.

§ 8314.5 *Estimates.* Federal Security Agency in consultation with the disposal agencies shall prepare estimates and submit recommendations to the Surplus Property Administrator from time to time regarding the quantities and types of surplus property which should be reserved for disposal to nonprofit institutions and instrumentalities during specific future periods of time and the general areas for which such property should be held in reserve.

§ 8314.6 *Criteria.* Federal Security Agency shall develop criteria by which to determine legitimate needs of nonprofit institutions and instrumentalities which apply for surplus property under this part. Federal Security Agency shall submit such criteria for the approval of the Surplus Property Administrator.

§ 8314.7 *Review of applications.* Federal Security Agency shall establish with the approval of the Surplus Property Administrator procedures under which applications by or for nonprofit institutions and instrumentalities under this part will be submitted to and reviewed by Federal Security Agency. Such procedures shall also provide for action to be taken on the application following its review. If any such application is disapproved in whole or in part, the applicant may appeal from such ruling to the Surplus Property Administrator.

§ 8314.8 *Disposals*—(a) *Acquisition at fair value.* Any nonprofit institution whose application is approved by Federal Security Agency, or on appeal by the Surplus Property Administrator, shall be entitled to acquire from disposal agencies any surplus property available for disposal, at the fair value of such property and in lots not smaller than the smallest lots consistent with commercial practice. Property already advertised for public competitive bids or for sale at auction or for immediate purchase at a fixed time, and property specifically selected by a prospective purchaser, shall not be considered available. Orders from nonprofit institutions shall not be filled out of property reserved for Government agencies and State and local governments and their instrumentalities under § 8302.5.[2] Nothing herein shall impair the rights of States or their political subdivisions or instrumentalities to acquire property pursuant to Part 8302,[2] nor impair the priority granted by section 13 (f) of the act.

(b) *Acquisition at competitive sales.* Any nonprofit institution shall be entitled to compete on the same terms and conditions as other classes of purchasers whenever surplus property is offered for sale by a competitive method of offering.

§ 8314.9 *Prices*—(a) *Fair value.* The fair value at which surplus property shall be disposed of hereunder shall be the same value as established for disposals to Government agencies and State and local governments under Part 8302.[2] Such fair value shall not be greater than the lowest price which is offered to any trade level at the time of acquisition by the nonprofit institution or instrumentality.

(b) *Discounts to educational and public-health institutions and instrumentalities.* Disposal agencies shall allow from the fair value of property as set forth in paragraph (a) a discount of forty (40) percent upon orders by or for educational or public-health institutions or instrumentalities based upon applications approved as provided in § 8314.7.

§ 8314.10 *Certificate of need and use.* Each application to Federal Security Agency by or for a nonprofit institution or an instrumentality eligible for the benefits of this part shall bear a certificate by a responsible officer thereof that the property sought by the applicant is required for its own use to fill an existing need of the applicant and that it will not be resold to others within three (3) years of the date of purchase without the consent in writing of the disposal agency.

§ 8314.11 *Notices of offering.* Disposal agencies shall in cooperation with Federal Security Agency adopt procedures which will allow nonprofit institutions and instrumentalities to receive notices of what surplus property is available or offered for sale within the area in which the offering is made. Nonprofit institutions and instrumentalities shall have the right upon request to be put on mailing lists in all cases where such lists are used to offer property for disposal, including mailing lists otherwise reserved for special classes of buyers, unless the disposal agency shall find that the giving of such notices to nonprofit institutions and instrumentalities shall for any particular type of property become impracticable, unduly expensive to the Government, or unreasonably burdensome upon the facilities of the disposal agency. When public advertising is used as the method of offering, no other notice need be given to nonprofit institutions or instrumentalities.

§ 8314.12 *Regulations by disposal agencies to be filed with the Surplus Property Administrator.* Each disposal agency, the Federal Security Agency, the United States Office of Education, and the United States Public Health Service shall file with the Surplus Property Administrator copies of all regulations, orders, and instructions of general applicability which they may issue in furtherance of the provisions, or any of them, of this part.

§ 8314.13 *Records and reports.* Each disposal agency shall prepare and maintain such records as will show full compliance with the provisions of this part and with the applicable provisions of the act. Reports shall be prepared and filed with the Surplus Property Administrator in such manner as may be specified by the Administrator by order hereunder subject to the approval of the Bureau of the Budget pursuant to the Federal Reports Act of 1942.

This part shall become effective November 6, 1945.

W. STUART SYMINGTON,
Administrator.

NOVEMBER 6, 1945.

[F. R. Doc. 45-20249; Filed, Nov. 9, 1945; 4:13 p. m.]

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, War Department

PART 207—NAVIGATION REGULATIONS

BLACK ROCK CANAL, N. Y.

Pursuant to the provisions of Section 7 of the River and Harbor Act of August 8, 1917 (40 Stat. 266; 33 U.S.C. 1), paragraph (f) of § 207.590 is hereby amended to read as follows:

§ 207.590 *Black Rock Canal and Lock and Ferry Street Bridge at Buffalo, N. Y., and Niagara River from Black Rock Lock to Tonawanda, N. Y.; use, administration, and navigation.* * * *

Use and Navigation

* * * * *

(f) No vessel or boat shall navigate the Black Rock Canal at a rate of speed greater than 6 statute miles per hour. This rate of speed will require elapsed time to navigate between designated points as follows:

From North Breakwater Light to Ferry Street Bridge, 20¼ minutes.
From south end of Bird Island Pier to Ferry Street Bridge, 18¾ minutes.
From Ferry Street Bridge to International Bridge, 11½ minutes.

* * * * *

(Sec. 7 River and Harbor Act, 8 Aug. 1917, 40 Stat. 266; 33 U.S.C. 1) [Regs. 29 October, 1945 (C. E. 800.21 (Black Rock Channel, N. Y.)—SPEWR)]

[SEAL] EDWARD F. WITSELL,
Major General,
Acting The Adjutant General.

[F. R. Doc. 45-20235; Filed, Nov. 9, 1945; 3:54 p. m.]

TITLE 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Order 127A]

PART 15—RULES AND REGULATIONS GOVERNING ALL RADIO STATIONS IN THE WAR EMERGENCY RADIO SERVICE

STATE GUARD STATIONS

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 31st day of October 1945;

Whereas, by Order No. 127 the Commission ordered that all war emergency radio service station licenses, including State Guard stations, and all war emer-

gency radio operator permits, and the rules and regulations governing the operation of stations and operators in this service, be cancelled effective November 15, 1945; and

Whereas, the War Department has requested the Commission to permit the continued operation of State Guard stations in the war emergency radio service for the proper training and functioning of State Guard organizations for a further temporary period pending reactivation of the National Guard; and

Whereas, it appears advisable to amend Order No. 127 to provide for the continued operation of State Guard stations in the war emergency radio service for a further temporary period; *It is ordered,* That:

1. State Guard station licenses, now in effect or granted subsequent to the date of this order, shall remain in effect until July 1, 1946 (3 a. m. Eastern standard time).

2. The rules and regulations governing the war emergency radio service (Part 15), to the extent that they relate to State Guard stations and to operators for State Guard stations, shall remain in effect until July 1, 1946 (3 a. m. eastern standard time): *Provided, however,* That such stations may be operated only on the frequencies 3655 and 3825 kilocycles in accordance with the provisions of §§ 15.88 and 15.89 of the rules and regulations.

3. The provisions of Order No. 127 to the extent that they are inconsistent with the provisions of this order are hereby revoked.

Subject to such further order as the Commission may deem appropriate.

By the Commission.

[SEAL] T. J. SLOWIE, *Secretary.*

[F. R. Doc. 45-20677; Filed, Nov. 13, 1945; 10:38 a. m.]

TITLE 49—TRANSPORTATION AND RAILROADS

Chapter I—Interstate Commerce Commission

[S. O. 368]

PART 95—CAR SERVICE

RAILROADS TO UNLOAD BOX CARS

At a session of the Interstate Commerce Commission, Division 3, held at its office in Washington, D. C., on the 9th day of November, A. D. 1945.

It appearing, that box cars containing freight are being held by railroads an unreasonable length of time and that the delay in unloading such cars is aggravating a shortage thereof, thus impeding their use, control, supply, movement and distribution; in the opinion of the Commission an emergency requiring immediate action exists at all points where it is the railroads' duty, responsibility or obligation to unload box cars: *It is ordered,* That:

(a) Every common carrier by railroad subject to the Interstate Commerce Act at all points, including ports, where said carrier has the duty, responsibility or obligation to unload freight, shall unload forthwith all such freight in its possession, held in box cars, ten days from date of arrival of the said box cars at those points, including ports.

(b) *Application.* (1) This order shall apply to intrastate and interstate traffic as well as foreign commerce.

(2) The number of days any box car is held five days or less prior to the effective date hereof shall be counted in determining the ten-day period provided in paragraph (a).

(3) Box cars loaded with freight held under load more than five days on the effective date hereof may be held until November 20, 1945, before unloading.

(4) This order shall apply to box cars containing freight which the railroad holds short of points described in paragraph (a) and the ten day period shall commence after arrival at such hold points.

(5) This order shall apply to box cars having a mechanical designation in the current official Railway Equipment Register prefixed by "X" or "Y".

(c) *Special and general permits.* The provisions of this order shall be subject to any special or general permits issued by the Director of the Bureau of Service, Interstate Commerce Commission, Washington, D. C.

(d) *Effective date.* This order shall become effective at 12:01 a. m., November 15, 1945.

(e) *Expiration date.* This order shall expire at 11: 59 p. m., December 15, 1946, unless otherwise modified, changed, suspended, or annulled by order of the Commission. (40 Stat. 101, sec. 402, 41 Stat. 476, sec. 4, 54 Stat. 901; 49 U.S.C. 1 (10)–(17))

It is further ordered, That a copy of this order and direction shall be served upon each State railroad regulatory body and upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order be given to the general public by depositing a copy in the office of the Secretary of the Commission at Washington, D. C., and by filing it with the Director, Division of the Federal Register.

By the Commission, Division 3.

[SEAL] W. P. BARTEL, *Secretary.*

[F. R. Doc. 45-20700; Filed, Nov. 13, 1945; 11:34 a. m.]

[S. O. 369]

PART 95—CAR SERVICE

DEMURRAGE CHARGES ON CLOSED BOX CARS

At a session of the Interstate Commerce Commission, Division 3, held at its office in Washington, D. C., on the 9th day of November, A. D. 1945.

It appearing, that closed box cars are being delayed unduly in loading and unloading, causing a shortage of equipment and impeding and diminishing the use, control, supply, movement, distribution, exchange, interchange, and return of closed box cars; in the opinion of the Commission an emergency requiring immediate action exists in all sections of the country: it is ordered, that:

Demurrage charges on closed box cars—(a) *Closed box cars not subject to an average agreement.* When demurrage detention occurs, for which charges are or may be lawfully provided by tariffs, the demurrage charges on a box car, not included in an average agreement, held for loading or unloading shall be $2.20 per car per day or a fraction thereof for the first two (2) days; $5.50 per car per day or a fraction thereof for the third day; $11 per car per day or a fraction thereof for the fourth day; and $16.50 per car per day or a fraction thereof for each succeeding day.

(b) *Closed box cars subject to an average agreement.* When demurrage detention occurs, for which charges are or may be lawfully provided by tariffs, the demurrage charges on a closed box car, included in an average agreement, held for loading or unloading shall be $2.20 per car per day or a fraction thereof for the first two (2) days; $5.50 per car per day or a fraction thereof for the third day; $11 per car per day or a fraction thereof for the fourth day; and $16.50 per car per day or a fraction thereof for each succeeding day. The $2.20 per day debit charges may be offset or reduced by accrued credits as provided in applicable demurrage tariffs: *Provided, however,* That the $5.50 per day, $11 per day, and $16.50 per day charges may not be offset or reduced.

(c) *Application.* (1) The provisions of this order shall apply to intrastate as well as interstate traffic.

(2) *Designation of closed box cars.* This order shall apply to closed box cars suitable for interchange having a mechanical designation in the current official Railway Equipment Register prefixed by "X" or "Y", also "BX" but only when the latter cars are used in freight service.

(3) *Exemptions.* This order shall not apply to import, export, coastwise or intercoastal traffic.

(4) *Computation of demurrage on effective date of order.* The number of days a closed box car has been held prior to the effective date of this order, counted according to demurrage tariff rules, shall determine the charges applicable on that closed box car on the effective date of this order.

(d) *Effective date.* This order shall become effective at 7:00 a. m., November 15, 1945.

(e) *Expiration date.* This order shall expire at 7:00 a. m., December 15, 1945, unless otherwise modified, changed, suspended or annulled by order of the Commission.

(f) *Tariff provisions suspended.* (1) Except as provided in section (2) of this paragraph the operation of all tariff

rules, regulations or charges insofar as they conflict with the provisions of this order is hereby suspended.

(2) This order shall not affect Demurrage Rule 8 of Agent B. T. Jones' Tariff I. C. C. No. 3963 or similar rules in other tariffs, relating to adjusting, canceling or refunding demurrage charges arising from the unusual conditions or circumstances described in the said Rule 8 or similar rules in other tariffs.

(g) *Announcement of suspension.* Each railroad, or its agent, shall publish, file and post a supplement to each of its tariffs affected thereby, in substantial accordance with the provisions of Rule 9 (k) of the Commission's Tariff Circular No. 20 (§ 141.9 (k) of this chapter) announcing the suspension of the operation of any of the conflicting provisions therein, and establishing the substituted provisions set forth herein. (40 Stat. 101, sec. 402, 41 Stat. 476, sec. 4, 54 Stat. 901; 49 U. S. C. 1 (10)–(17))

It is further ordered, that a copy of this order and direction shall be served upon each State railroad regulatory body and upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order be given to the general public by depositing a copy in the office of the Secretary of the Commission at Washington, D. C., and by filing it with the Director, Division of the Federal Register.

By the Commission, Division 3.

[SEAL] W. P. BARTEL, *Secretary.*

[F. R. Doc. 45-20701; Filed, Nov. 13, 1945; 11:34 a. m.]

[S. O. 370]

PART 95—CAR SERVICE

DEMURRAGE ON STATE BELT RAILROAD OF CALIFORNIA

At a session of the Interstate Commerce Commission, Division 3, held at its office in Washington, D. C., on the 9th day of November, A. D. 1945.

It appearing, that demurrage charges are not being assessed for detention to closed box cars used for transporting commodities intraterminal by the State Belt Railroad of California; that such cars are being delayed unduly, resulting in a diminution of utilization of such cars; in the opinion of the Commission an emergency exists requiring immediate action: it is ordered, that:

(a) *Demurrage charges to be applied on closed box cars engaged in intraterminal transportation.* (1) The State Belt Railroad of California shall apply the demurrage charges shown in paragraph (a) (2) to any closed box car used for transporting any commodity to, from, or between industries, plants, or piers located at points or places named in Districts A and/or B as described in Item No. 15 of Tariff I. C. C. No. 5 of the State Belt Railroad operated by the State of California. (2) After the expiration of forty-eight (48) hours' free time after a closed box car is first placed for loading and until shipping instructions covering such car are tendered to said carrier's agent and/or after forty-eight (48) hours' free time after a closed box car is first placed for unloading and until such car is unloaded and released, the demurrage charges shall be $2.20 per car per day or fraction thereof for the first two (2) days; $5.50 per car per day or fraction thereof for the third day; $11 per car per day or fraction thereof for the fourth day; and $16.50 per car per day or fraction thereof for each succeeding day.

(b) *Application.* (1) The provisions of this order shall apply to intrastate as well as interstate traffic.

(2) On and after the effective date of this order the provisions of this order shall apply to detention of any closed box car held for either loading or unloading. The number of days such car has been held prior to the effective date of this order shall determine the charges applicable on that car on the effective date of this order.

(3) This order shall apply to closed box cars having a mechanical designation in the current official Railway Equipment Register prefixed by "X" or "V", also "BX" but only when the latter cars are used in freight service.

(4) After a closed box car is loaded and released for movement by the tender of shipping instructions to said carrier's agent, if the car is not actually placed for unloading for any reason within forty-eight (48) hours after such car is released for movement, but is held by the carrier short of place of delivery for unloading, such car will be considered as constructively placed at the expiration of the said forty-eight (48) hours and demurrage time shall be computed from the expiration of the said forty-eight (48) hours until said car is unloaded and released.

(c) *Effective date.* This order shall become effective at 7:00 a. m., November 15, 1945.

(d) *Expiration date.* This order shall expire at 7:00 a. m., December 15, 1945, unless otherwise modified, changed, suspended, or annulled by order of this Commission. (40 Stat. 101, sec. 402, 41 Stat. 476, sec. 4, 54 Stat. 901; 49 U.S.C. 1 (10)–(17))

It is further ordered, that a copy of this order and direction shall be served upon the California State Railroad Commission and upon the State Belt Railroad of California; and that notice of this order be given to the general public by depositing a copy in the office of the Secretary of the Commission at Washington, D. C., and by filing it with the Director, Division of the Federal Register

By the Commission, Division 3.

[SEAL] W. P. BARTEL, *Secretary.*

[F. R. Doc. 45-20702; Filed, Nov. 13, 1945; 11:34 a. m.]

Notices

DEPARTMENT OF THE INTERIOR.

General Land Office.

[Misc. 2073330]

NEVADA

ORDER PROVIDING FOR OPENING OF PUBLIC LANDS

OCTOBER 23, 1945.

In an exchange of lands made under the provisions of section 8 of the act of June 28, 1934 (48 Stat. 1269), as amended June 26, 1936 (49 Stat. 1976, 43 U.S.C. sec. 315g), the following described lands have been reconveyed to the United States:

MOUNT DIABLO MERIDIAN

T. 17 N., R. 65 E.,
Sec. 18, NW¼SE¼, SE¼SE¼.
T. 16 N., R. 67 E.,
Sec. 8, NW¼SE¼, E½SW¼;
Sec. 19, SE¼;
Sec. 29, SW¼SE¼, N½SW¼;
Sec. 33, W½NE¼;
Sec. 32, W½NE¼.

The areas described contain 640 acres.

At 10:00 a. m. on the 63d day from the date on which this order is signed, these lands, subject to valid existing rights and the provisions of existing withdrawals, shall become subject to application, petition, location, or selection as follows:

(a) For a period of 90 days, commencing on the day and at the hour named above, the public lands affected by this order shall be subject to (1) application under the homestead or the desert land laws, or the small tract act of June 1, 1938 (52 Stat. 609, 43 U.S.C. sec. 682a), by qualified veterans of World War II, for whose service recognition is granted by the act of September 27, 1944 (58 Stat. 747, 43 U.S.C. sec. 282), subject to the requirements of applicable law, and (2) application under any applicable public land law, based on prior existing valid settlement rights and preference rights conferred by existing laws or equitable claims subject to allowance and confirmation. Applications by such veterans shall be subject to claims of the classes described in subdivision (2).

(b) For a period of 20 days immediately prior to the beginning of such 90-day period, such veterans and persons claiming preference rights superior to those of such veterans, may present their applications, and all such applications, together with those presented at 10:00 a. m. on the first day of the 90-day period, shall be treated as simultaneously filed.

(c) Commencing at 10:00 a. m. on the 91st day after the lands become subject to application, as hereinabove provided, any of the lands remaining unappropriated shall become subject to such application, petition, location, or selection by the public generally as may be authorized by the public land laws.

(d) Application by the general public may be presented during the 20-day period immediately preceding such 91st day, and all such applications, together with those presented at 10:00 a. m. on

that day, shall be treated as simultaneously filed.

Veterans shall accompany their applications with certified copies of their certificates of discharge, or other satisfactory evidence of their military or naval service. Persons asserting preference rights, through settlement or otherwise, and those having equitable claims, shall accompany their applications by duly corroborated affidavits in support thereof, setting forth in detail all facts relevant to their claims.

Applications for these lands, which shall be filed in the District Land Office at Carson City, Nevada, shall be acted upon in accordance with the regulations contained in § 295.8 of Title 43 of the Code of Federal Regulations (Circular 324, May 22, 1914, 43 L. D. 254), and Part 296 of that title, to the extent that such regulations are applicable. Applications under the homestead laws shall be governed by the regulations contained in Subchapter I of Title 43 of the Code of Federal Regulations and applications under the desert land laws and the small tract act of June 1, 1938 shall be governed by the regulations contained in Parts 232 and 257, respectively, of that title.

FRED W. JOHNSON,
Commissioner.

[F. R. Doc. 45-20673; Filed, Nov. 13, 1945; 10:28 a. m.]

DEPARTMENT OF LABOR.

Wage and Hour Division.

