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CONTENTS—Continued

FEDERAL COMMUNICATIONS COMMISSION:	Page
Bell Telephone Co. et al., hearing	14032
Radio stations in war emergency radio service; State Guard	14029
FEDERAL POWER COMMISSION:	
Hearings:	
Natural Gas Pipeline Co. of America et al.	14033
Tennessee Gas and Transmission Co.	14033
FEDERAL TRADE COMMISSION:	
Hearings, etc.:	
Athenson & Passin, Inc.	14034
Food Display Machine Corp. et al.	14034
GENERAL LAND OFFICE:	
Nevada, opening of public lands.	14031

CONTENTS—Continued

INTERSTATE COMMERCE COMMISSION:	Page
Car service:	
Box cars, closed, demurrage charges	14030
Railroads to unload box cars.	14030
State Belt Railroad of Calif., demurrage	14031
Straw at White Plains, N. Y., unloading	14034
OFFICE OF PRICE ADMINISTRATION:	
Adjustments and pricing orders:	
American Ironing Machine Co.	14043
Appel, R.	14049
Blue, Samuel E., Cigar Co.	14046
Buildo Co.	14045
Campbell, A. S., Co., Inc.	14044
Cherigan Distributors.	14050
Cliffondale Tool and Die Co., Inc.	14041
Coblentz Bag Co., Inc.	14046
Coleman Coal Co. et al.	14043
Commonwealth Co.	14042
Cournand, E. L., and Co.	14051
David's Fifth Avenue Wholesale Inc.	14047
Davidson Mfg. Corp. (2 documents)	14050, 14052
Dennis, W. J., and Co.	14042
Edwards Bros. Coal Co. et al.	14051
Electric Household Utilities Corp.	14051
Exmoor Knitting Co.	14048
Fields, G. L., Ltd.	14048
Globe Controls Co.	14042
Goran Mfg. Co.	14045
Harder Refrigerator Corp.	14040
Hibbard, Spencer, Bartlett and Co.	14041
Home Appliance Co.	14040
Ideal Bedding Co.	14047
Mantle Lamp Co. of America.	14049
New England Bedding Co.	14052
Pressing Supply Co.	14047
Prosperity Co. Inc.	14051
Rath, Wm. C., & Sons.	14049
Reo Motors, Inc.	14053
Southern Wire and Iron Works.	14045
Wilkes, John, Mfg. Co.	14044
Wonder-Rest Corp.	14048
Yates American Machine Co.	14044
York-ShIPLEY, Inc.	14042
Fats and oils (MPR 53, Am. 52) ..	13867
Foods, grains and cereals, feeds, tobacco, etc. (SO 132, Am. 8)	14023
Fruits and vegetables, fresh, for table use (MPR 426, Am. 154)	14027
Hogs, dressed, and wholesale pork cuts (RMFR 148, Am. 29)	14023
Industrial users, re-registration (Gen. RO 16, Am. 1)	13867
Machines, parts, industrial materials and services (SO 129, Am. 5)	13867
Meat, fats, fish and cheeses (Rev. RO 16, Am. 84)	13867
Motor vehicles, used commercial (RMFR 341)	13868
Poultry (2d Rev. MPR 269, Am. 9)	14026
Refrigerators, postwar household mechanical (MPR 598, Am. 1)	13867
Spirits, distilled, and wines (MPR 445, Am. 35)	14027

CONTENTS—Continued

OFFICE OF PRICE ADMINISTRATION—	Page
Continued.	
Sugar (2d Rev. RO 3, Am. 45; 46) (2 documents)	14025
Wine, bulk (Rev. SR 11, Am. 66) ..	14028
PETROLEUM ADMINISTRATION FOR WAR:	
Pipe line operations; utilization of war emergency pipeline.	14028
Petroleum products	14028
SECURITIES AND EXCHANGE COMMISSION:	
Hearings, etc.:	
American Power and Light Co. et al.	14053
American Water Works and Electric Co., Inc.	14054
New England Gas and Electric Assn., and New Hampshire Gas and Electric Co.	14054
Oklahoma Power and Water Co.	14055
Petroleum and Trading Corp.	14056
Southern California Water Co.	14054
SELECTIVE SERVICE SYSTEM:	
Classification; registrants connected with armed forces of cobelligerent nations, American Field Service or Merchant Marine.	13864
Procedure; men relieved from duty	13864
Mississippi, establishment of board of appeal area	14056
Work of national importance under civilian direction; travel and subsistence expenses	13864
SURPLUS PROPERTY ADMINISTRATION:	
Disposal and discounts to certain non-profit institutions.	14028
Real property, surplus nonindustrial	14028
TREASURY DEPARTMENT:	
General license; waiver of certain reporting requirements	13863
WAGE AND HOUR DIVISION:	
Learner employment certificates, issuance to various industries (2 documents)	14032
WAR DEPARTMENT:	
Navigation regulations; Black Rock Canal, N. Y.	14029
CODIFICATION GUIDE	
A numerical list of the parts of the Code of Federal Regulations amended or added by documents published in this issue. Documents carried in the Cumulative Supplement by uncodified tabulation only are not included within the purview of this list.	
TITLE 5—ADMINISTRATIVE PERSONNEL:	Page
Chapter I—Civil Service Commission:	
Part 1—Politics and religion ..	13861
TITLE 6—AGRICULTURAL CREDIT:	
Chapter I—Farm Credit Administration:	
Part 22—Federal Land Bank of Baltimore	13861
Chapter II—Production and Marketing Administration:	
Part 249—Grapefruit juice payment program	13863

CODIFICATION GUIDE—Continued

TITLE 31—MONEY AND FINANCE: Page
TREASURY:
 Chapter I—Monetary Offices, Department of Treasury:
 Part 131—General license under E. O. 8389, April 10, 1940, as amended, and regulations issued pursuant thereto..... 13863

TITLE 32—NATIONAL DEFENSE:
 Chapter VI—Selective Service System:
 Part 622—Classification..... 13864
 Part 623—Classification procedure..... 13864
 Part 653—Work of national importance under civilian direction..... 13864

Chapter IX—Civilian Production Administration:
 Part 903—Delegation of authority..... 13865

Chapter XIII—Petroleum Administration for War:
 Part 1555—Pipe line operations (2 documents)..... 14028

Chapter XXIII—Surplus Property Administration:
 Part 8305—Surplus nonindustrial real property..... 14028
 Part 8314—Disposal to non-profit institutions and discounts for educational or public-health institutions or instrumentalities..... 14028

TITLE 33—NAVIGATION AND NAVIGABLE WATERS:
 Chapter II—Corps of Engineers, War Department:
 Part 207—Navigation regulations..... 14029

TITLE 47—TELECOMMUNICATION:
 Chapter I—Federal Communications Commission:
 Part 15—Rules and regulations governing all radio stations in war emergency radio service..... 14029

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: *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 "28.90" 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. E. HUTSON, President.

Attest:

MARION M. CRUMPLER, Assistant Secretary.

[F. R. Doc. 45-20630; 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 Reg-

ulations, 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 1½ 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 newspaper 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 Ad-

ministration, 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 Administration 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.

Make	Brand	1946 model No.	1st Zone	2d Zone
Associated Merchandising Corporation.....	A. M. C.....	A-736 S.....	\$147.95	\$157.95
Cussins & Fearn.....	Whitehouse.....	C-736 S.....	147.95	.....
Edwards Stores.....	Edwards.....	E-736 S.....	147.95	.....
Gamble-Skogmo, Inc.....	Coronado.....	44-1993.....	147.95	157.95
Goldblatt Brothers.....	Freezmaster.....	GB 736 S.....	147.95	.....
Western Auto Supply Co.....	Coronado.....	44-1993.....	147.95	157.95

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.

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:

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; 11:59 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, 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, 2875, 3223, 3556, 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, 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 under-scoring 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.

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".

18 F.R. 11176.

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

Sec.

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-track-laying 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

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.⁸

(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 Regulation⁴ 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 10-28-45]

(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 10-28-45]

(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-

⁸ 8 F.R. 4132, 5987, 7662, 9998, 15193; 9 F.R. 1036, 5435, 5923, 7201, 9835, 11273, 12919, 14436; 10 F.R. 863, 923, 2432, 6590, 8746, 8611, 9585, 10029.

⁹ 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 18 (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.	33	50

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 6-28-44; Am. 5, 9 F.R. 10641, effective 9-4-44; and Am. 8, 10 F.R. 6940, 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 10-28-45]

(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 installment 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. 1,⁸ 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. 1,⁹ 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 accord-

ance 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

⁸ 8 F.R. 13240.

⁹ 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 (1) and (11) 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 dismiss 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 Recon-

struction 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 SALE¹

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 SUMMARY²

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

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

²In 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.

MAXIMUM PRICE FOR COMPLETE VEHICLE
CHASSIS ONLY OR BODY ONLY

1	Price listed in Appendix C <input type="checkbox"/> Appendix G <input type="checkbox"/> Not listed <input type="checkbox"/>	\$	Do Not Write in Space Within Heavy Lines
2	Price when new	\$	BOARD ACTION
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.)	\$	Board number.
5	Transportation allowance. (See Appendix D of the regulation.)	\$	City and postal zone number.
6	Total of 2, 3, 4, and 5, equals base price.	\$	State.
7	See regulation for percentage applicable to model year.%	x x	Board recommendation:
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 <input type="checkbox"/> Check B <input type="checkbox"/> Not Warranted C <input type="checkbox"/> Warranted		DISTRICT OFFICE ACTION

[Appendix B amended by Am. 2, 9 F.R. 3847, effective 4-13-44; Am. 9, 10 F.R. 6952, 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.
4x4----- Four axles, four wheels, four wheel drive.
6x2----- Three axles, six wheels, two wheel drive.
6x4----- Three axles, six wheels, four wheel drive.
6x6----- 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.
W/s----- Wheels.
W/----- With, e. g., w/cab: with cab.

APPENDIX B

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

OFA FORM 694-457 (Rev.)
Form Approved
Budget Bureau No. 08-R1397.1

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

(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				
1/4	Bus Coupe.....	60	60-001 and up.....	5.00/15	5.00/15	5	4	Inches 75	Pounds 1,250	\$439
1/4	Ch.....	60		5.00/15	5.00/15	4	4	75	875	299
1/4	Pick-up Exp.....	60		5.00/15	5.00/15	5	4	75	1,240	465
1/4	Panel Exp.....	60		5.00/15	5.00/15	5	4	75	1,310	479
1/4	Blvd. Dly.....	60		5.00/15	5.00/15	4	4	75	1,354	497

(2) 1939

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

(3) 1940

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

(4) 1941

1/4	Ch. Cowl.....	65		5.00/15	5.00/15	4	4	75	920	\$315
1/4	Pick-up.....	65		5.00/15	5.00/15	4	4	75	1,280	475
1/4	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				
	Pick-up.....	475	475-7801 and up.....	5.00/15	5.00/15	5	4	Inches 75	Pounds 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				
	Ch.....	R	R-7967 up.....	7.00/20	7.00/20	6	6	Inches 159	Pounds 5,316	\$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	3,500
			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	3,950
			DF-8820 up.....							
	Ch.....	DH	DH-7967 up.....	36 x 8	36 x 8	6	6	150	6,965	4,150
			DH-8820 up.....							
	Ch.....	N	N-7967 up.....	9.75/20	9.75/20	6	6	191 1/2	8,090	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	151	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	5,500
			S-8820 up.....							
	Ch.....	SE	SE-7967 up.....	10.50/22	10.50/22	6	6	158	9,280	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	6,900
	Ch.....	T	T-7967 up.....	10.50/22	10.50/22	6	6	192	9,790	6,000
			T-8820 up.....							
	Ch.....	TE	TE-7967 up.....	10.50/24	10.50/24	6	6	189	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	6,900
	Ch.....	FE	FE-7967 up.....	10.50/24	10.50/24	6	6	180 1/2	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-7967 up.....	9.75/22	9.75/22	10	6	Inches 198	Pounds 16,275	\$11,000

ENGINE UNDER SEAT

Ch.....	UD.....	UD-7967 up.....	34 x 7	34 x 7	6	6	89	6,170	\$3,500
Ch.....	UDF.....	UDF-8820 up.....	9.00/20	9.00/20	6	6	127	7,655	3,950
Ch.....	UN.....	UN-7967 up.....	9.75/20	9.75/20	6	6	96	8,635	4,650
Ch.....	UNF.....	UNF-8820 up.....	9.75/22	9.75/22	6	6	128	9,200	4,850
Ch.....	US.....	US-7967 up.....	9.75/22	9.75/22	6	6	98	9,380	5,300
Ch.....	USE.....	USE-7967 up.....	10.50/22	10.50/22	6	6	98	9,510	5,600
Ch.....	UT.....	UT-8820 up.....	10.50/22	10.50/22	6	6	128	9,660	5,900
Ch.....	UTE.....	UTE-7967 up.....	10.50/24	10.50/24	6	6	98	10,050	6,100
Ch.....	UTE.....	UTE-8820 up.....	9.75/22	9.75/22	6	6	145	10,525	6,300

(2) 1934

CONVENTIONAL

Ch.....	RG.....	RG-9199 up.....	8.25/20	8.25/20	6	6	150	6,100	\$3,000
Ch.....	RH.....	RH-10258 up.....	9.75/20	9.75/20	6	6	174	7,215	3,400
Ch.....	D.....	D-9199 up.....	8.25/20	8.25/20	6	6	150	6,140	3,500
Ch.....	DF.....	DF-9199 up.....	9.00/20	9.00/20	6	6	150	7,010	3,950
Ch.....	DH.....	DH-9199 up.....	36 x 8	36 x 8	6	6	150	7,400	4,150
Ch.....	N.....	N-9199 up.....	9.75/20	9.75/20	6	6	178	8,680	4,650
Ch.....	NF.....	NF-9199 up.....	9.75/22	9.75/22	6	6	151	8,370	4,750
Ch.....	S.....	S-9199 up.....	9.75/22	9.75/22	6	6	168	9,675	5,500
Ch.....	T.....	T-9199 up.....	10.50/22	10.50/22	6	6	178	10,319	5,900
Ch.....	TE.....	TE-9199 up.....	9.75/22	9.75/22	6	6	214	10,020	6,300
Ch.....	C.....	C-9199 up.....	10.50/24	10.50/24	6	6	158	11,784	6,650

CONVENTIONAL (TRACTORS)

Ch.....	RHT.....	RHT-10258 up.....	8.25/20	8.25/20	6	6	150	6,536	\$3,100
Ch.....	DT.....	DT-10258 up.....	8.25/20	8.25/20	6	6	150	6,886	3,600
Ch.....	DFT.....	DFT-10258 up.....	9.00/20	9.00/20	6	6	135	7,594	3,950
Ch.....	NT.....	NT-10258 up.....	9.75/20	9.75/20	6	6	137	9,121	4,650
Ch.....	NFT.....	NFT-10258 up.....	9.75/22	9.75/22	6	6	137	9,253	5,000
Ch.....	TT.....	TT-10258 up.....	10.50/22	10.50/22	6	6	137	9,815	5,900

CONVENTIONAL (DUMP SERVICE)

Ch.....	RH.....	RH-10258 up.....	8.25/20	8.25/20	6	6	150	6,537	\$3,150
Ch.....	D.....	D-10258 up.....	8.25/20	8.25/20	6	6	150	6,886	3,800
Ch.....	DH.....	DH-10258 up.....	9.00/20	9.00/20	6	6	145	7,630	4,125
Ch.....	S.....	S-10258 up.....	9.75/22	9.75/22	6	6	165	9,226	5,600
Ch.....	C.....	C-10258 up.....	10.50/24	10.50/24	6	6	165	11,604	6,650

CONVENTIONAL (BUILT FOR 3D AXLE ATTACHMENT)

Ch.....	6RH.....	6RH-10258 up.....	8.25/20	8.25/20	6	6	174	8,286	\$3,150
Ch.....	6D.....	6D-10258 up.....	8.25/20	8.25/20	6	6	174	8,342	3,605
Ch.....	6DF.....	6DF-10258 up.....	8.25/20	8.25/20	6	6	139	8,937	3,850
Ch.....	6N.....	6N-10258 up.....	9.00/20	9.00/20	6	6	178	10,787	4,550
Ch.....	6NF.....	6NF-10258 up.....	9.00/22	9.00/22	6	6	178	11,598	5,220
Ch.....	6T.....	6T-10258 up.....	9.75/20	9.75/20	6	6	203	12,785	6,250

ENGINE UNDER SEAT

Ch.....	UD.....	UD-9199 up.....	8.25/20	8.25/20	6	6	97	7,126	\$3,700
Ch.....	UDF.....	UDF-10258 up.....	9.00/20	9.00/20	6	6	109	7,882	4,150
Ch.....	UN.....	UN-9199 up.....	9.75/20	9.75/20	6	6	96	8,635	4,650
Ch.....	UNF.....	UNF-9199 up.....	9.75/22	9.75/22	6	6	128	9,200	4,850
Ch.....	US.....	US-9199 up.....	9.75/22	9.75/22	6	6	109	9,115	5,300
Ch.....	UT.....	UT-9199 up.....	10.50/22	10.50/22	6	6	128	10,059	6,100
Ch.....	UTE.....	UTE-9199 up.....	9.75/22	9.75/22	6	6	145	10,525	6,300

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

(d) AUTOCAR—Continued

[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			Number cylinders	Wheel base ¹	Base weight	F. o. b. list price
				Front	Rear	Number				
	Ch.....	UDT.....	UDT-10258 up.....	8. 25/20	8. 25/20	6	6	Inches 89	Pounds 7, 126	\$3, 700
	Ch.....	UDFT.....	UDFT-10258 up.....	9. 00/20	9. 00/20	6	6	91	8, 106	4, 550
	Ch.....	UNT.....	UNT-10258 up.....	9. 75/20	9. 75/20	6	6	96	9, 099	4, 675
	Ch.....	UNFT.....	UNFT-10258 up.....	9. 75/22	9. 75/22	6	6	96	9, 435	5, 300
	Ch.....	UTT.....	UTT-10258 up.....	10. 50/22	10. 50/22	6	6	96	9, 532	6, 100

ENGINE UNDER SEAT—(DUMP SERVICE)

	Ch.....	UDP.....	UDP-10258 up.....	9. 00/20	9. 00/20	6	6	100	8, 587	\$4, 775
	Ch.....	US.....	US-10258 up.....	9. 75/22	9. 75/22	6	6	133	9, 933	5, 900

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

	Ch.....	6UD.....	6UD-10258 up.....	8. 25/20	8. 25/20	6	6	127	8, 886	\$3, 650
	Ch.....	6UDF.....	6UDF-10258 up.....	9. 00/20	9. 00/20	6	6	127	9, 992	4, 150
	Ch.....	6UN.....	6UN-10258 up.....	9. 00/20	9. 00/20	6	6	128	11, 416	4, 800
	Ch.....	6UNF.....	6UNF-10258 up.....	9. 00/22	9. 00/22	6	6	128	11, 645	5, 250
	Ch.....	6UT.....	6UT-10258 up.....	9. 75/20	9. 75/20	6	6	145	12, 707	6, 450