LEARNER EMPLOYMENT CERTIFICATES

ISSUANCE TO VARIOUS INDUSTRIES

Notice of issuance of special certificates for the employment of learners under the Fair Labor Standards Act of 1938.

Notice is hereby given that special certificates authorizing the employment of learners at hourly wages lower than the minimum rate applicable under section 6 of the act are issued under section 14 thereof and § 522.5 (b) of the regulations issued thereunder (August 16, 1940, 5 F.R. 2862) to the employers listed below effective as of the date specified in each listed item below.

The employment of learners under these certificates is limited to the terms and conditions as designated opposite the employer's name. These certificates are issued upon the employers' representations that they are actually in need of learners at subminimum rates in order to prevent curtailment of opportunities for employment. The certificates may be cancelled in the manner provided for in the regulations and as indicated on the certificates. Any person aggrieved by the issuance of the certificates may seek a review or reconsideration thereof.

Name and address of firm, industry, learner occupations, number of learners, learning period, learner wage, effective and expiration dates:

Maryville College, Maryville, Tennessee; Sewing Room; 5 learners, Sewing Machine Operator, for a learning period of 50 hours at 20¢ per hour; effective October 30, 1945, expiring August 31, 1946.

Signed at New York, New York, this 8th day of November 1945.

PAULINE C. GILBERT,
Authorized Representative of the Administrator.

[F. R. Doc. 45-20697; Filed, Nov. 13, 1945; 11:32 a. m.]

LEARNER EMPLOYMENT CERTIFICATES

ISSUANCE TO VARIOUS INDUSTRIES

Notice of issuance of special certificates for the employment of learners under the Fair Labor Standards Act of 1938.

Notice is hereby given that special certificates authorizing the employment of learners at hourly wage rates lower than the minimum wage rate applicable under section 6 of the act have been issued to the firms hereinafter mentioned under section 14 of the act, Part 522 of the regulations issued thereunder (August 16, 1940, 5 F.R. 2862, and as amended June 25, 1942, 7 F.R. 4725), and the determinations, orders and/or regulations hereinafter mentioned. The names and addresses of the firms to which certificates were issued, industry, products, number of learners, and effective and expiration dates of the certificates are as follows:

Single Pants, Shirts and Allied Garments, Women's Apparel, Sportwear, Rainwear, Robes and Leather and Sheep-Lined Garments Divisions of the Apparel Industry, Learner Regulations, July 20, 1942 (7 F.R. 4724), as amended by Administrative Order March 13, 1943 (8 F.R. 3079), and Administrative Order, June 7, 1943 (8 F.R. 7890).

Atlanta Knitting Mills, Catskill, New York; Ladies Woven Underwear and Men's Polo Shirts; 10% (T) effective November 17, 1945 to expire November 16, 1946.

Elder Manufacturing Company, Webb City, Missouri; Boys' Shirts and Waists; 10% (T); effective November 3, 1945, expires November 2, 1946.

Ely & Walker Lingerie Factory, Warrenton, Missouri; Ladies' Underwear, Nightwear and Negligees, Ladies' Lingerie; 10 learners (T); effective November 6, 1945, expiring November 5, 1946.

Hosiery Learner Regulations, September 4, 1940, (5 F.R. 3530), as amended by Administrative Order March 13, 1943, (8 F.R. 3079).

Auburn Hosiery Mills, Inc., Auburn, Kentucky; Full-Fashioned Hosiery; 5 learners (T); effective November 5, 1945, expiring November 4, 1946.

Bisher Hosiery Mill, Denton, North Caroline; Seamless Hosiery; 10 learners (AT); effective November 13, 1945, expiring November 12, 1946.

Knitted Wear Learner Regulations, October 10, 1940 (5 F.R. 3982), as amended by Administrative Order, March 13, 1943 (8 F.R. 3079).

Sakura Mills, Inc., Kane, Pennsylvania; Knitted Underwear; 5% (T); effective November 19, 1945, expiring November 18, 1946.

The employment of learners under these certificates is limited to the terms and conditions therein contained and is subject to the provisions of the applicable determinations, orders and/or regulations cited above. These certificates have been issued upon the employers' representations that experienced workers for the learner occupations are not available for employment and that they are actually in need of learners at subminimum rates in order to prevent curtailment of opportunities for employment. The certificates may be cancelled in the manner provided in the regulations and as indicated in the certificates. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within fifteen days after publication of this notice in the FEDERAL REGISTER pursuant to the provisions of Regulations, Part 522.

Signed at New York, New York, this 8th day of November 1945.

PAULINE C. GILBERT,
Authorized Representative of the Administrator.

[F. R. Doc. 45-20698; Filed, Nov. 13, 1945; 11:32 a. m.]

CIVIL AERONAUTICS BOARD.

[Docket No. 1983]

AEROVIAS NACIONALES DE COLOMBIA, S. A.

NOTICE OF HEARING

In the matter of the application of Aerovias Nacionales de Colombia, S. A. for the issuance of a Foreign Air Carrier Permit under section 402 of the Civil Aeronautics Act of 1938, as amended.

Notice is hereby given that the above-entitled matter is assigned to be heard on December 10, 1945, at 10 a. m. (eastern standard time) in Room 5132, Commerce Building, Washington, D. C., before Examiner Charles J. Frederick.

Dated at Washington, D. C., November 9, 1945.

By the Civil Aeronautics Board.

FRED A. TOOMBS,
Secretary.

[F. R. Doc. 45-20678; Filed, Nov. 13, 1945; 10:39 a. m.]

FEDERAL COMMUNICATIONS COMMISSION.

[Docket No. 6787]

BELL TELEPHONE CO. OF PENNSYLVANIA ET AL.

ORDER INSTITUTING INVESTIGATION

In the matter of use of recording devices in connection with telephone service.

At a meeting of the Federal Communications Commission held at its offices in Washington, D. C. on the 31st day of October, 1945;

The Commission, having under consideration the attached regulations of the Bell Telephone Company of Pennsylvania, Diamond State Telephone Company, Chesapeake and Potomac Telephone Company, Chesapeake and Potomac Telephone Company of Baltimore City, Chesapeake and Potomac Telephone Company of Virginia, Chesapeake and Potomac Telephone Company of West Virginia, and the Bluefield Telephone Company,[1] included in presently effective tariff schedules on file with the Commission with respect to interstate and foreign message toll telephone serv-

[1] Filed as part of the original document.

ice and facilities, which regulations appear to prohibit the use of recording devices in connection with such service or facilities; and having also under consideration the question as to what action should be taken with respect to the use of telephone recording devices; and

It appearing, That various problems are hereby presented as to the application of the Communications Act of 1934, as amended; as to the application of the above tariff regulations; and as to the effects of the use of recording devices on the privacy and quality of telephone service;

It is ordered, That an investigation be, and it is hereby instituted into the matter of the use of recording devices in connection with interstate and foreign message toll telephone service and facilities;

It is further ordered, That without in any way limiting the scope of the investigation, it shall include the following specific matters:

(1) The nature and extent of the need and demand for the use of recording devices in connection with interstate and foreign message toll telephone service;

(2) The extent to which the use of recording devices might impair the privacy and quality of interstate and foreign message toll telephone service;

(3) Whether suitable devices or methods can be effectuated to indicate to a user of interstate or foreign message toll telephone service or facilities that a recording device is being employed in connection with his use thereof;

(4) The lawfulness, under the Communications Act of 1934, as amended, of the above-mentioned tariff regulations;

(5) Whether the Commission should prescribe a tariff regulation governing the use of recording devices in connection with interstate and foreign message toll telephone service, and, if so, the kind of tariff regulation that should be prescribed;

(6) The relationships, if any, of the use of such recording devices to Section 605 of the Communications Act of 1934;

(7) Whether any further legislation is necessary with respect to the use of recording devices in connection with telephone service and facilities;

(8) Whether recording devices are presently being used in connection with interstate and foreign message toll telephone service and facilities in violation of applicable and effective tariffs on file with this Commission;

It is further ordered, That a hearing be held with respect to the foregoing matters, beginning at 10:00 a. m. on the 10th day of January, 1946, at the offices of the Commission in Washington, D. C.;

It is further ordered, That all telephone carriers subject to the Communications Act of 1934, as amended, be, and they are hereby made parties respondent herein, and copies of this order shall be served on all such carriers; on the National Association of Railroad and Utilities Commissioners, and the agency of each state having regulatory jurisdiction with respect to telephone service; on the United States Independent Telephone Association; and on the Soundscriber Corporation, Dictaphone Corporation, Thomas A. Edison, Inc., American Type Founders Association, Gray Manufacturing Company, Frank Rieber, Inc., Memovox, Inc., and the Speakophone Corporation;

It is further ordered, That any person or organization desiring to make any presentation for the record herein shall, no later than December 19, 1945, so inform the Commission in writing, giving the names of proposed witnesses and the matters to be covered;

It is further ordered, That any person desiring to intervene herein shall petition therefor pursuant to § 1.102 of the Commission's rules and regulations.

By the Commission.

[SEAL] T. J. SLOWIE, *Secretary.*

[F. R. Doc. 45-20676; Filed, Nov. 13, 1945; 10:38 a. m.]

FEDERAL POWER COMMISSION.

[Docket Nos. G-652, G-660]

TENNESSEE GAS AND TRANSMISSION CO.

ORDER CONSOLIDATING PROCEEDINGS AND FIXING DATE OF HEARING

NOVEMBER 9, 1945.

Upon consideration of the following applications filed by Tennessee Gas and Transmission Company (Applicant) for certificates of public convenience and necessity pursuant to section 7 of the Natural Gas Act, as amended:

(a) Application filed on August 17, 1945, for authorization to construct and operate approximately 2,380 feet of 8-inch O. D. transmission pipeline extending in a southerly direction from Applicant's main line Valve No. 20, located in Section 80, A. D. Boyd Survey, Harris County, Texas, to a point of connection with the 10-inch Katy-Satsuma pipeline of the United Gas Pipe Line Company in Harris County, Texas;

(b) Application filed on September 5, 1945, for authorization to construct and operate approximately 95 miles of 16-inch O. D. transmission pipeline extending from the San Salvador field in Hidalgo County, Texas, in a general northeasterly direction to a point of connection with Applicant's main transmission pipeline in Nueces County, Texas, together with a dehydration plant to be operated in connection with the proposed pipeline; and

It appearing to the Commission that:

(1) The above entitled proceedings may involve substantially similar issues and facts:

(2) Good cause exists for consolidating the above matters for the purpose of hearing;

The Commission orders that:

(A) The above entitled proceedings be and they are hereby consolidated for the purpose of hearing.

(B) A public hearing be held commencing on November 26, 1945, at 10 a. m. in the Hearing Room of the Federal Power Commission, 1800 Pennsylvania Avenue, N. W., Washington, D. C., respecting the matters involved and the issues presented in these proceedings.

(C) Interested State commissions may participate in this hearing as provided in § 67.4 of the provisional rules of practice and regulations under the Natural Gas Act.

By the Commission.

[SEAL] LEON M. FUQUAY, *Secretary.*

[F. R. Doc. 45-20670; Filed, Nov. 13, 1945; 10:27 a. m.]

[Docket Nos. G-651, G-664]

NATURAL GAS PIPELINE CO. OF AMERICA ET AL.

ORDER CONSOLIDATING PROCEEDINGS AND FIXING DATE OF HEARING

NOVEMBER 9, 1945.

In the matter of Natural Gas Pipeline Company of America and Texoma Natural Gas Company; and in the matter of Chicago District Pipeline Company. Docket Nos. G-651 and G-664.

Upon consideration of the following applications for certificates of public convenience and necessity pursuant to section 7 of the Natural Gas Act, as amended:

(a) Application of Natural Gas Pipeline Company of America ("Natural") and Texoma Natural Gas Company ("Texoma") filed July 13, 1945, to authorize applicants jointly, but each in respect to the facilities proposed to be constructed by it, to construct and operate the following described facilities:

(1) Facilities proposed to be constructed by Texoma—

(i) Four new compressor engines of 1,250 horsepower each at Texoma's compressor station No. 22 in the Panhandle field, to increase the total installed capacity at said station from 4,000 to 9,000 horsepower; and also additional capacity in the dehydration and natural gasoline plant facilities located at the station.

(ii) 25.86 miles of 26-inch pipeline extending from a point near Gray, Oklahoma, in a southerly direction, to loop an existing 24-inch pipeline.

(2) Facilities proposed to be constructed by Natural to parallel and loop its present 24-inch pipeline, where no loops now exist—

(i) A 26-inch loop line for a distance of 38.86 miles beginning at Station No. 2 and ending at the south header of the Cimarron River Crossing.

(ii) A 26-inch loop line 66.19 miles in length beginning at the north end of the existing 26-inch loop near Garfield, Kansas, extending through Station No. 4 and ending at the existing 26-inch loop near Wilson, Kansas.

(iii) A 26-inch loop line 69.78 miles in length beginning at the north end of the existing 26-inch loop near Haddam, Kansas, extending through Station No. 6 and ending at the existing 26-inch loop near Unadilla, Nebraska.

(iv) A 26-inch loop line 69.83 miles in length beginning at the east end of the existing 26-inch loop near Orient, Iowa, extending through Station No. 8 and ending at a point 34.70 miles east therefrom.

(v) Construct two 20-inch lines with a span distance of 1.38 miles across the Des Moines River and flood valley at the west end of the existing 26-inch loop near Tracy, Iowa.

(vi) A 26-inch loop line 40.44 miles in length beginning at the east end of the existing 26-inch loop near Ardon, Iowa, and ending at a point near Crampton, Illinois.

(vii) A 24-inch loop line 52.27 miles in length beginning at a point near La Salle, Illinois, and ending at the Joliet Regulator Station.

(3) Other facilities proposed to be constructed by Natural—

(i) A 2-inch lateral line, approximately 6.75 miles in length, extending from the pipeline system at a convenient point north of the City of Creston, Iowa, to the vicinity of its city limits.

(ii) A 2-inch lateral line, approximately 3.2 miles in length, extending from the pipeline system at a convenient point north of the City of Washington, Iowa, to the vicinity of its city limits.

(iii) A 2-inch lateral line, approximately 10 miles in length, extending from the pipeline system at a convenient point south of the City of Mendota, Illinois, to the vicinity of its city limits.

(iv) The completion, by constructing two railroad crossings, of a 19.75 mile section of the 20-inch pipeline, not now used, from the north header of Coon Creek near Garden Prairie, Illinois, to Main Line Gate Valve No. 9 near Greenwood, Illinois.

(v) A lateral line consisting of 18.50 miles of 16-inch pipe, extending from the said 20-inch pipeline at Main Line Gate Valve No. 9 near Greenwood, Illinois, easterly to a new point of delivery near Volo, Illinois, from which gas will be taken into the local distribution system of Public Service Company of Northern Illinois, thence the lateral will be extended easterly, by constructing 7.63 miles of 12-inch pipe, to a point of delivery near Grays Lake, Illinois, into the local distribution system of North Shore Gas Company.

(vi) Together with all meter settings, pressure regulating devices and other appurtenances necessary or convenient for the utilization of said facilities.

(b) Application of Chicago District Pipeline Company ("Chicago District") filed September 17, 1945, to authorize applicant to construct and operate two sections of 24-inch pipeline aggregating approximately 23.06 miles, paralleling two sections of Chicago District's so-called Crawford line in Will, Cook and Dupage Counties, Illinois, and additional necessary appurtenant facilities, and to serve the Public Service Company of Northern Illinois at a new point of delivery near Volo, Lake County, Illinois. One section of the proposed pipeline will extend northerly from a so-called junction T, east of Joliet meter station in or near the right-of-way of Chicago District's Crawford pipeline to a point known as the Weber Road measuring and regulating station, a distance of approximately 4.39 miles. The other section will extend from a point on the Crawford pipeline approximately one mile west of a so-called Lemont valve in the said pipeline northeasterly in or near the right-of-way of the said pipeline to the western limits of the City of Chicago, a distance of approximately 18.67 miles.

It appearing to the Commission that: The above-docketed proceeding may involve substantially similar issues and facts, and good cause exists for consolidating the proceedings for purposes of hearing.

The Commission orders that:

(A) The proceedings in Docket Nos. G-651 and G-644 be and the same are hereby consolidated for purposes of hearing.

(B) A public hearing be held commencing on December 10, 1945, at 10:00 a. m. in the Hearing Room of the Federal Power Commission, 1800 Pennsylvania Avenue NW., Washington, D. C., respecting the matters involved and the issues presented in these proceedings.

(C) Interested State Commissions may participate in these proceedings as provided in § 67.4 of the provisional rules of practice and regulations under the Natural Gas Act.

By the Commission.

[SEAL] LEON M. FUQUAY, *Secretary.*

[F. R. Doc. 45-20671; Filed, Nov. 13, 1945; 10:27 a. m.]

FEDERAL TRADE COMMISSION.

[Docket No. 5308]

FOOD DISPLAY MACHINE CORP. ET AL

ORDER APPOINTING TRIAL EXAMINER AND FIXING TIME AND PLACE FOR TAKING TESTIMONY

At a regular session of the Federal Trade Commission, held at its office in the City of Washington, D. C., on the 9th day of November A. D. 1945.

In the matter of Food Display Machine Corporation, a corporation, trading as Razoroll Company; and Adam H. Kulikowski, individually and as president of Food Display Machine Corporation.

This matter being at issue and ready for the taking of testimony, and pursuant to authority vested in the Federal Trade Commission,

It is ordered, That Randolph Preston, a trial examiner of this commission, be and he hereby is designated and appointed to take testimony and receive evidence in this proceeding and to perform all other duties authorized by law;

It is further ordered, That the taking of testimony in this proceeding begin on Monday, November 19, 1945, at ten o'clock in the forenoon of that day (Central Standard Time), in Room 1123, New Post Office Building, Chicago, Illinois.

Upon completion of testimony for the Federal Trade Commission, the trial examiner is directed to proceed immediately to take testimony and evidence on behalf of the respondent. The trial examiner will then close the case and make his report upon the facts; conclusions of fact; conclusions of law; and recommendation for appropriate action by the Commission.

By the Commission.

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

[F. R. Doc. 45-20695; Filed, Nov. 13, 1945; 11:17 a. m.]

[Docket No. 5334]

ATHENSON & PASSIN, INC.

ORDER APPOINTING TRIAL EXAMINER AND FIXING TIME AND PLACE FOR TAKING TESTIMONY

At a regular session of the Federal Trade Commission, held at its office in the City of Washington, D. C., on the 8th day of November, A. D., 1945.

This matter being at issue and ready for the taking of testimony, and pursuant to authority vested in the Federal Trade Commission,

It is ordered, That Clyde M. Hadley, a trial examiner of this Commission, be and he hereby is designated and appointed to take testimony and receive evidence in this proceeding and to perform all other duties authorized by law;

It is further ordered, That the taking of testimony in this proceeding begin on Monday, November 19, 1945, at ten o'clock in the forenoon of that day (Eastern Standard Time), in Room 501, 45 Broadway, New York, New York.

Upon completion of testimony for the Federal Trade Commission, the trial examiner is directed to proceed immediately to take testimony and evidence on behalf of the respondent. The trial examiner will then close the case and make his report upon the facts; conclusions of fact; conclusions of law; and recommendation for appropriate action by the Commission.

By the Commission.

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

[F. R. Doc. 45-20694; Filed, Nov. 13, 1945; 11:17 a. m.]

INTERSTATE COMMERCE COMMISSION.

[S. O. 367]

UNLOADING OF STRAW AT WHITE PLAINS, N. Y.

At a session of the Interstate Commerce Commission, Division 3, held at its office in Washington, D. C., on the 9th day of November, A. D. 1945.

It appearing, that car Milw 208430 containing baled straw at White Plains, N. Y., on The New York Central Railroad Company has been on hand for an unreasonable length of time and that the delay in unloading said car is impeding its use; in the opinion of the Commission an emergency exists requiring immediate action: it is ordered, that:

Straw at White Plains, N. Y., be unloaded. (a) The New York Central Railroad Company, its agents or employees shall unload forthwith car Milw

208430 containing baled straw on hand at White Plains, N. Y., shipped by and consigned to Tully Lumber and Coal Co.

(b) Said carrier shall notify the Director of the Bureau of Service, Interstate Commerce Commission, Washington, D. C., when such carload has been completely unloaded in compliance with the requirements of paragraph (a). Upon the unloading and receipt of such notice this order shall expire. (40 Stat. 101, sec. 402, 41 Stat. 476, sec. 4, 54 Stat. 901, 911; 49 U. S. C. 1 (10)–(17), 15 (2)).

It is further ordered, that this order shall become effective immediately, and that a copy of this order and direction shall be served upon The New York Central Railroad Company, and upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order be given to the general public by depositing a copy in the office of the Secretary of the Commission, at Washington, D. C., and by filing it with the Director, Division of the Federal Register.