(3) 1935

CONVENTIONAL

	Ch.....	RG.....	RG-10400 up.....	8. 25/20	8. 25/20	6	6	174	6, 756	\$3, 000
	Ch.....	RH.....	RH-10400 up.....	9. 75/20	9. 75/20	6	6	174	7, 215	3, 400
	Ch.....	RH.....	RH-10821 up.....	8. 25/20	8. 25/20	6	6	174	6, 920	3, 250
	Ch.....	D.....	D-10400 up.....	8. 25/20	8. 25/20	6	6	174	7, 082	3, 550
	Ch.....	DF.....	DF-10400 up.....	9. 00/20	9. 00/20	6	6	159	7, 746	3, 875
	Ch.....	DF.....	DF-10821 up.....	9. 00/20	9. 00/20	6	6	159	7, 746	3, 875
	Ch.....	N.....	N-10400 up.....	9. 75/20	9. 75/20	6	6	178	8, 780	4, 650
	Ch.....	N.....	N-10821 up.....	9. 75/20	9. 75/20	6	6	178	8, 780	4, 650
	Ch.....	NF.....	NF-10400 up.....	9. 75/22	9. 75/22	6	6	178	9, 239	4, 900
	Ch.....	NF.....	NF-10821 up.....	9. 75/22	9. 75/22	6	6	178	9, 239	4, 900
	Ch.....	T.....	T-10400 up.....	10. 50/22	10. 50/22	6	6	178	10, 319	5, 900
	Ch.....	T.....	T-10821 up.....	10. 50/22	10. 50/22	6	6	178	10, 319	5, 900
	Ch.....	TF.....	TF-10821 up.....	10. 50/24	10. 50/24	6	6	236	12, 102	7, 500

CONVENTIONAL—(TRACTORS)

	Ch.....	RHT.....	RHT-10400 up.....	8. 25/20	8. 25/20	6	6	150	6, 773	\$3, 250
	Ch.....	RHT.....	RHT-10821 up.....	8. 25/20	8. 25/20	6	6	150	6, 876	3, 550
	Ch.....	DT.....	DT-10400 up.....	8. 25/20	8. 25/20	6	6	150	6, 876	3, 550
	Ch.....	DT.....	DT-10821 up.....	8. 25/20	8. 25/20	6	6	150	6, 876	3, 550
	Ch.....	DFT.....	DFT-10400 up.....	9. 00/20	9. 00/20	6	6	135	7, 755	3, 875
	Ch.....	DFT.....	DFT-10821 up.....	9. 00/20	9. 00/20	6	6	135	7, 755	3, 875
	Ch.....	NT.....	NT-10400 up.....	9. 75/20	9. 75/20	6	6	137	9, 121	4, 650
	Ch.....	NT.....	NT-10821 up.....	9. 00/20	9. 00/20	6	6	137	8, 688	4, 575
	Ch.....	NFT.....	NFT-10400 up.....	9. 75/22	9. 75/22	6	6	137	9, 253	5, 000
	Ch.....	NFT.....	NFT-10821 up.....	9. 00/22	9. 00/22	6	6	137	8, 954	4, 900
	Ch.....	TT.....	TT-10400 up.....	10. 50/22	10. 50/22	6	6	137	9, 815	5, 900
	Ch.....	TT.....	TT-10821 up.....	9. 75/20	9. 75/20	6	6	137	9, 932	6, 150
	Ch.....	TFT.....	TFT-10821 up.....	10. 50/24	10. 50/24	6	6	147	11, 586	7, 500

CONVENTIONAL—(DUMP SERVICE)

	Ch.....	RH.....	RH-10400 up.....	8. 25/20	8. 25/20	6	6	150	6, 537	\$3, 100
	Ch.....	RH.....	RH-10821 up.....	8. 25/20	8. 25/20	6	6	150	6, 646	3, 250
	Ch.....	RHD.....	RHD-10821 up.....	8. 25/20	8. 25/20	6	6	150	6, 886	3, 650
	Ch.....	D.....	D-10400 up.....	8. 25/20	8. 25/20	6	6	150	6, 918	3, 725
	Ch.....	DP.....	DP-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, 836	4, 125
	Ch.....	DH.....	DH-10821 up.....	9. 00/20	9. 00/20	6	6	145	7, 836	4, 125
	Ch.....	S.....	S-10400 up.....	9. 75/22	9. 75/22	6	6	165	10, 065	5, 850
	Ch.....	S.....	S-10821 up.....	9. 75/22	9. 75/22	6	6	165	10, 065	5, 850
	Ch.....	O.....	O-10400 up.....	10. 50/24	10. 50/24	6	6	165	11, 604	6, 800
	Ch.....	O.....	O-10821 up.....	10. 50/24	10. 50/24	6	6	165	11, 604	6, 800
	Ch. (4 x 4).....	4N.....	4N-11420 up.....	9. 75/20	9. 75/20	6	6	162	9, 969	6, 100
	Ch. (4 x 4).....	4NF.....	4NF-11420 up.....	9. 75/20	9. 75/20	6	6	162	9, 969	6, 500
	Ch. (4 x 4).....	4S.....	4S-11420 up.....	10. 50/20	10. 50/20	6	6	165	11, 214	7, 600

CONVENTIONAL—(BUILT FOR 3D AXLE ATTACHMENT)

	Ch.....	6RH.....	6RH-10400 up.....	8. 25/20	8. 25/20	6	6	174	9, 483	\$3, 600
	Ch.....	6RH.....	6RH-10821 up.....	8. 25/20	8. 25/20	6	6	174	9, 572	3, 900
	Ch.....	6D.....	6D-10400 up.....	8. 25/20	8. 25/20	6	6	174	9, 572	3, 900
	Ch.....	6D.....	6D-10821 up.....	8. 25/20	8. 25/20	6	6	174	9, 572	3, 900
	Ch.....	6DF.....	6DF-10400 up.....	8. 25/20	8. 25/20	6	6	159	9, 779	3, 950
	Ch.....	6DF.....	6DF-10821 up.....	8. 25/20	8. 25/20	6	6	159	9, 779	3, 950
	Ch.....	6N.....	6N-10400 up.....	9. 00/20	9. 00/20	6	6	178	11, 536	4, 625
	Ch.....	6N.....	6N-10821 up.....	9. 00/20	9. 00/20	6	6	178	11, 536	4, 625
	Ch.....	6NF.....	6NF-10400 up.....	9. 00/22	9. 00/22	6	6	178	12, 068	5, 225
	Ch.....	6NF.....	6NF-10821 up.....	9. 00/22	9. 00/22	6	6	178	12, 068	5, 225
	Ch.....	6T.....	6T-10400 up.....	9. 75/20	9. 75/20	6	6	203	13, 282	6, 250
	Ch.....	6T.....	6T-10821 up.....	9. 75/20	9. 75/20	6	6	203	13, 282	6, 250
	Ch.....	6TF.....	6TF-10821 up.....	10. 50/24	10. 50/24	6	6	210	14, 616	7, 500

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

(4) 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				
Ch.....	UD.....	UD-10400 up.....	UD-10400 up.....	8.25/20	8.25/20	6	6	Inches 97	Pounds 7,126	\$3,700
Ch.....	UDF.....	UDF-10400 up.....	UDF-10400 up.....	9.00/20	9.00/20	6	6	109	8,121	4,150
Ch.....	UN.....	UN-10400 up.....	UN-10400 up.....	9.75/20	9.75/20	6	6	109	9,176	4,900
Ch.....	UN.....	UN-10821 up.....	UN-10821 up.....	9.00/22	9.00/22	6	6	109	9,023	4,875
Ch.....	UNF.....	UNF-10400 up.....	UNF-10400 up.....	9.75/22	9.75/22	6	6	128	9,547	5,100
Ch.....	UNF.....	UNF-10821 up.....	UNF-10821 up.....	9.75/20	9.75/20	6	6	128	9,495	5,100
Ch.....	UT.....	UT-10400 up.....	UT-10400 up.....	10.50/22	10.50/22	6	6	128	10,059	6,100
Ch.....	UT.....	UT-10821 up.....	UT-10821 up.....	9.75/24	9.75/24	6	6	128	10,258	6,000

ENGINE UNDER SEAT—(TRACTORS)

Ch.....	UDT.....	UDT-10400 up.....	UDT-10400 up.....	8.25/20	8.25/20	6	6	89	7,126	\$3,700
Ch.....	UDFT.....	UDFT-10821 up.....	UDFT-10821 up.....	9.00/20	9.00/20	6	6	91	8,196	4,500
Ch.....	UNT.....	UNT-10400 up.....	UNT-10400 up.....	9.75/20	9.75/20	6	6	96	9,099	4,675
Ch.....	UNT.....	UNT-10821 up.....	UNT-10821 up.....	9.00/20	9.00/20	6	6	96	8,429	4,600
Ch.....	UNFT.....	UNFT-10400 up.....	UNFT-10400 up.....	9.75/22	9.75/22	6	6	96	9,435	5,300
Ch.....	UNFT.....	UNFT-10821 up.....	UNFT-10821 up.....	9.00/20	9.00/20	6	6	96	8,699	5,000
Ch.....	UTT.....	UTT-10400 up.....	UTT-10400 up.....	10.50/22	10.50/22	6	6	96	9,832	6,100
Ch.....	UTT.....	UTT-10821 up.....	UTT-10821 up.....	9.00/20	9.00/20	6	6	109	9,795	6,100

ENGINE UNDER SEAT (DUMP SERVICE)

Ch.....	UDP.....	UDP-10400 up.....	UDP-10400 up.....	9.00/20	9.00/20	6	6	100	8,587	\$4,770
Ch.....	US.....	US-10400 up.....	US-10400 up.....	9.75/22	9.75/22	6	6	120	9,782	5,700
		US-10821 up.....	US-10821 up.....							