By the Commission, Division 3.

[SEAL] W. P. BARTEL,
Secretary.

[F. R. Doc. 45-20699; Filed Nov. 13, 1945; 11:34 a. m.]

OFFICE OF ALIEN PROPERTY CUSTODIAN.

[Dissolution Order 1, Amdt. and Supplement]

COTTON EXPORT TRADING CO., INC.

Whereas, by Dissolution Order No. 1, dated October 26, 1943 (8 F.R. 15495, November 21, 1943), the Alien Property Custodian among other things, upon certain findings therein stated, ordered that certain persons therein named as President and Directors of the said corporation shall cause the dissolution of said corporation, shall wind up the affairs of said corporation and distribute the assets thereof coming into their possession in a manner prescribed in the said order; and

Whereas, a Consent to Dissolution of said corporation has been filed with the Secretary of State of the State of Texas, and the winding up of said corporation has been substantially carried out; and

Now, therefore, the undersigned under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended, and pursuant to law, without prejudice to any actions which may have been taken pursuant to said Dissolution Order No. 1, orders that Dissolution Order No. 1 be and it is hereby amended as follows, and not otherwise:

By deleting therefrom so much of said order as reads:

3. Finding that the undersigned has incurred direct expense, to and including September 30, 1943 (exclusive of general administrative expenses of the Office of Alien Property Custodian) in connection with services rendered to said Cotton Export Trading Company, Inc., amounting to $440.83; and

4. Determining that it is in the national interests of the United States to dissolve the said corporation and to distribute its assets; it is

and by substituting therefor the following:

3. Determining that it is in the national interest of the United States to dissolve the said corporation and to distribute its assets; it is

and further orders, that the Officers and Directors of Cotton Export Trading Company, Inc. (to wit: E. W. Hardy, President and Director; E. H. Perbix, Secretary-Treasurer and Director; and Stanley B. Reid, Director, and their successors, or any of them) continue the proceedings for the dissolution of said corporation, in accordance with the Statutes of the State of Texas in such cases made and provided; and further orders, that the said Officers and Directors wind up the affairs of said corporation and distribute the assets thereof coming into their possession as follows:

1. They shall pay the current expenses and reasonable and necessary charges of winding up the affairs of said corporation and the dissolution thereof; and

2. They shall then pay all known Federal, State and local taxes and fees owned by or accruing against said corporation; and

3. They shall then pay ratably (A) to the undersigned the sum of $10,046.00 on the account of the claim of John Lyon & Co., Gothenburg, Sweden, vested by the Alien Property Custodian, (B) to the undersigned the sum of $9.32 on account of the claim of Boden & Haac, Bremen, Germany, vested by the Alien Property Custodian and (C) the sum of $163.33 owing by the corporation to Cotonificio Bresciano Ottolini of Milan, Italy, into an account in any bank whose deposits are insured by the Federal Deposit Insurance Corporation, the said account to be entitled "Cotonificio Bresicano Ottolini Account No. 1, subject to the authorization of the Alien Property Custodian." The said account shall be made expressly subject to the following conditions and a certified copy of this order shall be furnished to the bank at the time said account is opened:

(a) Withdrawals shall be made from the account only

(i) On the signature of the authorized representative of Cotonificio Bresciano Ottolini in conformity with an applicable authorization of the Alien Property Custodian his delegate or supervisor,

(ii) On the signature of the Alien Property Custodian, his delegate or supervisor, or

(iii) In any other manner which may be directed by the Alien Property Custodian or authorized by the Alien Property Custodian, his delegate or supervisor.

(b) Statements shall be rendered in accordance with the usual practice of the bank to Cotonoficio Bresciano Ottolini, care of Alien Property Custodian, Washington, D. C., or as may otherwise be directed by the Alien Property Custodian, his delegate or supervisor.

(c) The bank is hereby authorized to pay its customary and usual service charges including charges in payment or reimbursement for interest due; cable, telegraph, or telephone charges; postage costs; custody fees; small adjustment charges to correct bookkeeping errors; minimum balance charges, account carrying charges, notary and protest fees.

The payment of the said sum as herein directed into such an account shall to the extent thereof be a full acquittance and discharge for all purposes of the obligation of Cotton Export Trading Company, Inc.

4. They shall then pay over, transfer, assign and deliver to the undersigned all of the funds and property, if any, remaining in their hands after the payments as aforesaid, the same to be applied by him, first, in satisfaction of such claim, if any, as he may have for moneys advanced or services rendered to or on behalf of the corporation, and second, as a liquidating distribution of assets to the undersigned as holder of all the issued and outstanding stock of the corporation;

and further orders, that nothing herein set forth shall be construed as prejudicing the rights, under the laws of the State of Texas, of any person who may claim against said corporation; *Provided, however,* That nothing herein contained shall be construed as creating additional rights in such persons; and such persons or any of them may file claims with the undersigned against any funds or property received by the undersigned and applied by him as a liquidating distribution of the assets to the undersigned as stockholders as above set forth; *Provided, however,* That any such claims against said corporation shall be filed with or presented to the undersigned within the time prescribed for such claims by the statutes of the State of Texas, and further orders, that all actions taken and acts done by the said officers and directors, pursuant to this order and the directions contained therein shall be deemed to have been taken and done in reliance on and pursuant to paragraph numbered (2) of subdivision (b) of section 5 of the Trading with the Enemy Act, as amended, and the acquittance and exculpation therein provided, and further orders, that any actions taken by or on behalf of said corporation prior to the date of this order which would have been directed by this order if then in effect, shall have like effect as if such order had been in effect and are hereby ratified and confirmed.

Executed at Washington, D. C., this 6th day of November 1945.

[SEAL] JAMES E. MARKHAM,
Alien Property Custodian.

[F. R. Doc. 45-20690; Filed, Nov. 9, 1945; 11:15 a. m.]

[Vesting Order 5233]

KAROLINE LUISE SPECHT

In re: Real property, fire insurance policy and claim owned by Karoline Luise Specht.

Under the authority of the Trading with the Enemy Act, as amended, and Executive Order No. 9095, as amended,

and purusant to law, the undersigned, after investigation, finding:

1. That Karoline Luise Specht, whose last known address is Barduettingsdorf No. 35, Westfalen, Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That Karoline Luise Specht is the owner of the property described in subparagraph 3 hereof;

3. That the property described as follows:

a. Real property situated at Bay Shore, in the Township of Islip, County of Suffolk and State of New York, 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. All right, title and interest of Karoline Luise Specht in and to Fire Insurance Policy No. 03467, issued by the Home Insurance Co. of New York, 59 Maiden Lane, New York, N. Y., in the name of "Estate of Herman Specht," which policy insurcs the improvements on the premises described in subparagraph 3–a hereof, and

c. All right, title, interest and claim of any name or nature whatsoever of Karoline Luise Specht in and to any and all obligations contingent or otherwise and whether or not matured, owing to her by Alfred K. Nippert and Louis Nippert, attorneys at law, Cincinnati, Ohio, including particularly but not limited to those sums arising by reason of rents collected from the real property described in subparagraph 3–a hereof, which sums are deposited in the Central Trust Company of Cincinnati, Cincinnati, Ohio, in Savings Account No. 70157, and any and 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, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control 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 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 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 October 23, 1945.

[SEAL] JAMES E. MARKHAM,
Alien Property Custodian.

EXHIBIT A

All that certain piece or parcel of land situated on the Westerly side of Clinton Avenue at Bay Shore, in the Township of Islip, County of Suffolk and State of New York, bounded and described as follows:

Beginning at a point on the Westerly side of said Clinton Avenue that is formed by the intersection of the Southerly line of Atlantic Avenue with the Westerly line of Clinton Avenue; running thence Westerly along the Southerly line of Atlantic Avenue, 100 feet; thence Southerly parallel with the Westerly line of Clinton Avenue, 50 feet; thence Easterly in a straight line to a point on the Westerly side of Clinton Avenue that is 50 feet Southerly from the point of beginning; thence Northerly along the Westerly line of Clinton Avenue 50 feet to the point or place of beginning.

[F. R. Doc. 45–20577; Filed, Nov. 9, 1945; 11:12 a. m.]

[Vesting Order 5309]

MARIA CASTANTINO PRIORI BAVARO

In re: Estate of Maria Castantino Priori Bavaro, deceased; File D–38–3608; E. T. sec. 13362.

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;

That the property described as follows: All right, title, interest and claim of any kind or character whatsoever of Rosa Santa Bavaro, Domenica Bavaro and Anna Bavaro, and each of them, in and to the Estate of Maria Castantino Priori Bavaro, deceased,

is property payable or deliverable to, or claimed by, nationals of a designated enemy country, Italy, namely,

Nationals and Last Known Address

Rosa Santa Bavaro, Italy.
Domenica Bavaro, Italy.
Anna Bavaro, Italy.

That such property is in the process of administration by Vito Bavaro, as Administrator of the Estate of Maria Castantino Priori Bavaro, acting under the judicial supervision of the Superior Court of the State of California, in and for the County of Stanislaus;

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 (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 1, 1945.

[SEAL] JAMES E. MARKHAM,
Alien Property Custodian.

[F. R. Doc. 45–20578; Filed, Nov. 9, 1945; 11:13 a. m.]

[Vesting Order 5310]

KUNIGUNDA BENCKER

In re: Estate of Kunigunda Bencker, also known as K. Bencker, deceased; File D–28–9699; E. T. sec. 13577.

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;

That the property described as follows: All right, title, interest and claim of any kind or character whatsoever of Christiana Kern, Anna Kreener Gruner and Heinrich Fischer, and each of them, in and to the Estate of Kunigunda Bencker, also known as K. Bencker, deceased,

is property payable or deliverable to, or claimed by, nationals of a designated enemy country, Germany, namely,

Nationals and Last Known Address

Christiana Kern, Germany.
Anna Kreener Gruner, Germany.
Heinrich Fischer, Germany.

That such property is in the process of administration by Otto Grupp, Jr., as Execu-

tor, acting under the judicial supervision of the Orphans' Court of Philadelphia County, Pennsylvania;

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 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 1, 1945.

[SEAL] JAMES E. MARKHAM,
Alien Property Custodian.

[F. R. Doc. 45-20579; Filed, Nov. 9, 1945; 11:13 a. m.]

[Vesting Order 5311]

KUNIGUNDA BLOMEIER

In re: Estate of Kunigunda Blomeier, deceased; File D–28–9677; E. T. sec. 13480.

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;

That the property described as follows:
All right, title, interest and claim of any kind or character whatsoever of Jacob Meier, Betty Meier, Rosa Meier, Elsie Meier, Stephan Rupp, Margaret Wagner, and Babette Zapf, and each of them, in and to the Estate of Kunigunda Blomeier, deceased,

is property payable or deliverable to, or claimed by, nationals of a designated enemy country, Germany, namely,

Nationals and Last Known Address

Jacob Meier, Germany.
Betty Meier, Germany.
Rosa Meier, Germany.
Elise Meier, Germany.
Stephan Rupp, Germany.
Margaret Wagner, Germany.
Babette Zapf, Germany.

That such property is in the process of administration by William K. Jones, as Administrator, acting under the judicial supervision of the Orphans' Court of Philadelphia County, Pennsylvania;

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 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 1, 1945.

[SEAL] JAMES E. MARKHAM,
Alien Property Custodian.

[F. R. Doc. 45-20580; Filed, Nov. 9, 1945; 11:13 a. m.]

[Vesting Order 5312]

MEYER MAX BROWN

In re: Estate of Meyer Max Brown, a/k/a Max Brown, deceased; File D–34–556; E. T. sec. 6280.

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;

That the property described as follows:
All right, title, interest and claim of any kind or character whatsoever of Lena Brown, also known as Lena Braun, and Zoltan Isidore Brown, also known as Zoltan Braun (Brown), and each of them, in and to the estate of Meyer Max Brown, also known as Max Brown, deceased,

is property payable or deliverable to, or claimed by, nationals of a designated enemy country, Hungary, namely,

Nationals and Last Known Address

Lena Brown, also known as Lena Braun, Hungary.
Zoltan Isidore Brown, also known as Zoltan Braun (Brown), Hungary.

That such property is in the process of administration by the Treasurer of Wayne County, Michigan, Depositary, acting under the judicial supervision of the Probate Court of Wayne County, Michigan;

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, (Hungary);

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 1, 1945.

[SEAL] JAMES E. MARKHAM,
Alien Property Custodian.

[F. R. Doc. 45-20581; Filed, Nov. 9, 1945; 11:13 a. m.]

[Vesting Order 5313]

RUDOLPH H. BRUHNS

In re: Estate of Rudolph H. Bruhns, deceased; File D–28–9574; E. T. sec. 13153.

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;

That the property described as follows: All right, title, interest and claim of any kind or character whatsoever of Johanna Bruhns in and to the Estate of Rudolph H. Bruhns, deceased,

is property payable or deliverable to, or claimed by a national of a designated enemy country, Germany, namely:

National and Last Known Address

Johanna Bruhns, Germany.

That such property is in the process of administration by Frieda B. Seidler, Executrix, of the estate of Rudolph H. Bruhns, deceased, acting under the judicial supervision of the Superior Court of the State of California, in and for the City and County of San Francisco;

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 a person be treated as a national 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 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 1, 1945.

[SEAL] JAMES E. MARKHAM,
Alien Property Custodian.

[F. R. Doc. 45–20582; Filed, Nov. 9, 1945; 11:13 a. m.]

[Vesting Order 5314]

PHILLIPP BURGARD

In re: Estate of Phillipp Burgard, deceased; D–28–9939; E. T. 14093.

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;

That the property described as follows: All right, title, interest and claim of any kind or character whatsoever of 4 stepsisters of Phillipp Burgard, deceased, names unknown, and each of them, in and to the Estate of Phillipp Burgard, deceased,

is property payable or deliverable to, or claimed by, nationals of a designated enemy country, Germany, namely,

Nationals and Last Known Address

4 stepsisters of Phillipp Burgard, deceased, names unknown, Germany.

That such property is in the process of administration by John Phillip Burgard, Jr., as Executor, acting under the judicial supervision of the Orphans' Court of Allegheny County, Pittsburgh, Pennsylvania;

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 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 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 1, 1945.

[SEAL] JAMES E. MARKHAM,
Alien Property Custodian.

[F. R. Doc. 45–20583; Filed, Nov. 9, 1945; 11:14 a. m.]

[Vesting Order 5315]

LILLIE E. COLE

In re: Estate of Lillie E. Cole, also known as Lillie Emily Cole and Lillie Emily Donna Rieta Cole, deceased; File No. D–39–18366; E. T. sec. 13469.

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;

That the property described as follows: All right, title, interest and claim of any kind or character whatsoever of Fugitaro Mori in and to the Estate of Lillie E. Cole, also known as Lillie Emily Cole and Lillie Emily Donna Rieta Cole, deceased, is property payable or deliverable to, or claimed by, a national of a designated enemy country, Japan, namely,

National and Last Known Address

Fugitaro Mori, Japan.

That such property is in the process of administration by William E. Cole, as Executor of the Estate of Lillie E. Cole, also known as Lillie Emily Cole and Lillie Emily Donna Rieta Cole, acting under the judicial supervision of the Superior Court of the State of California, in and for the County of Marin;

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 (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 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 1, 1945.

[SEAL] JAMES E. MARKHAM,
Alien Property Custodian.

[F. R. Doc. 45–20584; Filed, Nov. 9, 1945; 11:14 a. m.]

[Vesting Order 5317]

ANGELO DAL DON

In re: Estate of Angelo Dal Don, deceased; File D-38-3614; E. T. sec. 13392.

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;

That the property described as follows: All right, title, interest and claim of any kind or character whatsoever of Candida Scanavino in and to the Estate of Angelo Dal Don, deceased,

is property payable or deliverable to, or claimed by, a national of a designated enemy country, Italy, namely,

National and Last Known Address

Candida Scanavino, Italy.

That such property is in the process of administration by Enrico Dal Don, as Administrator of the Estate of Angelo Dal Don, acting under the judicial supervision of the Superior Court of the State of California, in and for the City and County of San Francisco;

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 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 1, 1945.

[SEAL] JAMES E. MARKHAM,
Alien Property Custodian.

[F. R. Doc. 45-20585; Filed, Nov. 9, 1945; 11:14 a. m.]

[Vesting Order 5318]

JUNICHI FUKUDA

In re: Estate of Junichi Fukuda, deceased; File D-39-13371; E. T. sec. 13703.

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;

That the property described as follows: All right, title, interest and claim of any kind or character whatsoever of Kei Fukuda, Setsuko Fukuda, and ------ Fukuda, first name unknown, widow of Junichi Fukuda, deceased, and each of them, in and to the Estate of Junichi Fukuda, deceased,

is property payable or deliverable to, or claimed by, nationals of a designated enemy country, Japan, namely,

Nationals and Last Known Address

Kei Fukuda, Japan.
Setsuko Fukuda, Japan.
------ Fukuda, first name unknown, widow of Junichi Fukuda, deceased, Japan.

That such property is in the process of administration by Oliver W. Steadman, as Administrator with the Will Annexed of the Estate of Junichi Fukuda, acting under the judicial supervision of the District Court of the County of Park, State of Wyoming;

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, (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 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 1, 1945.

[SEAL] JAMES E. MARKHAM,
Alien Property Custodian.

[F. R. Doc. 45-20586; Filed, Nov. 9, 1945; 11:14 a. m.]

[Vesting Order 5319]

LOUISE FULL

In re: Estate of Louise Full, deceased; File D-28-9487; E. T. sec. 12313.

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;

That the property described as follows: All right, title, interest and claim of any kind or character whatsoever of Ludwig Full, Babetta Gunther, Berta Reinlein, Lena Sauer, Lena Weber, Hedwig Dorn, Babetta Full and Ludwig Full, and each of them, in and to the Estate of Louise Full, deceased,

is property payable or deliverable to, or claimed by, nationals of a designated enemy country, Germany, namely,

Nationals and Last Known Address

Ludwig Full, Germany.
Babetta Gunther, Germany.
Berta Reinlein, Germany.
Lena Sauer, Germany.
Lena Weber, Germany.
Hedwig Dorn, Germany.
Babetta Full, Germany.
Ludwig Full, Germany.

That such property is in the process of administration by Bernard Full, as Administrator of the Estate of Louise Full, acting under the judicial supervision of the Superior Court of the State of California, in and for the County of Los Angeles;

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 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 1, 1945.

[SEAL] JAMES E. MARKHAM,
Alien Property Custodian.

[F. R. Doc. 45-20587; Filed, Nov. 9, 1945; 11:14 a. m.]

[Vesting Order 5320]

MAX GEBHARDT

In re: Estate of Max Gebhardt, deceased; File D-28-9813; E. T. sec. 13830.

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:

That the property described as follows: All right, title, interest and claim of any kind or character whatsoever of Frederick Riewe and Herman Riewe, and each of them, in and to the Estate of Max Gebhardt, deceased,

is property payable and deliverable to, or claimed by, nationals of a designated enemy country, Germany, namely,

Nationals and Last Known Address

Frederick Riewe, Germany.
Herman Riewe, Germany.

That such property is in the process of administration by Emil Riewe, as Administrator of the Estate of Max Gebhardt, acting under the judicial supervision of the Superior Court of the State of Washington, in and for the County of King;

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 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 1, 1945.

[SEAL] JAMES E. MARKHAM,
Alien Property Custodian.

[F. R. Doc. 45-20588; Filed, Nov. 9, 1945; 11:14 a. m.]

[Vesting Order 5321]

ALBERT HAHN

In re: Estate of Albert Hahn, deceased; File D-28-9649; E. T. sec. 13403.

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;

That the property described as follows: All right, title, interest and claim of any kind or character whatsoever of Amalie Helma Donack, Alma Hetzer, Hugo Anton Herwart Hoehn, Alfred Hoehn, and Alwin Hoehn, and each of them, in and to the Estate of Albert Hahn, deceased,

is property payable or deliverable to, or claimed by, nationals of a designated enemy country, Germany, namely,

Nationals and Last Known Address

Amalie Helma Donack, Germany.
Alma Hetzer, Germany.
Hugo Anton Herwart Hoehn, Germany.
Alfred Hoehn, Germany.
Alwin Hoehn, Germany.

That such property is in the process of administration by Ben H. Brown, as Administrator of the Estate of Albert Hahn, acting under the judicial supervision of the Superior Court of the State of California, in and for the County of Los Angeles;

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 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 1, 1945.

[SEAL] JAMES E. MARKHAM,
Alien Property Custodian.

[F. R. Doc. 45-20589; Filed, Nov. 9, 1945; 11:14 a. m.]

OFFICE OF PRICE ADMINISTRATION.

[MPR 591, Amdt. 1 to Order 43]

HARDER REFRIGERATOR CORP.

AUTHORIZATION OF MAXIMUM PRICES

For the reasons set forth in an opinion issued simultaneously herewith and filed with the Division of the Federal Register Order No. 43 under section 9 of Maximum Price Regulation No. 591 is amended in the following respects:

Paragraph (a) of Order 43 under section 9 of Maximum Price Regulation No. 591 is amended to read as follows:

(a) The maximum net prices, f. o. b. point of shipment, for sales by any person of the following farm freezers manufactured by the Harder Refrigerator Corporation, Cobleskill, New York, a Division of the Tyler Fixture Company of Niles, Michigan, and as described in the application dated July 17, 1945, which is on file with the Building Materials Price Branch, Office of Price Administration, Washington 25, D. C., shall be:

Model	On sales to agency distributors	On sales to dealers	On sales to consumers
HU-18F—18 cu. ft. Reach-In box less compressor and valves.	$357	$416.50	$595
HU-18D—18 cu. ft. Reach-In box	357	416.50	595
HU-18F—18 cu. ft. Reach-In box	267	311.50	445
HU-18D—18 cu. ft. Reach-In box less compressor and valve.	267	311.50	445

This order shall become effective November 9, 1945.

Issued this 8th day of November, 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20554; Filed, Nov. 8, 1945; 4:45 p. m.]

[MPR 591, Order 101]

HOME APPLIANCE CO.

AUTHORIZATION OF MAXIMUM PRICES

For the reasons set forth in an opinion issued simultaneously herewith and filed with the Division of the Federal Register

and pursuant to section 9 of Maximum Price Regulation No. 591, *It is ordered:*

(a) The maximum net prices, f. o. b. point of shipment, for sales by any person of the following 13-cubic-foot home freezers manufactured by the Home Appliance Company, 2413 University Avenue, Des Moines 11, Iowa, and as described in the application dated August 11, 1945, which is on file with the Building Materials Price Branch, Office of Price Administration, Washington 25, D. C., shall be:

	On sales to agency distributers	On sales to dealers	On sales to consumers
13 cu. ft. with ⅓ h. p. compresser	$200	$240	$400

(b) The maximum net prices established in (a) above may be increased by the following amount to each class of purchaser to cover the cost of crating when crating is actually supplied: $6.00.

(c) The maximum net prices established by this order shall be subject to discounts and allowances and the rendition of services which are at least as favorable as those which each seller extended or rendered or would have extended or rendered to purchasers of the same class on comparable sales of similar commodities on October 1, 1942.

(d) On sales by a distributor or dealer the following charges may be added to the maximum prices established in (a) above:

(1) The actual amount of freight paid to obtain delivery to his place of business. Such charges shall not exceed the lowest common carrier rates.

(2) Crating charges actually paid to his supplier but in no instance exceeding the amount specified in (b) above.

(e) Each seller covered by this order, except a dealer, shall notify each of his purchasers, in writing, at or before the issuance of the first invoice after the effective date of this order, of the maximum prices established by this order for each such seller as well as the maximum prices established for purchasers upon resale, except retailers, including allowable transportation and crating charges.

(f) The Home Appliance Company, of Des Moines, Iowa, shall stencil on the lid or cover of the home freezer covered by this order, substantially the following:

OPA Maximum Retail Price—$400.00, Plus freight and crating as provided in Order No. 101 under Maximum Price Regulation No. 591.

(g) This order may be revoked or amended by the Price Administrator at any time.

This order shall become effective November 9, 1945.

Issued this 8th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20556; Filed, Nov. 8, 1945; 4:45 p. m.]

[MPR 591, Order 104]

HIBBARD, SPENCER, BARTLETT AND CO.

AUTHORIZATION OF MAXIMUM PRICES

For the reasons set forth in an opinion issued simultaneously herewith and filed with the Division of the Federal Register and pursuant to section 9 of the Maximum Price Regulation No. 591, *It is ordered:*

(a) The maximum net prices, f. o. b. point of shipment, for sales by any person of the following farm and home freezers manufactured by Hibbard, Spencer, Bartlett and Company of Chicago, Ill., and as described in the application dated October 8, 1945, which is on file with the Building Materials Price Branch, Office of Price Administration, Washington 25, D. C., shall be:

	On sales to distributors	On sales to dealers	On sales to consumers
10.5 cu. ft. ¼ h. p. condensing unit	$169	$192	$323

(b) The maximum net prices established in (a) above may be increased by the following amount to each class of purchaser to cover the cost of crating when crating is actually supplied: $9.00.

(c) The maximum net prices established by this order shall be subject to discounts and allowances and the rendition of services which are at least as favorable as those which each seller extended or rendered or would have extended or rendered to purchasers of the same class on comparable sales of similar commodities during March 1942.

(d) On sales by a distributor or dealer the following charges may be added to the maximum prices established in (a) above:

(1) The actual amount of freight paid to obtain delivery to his place of business. Such charges shall not exceed the lowest common carrier rates.

(2) Crating charges actually paid to his supplier but in no instance exceeding the amount specified in (b) above.

(e) Each seller covered by this order, except a dealer, shall notify each of his purchasers, in writing, at or before the issuance of the first invoice after the effective date of this order, of the maximum prices established by this order for each such seller as well as the maximum prices established for purchasers upon resale, except retailers, including allowable transportation and crating charges.

(f) Hibbard, Spencer, Bartlett and Company of Chicago, Illinois, shall stencil on the lid or cover of farm and home freezers covered by this order, substantially the following:

OPA Maximum Retail Price—$320.00
Plus freight and crating as provided in Order No. 104 under Maximum Price Regulation No. 591.

(g) This order may be revoked or amended by the Price Administrator at any time.

This order shall become effective November 9, 1945.

Issued this 8th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20558; Filed, Nov. 8, 1945; 4:46 p. m.]

[MPR 591, Order 105]

CLIFTONDALE TOOL AND DIE CO., INC.

AUTHORIZATION OF MAXIMUM PRICES

For the reasons set forth in an opinion issued simultaneously herewith and filed with the Division of the Federal Register and pursuant to section 9 of Maximum Price Regulation No. 591, *It is ordered:*

(a) The maximum net prices, for sales by any person of the following "Leader" Range Burner manufactured by the Cliftondale Tool and Die Company, Inc. of Saugus, Massachusetts and as described in the application dated September 18, 1945 which is on file with the Building Materials Price Branch, Office of Price Administration, Washington 25, D. C., shall be:

	On sales to wholesalers or exclusive selling agencies	On sales to retailers	On sales to consumers
Model No. 7—"Leader" kerosene oil burner—designed for use on kitchen ranges, hot air furnaces, and hot water heaters	$13.50	$16.95	(Uninstalled) $33.00 (Installed) $36.00

(b) The maximum net prices specified in (a) above for sales by the Cliftondale Tool and Die Company, Inc. of Saugus, Massachusetts shall be: f. o. b. point of manufacture.

(c) The maximum net prices established by this order shall be subject to discounts and allowances and the rendition of services which are at least as favorable as those which each seller extended or rendered or would have extended or rendered to purchasers of the same class on comparable sales of similar commodities during March 1942.

(d) Each seller covered by this order, except on sales to consumers, shall notify each of his purchasers, in writing, at or before the issuance of the first invoice after the effective date of this order, of the maximum prices established by this order for each such seller as well as the maximum prices established for purchasers except retailers upon resale, including allowable transportation and installation charges.

(e) The Cliftondale Tool and Die Company of Saugus, Massachusetts shall attach a tag on the items covered by this order, including substantially the following information:

Maximum retail price on sales to consumers: installed, $36.00; and uninstalled, $33.00.

(f) This order may be revoked or amended by the Price Administrator at any time.

This order shall become effective November 9, 1945.

Issued this 8th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20559; Filed, Nov. 8, 1945; 4:47 p. m.]

[MPR 591, Order 107]

W. J. DENNIS AND CO.

AUTHORIZATION OF MAXIMUM PRICES

For the reasons set forth in an opinion issued simultaneously herewith and filed with the Division of the Federal Register and pursuant to section 9 of Maximum Price Regulation No. 591, *It is ordered:*

(a) The maximum net prices, for sales by any person of the Model No. 1508—¾" Plastic Binding, and Model No. 1364—⅝" Plastic Edging, manufactured by the W. J. Dennis and Company of Chicago, Illinois and as described in the application dated July 20, 1945 which is on file with the Building Materials Price Branch, Office of Price Administration, Washington 25, D. C., shall be:

	On sales to—			
	Stocking jobbers	Drop-ship jobbers	Dealers	Consumers
Model No. 1508: ¾" x 1/16", plastic linoleum binding, plain natural color finish	Per box[1] $2.30	Per box[1] $2.55	Per box[1] $2.83	Per box[1] $4.25
Model No. 1364: ⅝" x 1/16", plastic edging, plain natural color finish	2.43	2.70	3.00	4.50

[1] 75 linear feet per box.

(b) The maximum net prices established in (a) above for sales by the W. J. Dennis and Company of Chicago, Illinois are f. o. b. Chicago, Illinois with full freight allowed on shipments of 100 pounds and over.

(c) The maximum net prices established by this order shall be subject to discounts and allowances and the rendition of services which are at least as favorable as those which each seller extended or rendered or would have extended or rendered to purchasers of the same class on comparable sales of similar commodities during March 1942.

(d) Each seller covered by this order, except on sales to consumers, shall notify each of his purchasers, in writing, at or before the issuance of the first invoice after the effective date of this order, of the maximum prices established by this order for each such seller as well as the maximum prices established for purchasers upon resale.

(e) This order may be revoked or amended by the Price Administrator at any time.

This order shall become effective November 9, 1945.

Issued this 8th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20561; Filed, Nov. 8, 1945; 4:47 p. m.]

[MPR 591, Order 108]

YORK-SHIPLEY, INC.

AUTHORIZATION OF MAXIMUM PRICES

For the reasons set forth in an opinion issued simultaneously herewith and filed with the Division of the Federal Register and pursuant to section 9 of Maximum Price Regulation No. 591, *It is ordered:*

(a) The maximum net prices for sales by any person of the three sizes of complete vertical boiler-burner units as manufactured by York-Shipley, Inc., York, Pennsylvania and as described in its application dated August 29, 1945 which is on file with the Building Materials Price Branch, Office of Price Administration, Washington 25, D. C. shall be:

Commodity	On sales to—		
	Jobbers	Dealers or installers	Consumers—not installed
B. G. 300 boiler: Burner unit	$251.24	$314.05	$418.06
B. G. 400 boiler: Burner unit	279.09	336.36	448.48
B. G. 500 boiler: Burner unit	296.56	370.70	494.23

(b) The maximum prices set forth in (a) above on sales to Jobbers, Dealers, Installers or Consumers are f. o. b. point of manufacture.

(c) The maximum net prices established by this order in (a) and (b) above shall be subject to discounts and allowances and the rendition of services which are at least as favorable as those which each seller extended or rendered or would have extended or rendered to purchasers of the same class on comparable sales of similar commodities during March 1942.

(d) This order does not establish maximum prices for the vertical boiler-burner units in question when sold on an installed basis. Maximum prices for such installed sales must be determined under the provisions of Revised Maximum Price Regulation No. 251.

(e) Each seller covered by this order, except on sales to consumers, shall notify each of its purchasers, in writing, at or before the issuance of the first invoice after the effective date of this order, of the maximum prices established by this order for each such seller as well as the maximum prices established for purchasers upon resale.

(f) This order may be revoked or amended by the Price Administrator at any time.

This order shall become effective November 9, 1945.

Issued this 8th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20562; Filed, Nov. 8, 1945; 4:47 p. m.]

[MPR 591, Order 112]

GLOBE CONTROLS CO.

AUTHORIZATION OF MAXIMUM PRICES

For the reasons set forth in an opinion issued simultaneously herewith and filed with the Division of the Federal Register and pursuant to section 9 of Maximum Price Regulation No. 591, *It is ordered:*

(a) The maximum net prices, f. o. b. point of shipment, for sales by any person of the following Low Water Cut-Offs manufactured by the Globe Controls Company, 81 Warren Street, Newark, New Jersey and as described in the application dated October 5, 1945 which is on file with the Building Materials Price Branch, Office of Price Administration, Washington 25, D. C., shall be:

	On sales to—		Trade price on sales to dealers
	Boiler manufacturers	Jobbers	
Model B-P-10: Low-water cut-off with quick hook-up fittings	$6.63	$8.80	$11
Model B-P-S-10: Low-water cut-off built in	5.51	7.20	9

(b) The maximum net prices established by this order shall be subject to discounts and allowances and the rendition of services which are at least as favorable as those which each seller extended or rendered or would have extended or rendered to purchasers of the same class on comparable sales of similar commodities during March 1942.

(c) This order does not establish installed prices which must be determined under the provisions of Revised Maximum Price Regulation No. 251.

(d) Each seller covered by this order, except a dealer, shall notify each of his purchasers, in writing, at or before the issuance of the first invoice after the effective date of this order, of the maximum prices established by this order for each such seller as well as the maximum prices established for purchasers upon resale.

(e) This order may be revoked or amended by the Price Administration at any time.

This order shall become effective November 9, 1945.

Issued this 8th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20566; Filed, Nov. 8, 1945; 4:48 p. m.]

[MPR 591, Order 113]

COMMONWEALTH CO.

AUTHORIZATION OF MAXIMUM PRICES

For the reasons set forth in an opinion issued simultaneously herewith and filed with the Division of the Federal Register and pursuant to section 9 of Maximum Price Regulation No. 591, *It is ordered:*

(a) The maximum net prices, for sales by any person of the following Floor Furnaces manufactured by the Commonwealth Company of Alhambra, California and as described in its application dated September 5, 1945, which is on file with the Building Materials Price Branch, Office of Price Administration, Washington 25, D. C., shall be:

Furnace No.	Maximum selling prices on sales to—			
	Distributors	Jobbers	Dealers	Consumers
	Net per unit	*Net per unit*	*Net per unit*	*Net per unit*
20 M: Flat floor furnace attached—Schedule A	$30.04	$33.38	$46.37	$74.19
20 M: Single floor furnace attached—Schedule B	34.90	38.78	53.86	86.18
20 M: Dual floor furnace attached—Schedule C	36.98	41.09	57.08	91.33
30 M: Flat floor furnace attached—Schedule D	34.31	38.12	52.95	84.72
30 M: Single floor furnace attached—Schedule E	40.24	44.71	62.10	99.36
30 M: Dual floor furnace attached—Schedule F	43.57	48.41	67.24	107.58
40M: Flat floor furnace attached—Schedule G	39.14	43.49	60.40	96.64
40M: Single floor furnace attached—Schedule H	44.89	49.88	69.28	110.85
40: Dual floor furnace attached—Schedule I	50.31	55.90	77.64	124.22
50M: Flat floor furnace attached—Schedule J	43.06	47.84	66.45	106.32
50M: Single floor furnace attached—Schedule K	48.07	53.41	74.18	118.69
50M: Dual floor furnace attached—Schedule L	53.49	59.43	82.54	132.06
60M: Flat floor furnace attached—Schedule M	47.39	52.65	73.13	117.01
60M: Single floor furnace attached—Schedule N	52.75	58.61	81.40	130.24
60M: Dual floor furnace attached—Schedule O	58.35	64.83	90.04	144.05

(b) The maximum net prices specified in (a) above for sales by the Commonwealth Company of Alhambra, California shall be f. o. b. point of manufacture.

(c) The maximum net prices established by this order shall be subject to discounts and allowances and the rendition of services which are at least as favorable as those which each seller extended or rendered or would have extended or rendered to purchasers of the same class on comparable sales of similar commodities during March 1942.

(d) Each seller covered by this order, except on sales to consumers, shall notify each of his purchasers, in writing, at or before the issuance of the first invoice after the effective date of this order of the maximum prices established by this order for each such seller as well as the maximum prices established for purchasers upon resale.

(e) This order may be revoked or amended by the Price Administrator at any time.

This order shall become effective November 9, 1945.

Issued this 8th day of November, 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20567; Filed, Nov. 8, 1945; 4:49 p. m.]

[MPR 86, Order 10]

AMERICAN IRONING MACHINE CO.

APPROVAL OF MAXIMUM PRICES

For the reasons set forth in an opinion issued simultaneously herewith and filed with the Division of the Federal Register and pursuant to section 14 of Maximum Price Regulation No. 86, *It is ordered:*

(a) This order establishes ceiling prices for sales of the five models of ironers listed below, and manufactured by the American Ironing Machine Company, Algonquin, Illinois.

(1) Distributors shall determine their ceiling prices for sales to dealers of each of the models listed in subparagraph (2) below in accordance with the provisions of section 15 of Maximum Price Regulation No. 86.

(2) The ceiling price for sales by dealers in each zone for the models listed below are as follows:

Models	Dealers' ceiling prices to consumers		
	Zone 1	Zone 2	Zone 3
S 412	$31.05	$33.05	$34.05
S 403	31.05	33.45	34.05
S 404	39.05	42.45	44.05
S 407	74.05	79.05	84.05
S 409	69.05	104.05	109.05

These ceiling prices are subject to each retail seller's customary terms, discounts, allowances and other price differentials in effect on sales of similar articles.

(b) For purposes of this order Zones 1, 2 and 3 comprise the following states:

Zone 1: Minnesota, Iowa, Missouri, Wisconsin, Michigan, Ohio, Kentucky, Tennessee, West Virginia, Illinois and Indiana.

Zone 2: North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Arkansas, Louisiana, Mississippi, Alabama, Georgia, South Carolina, North Carolina, Virginia, Maryland, Delaware, Pennsylvania, New York, New Jersey, Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire and the District of Columbia.

Zone 3: Washington, Oregon, California, Arizona, Nevada, Utah, Idaho, Montana, Wyoming, Colorado, New Mexico, Texas, Florida, and Maine.

(c) At the time of, or prior to, the first invoice to such distributor, the manufacturer shall notify him of the ceiling prices established by this order for resales by the distributor. This notice may be given in any convenient form.

(d) All the provisions of Maximum Price Regulation No. 86 continue to apply to all sales and deliveries of machines covered by this order, except to the extent that these provisions are modified by this order.

(e) Unless the context requires otherwise, the definitions set forth in the various sections of Maximum Price Regulation No. 86 shall apply to the terms used herein.

(f) This order may be revoked or amended by the Price Administrator at any time.

This order shall become effective on the 10th day of November 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20612; Filed, Nov. 9, 1945; 11:44 a. m.]

[MPR 120, Order 1513]

COLEMAN COAL CO. ET AL.

ESTABLISHMENT OF MAXIMUM PRICES AND PRICE CLASSIFICATIONS

For the reasons set forth in an accompanying opinion, and in accordance with § 1340.210 (a) (6) of Maximum Price Regulation No. 120, *It is ordered:*

Producers identified herein operate named mines assigned the mine index numbers, the price classifications and the maximum prices in cents per net ton, for the indicated uses and shipments as set forth herein. All are in District No. 8. The mine index numbers and the price classifications assigned are permanent but the maximum prices may be changed by an amendment issued after the effective date of this order. Where such an amendment is issued for the district in which the mines involved herein are located and where the amendment makes no particular reference to a mine or mines involved herein, the prices shall be the prices set forth in such amendment for the price classifications of the respective size groups. The location of each mine is given by county and state. The maximum prices stated to be for truck shipment are in cents per net ton f. o. b. the mine or preparation plant and when stated to be for rail shipment or for railroad fuel are in cents per net ton f. o. b. rail shipping point. In cases where mines ship coals by river the prices for such shipments are those established for rail shipment and are in cents per net ton f. o. b. river shipping point. However, producer is subject to the provisions of § 1340.219 and all other provisions of Maximum Price Regulation No. 120.

COLEMAN COAL CO., GREASY CREEK, KY., COLEMAN MINE, ELKHORN #2 SEAM, MINE INDEX NO. 7706, PIKE COUNTY, KY., SUBDISTRICT 1, RAIL SHIPPING POINT: SHELBY, KY., F. O. G. 61, DEEP MINE, MAXIMUM TRUCK PRICE GROUP NO. 5

	Size group Nos.													
	1	2	3	4	5	6	7	8	9	10	15, 16, 17	18	19	20, 21
Price classification	K	K	K	K	H	H	G	E	C	C	D	G	G	G
Rail shipments and railroad fuel [1]	330	375	375	335	330	320	320	320	320	335	315	310	300	295
Truck shipment	325	375	330	330	325	310	275	270	----	----	----	----	----	----

[1] Subject to provisions of Second Revised Order 1432, above rail prices plus 40 cents.