ENGINE UNDER SEAT (BUILT FOR 3D AXLE ATTACHMENT)

Ch.....	6UD.....	6UD-10400 up.....	6UD-10400 up.....	8.25/20	8.25/20	6	6	127	9,957	\$4,200
Ch.....	6UDF.....	6UDF-10400 up.....	6UDF-10400 up.....	9.00/20	9.00/20	6	6	127	9,902	\$4,150
Ch.....	6UN.....	6UN-10400 up.....	6UN-10400 up.....	9.00/20	9.00/20	6	6	128	11,947	\$4,925
Ch.....	6UNF.....	6UNF-10400 up.....	6UNF-10400 up.....	9.00/22	9.00/22	6	6	128	12,207	\$5,250
Ch.....	6UT.....	6UT-10400 up.....	6UT-10400 up.....	9.75/20	9.75/20	6	6	145	13,388	\$6,450
		6UT-10821 up.....	6UT-10821 up.....							

(4) 1936

CONVENTIONAL

Ch.....	RH.....	RH-11565 up.....	RH-11565 up.....	8.25/20	8.25/20	6	6	164	6,855	\$3,250
Ch.....	RM.....	RM-13248 up.....	RM-13248 up.....	7.50/20	7.50/20	6	6	164	6,715	1,980
Ch.....	RL.....	RL-13248 up.....	RL-13248 up.....	8.25/20	8.25/20	6	6	164	6,895	2,460
Ch.....	D.....	D-11565 up.....	D-11565 up.....	8.25/20	8.25/20	6	6	164	7,215	3,550
Ch.....	D.....	D-12219 up.....	D-12219 up.....							
Ch.....	D.....	D-13248 up.....	D-13248 up.....	9.00/20	9.00/20	6	6	164	7,525	3,600
Ch.....	DF.....	DF-11565 up.....	DF-11565 up.....	9.00/20	9.00/20	6	6	159	7,746	3,875
Ch.....	DF.....	DF-12219 up.....	DF-12219 up.....							
Ch.....	DF.....	DF-13248 up.....	DF-13248 up.....	9.75/20	9.75/20	6	6	164	8,445	4,200
Ch.....	N.....	N-11565 up.....	N-11565 up.....	9.75/20	9.75/20	6	6	164	8,705	4,650
Ch.....	N.....	N-12219 up.....	N-12219 up.....							
Ch.....	N.....	N-13248 up.....	N-13248 up.....							
Ch.....	NF.....	NF-11565 up.....	NF-11565 up.....	9.75/22	9.75/22	6	6	164	9,625	4,900
Ch.....	NF.....	NF-12219 up.....	NF-12219 up.....							
Ch.....	NF.....	NF-13248 up.....	NF-13248 up.....	10.50/20	10.50/20	6	6	164	9,735	5,100
Ch.....	T.....	T-11565 up.....	T-11565 up.....	10.50/22	10.50/22	6	6	178	10,028	5,900
Ch.....	T.....	T-12219 up.....	T-12219 up.....							
Ch.....	T.....	T-13248 up.....	T-13248 up.....	10.50/20	10.50/20	6	6	182	10,485	5,850
Ch.....	TF.....	TF-11565 up.....	TF-11565 up.....	10.50/24	10.50/24	6	6	236	12,102	7,500

CONVENTIONAL (TRACTORS)

Ch.....	RHT.....	RHT-11565 up.....	RHT-11565 up.....	8.25/20	8.25/20	6	6	157	6,773	\$3,250
Ch.....	RMT.....	RMT-13248 up.....	RMT-13248 up.....	8.25/20	8.25/20	6	6	142	6,835	2,180
Ch.....	DT.....	DT-11565 up.....	DT-11565 up.....	8.25/20	8.25/20	6	6	157	6,876	3,550
Ch.....	DFT.....	DFT-11565 up.....	DFT-11565 up.....	9.00/20	9.00/20	6	6	142	7,755	3,875
Ch.....	NT.....	NT-11565 up.....	NT-11565 up.....	9.00/20	9.00/20	6	6	143	8,688	4,575
Ch.....	NFT.....	NFT-11565 up.....	NFT-11565 up.....	9.00/22	9.00/22	6	6	143	8,954	4,900
Ch.....	TF.....	TF-11565 up.....	TF-11565 up.....	9.75/20	9.75/20	6	6	143	9,932	6,150
Ch.....	TFT.....	TFT-11565 up.....	TFT-11565 up.....	10.50/24	10.50/24	6	6	155	11,586	7,500
Ch.....	1TR.....	1TR-12219 up.....	1TR-12219 up.....	8.25/20	8.25/20	6	6	142	6,875	3,400
Ch.....	1TR.....	1TR-13248 up.....	1TR-13248 up.....	8.25/20	8.25/20	6	6	142	6,875	2,595
Ch.....	2TR.....	2TR-12219 up.....	2TR-12219 up.....	9.00/20	9.00/20	6	6	142	7,805	4,225
Ch.....	2TR.....	2TR-13248 up.....	2TR-13248 up.....							
Ch.....	3TR.....	3TR-12219 up.....	3TR-12219 up.....	9.75/20	9.75/20	6	6	148	8,375	\$5,000
Ch.....	3TR.....	3TR-13248 up.....	3TR-13248 up.....							
Ch.....	4TR.....	4TR-12219 up.....	4TR-12219 up.....	9.75/22	9.75/22	6	6	148	9,265	5,050
Ch.....	4TR.....	4TR-13248 up.....	4TR-13248 up.....	9.75/20	9.75/20	6	6	148	9,265	4,950
Ch.....	5TR.....	5TR-12219 up.....	5TR-12219 up.....	10.50/22	10.50/22	6	6	148	9,655	6,000
Ch.....	5TR.....	5TR-13248 up.....	5TR-13248 up.....	10.50/20	10.50/20	6	6	148	9,655	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			Number cylinders	Wheel base ¹	Base weight	F. o. b. list price
				Front	Rear	Number				
	Ch.....	RHD.....	RHD-11565 up..... RHD-12219 up.....	8.25/20	8.25/20	6	6	Inches 148	Pounds 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	11,424	6,800
	Ch. (4 x 4).....	4DF.....	4DF-11565 up..... 4DF-13248 up.....	9.00/20	9.00/20	6	6	159	8,419	5,000
	Ch. (4 x 4).....	4N.....	4N-11565 up..... 4N-11777 up..... 4N-13248 up.....	9.75/20	9.75/20	6	6	162	9,969	6,100
	Ch. (4 x 4).....	4NF.....	4NF-11565 up..... 4NF-11777 up..... 4NF-13248 up.....	9.75/20	9.75/20	6	6	162	9,969	6,500
	Ch. (4 x 4).....	4S.....	4S-11565 up..... 4S-11777 up..... 4S-13248 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	8,550
Ch. (6 x 4).....	TD.....	TD-13248 up.....	9.75/24	9.75/24	10	6	142	14,415	8,700
Ch. (6 x 4).....	TC.....	TC-13248 up.....	10.50/24	10.50/24	10	6	142	15,045	9,500
Ch. (6 x 4).....	T.....	T-11777 up.....	10.50/24	10.50/24	10	6	137	15,035	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	\$3,350
Ch.....	6RL.....	6RL-13248 up.....	8.25/20	8.25/20	6	6	164	9,345	2,715
Ch.....	6D.....	6D-11565 up.....	8.25/20	8.25/20	6	6	174	9,572	3,900
Ch.....	6DF.....	6DF-11565 up.....	8.25/20	8.25/20	6	6	159	9,779	3,950
Ch.....	6DF.....	6DF-12219 up..... 6DF-13248 up.....	9.00/20	9.00/20	6	6	164	10,485	2,425
Ch.....	6N.....	6N-11565 up.....	9.00/20	9.00/20	6	6	178	11,536	2,625
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	11,095	5,300
Ch.....	6T.....	6T-11565 up..... 6T-12219 up..... 6T-13248 up.....	9.75/20	9.75/20	6	6	203	13,282	6,250
Ch.....	6TF.....	6TF-11565 up.....	10.50/24	10.50/24	6	6	210	14,616	7,500

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	8,280	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	8,570	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	128	9,495	5,100
Ch.....	UNF.....	UNF-13248 up.....	10.50/20	10.50/20	6	6	128	10,110	5,400
Ch.....	UT.....	UT-11565 up.....	9.75/24	9.75/24	6	6	128	10,258	6,000
Ch.....	UT.....	UT-13248 up.....	10.50/20	10.50/20	6	6	128	10,770	5,900

ENGINE UNDER SEAT (TRACTORS)

Ch.....	UDT.....	UDT-11565 up.....	8.25/20	8.25/20	6	6	109	7,387	\$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	4,660
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	93	7,470	3,850
Ch.....	2UTR.....	2UTR-13248 up.....	9.00/20	9.00/20	6	6	93	9,680	4,650
Ch.....	3UTR.....	3UTR-13248 up.....	9.75/20	9.75/20	6	6	93	9,230	5,200
Ch.....	4UTR.....	4UTR-13248 up.....	9.75/20	9.75/20	6	6	93	9,550	5,450
Ch.....	5UTR.....	5UTR-13248 up.....	10.50/20	10.50/20	6	6	93	10,120	5,900

ENGINE UNDER SEAT (DUMP SERVICE)

Ch.....	UDP.....	UDP-11565 up..... UDP-13248 up.....	9.00/20	9.00/20	6	6	100	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) 1936—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				
	Ch. (6 x 4)	6UT	6UT-11777 up	10.50/22	10.50/22	10	6	Inches 109	Pounds 13,452	\$8,850
	Ch. (6 x 4)	6UTD	6UTD-13248 up	9.75/20	9.75/20	10	6	118	13,920	8,500
	Ch. (6 x 4)	6UTD	6UTD-13248 up	10.50/22	10.50/22	10	6	109	13,820	8,750

ENGINE UNDER SEAT (BUILT FOR 3D AXLE ATTACHMENT)

Ch	6UD	6UD-11565 up	8.25/20	8.25/20	6	6	127	9,957	\$4,200
Ch	6UD	6UD-13248 up	9.00/20	9.00/20	6	6	127	11,260	\$4,700
Ch	6UN	6UN-11565 up	9.00/20	9.00/20	6	6	128	11,909	\$5,200
		6UN-13248 up							
Ch	6UNF	6UNF-11565 up	9.00/22	9.00/22	6	6	128	12,207	\$5,250
Ch	6UNF	6UNF-13248 up	9.75/20	9.75/20	6	6	123	12,620	\$5,500
Ch	6UT	6UT-11565 up	9.75/20	9.75/20	6	6	145	13,460	\$6,300
		6UT-13248 up							

(5) 1937

CONVENTIONAL

Ch	A	A-15001 up	6.50/20	6.50/20	6	6	139	4,790	\$1,095
Ch	B	B-15001 up	6.50/20	6.50/20	6	6	139	5,150	1,480
Ch	RM	RM-13399 up	7.50/20	7.50/20	6	6	164	6,715	1,980
Ch	RM	RM-14000 up	7.50/20	7.50/20	6	6	164	6,665	2,280
Ch	RL	RL-13399 up	8.25/25	8.25/25	6	6	104	6,595	2,595
		RL-14000 up							
Ch	D	D-13399 up	9.00/20	9.00/20	6	6	164	7,525	3,600
Ch	DF	DF-13399 up	9.75/20	9.75/20	6	6	164	8,445	4,200
Ch	N	N-13399 up	9.75/20	9.75/20	6	6	164	8,705	4,500
Ch	NF	NF-13399 up	10.50/20	10.50/20	6	6	164	9,735	5,100
Ch	T	T-13399 up	10.50/20	10.50/20	6	6	182	10,485	5,850

CONVENTIONAL (TRACTORS)

Ch	RMT	RMT-13399 up	8.25/20	8.25/20	6	6	142	6,835	\$2,180
Ch	RMT	RMT-14000 up	8.25/20	8.25/20	6	6	142	6,835	2,490
Ch	1TR	1TR-13399 up	8.25/20	8.25/20	6	6	142	6,875	2,730
		1TR-14000 up							
Ch	2TR	2TR-13399 up	9.00/20	9.00/20	6	6	142	7,805	4,100
Ch	3TR	3TR-13399 up	9.75/20	9.75/20	6	6	148	8,375	4,800
Ch	4TR	4TR-13399 up	9.75/20	9.75/20	6	6	148	9,265	4,950
Ch	5TR	5TR-13399 up	10.50/20	10.50/20	6	6	148	9,655	5,700

CONVENTIONAL (DUMP SERVICE)

Ch	RLD	RLD-13399 up	8.25/20	8.25/20	6	6	148	6,785	\$2,595
		RLD-14000 up							
Ch	DP	DP-13399 up	9.00/20	9.00/20	6	6	148	7,635	3,750
Ch	DH	DH-13399 up	9.75/20	9.75/20	6	6	148	8,535	4,550
Ch	S	S-13399 up	10.50/20	10.50/20	6	6	170	10,025	5,750
Ch	C	C-13399 up	10.50/24	10.50/24	6	6	170	11,385	6,650
Ch. (4 x 4)	4DF	4DF-13399 up	9.00/20	9.00/20	6	6	163	8,419	5,090
Ch. (4 x 4)	4N	4N-13399 up	9.75/20	9.75/20	6	6	167	9,900	6,000
Ch. (4 x 4)	4NF	4NF-13399 up	9.75/20	9.75/20	6	6	168	10,915	6,750
Ch. (4 x 4)	4S	4S-13399 up	10.50/20	10.50/20	6	6	168	11,145	7,250

CONVENTIONAL (3D AXLE 6 X 4)

Ch	6X4DF	6X4DF-13399 up	9.00/20	9.00/20	10	6	139	11,005	\$5,750
Ch	6X4PD	6X4PD-13399 up	9.75/20	9.75/20	10	6	184	14,415	8,550
Ch	6X4TD	6X4TD-13399 up	9.75/24	9.75/24	10	6	142	14,415	8,700
Ch	6X4TC	6X4TC-13399 up	10.50/24	10.50/24	10	6	142	15,045	9,500

CONVENTIONAL (BUILT FOR 3D AXLE ATTACHMENT)

Ch	6RL	6RL-13399 up	8.25/20	8.25/20	6	6	164	9,345	\$2,715
		6RL-14000 up							
Ch	6DF	6DF-13399 up	9.00/20	9.00/20	6	6	164	10,485	\$4,250
Ch	6NF	6NF-13399 up	9.75/20	9.75/20	6	6	182	11,985	\$5,300
Ch	6T	6T-13399 up	9.75/20	9.75/20	6	6	208	12,985	\$5,900

CAB OVER ENGINE

Ch	UA	UA-15001 up	6.50/20	6.50/20	6	6	84	4,740	\$1,095
Ch	UB	UB-15001 up	7.00/20	7.00/20	6	6	84	5,290	1,545

ENGINE UNDER SEAT

Ch	UD	UD-13399 up	9.00/20	9.00/20	6	6	109	8,280	\$3,800
Ch	UDF	UDF-13399 up	9.75/20	9.75/20	6	6	109	8,870	4,550
Ch	UN	UN-13399 up	9.75/20	9.75/20	6	6	109	9,400	5,000
Ch	UNF	UNF-13399 up	10.50/20	10.50/20	6	6	128	10,110	5,400
Ch	UT	UT-13399 up	10.50/20	10.50/20	6	6	128	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				
	Ch.....	1UTR.....	1UTR-13399 up.....	8.25/20	8.25/20	6	6	Inches 98	Pounds 7,470	\$3,850
	Ch.....	2UTR.....	2UTR-13399 up.....	9.00/20	9.00/20	6	6	98	9,080	4,650
	Ch.....	3UTR.....	3UTR-13399 up.....	9.75/20	9.75/20	6	6	98	9,230	5,200
	Ch.....	4UTR.....	4UTR-13399 up.....	9.75/20	9.75/20	6	6	98	9,530	5,450
	Ch.....	5UTR.....	5UTR-13399 up.....	10.50/20	10.50/20	6	6	98	10,120	5,900

ENGINE UNDER SEAT (DUMP SERVICE)

	Ch.....	UDP.....	UDP-13399 up.....	9.00/20	9.00/20	6	6	100	8,740	\$4,400
	Ch.....	US.....	US-13399 up.....	10.50/20	10.50/20	6	6	120	10,570	5,850

	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	\$8,500
	Ch. (6 x 4).....	6 x 4 UTD.....	6 x 4 UTD-13399 up.....	10.50/22	9.75/24	10	6	109	13,820	8,750

ENGINE UNDER SEAT (BUILT FOR 3D AXLE ATTACHMENT)

	Ch.....	6UD.....	6UD-13399 up.....	9.00/20	9.00/20	6	6	127	11,260	\$4,700
	Ch.....	6UN.....	6UN-13399 up.....	9.00/20	9.00/20	6	6	128	11,990	5,200
	Ch.....	6UNF.....	6UNF-13399 up.....	9.75/20	9.75/20	6	6	128	12,620	5,500
	Ch.....	6UT.....	6UT-13399 up.....	9.75/20	9.75/20	6	6	145	13,460	5,900

(6) 1938

CONVENTIONAL

	Ch.....	A.....	A-15848 up.....	6.50/20	6.50/20	6	6	139	4,790	\$1,695
	Ch.....	A.....	A-18139 up.....	6.50/20	6.50/20	6	6	139	4,790	1,250
	Ch.....	B.....	B-15848 up.....	6.50/20	6.50/20	6	6	139	5,150	1,480
	Ch.....	B.....	B-18139 up.....	6.50/20	6.50/20	6	6	139	5,150	1,625
	Ch.....	RB.....	RB-19157 up.....	7.00/20	7.00/20	6	6	142	6,165	2,100
	Ch.....	RM.....	RM-16836 up.....	7.50/20	7.50/20	6	6	164	6,665	2,280
	Ch.....	RL.....	RL-16836 up.....	8.25/20	8.25/20	6	6	164	6,905	2,595
	Ch.....	RL.....	RL-19019 up.....							
	Ch.....	RLS.....	RLS-19019 up.....	9.00/20	9.00/20	6	6	164	7,090	2,910
	Ch.....	RLS.....	RLS-16919 up.....	9.75/20	9.75/20	6	6	164	7,535	3,025
	Ch.....	D.....	D-16836 up.....	9.00/20	9.00/20	6	6	164	7,565	3,600
	Ch.....	DF.....	DF-16836 up.....	9.75/20	9.75/20	6	6	164	8,445	4,200
	Ch.....	N.....	N-16836 up.....	9.75/20	9.75/20	6	6	164	8,705	4,500
	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	\$2,490
	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	8,424	4,800
	Ch.....	4TR.....	4TR-16836 up.....	9.75/20	9.75/20	6	6	148	9,265	4,950
	Ch.....	5TR.....	5TR-16836 up.....	10.50/20	10.50/20	6	6	148	9,655	5,700

CONVENTIONAL (DUMP SERVICE)