NYOKA MAY MINING CO., BOX 61, MATEWAN, WEST VA., NYOKA MAY MINE, POND CREEK SEAM, MINE INDEX NO. 7703, MINGO COUNTY, W. VA., SUBDISTRICT 8, RAIL SHIPPING POINT: MATEWAN, W. VA., F. O. G. 130, DEEP MINE, MAXIMUM TRUCK PRICE GROUP NO. 5

Price classification	Q	Q	Q	Q	M	M	L	H	F	H	C	J	J	J
Rail shipment	345	340	335	335	335	330	325	320	320	335	315	310	300	295
Railroad fuel	345	340	335	335	335	330	325	325	325	335	315	310	300	295
Truck shipment	375	375	330	330	325	310	275	270	----	----	----	----	----	----

WEST VIRGINIA COAL & COKE CORP., P. O. BOX #1460, CINCINNATI, OHIO, STIRRAT NO. 19 MINE, ISLAND CREEK SEAM, MINE INDEX NO. 448,[1] LOGAN COUNTY, W. VA., SUBDISTRICT 5, RAIL SHIPPING POINT: STIRRAT, W. VA., DEEP MINE

	Size group Nos.															
	1	2	3	4	5	6	7	8	9	10	15,16,17	18	19	20,21	22	23
Price classification	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	K	(1)
Rail shipments and railroad fuel	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	260	(1)
Truck shipment	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)								

[1] Previously established.

C. L. KEETON, KRYPTON, KY., KEETON MINING CO. MINE, HAZARD NO. 4 SEAM, MINE INDEX NO. 7522, PERRY COUNTY, KY., SUBDISTRICT 3, RAIL SHIPPING POINT: KRYPTON, KY., F. O. G. 100, DEEP MINE, MAXIMUM TRUCK PRICE GROUP NO. 5

	Size group Nos.													
	1	2	3	4	5	6	7	8	9	10	15,16,17	18	19	20,21
Price classification	K	K	K	K	J	J	H	G	E	G	D	K	K	K
Rail shipments and railroad fuel	380	375	365	365	360	350	330	325	325	360	315	300	295	295
Truck shipment	395	375	350	350	335	310	275	270						

HIGHLAND CONSTRUCTION CO., 644 BAXTER AVE., LOUISVILLE, KY., MANCHESTER MINE, HORSE CREEK SEAM, MINE INDEX NO. 7521, CLAY COUNTY, KY., SUBDISTRICT 6, RAIL SHIPPING POINT: MANCHESTER, KY., F. O. G. 111, STRIP MINE, MAXIMUM TRUCK PRICE GROUP NO. 5

Price classification	M	M	M	M	K	K	J	G	E	G	D	K	K	K
Rail shipments and railroad fuel	380	380	375	375	375	365	345	340	340	375	320	315	310	310
Truck shipment	395	375	350	350	335	310	275	270						

This order shall become effective November 10, 1945.

(56 Stat. 23, 765; 57 Stat. 566; Pub. Law 383, 78th Cong.; E.O. 9250, 7 F.R. 7871; E.O. 9328, 8 F.R. 4681)

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20613; Filed, Nov. 9, 1945; 11:45 a. m.]

[RMPR 136, Amdt. 1 to Rev. Order 499]

YATES AMERICAN MACHINE CO.

ADJUSTMENT OF MAXIMUM PRICES

Amendment No. 1 to Revised Order No. 499 under Revised Maximum Price Regulation 136. Machines, parts and industrial equipment. Yates American Machine Company. Docket No. 6083-136.21-431 & SO-28-8613.

For the reasons set forth in the opinion issued simultaneously herewith and filed with the Division of the Federal Register and pursuant to section 21 of Revised Maximum Price Regulation 136; *It is ordered:*

The sentence following paragraph (e) is amended to read as follows:

This order shall become effective September 14, 1945.

This amendment shall become effective November 10, 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20614; Filed, Nov. 9, 1945; 11:45 a. m.]

[RMPR 136, Amdt. 1 to Order 516]

A. S. CAMPBELL CO., INC.

ESTABLISHMENT OF MAXIMUM PRICES

For the reasons set forth in an opinion issued simultaneously herewith and filed with the Division of the Federal Register, and pursuant to sections 9, 10 and 11 (c) of Revised Maximum Price Regulation 136; *It is ordered:*

Order No. 516 under Revised Maximum Price Regulation 136 is amended in the following respect:

1. The narrative in paragraph (a) preceding subparagraph (1) is amended to read as follows:

(a) A. S. Campbell Company, Incorporated, East Boston 28, Massachusetts, may sell, f. o. b. factory, each Campbell trailer, described in subparagraph (1) below, at a price not to exceed the suggested resale prices listed in subparagraph (1) of paragraph (b) less a 30% dealer discount, plus federal excise tax, and state and local taxes on its sale or delivery of the trailer and the cost of transporting the trailer to the purchaser, if any.

This amendment shall become effective November 10, 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20615; Filed, Nov. 9, 1945; 11:45 a. m.]

[MPR 188, Rev. Order 4520]

JOHN WILKES MANUFACTURING CO.

APPROVAL OF MAXIMUM PRICES

For the reasons set forth in an opinion issued simultaneously herewith and filed with the Division of the Federal Register, and pursuant to § 1499.158 of Maximum Price Regulation No. 188, *It is ordered,* That Order No. 4520 be revised and amended to read as follows:

(a) This order establishes maximum prices for sales and deliveries of certain articles manufactured by John Wilkes Manufacturing Company, 69 Public Square, Wilkes Barre, Pa.

(1) For all sales and deliveries to the following classes of purchasers by the sellers indicated below, the maximum prices are those set forth below:

Article	Model No.	Maximum prices for sales by any seller to—			
		Wholesalers (Jobbers)	Retailers (6 units or more)	Retailers (less than 6 units)	Consumers
Two-burner hot plate, 6' cord and plug	JW5HP100	*Ea.* $5.17	*Ea.* $6.11	*Ea.* $6.68	*Ea.* $9.57

These maximum prices are for the articles described in the manufacturer's application dated August 29, 1945. They include the Federal Excise Tax.

(2) For sales by the manufacturer, the maximum prices apply to all sales and deliveries since Maximum Price Regulation No. 188 became applicable to those sales and deliveries. These prices are f. o. b. factory and subject to a cash discount of 2% for payment within 10 days, net 30 days.

(3) For sales by persons other than the manufacturer, the maximum prices apply to all sales and deliveries after the effective date of this order. Those prices are subject to each seller's customary terms and conditions of sale on sales of similar articles.

(4) If the manufacturer wishes to make sales and deliveries to any other class of purchaser or on other terms and conditions of sale, he must apply to the Office of Price Administration, Washington, D. C., under the Fourth Pricing Method, § 1499.158 of Maximum Price Regulation No. 188, for the establishment of maximum prices for those sales, and no sales or deliveries may be made until maximum prices have been authorized by the Office of Price Administration.

(b) The manufacturer shall attach a tag or label to every article for which a maximum price for sales to consumers is established by this order. That tag or label shall contain either of the following statements with the correct order number, model number and retail price properly filled in:

Order No. 4520
Model No. ------
OPA Retail Ceiling Price—$------
Federal Excise Tax Included
Do Not Detach or Obliterate

or

John Wilkes Manufacturing Company
69 Public Square
Wilkes-Barre, Pennsylvania
Model No. ------
OPA Retail Ceiling Price—$------
Federal Excise Tax Included
Do Not Detach or Obliterate

(c) At the time of, or prior to, the first invoice to each purchaser for resale at wholesale, the manufacturer shall notify the purchaser in writing of the maximum prices and conditions established by this order for sales by the purchaser. This notice may be given in any convenient form.

(d) This order may be revoked or amended by the Price Administrator at any time.

(e) This order shall become effective on the 10th day of November, 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20616; Filed, Nov. 9, 1945; 11:44 a. m.]

[MPR 188, Order 4662]

SOUTHERN WIRE AND IRON WORKS

APPROVAL OF MAXIMUM PRICES

For the reasons set forth in an opinion issued simultaneously herewith, and filed with the Division of the Federal Register, and pursuant to § 1499.158 of Maximum Price Regulation No. 188, *It is ordered:*

(a) This order establishes maximum prices for sales of a metal chair manufactured by Southern Wire and Iron Works, 441 Memorial Drive, S. E., Atlanta, Georgia, as follows:

(1) For all sales and deliveries by the manufacturer, to the classes of purchasers indicated below, from the time Maximum Price Regulation No. 188 became applicable to those sales and deliveries, the maxmium prices are as follows:

Article	Model No.	Maximum price to persons other than retailers, who sell from their own stock	Maximum price to persons, other than retailers, who sell from manufacturer's stock	Maximum price to retailers
		Each	*Each*	*Each*
Metal chair	F-101	$2.88	$3.03	$3.09

These prices are f. o. b. factory, and are subject to a cash discount of 2% for payment within ten days, net thirty days, and are for the article described in the application dated July 11, 1945.

(2) For all sales and deliveries by Nelson Furniture Company, 437 Peachtree Arcade, Atlanta 3, Georgia, the maximum prices to each class of purchaser are the same as those specified above for sales by the manufacturer, and they apply to all sales and deliveries on and after the effective date of this order.

(b) At the time of or prior to the first invoice to the Nelson Furniture Company, after the effective date of this order, the manufacturer shall notify the purchaser of the maximum prices established by this order for sales by the Nelson Furniture Company.

(c) This order may be revoked or amended by the Price Administrator at any time.

(d) This order will become effective on the 10th day of November 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20617; Filed, Nov. 9, 1945; 11:43 a. m.]

[MPR 188, Order 4663]

BUILDO CO.

APPROVAL OF MAXIMUM PRICES

For the reasons set forth in an opinion issued simultaneously herewith and filed with the Division of the Federal Register, and pursuant to § 1499.158 of Maximum Price Regulation No. 188, *It is ordered:*

(a) Order No. L-1734 under § 1499.158 of Maximum Price Regulation No. 188 be, and the same hereby is, revoked.

(b) This order establishes maximum prices for sales and deliveries of the Model No. 45 Metal Construction Set manufactured by Buildo Company, Division of S. K. G. Corporation, of 3718 Chicago Avenue, Minneapolis 7, Minnesota.

(1) For all sales and deliveries to the following classes of purchasers by any person, the maximum prices are those set forth below:

	Each
For sales to stocking jobbers	$1.73
For sales to drop-shipment jobbers	1.97
For sales to retailers	2.07
For sales to consumers	3.45

These maximum prices are for the articles described in the manufacturer's application dated August 22, 1945.

(2) For sales by the manufacturer, the maximum prices apply to all sales and deliveries since Maximum Price Regulation No. 188 became applicable to those sales and deliveries. They are f. o. b. factory, and they are subject to a cash discount of two percent for payment within ten days.

(3) For sales by persons other than the manufacturer, the maximum prices apply to all sales and deliveries after the effective date of this order. These prices are subject to each seller's customary terms and conditions of sale on sales of similar articles.

(4) If the manufacturer wishes to make sales and deliveries to any other class of purchaser or on other terms and conditions of sale, he must apply to the Office of Price Administration, under the Fourth Pricing Method, § 1499.158 of Maximum Price Regulation No. 188, for the establishment of maximum prices for those sales, and no sales or deliveries may be made until maximum prices have been authorized by the Office of Price Administration.

(c) The manufacturer shall attach a tag or label to every article for which a maximum price for sales to consumers is established by this order. That tag or label shall contain the following statement:

OPA Retail Ceiling Price—$3.45
Do Not Detach

(d) At the time of, or prior to, the first invoice to each purchaser for resale at wholesale, the manufacturer shall notify the purchaser in writing of the maximum prices and conditions established by this order for sales by the purchaser. This notice may be given in any convenient form.

(e) This order may be revoked or amended by the Price Administrator at any time.

(f) This order shall become effective on the 10th day of November 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20618; Filed, Nov. 9, 1945; 11:43 a. m.]

[MPR 188, Order 4664]

GORAN MANUFACTURING CO.

APPROVAL OF MAXIMUM PRICES

For the reasons set forth in an opinion issued simultaneously herewith and filed with the Division of the Federal Register, and pursuant to § 1499.158 of Maximum Price Regulation No. 188; *It is ordered:*

(a) This order establishes maximum prices for sales and deliveries of certain articles manufactured by Goran Manufacturing Company, 1033 Myrtle Avenue, Brooklyn, N. Y.

(1) For all sales and deliveries to the following classes of purchasers by the sellers indicated below, the maximum prices are those set forth below:

Article	Model number	For sales by the manufacturer to—		For sales by any person to consumers
		Jobbers	Retailers	
Combination lamp, 63" table, oak column and base, plate glass 20" shade.	1021G	$20.00	$23.50	$41.50
3-way indirect 63" torchiere, twisted oak column, iron base.	1023T	19.55	23.00	41.40
3-way floor lamp, 63½" twisted oak column, iron base and shade.	1023F	17.85	21.00	37.80
3-way indirect floor 63" lamp, oak column crystal bowl iron base aluminum reflector.	1033	17.00	20.00	36.00
3-way table lamp 25" crystal column, aluminum breakers and shade, rayon.	1219	12.75	15.00	27.00
3-way table lamp 25", crystal column, 3 aluminum breakers and rayon shade.	1218	12.75	15.00	27.00
3-way table lamp, 27½" twisted oak or walnut column, glass shade.	623B	9.55	11.25	20.25
Modern indirect torchiere 63" wood column, glass shade.	416	13.18	15.50	27.90

These maximum prices are for the articles described in the manufacturer's application dated October 16, 1945.

(2) For sales by the manufacturer, the maximum prices apply to all sales and deliveries since Maximum Price Regulation No. 188 became applicable to those sales and deliveries. For sales to persons other than consumers they are f. o. b. factory, 2% 10 days, net 30. The maximum price to consumers is net, delivered.

(3) For sales by persons other than the manufacturer, the maximum prices

apply to all sales and deliveries after the effective date of this order. Those prices are subject to each seller's customary terms and conditions of sale on sales of similar articles.

(4) If the manufacturer wishes to make sales and deliveries to any other class of purchaser or on other terms and conditions of sale, he must apply to the Office of Price Administration, Washington, D. C., under the fourth Pricing Method, § 1499.158, of Maximum Price Regulation 188, for the establishment of maximum prices for those sales, and no sales or deliveries may be made until maximum prices have been authorized by the Office of Price Administration.

(b) The manufacturer shall attach a tag or label to every article for which a maximum price for sales to consumers is established by this order. That tag or label shall contain the following statement, with the proper model number and the ceiling price inserted in the blank spaces:

Model Number ------
OPA Retail Ceiling Price—$------
Do Not Detach

(c) At the time of, or prior to, the first invoice to each purchaser for resale, the manufacturer shall notify the purchaser in writing of the maximum prices and conditions established by this order for sales by the purchaser. This notice may be given in any convenient form.

(d) Jobbers' maximum prices for sales of the articles covered by this order shall be established under the provisions of section 4.5 of SR 14J.

(e) This order may be revoked or amended by the Price Administrator at any time.

(f) This order shall become effective on the 10th day of November 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20619; Filed, Nov. 9, 1945; 11:44 a. m.]

[MPR 260, Order 1964]

SAMUEL E. BLUE CIGAR CO.

AUTHORIZATION OF MAXIMUM PRICES

For the reasons set forth in an opinion accompanying this order, and pursuant to § 1358.102 (b) of Maximum Price Regulation No. 260; *It is ordered, That:*

(a) Samuel E. Blue Cigar Company, 61 North Broadway, Peru, Ind. (hereinafter called "manufacturer") and wholesalers and retailers may sell, offer to sell or deliver and any person may buy, offer to buy or receive each brand and size or frontmark, and packing of the following domestic cigars at the appropriate maximum list price and maximum retail price set forth below:

Brand	Size or frontmark	Packing	Maximum list price	Maximum retail price
			Per M	*Cents*
Miss Peru	Perfecto	50	$90	12

(b) The manufacturer and wholesalers shall grant, with respect to their sales of each brand and size or frontmark of domestic cigars for which maximum prices are established by this order, the discounts they customarily granted in March 1942 on their sales of domestic cigars of the same price class to purchasers of the same class, unless a change therein results in a lower price. Packing differentials charged by the manufacturer or a wholesaler in March 1942 on sales of domestic cigars of the same price class to purchasers of the same class may be charged on corresponding sales of each brand and size or frontmark of cigars priced by this order, but shall not be increased. Packing differentials allowed by the manufacturer or a wholesaler in March 1942 on sales of domestic cigars of the same price class to purchasers of the same class shall be allowed on corresponding sales of each brand and size or frontmark of cigars priced by this order and shall not be reduced. If a brand and size or frontmark of domestic cigars for which maximum prices are established by this order is of a price class not sold by the manufacturer or the particular wholesaler in March 1942, he shall, with respect to his sales thereof, grant the discounts and may charge and shall allow the packing differentials customarily granted, charged or allowed (as the case may be) in March 1942 by his most closely competitive seller of the same class on sales of domestic cigars of the same March 1942 price class to purchasers of the same class.

(c) On or before the first delivery to any purchaser of each brand and size or frontmark of domestic cigars for which maximum prices are established by this order, the manufacturer and every other seller (except a retailer) shall notify the purchaser of the maximum list price and the maximum retail price established by this order for such brand and size or frontmark of domestic cigars. The notice shall conform to and be given in the manner prescribed by § 1358.113 of Maximum Price Regulation No. 260.

(d) Unless the context otherwise requires, appropriate provisions of Maximum Price Regulation No. 260, shall apply to sales for which maximum prices are established by this order.

(e) This order may be revoked or amended by the Price Administrator at any time.

This order shall become effective November 10, 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20620; Filed, Nov. 9, 1945; 11:45 a. m.]

[MPR 580, Order 240]

COBLENTZ BAG CO., INC.

ESTABLISHMENT OF MAXIMUM PRICES

Maximum Price Regulation No. 580, Order 240. Establishing ceiling prices at retail for certain articles. Docket No. 6063-580-13-364.

For the reasons set forth in an opinion issued simultaneously herewith and pursuant to section 13 of Maximum Price Regulation No. 580; *It is ordered:*

(a) The following ceiling prices are established for sales by any seller at retail of the following articles manufactured by Coblentz Bag Company, Inc., 30 East 33rd Street, New York, N. Y., having the brand name "Coblentz," and described in the manufacturer's application dated October 19, 1945:

LADIES' HANDBAGS

Manufacturer's selling price	Retail ceiling price	
	East of Denver	Denver and west of Denver
$4.75	$7.95	$8.50
$6.25	10.50	11.50
$7.50	12.75	13.50
$8.50	15.00	16.50
$9.50	16.50	17.95
$10.50	18.75	20.00
$12.50	22.50	22.95
$13.50	25.00	25.00
$15.00	29.75	29.95
$16.50	32.75	32.95
$18.50	35.00	35.00
$20.00	39.75	39.95
$22.50	45.00	45.00
$25.00	49.75	49.75
$27.50	55.00	55.00
$32.50	65.00	65.00
$35.00	69.50	69.50
$11.50	20.00	21.50

(b) The retail ceiling price of an article stated in paragraph (a) shall apply to any other article of the same type, having the same selling price to the retailer, the same brand or company name and first sold by the manufacturer after the effective date of this order.

(c) The retail ceiling prices contained in paragraph (a) shall apply in place of the ceiling prices which have been or would otherwise be established under this or any other regulation.

(d) On and after December 1, 1945, Coblentz Bag Company, Inc., must mark each article listed in paragraph (a) with the retail ceiling price under this order, or attach to the article a label, tag or ticket stating the retail ceiling price. This mark or statement must be in the following form:

(Section 13, MPR 580)
OPA Price—$------

On and after January 1, 1946, no retailer may offer or sell the article unless it is marked or tagged in the form stated above. Prior to January 1, 1946, unless the article is marked or tagged in this form, the retailer shall comply with the marking, tagging and posting provisions of the applicable regulation.

(e) On or before the first delivery to any purchaser for resale of each article listed in paragraph (a), the seller shall send the purchaser a copy of this order.

(f) Unless the context otherwise requires, the provisions of the applicable regulation shall apply to sales for which retail ceiling prices are established by this order.

(g) This order may be revoked or amended by the Price Administrator at any time.

This order shall become effective November 10, 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20621; Filed, Nov. 9, 1945; 11:46 a. m.]

[MPR 580, Order 241]

IDEAL BEDDING CO.

ESTABLISHMENT OF MAXIMUM PRICES

Maximum Price Regulation No. 580, Order 241. Establishing ceiling prices at retail for certain articles. Docket No. 6063-580-13-199.