	Ch.....	RLD.....	RLD-16836 up.....	8.25/20	8.25/20	6	6	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	4,550
	Ch.....	S.....	S-16836 up.....	10.50/20	10.50/20	6	6	170	10,025	5,750
	Ch.....	C.....	C-16836 up.....	10.50/24	10.50/24	6	6	170	11,385	6,650
	Ch. (4 x 4).....	4 x 4DF.....	4 x 4DF-16836 up.....	9.00/20	9.00/20	6	6	163	8,419	5,000
	Ch. (4 x 4).....	4 x 4N.....	4 x 4N-16836 up.....	9.75/20	9.75/20	6	6	163	9,900	6,000
	Ch. (4 x 4).....	4 x 4NF.....	4 x 4NF-16836 up.....	9.75/20	9.75/20	6	6	168	10,915	6,750
	Ch. (4 x 4).....	4 x 4S.....	4 x 4S-16836 up.....	10.50/20	10.50/20	6	6	163	12,025	7,250
	Ch. (4 x 4).....	4 x 4S.....	4 x 4S-19053 up.....	10.50/24	10.50/24	6	6	150	13,665	9,500
	Ch. (4 x 4).....	4 x 4C.....	4 x 4C-19053 up.....	10.50/24	10.50/24	6	6	157	14,255	10,000

CONVENTIONAL (3D AXLE—6 x 4)

	Ch.....	6 x 4DF.....	6 x 4DF-16836 up.....	9.00/20	9.00/20	10	6	139	11,005	\$5,750
	Ch.....	6 x 4TO.....	6 x 4TO-16836 up.....	9.75/20	9.75/20	10	6	184	14,115	8,550
	Ch.....	6 x 4TD.....	6 x 4TD-16836 up.....	9.75/24	9.75/24	10	6	142	14,415	8,700
	Ch.....	6 x 4TC.....	6 x 4TC-16836 up.....	10.50/24	10.50/24	10	6	142	15,045	9,500

CONVENTIONAL (BUILT FOR 3D AXLE ATTACHMENT)

	Ch.....	6RL.....	6RL-16836 up.....	8.25/20	8.25/20	6	6	164	9,345	\$2,850
	Ch.....	6DF.....	6DF-16836 up.....	9.00/20	9.00/20	6	6	164	10,455	4,250
	Ch.....	6NF.....	6NF-16836 up.....	9.75/20	9.75/20	6	6	182	11,985	5,300
	Ch.....	6T.....	6T-16836 up.....	9.75/20	9.75/20	6	6	208	12,965	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]

(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				
	Ch.....	UA.....	UA-15848 up.....	6.50/20	6.50/20	6	6	Inches 84	Pounds 4,740	\$1,095
	Ch.....	UA.....	UA-18139 up.....	6.50/20	6.50/20	6	6	84	4,570	1,250
	Ch.....	UB.....	UB-15848 up.....	7.00/20	7.00/20	6	6	84	5,290	1,545
	Ch.....	UB.....	UB-18139 up.....	7.00/20	7.00/20	6	6	84	5,140	1,690
	Ch.....	URB.....	URB-19157 up.....	7.00/20	7.00/20	6	6	84	6,250	2,250
	Ch.....	URL.....	URL-19019 up.....	8.25/20	8.25/20	6	6	96	6,770	2,795
	Ch.....	URLS.....	URLS-19019 up.....	9.00/20	9.00/20	6	6	96	7,540	3,110

CAB OVER ENGINE—(DUMP SERVICE)

	Ch.....	UD.....	UD-16836 up.....	9.00/20	9.00/20	6	6	109	8,280	\$3,800
	Ch.....	UDF.....	UDF-16836 up.....	9.75/20	9.75/20	6	6	109	8,870	4,550
	Ch.....	UN.....	UN-16836 up.....	9.75/20	9.75/20	6	6	109	9,400	5,000
	Ch.....	UNF.....	UNF-16836 up.....	10.50/20	10.50/20	6	6	128	10,110	5,400
	Ch.....	UT.....	UT-16836 up.....	10.50/20	10.50/20	6	6	128	10,770	5,900

ENGINE UNDER SEAT

	Ch.....	UD.....	UD-16836 up.....	9.00/20	9.00/20	6	6	109	8,280	\$3,800
	Ch.....	UDF.....	UDF-16836 up.....	9.75/20	9.75/20	6	6	109	8,870	4,550
	Ch.....	UN.....	UN-16836 up.....	9.75/20	9.75/20	6	6	109	9,400	5,000
	Ch.....	UNF.....	UNF-16836 up.....	10.50/20	10.50/20	6	6	128	10,110	5,400
	Ch.....	UT.....	UT-16836 up.....	10.50/20	10.50/20	6	6	128	10,770	5,900

ENGINE UNDER SEAT—(TRACTORS)

	Ch.....	1UTR.....	1UTR-16836 up.....	8.25/20	8.25/20	6	6	98	7,470	\$3,850
	Ch.....	2UTR.....	2UTR-16836 up.....	9.00/20	9.00/20	6	6	98	9,080	4,650
	Ch.....	3UTR.....	3UTR-16836 up.....	9.75/20	9.75/20	6	6	98	9,230	5,200
	Ch.....	4UTR.....	4UTR-16836 up.....	9.75/20	9.75/20	6	6	98	9,530	5,450
	Ch.....	5UTR.....	5UTR-16836 up.....	10.50/20	10.50/20	6	6	98	10,120	5,900

ENGINE UNDER SEAT—(DUMP SERVICE)

	Ch.....	UDP.....	UDP-16836 up.....	9.00/20	9.00/20	6	6	100	8,740	\$4,400
	Ch.....	US.....	US-16836 up.....	10.50/20	10.50/20	6	6	120	10,570	5,850

ENGINE UNDER SEAT—(3D AXLE—6 X 4)

	Ch. (6 x 4).....	6 x 4UTO.....	6 x 4UTO-16836 up.....	9.75/20	9.75/20	10	6	118	13,920	\$8,500
	Ch. (6 x 4).....	6 x 4UTD.....	6 x 4UTD-16836 up.....	10.50/22	9.75/24	10	6	109	13,820	8,750

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

	Ch.....	6UD.....	6UD-16836 up.....	9.00/20	9.00/20	6	6	127	11,260	\$4,700
	Ch.....	6UN.....	6UN-16836 up.....	9.00/20	9.00/20	6	6	128	11,990	5,200
	Ch.....	6UNF.....	6UNF-16836 up.....	9.75/20	9.75/20	6	6	128	12,620	5,500
	Ch.....	6UT.....	6UT-16836 up.....	9.75/20	9.75/20	6	6	145	13,460	5,800

(7) 1939

CONVENTIONAL

	Ch.....	A.....	A-18419 up.....	6.50/20	6.50/20	6	6	139	4,790	\$1,250
	Ch.....	B.....	B-18419 up.....	6.50/20	6.50/20	6	6	139	5,150	1,625
	Ch.....	RB.....	RB-19241 up.....	7.00/20	7.00/20	6	6	142	6,165	2,100
	Ch.....	RL.....	RL-19241 up.....	8.25/20	8.25/20	6	6	164	6,805	2,595
	Ch.....	RLS.....	RLS-19241 up.....	9.00/20	9.00/20	6	6	164	7,090	2,910
	Ch.....	D.....	D-19241 up.....	9.00/20	9.00/20	6	6	164	7,565	3,600
	Ch.....	DF.....	DF-19241 up.....	9.75/20	9.75/20	6	6	164	8,445	4,200
	Ch.....	N.....	N-19241 up.....	9.75/20	9.75/20	6	6	164	8,705	4,500
	Ch.....	NF.....	NF-19241 up.....	10.50/20	10.50/20	6	6	164	9,735	5,100
	Ch.....	T.....	T-19241 up.....	10.50/20	10.50/20	6	6	182	10,485	5,850
	Ch.....	C10.....	C10-1 up.....	6.50/20	6.50/20	6	6	139	4,790	1,250
	Ch.....	C20.....	C20-1 up.....	6.50/20	6.50/20	6	6	139	5,150	1,625
	Ch.....	C30.....	C30-1 up.....	7.00/20	7.00/20	6	6	164	6,410	2,150
	Ch.....	C40.....	C40-1 up.....	8.25/20	8.25/20	6	6	164	6,890	2,850
	Ch.....	C50.....	C50-1 up.....	9.00/20	9.00/20	6	6	164	7,175	3,125
	Ch.....	C60.....	C60-1 up.....	9.00/20	9.00/20	6	6	164	8,190	3,600
	Ch.....	C70.....	C70-1 up.....	9.75/20	9.75/20	6	6	164	8,650	4,500
	Ch.....	C80.....	C80-1 up.....	10.50/20	10.50/20	6	6	164	9,770	5,100
	Ch.....	C90.....	C90-1 up.....	10.50/20	10.50/20	6	6	182	10,520	5,850

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				
	Ch.....	1TR.....	1TR-19241 up.....	8.25/20	8.25/20	6	6	Inches 142	Pounds 6,875	\$2,730
	Ch.....	2TR.....	2TR-19241 up.....	9.00/20	9.00/20	6	6	142	8,005	4,100
	Ch.....	3TR.....	3TR-19241 up.....	9.75/20	9.75/20	6	6	148	8,424	4,800
	Ch.....	4TR.....	4TR-19241 up.....	9.75/20	9.75/20	6	6	148	9,265	4,950
	Ch.....	5TR.....	5TR-19241 up.....	10.50/20	10.50/20	6	6	148	9,655	5,700
	Ch.....	C10T.....	C10T-1 up.....	6.50/20	6.50/20	6	6	139	4,790	1,325
	Ch.....	C20T.....	C20T-1 up.....	6.50/20	6.50/20	6	6	139	5,150	1,700
	Ch.....	C30T.....	C30T-1 up.....	7.00/20	7.00/20	6	6	142	6,200	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.....	DC100T-1 up.....	9.75/20	9.75/20	6	6	142	11,795	8,100

CONVENTIONAL—(DUMP SERVICE)