For the reasons set forth in an opinion issued simultaneously herewith and pursuant to section 13 of Maximum Price Regulation No. 580; *It is ordered:*

(a) The following ceiling prices are established for sales by any seller at retail of the following articles manufactured by Ideal Bedding Company, 108 Pulliam Street, Richmond, 20, Va., and described in the manufacturer's application dated May 11, 1945:

Article	Brand name	Retail ceiling price
Mattress	Perfectrest	$29.50
Box spring	do	29.50
Mattress	Ideal	22.75
Box spring	do	22.75
Mattress	Majestic	24.50
Box spring	do	24.50
Mattress	Imperial	19.95

(b) The retail ceiling price of an article stated in paragraph (a) shall apply to any other article of the same type, having the same selling price to the retailer, the same brand or company name and first sold by the manufacturer after the effective date of this order.

(c) The retail ceiling prices contained in paragraph (a) shall apply in place of the ceiling prices which have been or would otherwise be established under this or any other regulation.

(d) On and after December 1, 1945, Ideal Bedding Company must mark each article listed in paragraph (a) with the retail ceiling price under this order, or attach to the article a label, tag or ticket stating the retail ceiling price. This mark or statement must be in the following form:

(Section 13, MPR 580)
OPA Price—$_____

On and after January 1, 1946, no retailer may offer or sell the article unless it is marked or tagged in the form stated above. Prior to January 1, 1946, unless the article is marked or tagged in this form, the retailer shall comply with the marking, tagging and posting provisions of the applicable regulation.

(e) On or before the first delivery to any purchaser for resale of each article listed in paragraph (a), the seller shall send the purchaser a copy of this order.

(f) Unless the context otherwise requires, the provisions of the applicable regulation shall apply to sales for which retail ceiling prices are established by this order.

(g) This order may be revoked or amended by the Price Administrator at any time.

This order shall become effective November 10, 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20622; Filed, Nov. 9, 1945; 11:46 a. m.]

[MPR 580, Order 242]

PRESSING SUPPLY CO.

ESTABLISHMENT OF MAXIMUM PRICES

Maximum Price Regulation No. 580, Order 242. Establishing ceiling prices at retail for certain articles. Docket No. 6063-580-13-359.

For the reasons set forth in an opinion issued simultaneously herewith and pursuant to section 13 of Maximum Price Regulation No. 580, *It is ordered:*

(a) The following ceiling prices are established for sales by any seller at retail of the following articles manufactured by Pressing Supply Co., 210-14 N. Broad Street, Philadelphia 2, Pa. and described in the manufacturer's application dated September 14, 1945.

Brand name	Article	Manufacturer's ceiling price	Retail ceiling price
Flexi-pad	Ironing board pad and cover set	$1.13	$1.63
Fresco	do	.88	1.63
Gem	do	.71	1.29
Dutch Maid	do	.55	1.00
Crescent	Ironing board cover	.50	.69

(b) The retail ceiling price of an article stated in paragraph (a) shall apply to any other article of the same type, having the same selling price to the retailer, the same brand or company name and first sold by the manufacturer after the effective date of this order.

(c) The retail ceiling prices contained in paragraph (a) shall apply in place of the ceiling prices which have been or would otherwise be established under this or any other regulation.

(d) On and after December 15, 1945, Pressing Supply Company must mark each article listed in paragraph (a) with the retail ceiling price under this order, or attach to the article a label, tag or ticket stating the retail ceiling price. This mark or statement must be in the following form:

(Section 13, MPR 580)
OPA Price—$_____

On and after January 15, 1946, no retailer may offer or sell the article unless it is marked or tagged in the form stated above. Prior to January 15, 1946, unless the article is marked or tagged in this form, the retailer shall comply with the marking, tagging and posting provisions of the applicable regulation.

(e) On or before the first delivery to any purchaser for resale of each article listed in paragraph (a), the seller shall send the purchaser a copy of this order.

(f) Unless the context otherwise requires, the provisions of the applicable regulation shall apply to sales for which retail ceiling prices are established by this order.

(g) This order may be revoked or amended by the Price Administrator at any time.

This order shall become effective November 10, 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20623; Filed, Nov. 9, 1945; 11:46 a. m.]

[MPR 580, Order 243]

DAVID'S FIFTH AVENUE WHOLESALE INC.

ESTABLISHMENT OF CEILING PRICES

Maximum Price Regulation 580, Order 243. Establishing ceiling prices at retail for certain articles. Docket No. 6063-580-13-154.

For the reasons set forth in an opinion issued simultaneously herewith and pursuant to section 13 of Maximum Price Regulation No. 580; *It is ordered:*

(a) The following ceiling prices are established for sales by any seller at retail of the following articles sold at wholesale by David's Fifth Avenue Wholesale Inc., 425 Fifth Avenue, New York 16, N. Y., having the brand name David's Fifth Avenue, and described in the wholesaler's application dated April 23, 1945:

HANDBAGS

Manufacturers' selling price	*Ceiling price at retail*	*Manufacturers' selling price*	*Ceiling price at retail*
$4.50	$7.50	$10.50	$18.50
6.00	10.50	11.00	20.00
6.50	10.95	12.50	22.50
7.50	12.75	13.50	25.00
8.00	13.75	15.00	23.50
9.00	15.50	18.00	32.50
9.50	16.50		

(b) The retail ceiling price of an article stated in paragraph (a) shall apply to any other article of the same type, having the same selling price to the retailer, the same brand or company name and first sold by the wholesaler after the effective date of this order.

(c) The retail ceiling prices contained in paragraph (a) shall apply in place of the ceiling prices which have been or would otherwise be established under this or any other regulation.

(d) On and after December 1, 1945, David's Fifth Avenue Wholesale Inc., must mark each article listed in paragraph (a) with the retail ceiling price under this order, or attach to the article a label, tag or ticket stating the retail ceiling price. This mark or statement must be in the following form:

(Section 13, MPR 580)
OPA Price—$_____

On and after January 1, 1946, no retailer may offer or sell the articles unless it is marked or tagged in the form stated above. Prior to January 1, 1946, unless the article is marked or tagged in this form, the retailer shall comply with the marking, tagging and posting provisions of the applicable regulation.

(e) On or before the first delivery to any purchaser for resale of each article listed in paragraph (a), the seller shall send the purchaser a copy of this order.

(f) Unless the context otherwise requires, the provisions of the applicable regulation shall apply to sales for which retail ceiling prices are established by this order.

(g) This order may be revoked or amended by the Price Administrator at any time.

This order shall become effective November 10, 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20624; Filed, Nov. 9, 1945; 11:47 a. m.]

[MPR 580, Order 244]

G. L. FIELDS, LTD.

ESTABLISHMENT OF CEILING PRICES

Maximum Price Regulation No. 580, Order 244. Establishing ceiling prices at retail for certain articles. Docket No. 6063-580-13-238.

For the reasons set forth in an opinion issued simultaneously herewith and pursuant to section 13 of Maximum Price Regulation No. 580; *It is ordered:*

(a) The following ceiling prices are established for sales by any seller at retail of the following articles manufactured by G. L. Fields, Ltd., 232 Madison Avenue, New York 16, N. Y., having the brand name "Readinjack", and described in the manufacturer's application dated August 17, 1945:

Article	Manufacturer's selling price	Retail ceiling price
Lounging jacket	*Per dozen* $45	*Per unit* $6.50

(b) The retail ceiling price of an article stated in paragraph (a) shall apply to any other article of the same type, having the same selling price to the retailer, the same brand or company name and first sold by the manufacturer after the effective date of this order.

(c) The retail ceiling prices contained in paragraph (a) shall apply in place of the ceiling prices which have been or would otherwise be established under this or any other regulation.

(d) On and after December 1, 1945, G. L. Fields, Ltd. must mark each article listed in paragraph (a) with the retail ceiling price under this order, or attach to the article a label, tag or ticket stating the retail ceiling price. This mark or statement must be in the following form:

(Section 13, MPR 580)
OPA Price—$_____

On and after January 1, 1946, no retailer may offer or sell the article unless it is marked or tagged in the form stated above. Prior to January 1, 1946, unless the article is marked or tagged in this form, the retailer shall comply with the marking, tagging and posting provisions of the applicable regulation.

(e) On or before the first delivery to any purchaser for resale of each article listed in paragraph (a), the seller shall send the purchaser a copy of this order.

(f) Unless the context otherwise requires, the provisions of the applicable regulation shall apply to sales for which retail ceiling prices are established by this order.

(g) This order may be revoked or amended by the Price Administrator at any time.

This order shall become effective November 10, 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20625; Filed, Nov. 9, 1945; 11:47 a. m.]

[MPR 580, Order 245]

WONDER-REST CORP.

ESTABLISHMENT OF CEILING PRICES

Maximum Price Regulation No. 580, Order 245. Establishing ceiling prices at retail for certain articles. Docket No. 6063-580-13-115.

For the reasons set forth in an opinion issued simultaneously herewith and pursuant to section 13 of Maximum Price Regulation No. 580; *It is ordered:*

(a) The following ceiling prices are established for sales by any seller at retail of the following articles manufactured by Wonder-Rest Corporation, 710 East Vienna Avenue, Milwaukee 12, Wis., having the brand name, "Triple Cushion", and described in the manufacturer's application dated April 13, 1945:

Article	Style name	Manufacturer's selling price	Retail ceiling price
Mattress	Five Star	$23.50	$44.50
Box spring	do	23.50	44.50
Mattress	Four Star	21.00	39.50
Box spring	do	21.00	39.50
Mattress	Two Star	16.50	29.50
Box spring	do	16.50	29.50
Mattress	One Star	13.50	24.50
Box spring	do	13.50	24.50

(b) The retail ceiling price of an article stated in paragraph (a) shall apply to any other article of the same type, having the same selling price to the retailer, the same brand or company name and first sold by the manufacturer after the effective date of this order.

(c) The retail ceiling prices contained in paragraph (a) shall apply in place of the ceiling prices which have been or would otherwise be established under this or any other regulation.

(d) On and after December 1, 1945, Wonder-Rest Corporation must mark each article listed in paragraph (a) with the retail ceiling price under this order, or attach to the article a label, tag or ticket stating the retail ceiling price. This mark or statement must be in the following form:

(Section 13, MPR 580)
OPA Price—$_____

On and after January 1, 1946, no retailer may offer or sell the article unless it is marked or tagged in the form stated above. Prior to January 1, 1946, unless the article is marked or tagged in this form, the retailer shall comply with the marking, tagging and posting provisions of the applicable regulation.

(e) On or before the first delivery to any purchaser for resale of each article listed in paragraph (a), the seller shall send the purchaser a copy of this order.

(f) Unless the context otherwise requires, the provisions of the applicable regulation shall apply to sales for which retail ceiling prices are established by this order.

(g) This order may be revoked or amended by the Price Administrator at any time.

This order shall become effective November 10, 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20626; Filed, Nov. 9, 1945; 11:47 a. m.]

[MPR 580, Order 246]

EXMOOR KNITTING CO.

ESTABLISHMENT OF CEILING PRICES

Maximum Price Regulation No. 580, Order 246. Establishing ceiling prices at retail for certain articles. Docket No. 6063-580-13-350.

For the reasons set forth in an opinion issued simultaneously herewith and pursuant to section 13 of Maximum Price Regulation No. 580; *It is ordered:*

(a) The following ceiling prices are established for sales by any seller at retail of the following articles manufactured by Exmoor Knitting Co., 101 West 37th St., New York, N. Y., having the brand name "Big-n-Bigger" and described in the manufacturer's application dated September 24, 1945:

Article	Manufacturer's selling price	Retail ceiling price
Women's pullover sweater	*Per dozen* $42.00	*Per unit* $3.98
Women's cardigan sweaters	48.00	6.95

(b) The retail ceiling price of an article stated in paragraph (a) shall apply to any other article of the same type, having the same selling price to the retailer, the same brand or company name and first sold by the manufacturer after the effective date of this order.

(c) The retail ceiling prices contained in paragraph (a) shall apply in place of the ceiling prices which have been or would otherwise be established under this or any other regulation.

(d) On and after December 15, 1945, Exmoor Knitting Company must mark each article listed in paragraph (a) with the retail ceiling price under this order, or attach to the article a label, tag or ticket stating the retail ceiling price. This mark or statement must be in the following form:

(Section 13, MPR 580)
OPA Price—$_____

On and after January 15, 1945, no retailer may offer or sell the article unless it is marked or tagged in the form stated above. Prior to January 15, 1945, unless the article is marked or tagged in this form, the retailer shall comply with the marking, tagging and posting provisions of the applicable regulation.

(e) On or before the first delivery to any purchaser for resale of each article listed in paragraph (a), the seller shall send the purchaser a copy of this order.

(f) Unless the context otherwise requires, the provisions of the applicable regulation shall apply to sales for which retail ceiling prices are established by this order.

(g) This order may be revoked or amended by the Price Administrator at any time.

This order shall become effective November 10, 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20627; Filed, Nov. 9, 1945; 11:47 a. m.]

[MPR 580, Order 247]

R. APPEL

ESTABLISHMENT OF CEILING PRICES

Maximum Price Regulation No. 580, Order 247. Establishing ceiling prices at retail for certain articles. Docket No. 6063-580-13-219.

For the reasons set forth in an opinion issued simultaneously herewith and pursuant to section 13 of Maximum Price Regulation No. 580; *It is ordered:*

(a) The following ceiling prices are established for sales by any seller at retail of the following articles manufactured by R. Appel, 10 West 33rd Street, New York 1, N. Y., having the brand name "Plasticflex", and described in the manufacturer's application dated October 15, 1945:

LADIES' HANDBAGS

Style No.	Manufacturer's selling price	Retail ceiling price
	Per dozen	*Per unit*
400	$21.35	$2.95
4007	35.65	4.95

(b) The retail ceiling price of an article stated in paragraph (a) shall apply to any other article of the same type, having the same selling price to the retailer, the same brand or company name and first sold by the manufacturer after the effective date of this order.

(c) The retail ceiling prices contained in paragraph (a) shall apply in place of the ceiling prices which have been or would otherwise be established under this or any other regulation.

(d) On and after December 15, 1945, R. Appel must mark each article listed in paragraph (a) with the retail ceiling price under this order, or attach to the article a label, tag or ticket stating the retail ceiling price. This mark or statement must be in the following form:

(Section 13, MPR 580)
OPA Price—$------

On and after January 15, 1946, no retailer may offer or sell the article unless it is marked or tagged in the form stated above. Prior to January 15, 1946, unless the article is marked or tagged in this form, the retailer shall comply with the marking, tagging and posting provisions of the applicable regulation.

(e) On or before the first delivery to any purchaser for resale of each article listed in paragraph (a), the seller shall send the purchaser a copy of this order.

(f) Unless the context otherwise requires, the provisions of the applicable regulation shall apply to sales for which retail ceiling prices are established by this order.

(g) This order may be revoked or amended by the Price Administrator at any time.

This order shall become effective November 10, 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20628; Filed, Nov. 9, 1945; 11:48 a. m.]

[MPR 580, Order 248]

WM. C. RATH & SONS

ESTABLISHMENT OF CEILING PRICES

Maximum Price Regulation 580, order 248. Establishing ceiling prices at retail for certain articles. Docket No. 6063-580-13-229.

For the reasons set forth in an opinion issued simultaneously herewith and pursuant to section 13 of Maximum Price Regulation No. 580; *It is ordered:*

(a) The following ceiling prices are established for sales by any seller at retail of the following articles manufactured by Wm. C. Rath & Sons, 31-33 East 32nd Street, New York 16, New York, having the brand name "Top Hat and Cane", and "Originals by Rath," and described in the manufacturer's application dated May 22, 1945:

LADIES' HANDBAGS

Manufacturer's selling price:	*Retail ceiling price*
$4.00	$5.95
$4.75	8.50
$5.00	9.50
$6.25	10.50
$7.50	12.50
$8.50	15.00
$9.00	16.50
$9.50	17.50
$10.50	18.50
$12.50	22.50
$13.50	25.00
$15.00	27.50
$17.50	32.50
$18.50	35.00
$19.50	37.50
$21.50	39.50
$22.50	42.50
$23.50	45.00
$25.00	49.50
$27.50	52.50
$29.50	55.00
$32.50	60.00
$35.00	65.00
$16.50	29.50

(b) The retail ceiling price of an article stated in paragraph (a) shall apply to any other article of the same type, having the same selling price to the retailer, the same brand or company name and first sold by the manufacturer after the effective date of this order.

(c) The retail ceiling prices contained in paragraph (a) shall apply in place of the ceiling prices which have been or would otherwise be established under this or any other regulation.

(d) On and after December 1, 1945, Wm. C. Rath & Sons must mark each article listed in paragraph (a) with the retail ceiling price under this order, or attach to the article a label, tag or ticket stating the retail ceiling price. This mark or statement must be in the following form:

(Section 13, MPR 580)
OPA Price—$------

On and after January 1, 1946, no retailer may offer or sell the article unless it is marked or tagged in the form stated above. Prior to January 1, 1946, unless the article is marked or tagged in this form, the retailer shall comply with the marking, tagging and posting provisions of the applicable regulation.

(e) On or before the first delivery to any purchaser for resale of each article listed in paragraph (a), the seller shall send the purchaser a copy of this order.

(f) Unless the context otherwise requires, the provisions of the applicable regulation shall apply to sales for which retail ceiling prices are established by this order.

(g) This order may be revoked or amended by the Price Administrator at any time.

This order shall become effective November 10, 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20629; Filed, Nov. 9, 1945; 11:48 a. m.]

[SO 119, Order 13]

MANTLE LAMP CO. OF AMERICA

ADJUSTMENT OF MAXIMUM PRICES

For the reasons set forth in an opinion issued simultaneously herewith and filed with the Division of the Federal Register, and pursuant to sections 13 and 14 of Supplementary Order No. 119, it is ordered:

(a) *Manufacturer's maximum prices.* Mantle Lamp Company of America, 223 W. Jackson Boulevard, Chicago 11, Illinois, may increase by no more than 21 per cent, its existing maximum prices to each class of purchaser, for portable electric lamps and shades of its manufacture.

(b) *Maximum prices of purchasers for resale.* Purchasers for resale of portable electric lamps and shades which the manufacturer has sold at adjusted maximum prices permitted by paragraph (a) above, shall determine their adjusted maximum prices as follows:

(1) *Jobbers.* Jobbers shall determine their maximum prices in accordance with the provisions of Section 4.5 of Revised Supplementary Regulation 14J, using their actual invoice prices as their costs.

(2) *Retailers subject to Maximum Price Regulation 580.* A retailer who must determine his maximum prices under Maximum Price Regulation 580 by the use of a pricing chart, shall compute his maximum prices in the manner provided by that regulation.

(3) *Other purchasers for resale.* (i) A purchaser for resale who must determine his maximum prices under the General Maximum Price Regulation, and who delivered or offered for delivery during March 1942 an article which meets the definition of "most comparable article", contained in § 1499.3 (a) of that regulation, except that it need not be currently offered for sale, shall find his ceiling prices according to the method and procedure set forth in that section using as his "cost" his invoice cost.

The determination of a ceiling price in this way need not be reported to the Office of Price Administration; however, each seller must keep complete records showing all the information called for by OPA Form 620–759 with regard to how he determined his maximum price, for so long as the Emergency Price Control Act of 1942, as amended, remains in effect.

(ii) If a purchaser for resale cannot determine his maximum price under any of the above methods, he shall apply to the Office of Price Administration for the establishment of his maximum price under § 1499.3 (c) of the General Maximum Price Regulation. Maximum prices established under that section will reflect the supplier's prices adjusted in accordance with this order.

(c) *Terms of sale.* Maximum prices adjusted by this order are subject to each seller's terms, discounts, allowances and other price differentials on sales to each class of purchaser in effect during March 1942, or thereafter properly established under OPA regulations.

(d) *Notification.* At the time of, or prior to, the first invoice to a purchaser for resale showing a price adjusted in accordance with the terms of this order, the seller shall notify such purchaser in writing of the methods established in section (b) for determining adjusted maximum prices for resales of the articles covered by this order. This notice may be given in any convenient form.

(e) This order may be revoked or amended by the Price Administrator at any time.

(f) *Effective date.* This order shall become effective on November 10, 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45–20660; Filed, Nov. 9, 1945; 4:37 p. m.]

[SO 133, Order 8]

DAVIDSON MANUFACTURING CORP.

ADJUSTMENT OF MAXIMUM PRICES

For the reasons set forth in an opinion issued simultaneously herewith and filed with the Division of the Federal Register, and pursuant to Supplementary Order No. 133, it is ordered:

(a) *Manufacturer's maximum prices.* Davidson Manufacturing Corporation of 1020 West Adams Street, Chicago, Illinois, may sell and deliver the office machine parts which it manufactures and which are described in its application dated May 29, 1945, at prices no higher than the maximum prices for those articles in effect immediately prior to the issuance of this order plus a charge equal to 13.1% of each such maximum price.