	Ch.....	RLD.....	RLD-19241 up.....	8.25/20	8.25/20	6	6	148	6,785	\$2,595
	Ch.....	DP.....	DP-19241 up.....	9.00/20	9.00/20	6	6	148	7,635	3,750
	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	5,750
	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	4,500
	Ch.....	C80D.....	C80D-1 up.....	10.50/20	10.50/20	6	6	170	10,060	5,750
	Ch.....	C90D.....	C90D-1 up.....	10.50/24	10.50/24	6	6	170	11,420	6,650
	Ch.....	DC100D.....	DC100D-1 up.....	11.25/24	11.25/24	6	6	158	13,325	9,500
	Ch. (4 x 4).....	4DF.....	4DF-19241 up.....	9.00/20	9.00/20	6	6	163	4,419	5,000
	Ch. (4 x 4).....	4N.....	4N-19241 up.....	9.75/20	9.75/20	6	6	163	10,455	6,000
	Ch. (4 x 4).....	4S.....	4S-19241 up.....	10.50/20	10.50/20	6	6	163	12,025	7,250
	Ch. (4 x 4).....	4C.....	4C-19241 up.....	10.50/24	10.50/24	6	6	150	13,665	9,500
	Ch. (4 x 4).....	4CD.....	4CD-19241 up.....	10.50/24	10.50/24	6	6	157	14,255	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	12,060	7,250
	Ch. (4 x 4).....	C9044.....	C9044-1 up.....	10.50/24	10.50/24	6	6	150	13,700	9,800
	Ch. (4 x 4).....	DC10044.....	DC10044-1 up.....	10.50/24	10.50/24	6	6	157	13,320	11,000

CONVENTIONAL—(3D AXLE 6 X 4)

	Ch. (6 x 4).....	6 x 4DF.....	6 x 4DF-19241 up.....	9.00/20	9.00/20	10	6	139	11,005	\$5,750
	Ch. (6 x 4).....	6 x 4TO.....	6 x 4TO-19241 up.....	9.75/20	9.75/20	10	6	184	14,115	8,550
	Ch. (6 x 4).....	6 x 4TD.....	6 x 4TD-19241 up.....	9.75/24	9.75/24	10	6	142	14,415	8,700
	Ch. (6 x 4).....	6 x 4TC.....	6 x 4TC-19241 up.....	10.50/24	10.50/24	10	6	142	15,045	9,500
	Ch. (6 x 4).....	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	\$2,820
	Ch.....	6DF.....	6DF-19241 up.....	9.00/20	9.00/20	6	6	164	10,485	24,250
	Ch.....	6NF.....	6NF-19241 up.....	9.75/20	9.75/20	6	6	182	11,985	25,300
	Ch.....	6T.....	6T-19241 up.....	9.75/20	9.75/20	6	6	208	12,985	25,900
	Ch.....	C4062.....	C4062-1 up.....	8.25/20	8.25/20	6	6	164	9,610	23,150
	Ch.....	C7062.....	C7062-1 up.....	9.00/20	9.00/20	6	6	164	11,000	24,550
	Ch.....	C8062.....	C8062-1 up.....	9.75/20	9.75/20	6	6	164	12,020	25,300
	Ch.....	C9062.....	C9062-1 up.....	10.50/20	10.50/20	6	6	182	13,020	26,050
	Ch.....	DC10062.....	DC10062-1 up.....	9.75/20	9.75/20	6	6	216	15,870	28,000

CAB OVER ENGINE

	Ch.....	UA.....	UA-18419 up.....	6.50/20	6.50/20	6	6	84	4,570	\$1,250
	Ch. (6 x 4).....	UB.....	UB-18419 up.....	7.00/20	7.00/20	6	6	84	5,140	1,000
	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	2,705
	Ch.....	URLS.....	URLS-19241 up.....	9.00/20	9.00/20	6	6	96	7,540	3,110
	Ch.....	U10.....	U10-1 up.....	6.50/20	6.50/20	6	6	84	4,570	1,350
	Ch.....	U20.....	U20-1 up.....	6.50/20	6.50/20	6	6	84	5,140	1,725
	Ch.....	U30.....	U30-1 up.....	7.00/20	7.00/20	6	6	106	6,350	2,300
	Ch.....	U40.....	U40-1 up.....	8.25/20	8.25/20	6	6	106	6,920	3,050
	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	4,570	\$1,425
	Ch.....	U20T.....	U20T-1 up.....	6.50/20	6.50/20	6	6	84	5,140	1,800
	Ch.....	U30T.....	U30T-1 up.....	7.00/20	7.00/20	6	6	96	6,280	2,375
	Ch.....	U40T.....	U40T-1 up.....	8.25/20	8.25/20	6	6	96	7,160	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 96	Pounds 7,060	\$3,300

CAB OVER ENGINE—(BUILT FOR 3D AXLE ATTACHMENT)

	Ch.....	U4062.....	U4062-1 up.....	8.25/20	8.25/20	6	6	106	9,260	¹ \$3,350
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ENGINE UNDER SEAT

Ch.....	UD.....	UD-19241 up.....	9.00/20	9.00/20	6	6	109	8,280	\$3,800
Ch.....	UDF.....	UDF-19241 up.....	9.75/20	9.75/20	6	6	109	8,870	4,560
Ch.....	UN.....	UN-19241 up.....	9.75/20	9.75/20	6	6	109	9,400	5,000
Ch.....	UNF.....	UNF-19241 up.....	10.50/20	10.50/20	6	6	128	10,116	5,400
Ch.....	UT.....	UT-19241 up.....	10.50/20	10.50/20	6	6	128	10,770	5,900
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.....	10.50/20	10.50/20	6	6	128	9,770	5,400
Ch.....	U90.....	U90-1 up.....	10.50/20	10.50/20	6	6	128	10,430	6,000

ENGINE UNDER SEAT (TRACTORS)

Ch.....	1UTR.....	1UTR-19241 up.....	8.25/20	8.25/20	6	6	98	7,470	\$3,850
Ch.....	2UTR.....	2UTR-19241 up.....	9.00/20	9.00/20	6	6	98	9,080	4,650
Ch.....	3UTR.....	3UTR-19241 up.....	9.75/20	9.75/20	6	6	98	9,290	5,200
Ch.....	4UTR.....	4UTR-19241 up.....	9.75/20	9.75/20	6	6	98	9,530	5,450
Ch.....	5UTR.....	5UTR-19241 up.....	10.50/20	10.50/20	6	6	98	10,120	5,900
Ch.....	U60T.....	U60T-1 up.....	9.00/20	9.00/20	6	6	98	8,380	4,500
Ch.....	U70T.....	U70T-1 up.....	9.00/20	9.00/20	6	6	98	8,400	5,000
Ch.....	U80T.....	U80T-1 up.....	9.75/20	9.75/20	6	6	98	9,190	5,450
Ch.....	U90T.....	U90T-1 up.....	10.50/20	10.50/20	6	6	98	9,780	6,000

ENGINE UNDER SEAT (DUMP SERVICE)

Ch.....	UDP.....	UDP-19241 up.....	9.00/20	9.00/20	6	6	100	8,740	\$4,400
Ch.....	US.....	US-19241 up.....	10.50/20	10.50/20	6	6	120	10,570	5,850
Ch.....	U60D.....	U60D-1 up.....	9.00/20	9.00/20	6	6	100	8,400	4,400
Ch.....	U80D.....	U80D-1 up.....	10.50/20	10.50/20	6	6	109	10,070	5,850
Ch.....	U90D.....	U90D-1 up.....	10.50/24	10.50/24	6	6	109	12,410	6,850

ENGINE UNDER SEAT (3D AXLE 6 x 4)

Ch. (6 x 4).....	U7064.....	U7064-1 up.....	9.00/20	9.00/20	10	6	109	13,085	\$6,500
Ch. (6 x 4).....	U8064.....	U8064-1 up.....	9.75/20	9.75/20	10	6	109	13,580	8,500
Ch. (6 x 4).....	U9064.....	U9064-1 up.....	10.50/24	10.50/24	10	6	109	13,580	9,000
Ch. (6 x 4).....	6 x 4UTO.....	6 x 4UTO-1 up.....	9.75/20	9.75/20	10	6	118	13,920	8,500
Ch. (6 x 4).....	6 x 4UTD.....	6 x 4UTD-1 up.....	10.50/22	9.75/24	10	6	118	13,820	8,750

ENGINE UNDER SEAT (BUILT FOR 3D AXLE ATTACHMENT)

Ch.....	6UD.....	6UD-19241 up.....	9.00/20	9.00/20	6	6	127	11,260	¹ \$4,700
Ch.....	6UN.....	6UN-19241 up.....	9.00/20	9.00/20	6	6	128	11,990	¹ 5,200
Ch.....	6UNF.....	6UNF-19241 up.....	9.75/20	9.75/20	6	6	128	12,620	¹ 5,500
Ch.....	6UT.....	6UT-19241 up.....	9.75/20	9.75/20	6	6	145	13,460	¹ 5,800
Ch.....	U7062.....	U7062-1 up.....	9.00/20	9.00/20	6	6	128	11,650	¹ 5,200
Ch.....	U8062.....	U8062-1 up.....	9.75/20	9.75/20	6	6	128	12,280	¹ 5,500
Ch.....	U9062.....	U9062-1 up.....	9.75/20	9.75/20	6	6	128	13,120	¹ 6,100

(8) 1940

CONVENTIONAL

Ch.....	C10.....	C10-875 up.....	6.50/20	6.50/20	6	6	139	4,790	\$1,250
Ch.....	C20.....	C20-875 up.....	6.50/20	6.50/20	6	6	139	5,150	1,625
Ch.....	C30.....	C30-875 up.....	7.00/20	7.00/20	6	6	164	6,410	2,150
Ch.....	C40.....	C40-875 up.....	8.25/20	8.25/20	6	6	164	6,890	2,850
Ch.....	C50.....	C50-875 up.....	9.00/20	9.00/20	6	6	164	7,175	3,125
Ch.....	C60.....	C60-875 up.....	9.00/20	9.00/20	6	6	164	8,190	3,600
Ch.....	C70.....	C70-875 up.....	9.75/20	9.75/20	6	6	164	8,650	4,500
Ch.....	C80.....	C80-875 up.....	10.50/20	10.50/20	6	6	164	9,770	5,100
Ch.....	C90.....	C90-875 up.....	10.50/20	10.50/20	6	6	182	10,520	5,850