The maximum prices of the manufacturer are subject to its customary terms, discounts, allowances and other price differentials in effect during March 1942 on sales to each class of purchaser.

(b) *Maximum prices of purchasers for resale.* This paragraph sets forth the methods by which persons purchasing the articles referred to in paragraph (a) shall determine their maximum prices.

(1) If the purchaser for resale has already established his maximum prices under the General Maximum Price Regulation for his resales of these articles prior to the issuance of this order, he may increase such maximum prices by 13.1%.

(2) If the purchaser for resale had not established his maximum prices for his resales of these articles prior to the issuance of this order, he shall proceed to do so, and may increase the maximum prices established under § 1499.2 of the General Maximum Price Regulation by 13.1%. However, if the applicable pricing provision of the General Maximum Price Regulation is § 1499.3 (a) which requires his maximum prices to be computed on the basis of cost, the reseller shall use the actual invoice price to him as his cost, and the price so computed shall not be increased in any amount. Maximum prices established under § 1499.3 (c) of that regulation, if that is the applicable pricing provision, will reflect the supplier's maximum prices as adjusted under this order.

(c) *Terms of sale.* Maximum prices adjusted by this order are subject to each seller's customary terms, discounts, allowances and other price differentials on sales to each class of purchaser.

(d) *Notification.* At the time of, or before the first invoice to a purchaser for resale, showing a price adjusted in accordance with the terms of this order, the manufacturer shall notify the purchaser in writing of the method established in paragraph (b) of this order for determining adjusted maximum prices for resale of the article covered by this order. This notice may be given in any convenient form.

(e) *Reports.* Davidson Manufacturing Corporation shall file the report described in section 5 of Supplementary Order No. 133 with the Office of Price Administration, Washington 25, D. C.

(f) This order may be revoked or amended by the Price Administrator at any time.

(g) This order shall become effective on the 10th day of November 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45–20662; Filed, Nov. 9, 1945; 4:38 p. m.]

[MIPR, Order 105]

CHERIGAN DISTRIBUTORS

ESTABLISHMENT OF MAXIMUM PRICES

For the reasons set forth in an opinion issued simultaneously herewith and filed with the Division of the Federal Register, and pursuant to section 21 of the Maximum Import Price Regulation, it is ordered:

(a) *What this order does.* This order establishes maximum prices at which the importer may sell, and maximum prices at which wholesalers and retailers may buy and sell certain perfumes and colognes made in Cuba and imported by Cherigan Distributors, 105 West Adams Street, Chicago, Illinois, hereinafter called the "importer." Each bottle is individually packaged, labelled and identified by a lot number, net contents and marked "Made in Cuba."

(b) *Maximum prices on sales by the importer.* The importer may not sell or deliver and no person may buy or receive the perfume and/or cologne described herein from him at prices, f. o. b. Chicago, Illinois, exceeding the following:

CHARIGAN "CHANCE" AND "FLEUR DE TABAC" PERFUME

Lot number and contents	Maximum price to—		
	Wholesalers [1]	Retailers [1]	Consumers
#201—¼ ounce	$2.50	$3.00	$5.00
#202—½ ounce	5.13	6.00	10.00
#203—1 ounce	9.50	11.10	18.50
#204—2 ounces	17.95	21.00	35.00

CHERIGAN "CHANCE" AND "FLEUR DE TABAC" COLOGNE

#501—2 ounces	$1.03	$1.20	$2.00
#502—4 ounces	1.92	2.25	3.75
#503—8 ounces	3.08	3.60	6.00
#504—16 ounces	5.13	6.00	10.00

[1] Terms: 2% 10 days, net 30 days, transportation charges prepaid on shipments of $50 or more.

(c) *Maximum wholesale and retail prices.* No wholesaler or retailer may sell or deliver such perfumes and/or colognes, and no person may buy or receive them from such sellers at prices higher than the following:

CHERIGAN "CHANCE" AND "FLEUR DE TABAC" PERFUME

Lot number and contents	Maximum price to—	
	Retailers [1]	Consumers
#201—¼ ounce	$3.00	$5.00
#202—½ ounce	6.00	10.00
#203—1 ounce	11.10	18.50
#204—2 ounces	21.00	35.00

CHERIGAN "CHANCE" AND "FLEUR DE TABAC" COLOGNE

#501—2 ounces	$1.20	$2.00
#502—4 ounces	2.25	3.75
#503—8 ounces	3.60	6.00
#504—16 ounces	6.00	10.00

[1] F. o. b. seller's shipping point. Terms: 2% 10 days, net 30 days, transportation charges prepaid on shipments of $50 or more.

(d) *Importer to notify wholesalers.* The importer shall furnish a copy of this order to each wholesaler to whom such perfume and/or cologne is sold, and shall also include on his invoice the following statement:

The enclosed Order No. 105 issued by the Office of Price Administration under the Maximum Import Price Regulation establishes your maximum selling prices for this

perfume and/or cologne and requires you to notify your customers what are their maximum prices, as stated in the order.

(e) *Importer and wholesaler to notify retailers.* The importer and every wholesaler selling such perfume and/or cologne shall include on his invoice to each retailer the following statement:

Your maximum selling prices for this perfume and/or cologne as established by Order No. 105 issued by the Office of Price Administration under the Maximum Import Price Regulation is $_____ (insert the applicable price, size and scent of perfume sold).

(f) *Less than maximum prices.* Lower prices than those established by this order may be charged, demanded, paid or offered.

(g) *Application of the Maximum Import Price Regulation.* Unless the context otherwise requires, the provisions of the Maximum Import Price Regulation, as amended, shall apply to sales for which maximum prices are established by this order.

(h) *Revocation and amendment.* This order may be revoked or amended at any time.

This order shall become effective November 9, 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20643; Filed, Nov. 9, 1945; 4:37 p. m.]

[MIPR, Order 108]

E. L. COURNAND AND CO.

ESTABLISHMENT OF MAXIMUM PRICES

For the reasons set forth in an opinion issued simultaneously herewith and filed with the Division of the Federal Register, and pursuant to section 21 of the Maximum Import Price Regulation, it is ordered:

(a) *What this order does.* This order establishes maximum prices at which the importer may sell, and maximum prices at which wholesalers and retailers may buy and sell, certain perfumes made in France and imported by E. L. Cournand and Co., 3835 Ninth Avenue, New York, N. Y., hereinafter called "importer." Each bottle is individually packaged, labelled with net contents and marked "Lanvin—Paris" followed by scent such as "Arpege," "Scandal" or "My Sin."

(b) *Maximum prices on sales by the importer.* The importer may not sell or deliver and no person may buy or receive the perfume described herein from him at prices f. o. b. New York, N. Y., exceeding the following:

Item	Size	Maximum price to—		
		Wholesalers [1]	Retailers [1]	Consumers
Arpege	½ ounce	$6.75	$7.50	$12.00
	1 ounce	12.70	14.10	23.00
Scandal	½ ounce	4.85	5.40	9.00
	1 ounce	8.65	9.60	16.00
My Sin	½ ounce	4.85	5.40	9.00
	1 ounce	8.65	9.60	16.00

[1] Terms: 2% 10 days, net 30 days, transportation charges prepaid on shipments of $50 or more.

(c) *Maximum wholesale and retail prices.* No wholesaler or retailer may sell or deliver such perfumes, and no person may buy or receive them from such sellers, at prices higher than the following:

Item	Size	Maximum price to—	
		Retailers [1]	Consumers
Arpege	½ ounce	$7.50	$12.00
	1 ounce	14.10	23.00
Scandal	½ ounce	5.40	9.00
	1 ounce	9.60	16.00
My Sin	½ ounce	5.40	9.00
	1 ounce	9.60	16.00

[1] F. o. b. sellers shipping point. Terms: 2% 10 days, net 30 days, transportation charges prepaid on shipments of $50 or more.

(d) *Importer to notify wholesalers.* The importer shall furnish a copy of this order to each wholesaler to whom such perfume is sold, and shall also include on his invoice the following statement:

The enclosed Order No. 108 issued by the Office of Price Administration under the Maximum Import Price Regulation establishes your maximum selling prices for this perfume and requires you to notify your customers what are their maximum prices, as stated in the order.

(e) *Importer and wholesaler to notify retailers.* The importer and every wholesaler selling such perfume shall include on his invoice to each retailer the following statement:

Your maximum selling prices for this perfume as established by Order No. 108 issued by the Office of Price Administration under the Maximum Import Price Regulation is $_____ (insert the applicable price, size and scent of perfume sold).

(f) *Less than maximum prices.* Lower prices than those established by this order may be charged, demanded, paid or offered.

(g) *Application of the Maximum Import Price Regulation.* Unless the context otherwise requires, the provisions of the Maximum Import Price Regulations, as amended, shall apply to sales for which maximum prices are established by this order.

(h) *Revocation and amendment.* This order may be revoked or amended at any time.

This order shall become effective November 9, 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20644; Filed, Nov. 9, 1945; 4:37 p. m.]

[MPR 86, Order 11]

ELECTRIC HOUSEHOLD UTILITIES CORP.

APPROVAL OF MAXIMUM PRICES

For the reasons set forth in an opinion issued simultaneously herewith and filed with the Division of the Federal Register and pursuant to sections 7 and 14 of Maximum Price Regulation No. 86, *It is ordered:*

(a) This order establishes ceiling prices for the Model 89 C ironing machine manufactured by the Hurley Machine Division of the Electric Household Utilities Corporation, 54th Avenue and Cermak Road, Chicago, Illinois, as follows:

(1) The ceiling price for sales by a distributor is $23.16 each. This ceiling price is subject to each seller's customary terms, discounts, allowances and other price differentials in effect on sales of similar articles.

(2) The ceiling price for sales by a dealer in the forty eight States and the District of Columbia is $42.95 each. This ceiling price is subject to each dealer's customary terms, discounts, allowances and other price differentials in effect on sales of similar articles.

(b) At the time of, or prior to, the first invoice to each purchaser for resale of the ironing machines covered by this order, the manufacturer shall notify each purchaser of the ceiling prices established by this order for resales by the purchaser. This notice may be given in any convenient form.

(c) All the provisions of Maximum Price Regulation No. 86 continue to apply to all sales and deliveries of articles covered by this order, except to the extent that those provisions are modified by this order.

(d) Unless the context requires otherwise, the definitions set forth in the various sections of Maximum Price Regulation No. 86 shall apply to the terms used herein.

(e) This order may be revoked or amended by the Price Administrator at any time.

(f) This order shall become effective on the 10th day of November 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20645; Filed, Nov. 9, 1945; 4:37 p. m.]

[MPR 120, Corr. to Order 1461]

EDWARDS BROS. COAL CO. ET AL.

ESTABLISHMENT OF MAXIMUM PRICES AND PRICE CLASSIFICATIONS

Order No. 1461 under Maximum Price Regulation No. 120 is hereby corrected in the following respect:

In the item relating to the Wapello Mine, Mine Index No. 1014, of Homer Haines, in District No. 12, the phrase "Melcher Mine Origin Group for rail shipment" is corrected to read "Eldon Mine Origin Group for rail shipment."

This correction shall become effective November 10, 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20646; Filed, Nov. 9, 1945; 4:37 p. m.]

[RMPR 136, Order 539]

PROSPERITY CO., INC.

APPROVAL OF MAXIMUM PRICES

Order No. 539 under Revised Maximum Price Regulation 136. Machines, parts

and industrial equipment. The Prosperity Company, Inc. Docket No. 6083–136.21–497.

For the reasons set forth in an opinion issued simultaneously herewith and filed with the Division of the Federal Register, and pursuant to section 21 of Revised Maximum Price Regulation 136; *It is ordered:*

(a) The maximum prices for sales by The Prosperity Company, Inc., Syracuse, New York, of laundry machines, dry cleaning equipment and repair and replacement parts shall be determined as follows: The manufacturer shall multiply by 108% the maximum net price he had in effect to a purchaser of the same class just prior to the issuance of this order.

(b) The maximum prices for sales by resellers of laundry machines, dry cleaning equipment and repair and replacement parts manufactured by The Prosperity Company, Inc., shall be determined as follows: The reseller shall add to the maximum net price he had in effect to a purchaser of the same class just prior to the issuance of this order the amount, in per cent, by which his net invoiced cost has been increased due to the adjustment granted the manufacturer by this order.

(c) The Prosperity Company, Inc., shall notify each purchaser who purchases laundry machines, dry cleaning equipment and repair and replacement parts for resale of the amount in per cent by which this order permits the reseller to increase his maximum net price. A copy of each such notice shall be filed with the Machinery Branch, Office of Price Administration, Washington 25, D. C.

(d) All requests not granted herein are denied.

(e) This order may be revoked or amended by the Price Administrator at any time.

This order shall become effective November 9, 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20647; Filed, Nov. 9, 1945; 4:36 p. m.]

[MPR 188, Order 129 Under 2d Rev. Order A-3]

DAVIDSON MANUFACTURING CORP.

ADJUSTMENT OF MAXIMUM PRICES

For the reasons set forth in an opinion issued simultaneously herewith and filed with the Division of the Federal Register, and pursuant to Amendment 12 to Second Revised Order No. A-3 under § 1499.159b of Maximum Price Regulation No. 188, it is ordered:

(a) *Manufacturer's maximum prices.* Davidson Manufacturing Corporation of 1020 West Adams Street, Chicago, Illinois, may sell and deliver the following lines of articles which it manufactures at prices no higher than its maximum prices in effect immediately prior to the issuance of this order plus an amount equal to the following percentage of each such maximum price.

Article:	*Percentage Adjustment*
Duplicators	25.5
Feeders	7
Folders	17.6

The maximum prices of the manufacturer, as adjusted, are subject to its customary terms, discounts, allowances and other price differentials in effect during March, 1942 on sales to each class of purchaser.

(b) *Maximum prices of purchasers for resale.* This paragraph sets forth the methods by which persons purchasing the articles referred to in paragraph (a) shall determine their maximum resale prices.

(1) If the purchaser for resale has already established his maximum prices under the General Maximum Price Regulation for his resales of these articles prior to the issuance of this order, he may increase such maximum prices by the same percentages as authorized for the manufacturer in paragraph (a) above.

(2) If the purchaser for resale had not established his maximum prices for his resales of these articles prior to the issuance of this order, he shall proceed to do so, and may increase the maximum prices established under § 1499.2 of the General Maximum Price Regulation by the same percentages as authorized for the manufacturer in paragraph (a) above. However, if the applicable pricing provision of the General Maximum Price Regulation is 1499.3 (a) which requires his maximum prices to be computed on the basis of cost, the reseller shall use the actual invoice price to him as his cost, and the price so computed shall not be increased in any amount. Maximum prices established under § 1499.3 (c) of that regulation, if that is the applicable pricing provision, will reflect the supplier's maximum prices as adjusted under this order.

(c) *Terms of sale.* Maximum prices adjusted by this order are subject to each seller's customary terms, discounts, allowances and other price differentials on sales to each class of purchaser.

(d) *Notification.* At the time of, or prior to, the first invoice to a purchaser for resale, showing a price adjusted in accordance with the terms of this order, the manufacturer shall notify the purchaser in writing of the method established in paragraph (b) of this order for determining adjusted maximum prices for resale of the articles covered by this order. This notice may be given in any convenient form.

(e) *Statements to be submitted to the Office of Price Administration.* After the effective date of this order Davidson Manufacturing Corporation of 1020 West Adams Street, Chicago, Illinois, shall submit to the Office of Price Administration, Washington 25, D. C., a detailed quarterly profit and loss statement, within thirty days after the close of each quarter.

(f) This order may be revoked or amended by the Price Administrator at any time.

(g) This order shall become effective on the 10th day of November, 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20648; Filed, Nov. 9, 1945; 4:38 p. m.]

[2d Rev. MPR 213, Order 28]

NEW ENGLAND BEDDING CO.

APPROVAL OF MAXIMUM PRICES

For the reasons set forth in an opinion issued simultaneously herewith, and filed with the Division of the Federal Register; and pursuant to section 9 (b) (1) of Second Revised Maximum Price Regulation No. 213, it is ordered:

(a) *Maximum prices.* The maximum prices for all sales and deliveries of the article, listed below, which is manufactured by New England Bedding Company, of 50 Amaranth Avenue, Medford, Massachusetts, to classes of purchasers named, are as follows:

Article	Model No.	Maximum price to retailers	Maximum price to consumers
Flat bedspring	335	$9.90	$13.25

These prices are for the articles described in the manufacturer's application dated October 23, 1945. They are f. o. b. factory; and they are subject to each seller's customary terms, discounts, allowances and other price differentials to each class of purchaser.

(b) *Notification.* New England Bedding Company shall notify, in writing, all retailers who purchase any articles covered by this order of the maximum prices established by this order for sales at retail. This notice may be given in any convenient form; and it shall be given at the time of, or prior to the first invoice to each retailer covering a sale of the bedspring listed in paragraph (a).

(c) *Tagging.* Before delivering any article listed in paragraph (a), New England Bedding Company must attach to each bedspring a durable tag containing the following in easily readable lettering, with the amount properly filled in:

OPA has established a retail ceiling price of $_____ for this bedspring. Lower prices may be charged. This tag may not be removed until after delivery to the consumer.

(d) *Definitions.* Unless the context otherwise requires, the definitions set forth in Second Revised Maximum Price Regulation No. 213 shall apply to the terms used in this order.

(e) *Revocation or amendment.* This order may be revoked or amended by the Price Administrator at any time.

(f) *Effective date.* This order shall become effective on November 10, 1945.

Issued this 9th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20649; Filed, Nov. 9, 1945; 4:38 p. m.]

[RMPR 136, Order 538]

REO MOTORS, INC.

AUTHORIZATION OF MAXIMUM PRICES

Order No. 538 under revised Maximum Price Regulation 136. Machines, parts and industrial equipment. Reo Motors, Inc.; Docket No. 6083–136.21–573.

For the reasons set forth in an opinion issued simultaneously herewith and filed with the Division of the Federal Register, and pursuant to section 21 of Revised Maximum Price Regulation 136: *It is ordered:*

(a) Reo Motors, Inc., Lansing, Michigan, is authorized to sell each truck containing the following chassis models listed in subparagraph (1) at a price not to exceed the list price in subparagraph (1) adjusted as provided in that subparagraph, plus the applicable charges in subparagraph (2):

(1) *List price.* The following list price, f. o. b. factory, Lansing, Michigan, to which shall be applied the seller's discount in effect on March 31, 1942, to the applicable class of purchaser:

Model No.	Description	List price f. o. b. factory Lansing, Mich.
19	Chassis, truck, 120" wheelbase; 1942 standard specifications and equipment, except to be equipped with synthetic tires of base tire size	$1,180
20	Chassis, truck, 120" wheelbase; 1942 standard specifications and equipment, except to be equipped with synthetic tires of base tire size	$1,472

(2) *Charges.* (i) A charge for extra, special and optional equipment which shall not exceed the list price, or established price, in effect on March 31, 1942, less the discount in effect on that date applicable to the class of purchasers for such equipment when sold as original equipment (except that for standard Driver's Cab for use with chassis models 19 and 20, the charge shall not exceed the list price of $190.00, less the discount in effect on March 31, 1942);

(ii) A charge to cover handling and delivery expense computed in accordance with seller's method in effect on March 31, 1942;

(iii) A charge to cover freight expense based on current freight rates and computed in accordance with the seller's method in effect on March 31, 1942;

(iv) A charge to cover the Federal excise tax on tires and tubes and other Federal excise taxes, and State and local taxes, on the vehicle being sold computed in accordance with seller's method in effect on March 31, 1942.

(b) A reseller of Reo motor trucks may sell, delivered at reseller's place of business, the truck models listed in subparagraph (1) of paragraph (a) at a price not to exceed the total of the list price in subparagraph (1) of paragraph (a) and the applicable charges in subparagraph (1) below, less the discounts the reseller had in effect on March 31, 1942, to the applicable class of purchaser.

(1) *Charges.* (i) A charge for extra, special and optional equipment which shall not exceed the charge the reseller had in effect for this equipment on March 31, 1942, to the applicable class of purchaser, when sold as original equipment (except that for standard Driver's Cab for use with chassis models 19 and 20, the charge shall not exceed the list price of $190.00, less the discount in effect on March 31, 1942);

(ii) A charge for transportation which shall not exceed the cost for transportation, by the means used, when a full load is carried and the most direct route is taken, from the factory to the location at which delivery is made to the purchaser;

(iii) A charge to cover Federal, State and local taxes on his purchase, sale, or delivery of the truck, computed in accordance with the reseller's method in effect on March 31, 1942;

(iv) The reseller's charge in effect on March 31, 1942, for handling and delivery;

(v) The dollar amount of all other charges or allowances which the reseller had in effect on March 31, 1942, to the applicable class of purchaser.

(c) In the case of a reseller who cannot establish a price under paragraph (b) because he was not in business on March 31, 1942, his maximum price shall be a total of the following:

(1) The list price, f. o. b. factory, Lansing, Michigan, in subparagraph (1) of paragraph (a);

(2) The original equipment retail charge that Reo Motors, Inc., suggested on March 31, 1942, to resellers as a charge to be made by resellers, to the applicable class of purchasers, for extra, special and optional equipment attached to the truck as original equipment (except that for standard Driver's Cab for use with chassis models 19 and 20, the charge shall not exceed the list price of $190.00, less the discount in effect on March 31, 1942);

(3) A charge for transportation which shall not exceed the cost for transportation, by the means used, when a full load is carried and the most direct route is taken, from the factory to the location at which delivery is made to the purchaser;

(4) The amount Reo Motors, Inc., in accordance with its March 31, 1942, method, charges the reseller as an allowance to cover the Federal excise tax on tires and tubes and other Federal excise taxes, and the amount of the resellers expense for State and local taxes assessed on the vehicle;

(5) A charge to cover the reseller's handling and delivery expense not to exceed the amount of this expense to the reseller.

(d) A reseller of Reo motor trucks in any of the territories or possessions of the United States is authorized to sell the trucks described in paragraph (a), at a price not to exceed the applicable maximum price established in paragraph (b) or (c), to which it may add the sum equal to the expense incurred by or charged to it for payment of territorial and insular taxes on the purchase, sale or introduction of the truck; export premium; boxing and crating for export purposes; marine and war risk insurance; and landing, wharfage and terminal operations.

(e) All requests in the application not granted in this order are denied.

(f) This order may be revoked or amended by the Price Administrator at any time.

NOTE: Where the manufacturer has an established price in accordance with section 8 of Revised Maximum Price Regulation 136 which is different than a price permitted under paragraph (a) because of substantial changes in design, specifications or equipment of the truck, the reseller may add to its price under paragraph (b), (c), or (d) any increase in price to it over the price it would otherwise pay under paragraph (a), plus its customary markup on such a cost increase, but in the case of a decrease in the price under paragraph (a) the reseller must reduce its price under paragraph (b), (c) or (d) by the amount of the decrease and its customary markup on such an amount.

This order shall become effective November 8, 1945.

Issued this 8th day of November 1945.

CHESTER BOWLES,
Administrator.

[F. R. Doc. 45-20533; Filed, Nov. 8, 1945; 4:39 p. m.]

SECURITIES AND EXCHANGE COMMISSION.

[File Nos. 7-839 to 7-841, Incl.]

AMERICAN POWER AND LIGHT CO., ET AL.

ORDER SETTING HEARING ON APPLICATIONS TO EXTEND UNLISTED TRADING PRIVILEGES

At a regular session of the Securities and Exchange Commission, held at its office in the City of Philadelphia, Pa., on the 8th day of November, A. D. 1945.

In the matter of Applications by The Pittsburgh Stock Exchange to extend unlisted trading privileges to American Power and Light Company, Common Stock, No Par Value, File No. 7-830; Certain-Teed Products Corporation, Common Stock, $1 Par Value, File No. 7-831; Corning Glass Works, Common Stock, $5 Par Value, File No. 7-832; Electric Power and Light Corporation, Common Stock, No Par Value, File No. 7-833; Graham-Paige Motors Corporation, Common Stock, $1 Par Value, File No. 7-834; Kennecott Copper Corporation, Common Stock, No Par Value, File No. 7-835; Koppers Company, Inc., Common Stock, $10 Par Value, File No. 7-836; Leonard Oil Development Company, Common Stock, $25 Par Value, File No. 7-837; Pan American Airways Corporation, Capital Stock, $2.50 Par Value, File No. 7-838; Purchase Warrants for $2.50 Par Capital Stock, File No. 7-839; Pennsylvania-Central Airlines Corporation, Common Stock, $1 Par Value, File No. 7-840; Sears, Roebuck and Co., Capital Stock, No Par Value, File No. 7-841.

The Pittsburgh Stock Exchange, pursuant to section 12 (f) (2) of the Securities Exchange Act of 1934, and Rule X-12F-1 promulgated thereunder, having made application to the Commission to extend unlisted trading privileges to the above-mentioned securities;

The Commission deeming it necessary for the protection of investors that a hearing be held in this matter at which

all interested persons be given an opportunity to be heard;

It is ordered, That the matter be set down for hearing at 10:00 a. m. on Monday, November 26, 1945, at the office of the Securities and Exchange Commission, 18th and Locust Streets, Philadelphia, Pennsylvania, and continue thereafter at such times and places as the Commission or its officer herein designated shall determine, and that general notice thereof be given; and

It is further ordered, That Robert P. Reeder, or any other officer or officers of the Commission named by it for that purpose, shall preside at the hearing on such matter. The officer so designated to preside at such hearing is hereby empowered to administer oaths and affirmations, subpoena witnesses, compel their attendance, take evidence, require the production of any books, papers, correspondence, memoranda, or other records deemed relevant or material to the inquiry, and to perform all other duties in connection therewith authorized by law.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F. R. Doc. 45-20664; Filed, Nov. 13, 1945; 10:26 a. m.]

[File No. 70-1171]

SOUTHERN CALIFORNIA WATER CO.

NOTICE OF FILING

At a regular session of the Securities and Exchange Commission, held at its office in the City of Philadelphia, Pennsylvania, on the 8th day of November, A. D. 1945.

Notice is hereby given that an application and declaration has been filed with this Commission pursuant to the Public Utility Holding Company Act of 1935, by Southern California Water Company ("Southern"), a non-utility subsidiary of American States Utilities Corporation, a registered holding company owning all of Southern's outstanding common stock.

Notice is further given that any interested person may, not later than the 23d day of November 1945, at 5:30 p. m., e. s. t, request the Commission in writing that a hearing be held on such matter, stating the reasons for such request and the nature of his interest, or may request that he be notified if the Commission should order a hearing thereon. At any time thereafter, said application and declaration, as filed or as amended, may be approved or may be permitted to become effective as provided in Rule U-23 of the rules and regulations promulgated under said act, or the Commission may exempt such transaction as provided in Rule U-20 (a) and Rule U-100 thereof. Any such request should be addressed: Secretary, Securities and Exchange Commission, 18th and Locust Streets, Philadelphia 3, Pennsylvania.

All interested persons are referred to said application and declaration, which is on file in the office of this Commission, for a statement of the transactions therein proposed, which are summarized below:

Southern proposes to issue and sell 32,000 shares of new 4½% preferred stock, par value $25.00, to seven institutional purchasers at $26.50 per share. Southern proposes to use the proceeds of said sale to refund all of its outstanding shares of preferred stock, consisting of 20,000 shares of 6% preferred stock and 12,000 shares of 5% preferred stock, at their redemption price of $26.25 per share plus dividends unpaid and accrued. It also proposes to amend its articles of incorporation to provide for the new preferred stock and eliminate all reference to the old preferred shares. Southern also proposes to issue an aggregate of 61,932 shares of common stock in exchange for its 61,932 outstanding common shares.

Southern proposes to solicit authorizations from all its shareholders with respect to the proposed amendment to its articles of incorporation.

The filing states that application has been made to the Railroad Commission of the State of California, the State in which Southern is organized and doing business, for approval of the proposed transactions.

The applicant-declarant has designated sections 6 (b); 12 (c) and 12 (e) of the act and Rules U-42, U-50 (a) (1) and (4), and U-62 as applicable to the proposed transactions.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F. R. Doc. 45-20665; Filed, Nov. 13, 1945; 10:26 a. m.]

[File No. 70-1033]

NEW ENGLAND GAS AND ELECTRIC ASSN. AND NEW HAMPSHIRE GAS AND ELECTRIC CO.

NOTICE OF FILING OF AMENDMENT

At a regular session of the Securities and Exchange Commission, held at its office in the City of Philadelphia, Pa., on the 9th day of November 1945.

Notice is hereby given that an amendment has been filed to the joint application-declaration in the above matter, pursuant to the provisions of the Public Utility Holding Company Act of 1935 by New England Gas and Electric Association ("New England"), a registered holding company, and its subsidiary, New Hampshire Gas and Electric Company ("New Hampshire"); and

Notice is further given that any interested person may, not later than November 21, 1945, at 5:30 p. m., e. s. t., request the Commission in writing that a hearing be held on such matter, stating the reason for such request and the nature of his interest, or may request that he be notified if the Commission should order a hearing thereon. At any time thereafter, such amendment to said joint application-declaration may be permitted to become effective, as filed or as amended, or the Commission may exempt such transactions as provided in Rules U-20 (a) and U-100 of the rules and regulations promulgated pursuant to said Act. Any such request should be addressed: Secretary, Securities and Exchange Commission, 18th and Locust Streets, Philadelphia 3, Pennsylvania.

All interested persons are referred to the said application-declaration, as amended, which is on file in the offices of the Commission, for a statement of the transactions now proposed, which may be summarized as follows:

Said filing originally having been principally concerned with the donation to New Hampshire by New England of all its holdings of capital stock and income notes of The Derry Electric Company ("Derry") and The Lamprey River Improvement Company ("Lamprey"); and such donation having thereafter been made pursuant to this Commission's order, dated June 13, 1945, granting the application and permitting the declaration to become effective;

The present amendment relates to the proposed merger of Derry and Lamprey into New Hampshire through the transfer by Derry and Lamprey of their physical properties to New Hampshire in consideration for the transfer by New Hampshire to such companies of their capital stock and debt (in which there is no public interest) for cancellation.

It is further ordered, That said amendment shall not be permitted to become effective except pursuant to further order of this Commission.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F. R. Doc. 45-20666; Filed, Nov. 13, 1945; 10:26 a. m.]

[File No. 70-1186]

AMERICAN WATER WORKS AND ELECTRIC CO., INC.

NOTICE OF FILING AND ORDER FOR HEARING

At a regular session of the Securities and Exchange Commission, held at its office in the City of Philadelphia, Pennsylvania, on the 9th day of November, A. D. 1945.

Notice is hereby given that an application and declaration has been filed with this Commission pursuant to the Public Utility Holding Company Act of 1935 by American Water Works and Electric Company, Incorporated ("American"), a registered holding company.

All interested persons are referred to the said document which is on file in the office of the Commission, for a statement of the transactions therein proposed, which may be summarized as follows:

American proposes to issue and sell to commercial banks (not designated in the filing) $12,000,000 principal amount of promissory notes, to be dated as of the date of issue, bearing interest at the rate of 1¾% per annum, to mature two years from their date. At the option of the company, with the approval of this Commission, the maturity date might be extended up to three years, with certain yearly increases in interest charges. The notes will be prepayable without premium, unless prepayment is made out of monies borrowed at a lower interest rate, in which event a premium of ½ of 1% of the amount prepaid would be charged. The company proposes to

utilize the proceeds of such notes ($12,000,000), together with treasury funds to the extent required, to call for redemption and retire all of American's outstanding debt, consisting of: 6% Gold Debenture Bonds, Series A, due November 1, 1975, in the principal amount of $8,000,000, redeemable at 110% of principal amount and accrued interest; 5% Gold Debenture Bonds, Series B, due December 1, 1975, in the principal amount of $3,000,000, redeemable at 105% of principal amount and accrued interest; and a $2,500,000 indebtedness on notes payable to commercial banks due April 23, 1946, payable at principal amount and accrued interest. Expenses of the proposed refinancing are estimated at $5,000. No finder's fee, or other fee, commission or remuneration is to be paid for negotiating the bank loan.

The company states that completion of the proposed transactions will result in annual interest savings of at least $470,000, and estimates that redemption of its debentures during the year 1945 will result in a tax saving in excess of $1,000,000.

American also applies for a limited exemption from the provisions of Rule U-45, to the extent necessary to permit the company to retain for itself all of the savings in Federal taxes on income arising from the proposed redemption of its debentures.

The company has designated sections 6, 7 and 12 (b) of the act, and Rule U-45 promulgated thereunder, as applicable to the proposed transactions. It considers the proposed redemption of debentures and payment of bank loans exempt under paragraph (b) (2) of Rule U-42, and the proposed issuance of promissory notes exempt from the competitive bidding requirements of Rule U-50 by reason of paragraph (a) (2) thereof.

It appearing to the Commission that it is appropriate in the public interest and in the interest of investors and consumers that a hearing be held with respect to said application and declaration, and that said application and declaration should not be granted or permitted to become effective except pursuant to further order of this Commission;

It is ordered, That a hearing on said application and declaration under the applicable provisions of the Act and Rules of the Commission thereunder be held on November 26, 1945, at 10:00 a. m., e. s. t., at the offices of the Securities and Exchange Commission, 18th and Locust Streets, Philadelphia 3, Pennsylvania. On such date the hearing room clerk will advise as to the room in which such hearing will be held.

It is further ordered, That Willis E. Monty, or any other officer or officers of this Commission designated by it for that purpose, shall preside at the hearings on such matters. The officer so designated to preside at any such hearing is hereby authorized to exercise all powers granted to the Commission under section 18 (c) of the act and to a trial examiner under the Commission's rules of practice.

It is further ordered, That, without limiting the scope of the issues presented by said application and declaration, particular attention be directed at said hearing to the following matters and questions:

1. Whether the notes proposed to be issued will be reasonably adapted to the security structure and earning power of American and necessary and appropriate to the economical and efficient operation of the business in which American is presently engaged;

2. Whether the fees, commissions, or other remuneration to be paid in connection with the issue and sale of said notes are reasonable;

3. Whether the terms and conditions of said notes are detrimental to the public interest or the interest of investors and consumers;

4. Whether the accounting entries to be recorded in connection with the proposed transactions are proper and conform with sound and accepted principles of accounting under the standards of the act;

5. Whether the requested exemption from the provisions of Rule U-45 is appropriate in the public interest and in the interests of investors and consumers;

6. Generally, whether the proposed transactions comply with all the applicable provisions and requirements of the Act and Rules and Regulations promulgated thereunder and whether it is necessary or appropriate in the public interest or for the protection of investors and consumers to impose terms and conditions in respect thereof.

It is further ordered, That notice of this hearing is hereby given to American and to all interested persons, said notice to be given to American and to all other persons by a general release of this Commission which shall be distributed to the press and mailed to all persons on the mailing list for releases issued under the Public Utility Holding Company Act of 1935 and by publication of a copy of this notice and order in the FEDERAL REGISTER.

It is requested that any person desiring to be heard in these proceedings shall file with the Secretary of the Commission on or before November 23, 1945 an appropriate request or application to be heard, as provided by Rule XVII of the Commission's rules of practice.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F. R. Doc. 45-20367; Filed, Nov. 13, 1945; 10:26 a. m.]

[File No. 70-1174]

OKLAHOMA POWER AND WATER CO.

NOTICE REGARDING FILING

At a regular session of the Securities and Exchange Commission, held at its office in the City of Philadelphia, Pa., on the 8th day of November, A. D. 1945.

Notice is hereby given that a declaration has been filed with this Commission pursuant to the Public Utility Holding Company Act of 1935 by Oklahoma Power and Water Co. a subsidiary of the Middle West Corporation, a registered holding company; and

Notice is further given that any interested person may, not later than November 23, 1945, at 5:30 p. m., e. s. t., request the Commission in writing that a hearing be held on such matter, stating the reasons for such request and the nature of his interest, or may request that he be notified if the Commission should order a hearing thereon. At any time thereafter such declaration, as filed or as amended, may become effective, as provided in Rule U-23 of the rules and regulations promulgated pursuant to said act, or the Commission may exempt such transaction as provided in Rules U-20 (a) and U-100 thereof. Any such request should be addressed: Secretary, Securities and Exchange Commission, Philadelphia 3, Pennsylvania.

All interested persons are referred to said declaration, which is on file in the office of said Commission, for a statement of the transactions therein proposed, which are summarized below:

Oklahoma Power and Water Co. proposes to issue to Harris Trust and Savings Bank, Chicago, Chase National Bank of New York, The First National Bank of Chicago, National Bank of Tulsa, The First National Bank and Trust Company (Oklahoma City), notes in the aggregate principal amount of $3,200,000 to be dated as of the date of issue thereof, estimated to be on or about January 25, 1946, to mature serially in the amount of $125,000 on June 1 and December 1 in each of the years 1946, 1947 and 1948 and in the amount of $2,450,000 on June 1, 1949, such notes to bear interest prior to maturity at the rate of 2% per annum except the notes maturing June 1, 1949, which will bear interest prior to maturity at the rate of 3% per annum.

The proceeds of the new notes will be used to pay and retire $550,000 principal amount of 2% old notes of the company (secured by a pledge of $750,000 principal amount of First Mortgage Five Per Cent Gold Bonds, Series C) and $2,761,000 principal amount of First Mortgage Five Per Cent Twenty Year Gold Bonds, Series A, maturing February 1, 1942, issued under and secured by the company's mortgage dated February 1, 1923. The notes now outstanding were issued pursuant to order of this Commission dated July 23, 1945.

Oklahoma Power and Water Co. proposes to issue $4,000,000 principal amount of First Mortgage 4% Bonds, Series D, to be dated November 15, 1945 and to mature September 1, 1949, and to pledge such bonds as collateral for the notes to be issued. The First Mortgage 4% Bonds, Series D, will be secured by the company's mortgage of February 1, 1923, and such bonds will constitute the total outstanding bonds of the company.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F. R. Doc. 45-20368; Filed, Nov. 13, 1945; 10:26 a. m.]

[File No. 812-375]

PETROLEUM AND TRADING CORP.

ORDER GRANTING APPLICATION

At a regular session of the Securities and Exchange Commission, held at its office in the City of Philadelphia, Pa., on the 8th day of November, A. D. 1945.

Petroleum and Trading Corporation, a registered investment company, having filed an application pursuant to the provisions of section 23 (c) (3) of the Investment Company Act of 1940 and Rule N-23C-1 promulgated thereunder, for an order permitting it to purchase its preferred shares in arrears on the payment of dividends;

A hearing having been held after appropriate notice; and the Commission having examined the record and having this day issued its findings and opinion herein;

It is ordered, On the basis of such Findings and Opinion, that the said application of Petroleum and Trading Corporation be and the same hereby is granted: *Provided, however,* That the applicant shall pay out all of its net income (without regard to profits or losses on sales of portfolio securities) as dividends on its Class A Stock; that the applicant shall not solicit purchase of its Class A Stock, purchases to be made only when such holders indicate a desire to sell; that controlling stockholders of the applicant shall not make purchases of Class A Stock for their own account; that no purchases of Class A Stock shall be made by the applicant from persons affiliated with it at prices exceeding those paid to stockholders not affiliated with it; that the right of the applicant to purchase its Class A Stock, without a further order, so long as dividends are in arrears, shall terminate when the net liquidating value of its assets equals or exceeds the preferential value of the Class A Stock; that the applicant shall not purchase more than an aggregate of 2,500 shares of Class A Stock in each period of six calendar months; that purchase of the Class A Stock shall be made at prices not less than the following minimums: 75% of net liquidating value of the applicant's assets when such value is 11/14ths (78.57%) or less of the preferential value of the Class A Stock, 80% of net liquidating value when such value is more than 11/14ths (78.57%) but not greater than 12/14ths (85.71%) of the preferential value, 85% of net liquidating value when such value is more than 12/14ths (85.71%) but not greater than 13/14ths (92.85%) of the preferential value, 90% of net liquidating value when such value is more than 13/14ths (92.85%) but less than the whole of the preferential value; and that this order may be revoked, suspended or modified after appropriate notice and opportunity for hearing. The applicant, however, shall not be relieved from meeting all the conditions of Rule N-23C-1 other than that prescribed by paragraph (a) (1) thereof.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F. R. Doc. 45-20669; Filed, Nov. 13, 1945; 10:27 a. m.]

SELECTIVE SERVICE SYSTEM.

[Operations Order 59]

MISSISSIPPI

ESTABLISHMENT OF BOARD OF APPEAL AREA

Pursuant to the authority contained in the Selective Training and Service Act of 1940, as amended, and in accordance with the recommendation of Colonel Lawrence W. Long, State Director of Selective Service for the State of Mississippi, I hereby order:

That the State Director of Selective Service for the State of Mississippi is hereby authorized to disestablish the board of appeal areas for Boards of Appeal numbered 1, 2, 3, 4, 5, and 6 of the State of Mississippi, and to establish one board of appeal area having more than 70,000 registrants as the result of the first registration, which board of appeal area shall be coextensive with the State of Mississippi.

LEWIS B. HERSHEY, *Director.*

NOVEMBER 2, 1945.

[F. R. Doc. 45-20690; Filed Nov. 13, 1945; 11:24 a. m.]