CONVENTIONAL (TRACTORS)

Ch.....	C10T.....	C10T-875 up.....	6.50/20	6.50/20	6	6	139	4,790	\$1,325
Ch.....	C20T.....	C20T-875 up.....	6.50/20	6.50/20	6	6	139	5,150	1,700
Ch.....	C30T.....	C30T-875 up.....	7.00/20	7.00/20	6	6	142	6,290	2,225
Ch.....	C40T.....	C40T-875 up.....	8.25/20	8.25/20	6	6	142	7,060	3,000
Ch.....	C60T.....	C60T-875 up.....	9.00/20	9.00/20	6	6	148	8,240	4,100
Ch.....	C70T.....	C70T-875 up.....	9.00/20	9.00/20	6	6	148	8,330	4,600
Ch.....	C80T.....	C80T-875 up.....	9.75/20	9.75/20	6	6	148	9,300	4,900
Ch.....	C90T.....	C90T-875 up.....	10.50/20	10.50/20	6	6	148	9,720	5,700
Ch.....	DC100T.....	DC100T-875 up.....	9.75/20	9.75/20	6	6	142	11,795	8,100

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

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				
	Ch.....	C40D.....	C40D-875 up.....	8.25/20	8.25/20	6	6	Inches 148	Pounds 7,290	\$3,100
	Ch.....	C50D.....	C50D-875 up.....	9.00/20	9.00/20	6	6	154	7,810	3,325
	Ch.....	C70D.....	C70D-875 up.....	9.75/20	9.75/20	6	6	148	8,720	4,500
	Ch.....	C80D.....	C80D-875 up.....	10.50/20	10.50/20	6	6	170	10,060	5,750
	Ch.....	C90D.....	C90D-875 up.....	10.50/24	10.50/24	6	6	170	11,420	6,650
	Ch.....	DC100D.....	DC100D-875 up.....	11.25/24	11.25/24	6	6	158	13,325	9,500
	Ch. (4 x 4).....	C6044.....	C6044-875 up.....	9.00/20	9.00/20	6	6	163	8,455	5,090
	Ch. (4 x 4).....	C7044.....	C7044-875 up.....	9.75/20	9.75/20	6	6	163	10,490	6,000
	Ch. (4 x 4).....	C8044.....	C8044-875 up.....	10.50/20	10.50/20	6	6	163	12,060	7,250
	Ch. (4 x 4).....	C9044.....	C9044-875 up.....	10.50/24	10.50/24	6	6	150	13,700	9,800
	Ch. (4 x 4).....	DC10044.....	DC10044-875 up.....	10.50/24	10.50/24	6	6	157	13,320	11,060

CONVENTIONAL (3D AXLE—6 X 4)

	Ch. (6 x 4).....	C4064.....	C4064-875 up.....	9.00/20	9.00/20	10	6	139	10,510	\$4,500
	Ch. (6 x 4).....	C7064.....	C7064-875 up.....	9.00/20	9.00/20	10	6	142	11,040	6,000
	Ch. (6 x 4).....	C8064.....	C8064-875 up.....	9.75/20	9.75/20	10	6	142	14,150	8,200
	Ch. (6 x 4).....	C9064.....	C9064-875 up.....	10.50/24	10.50/24	10	6	142	15,080	9,000
	Ch. (6 x 4).....	DC10064.....	DC10064-875 up.....	11.25/24	11.25/24	10	6	145	19,450	13,000

CONVENTIONAL (BUILT FOR 3D AXLE ATTACHMENT)

	Ch.....	C4062.....	C4062-875 up.....	8.25/20	8.25/20	6	6	164	9,610	\$3,150
	Ch.....	C7062.....	C7062-875 up.....	9.00/20	9.00/20	6	6	164	11,000	4,550
	Ch.....	C8062.....	C8062-875 up.....	9.75/20	9.75/20	6	6	164	12,020	5,300
	Ch.....	C9062.....	C9062-875 up.....	10.50/20	10.50/20	6	6	182	13,020	6,050
	Ch.....	DC10062.....	DC10062-875 up.....	9.75/20	9.75/20	6	6	216	15,807	8,000

CAB OVER ENGINE

	Ch.....	U10.....	U10-875 up.....	6.50/20	6.50/20	6	6	84	4,570	\$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	6,350	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	7,450	3,435

CAB OVER ENGINE (TRACTORS)

	Ch.....	U10T.....	U10T-875 up.....	6.50/20	6.50/20	6	6	84	4,570	\$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
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CAB OVER ENGINE (BUILT FOR 3D AXLE ATTACHMENT)

	Ch.....	U4062.....	U4062-875 up.....	8.25/20	8.25/20	6	6	106	9,200	\$3,350
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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	128	9,770	5,400
	Ch.....	U90.....	U90-875 up.....	10.50/20	10.50/20	6	6	128	10,430	6,000

ENGINE UNDER SEAT (TRACTORS)

	Ch.....	U60T.....	U60T-875 up.....	9.00/20	9.00/20	6	6	98	8,350	\$4,500
	Ch.....	U70T.....	U70T-875 up.....	9.00/20	9.00/20	6	6	98	8,400	5,000
	Ch.....	U80T.....	U80T-875 up.....	9.75/20	9.75/20	6	6	98	9,190	5,450
	Ch.....	U90T.....	U90T-875 up.....	10.50/20	10.50/20	6	6	98	9,780	6,000

ENGINE UNDER SEAT (DUMP SERVICE)

	Ch.....	U60D.....	U60D-875 up.....	9.00/20	9.00/20	6	6	100	8,400	\$4,400
	Ch.....	U80D.....	U80D-875 up.....	10.50/20	10.50/20	6	6	109	10,070	5,800
	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	13,085	\$6,500
	Ch.....	U8064.....	U8064-875 up.....	9.75/20	9.75/20	10	6	109	13,580	8,500
	Ch.....	U9064.....	U9064-875 up.....	10.50/24	10.50/24	10	6	109	13,580	9,000

¹Only 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.

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

(d) AUTOCAR—Continued

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

(8) 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				
	Ch.....	U7062	U7062-875 up.....	9.00/20	9.00/20	6	6	Inches 128	Pounds 11,650	\$5,200
	Ch.....	U8062	U8062-875 up.....	9.75/20	9.75/20	6	6	128	12,280	5,500
	Ch.....	U9062	U9062-875 up.....	9.75/20	9.75/20	6	6	128	13,120	6,100

(9) 1941 and 1942

CONVENTIONAL

Ch.....	C10	C10-4000 up.....	6.50/20	6.50/20	6	6	139	4,790	\$1,250
Ch.....	C20	C20-4000 up.....	6.50/20	6.50/20	6	6	139	5,150	1,625
Ch.....	C30	C30-4000 up.....	7.00/20	7.00/20	6	6	164	6,450	2,150
Ch.....	C40	C40-4000 up.....	8.25/20	8.25/20	6	6	164	7,600	2,850
Ch.....	C60	C60-4000 up.....	9.00/20	9.00/20	6	6	164	8,650	3,900
Ch.....	C70	C70-4000 up.....	10.00/20	10.00/20	6	6	164	9,460	4,225
Ch.....	C80	C80-4000 up.....	11.00/20	11.00/20	6	6	164	10,120	4,850
Ch.....	C90	C90-4000 up.....	11.00/20	11.00/20	6	6	182	10,060	5,500

CONVENTIONAL—(TRACTORS)

Ch.....	C10T	C10T-4000 up.....	6.50/20	6.50/20	6	6	139	4,790	\$1,325
Ch.....	C20T	C20T-4000 up.....	6.50/20	6.50/20	6	6	139	5,150	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	148	7,700	3,090
Ch.....	C50T	C50T-4000 up.....	10.00/20	10.00/20	6	6	148	8,150	3,600
Ch.....	C60T	C60T-4000 up.....	10.00/20	10.00/20	6	6	148	8,560	4,500
Ch.....	C70T	C70T-4000 up.....	10.00/20	10.00/20	6	6	148	9,260	4,750
Ch.....	C80T	C80T-4000 up.....	10.00/20	10.00/20	6	6	148	9,540	4,900
Ch.....	C90T	C90T-4000 up.....	11.00/20	11.00/20	6	6	148	9,670	5,350
Ch.....	DC100T	DC100T-4000 up.....	10.00/20	10.00/20	6	6	144	12,650	8,500

CONVENTIONAL (DUMP SERVICE)

Ch.....	C40D	C40D-4000 up.....	8.25/20	8.25/20	6	6	148	7,660	\$3,090
Ch.....	C50D	C50D-4000 up.....	9.00/20	9.00/20	6	6	154	7,900	3,330
Ch.....	C70D	C70D-4000 up.....	10.00/20	10.00/20	6	6	148	9,400	4,250
Ch.....	C80D	C80D-4000 up.....	11.00/20	11.00/20	6	6	170	10,975	5,400
Ch.....	C90D	C90D-4000 up.....	11.00/24	11.00/24	6	6	170	11,550	6,750
Ch.....	DC100D	DC100D-4000 up.....	12.00/24	12.00/24	6	6	158	14,900	9,900
Ch. (4 x 4)	C7044	C7044-4000 up.....	10.00/20	10.00/20	6	6	163	10,700	6,000
Ch. (4 x 4)	C8044	C8044-4000 up.....	11.00/20	11.00/20	6	6	163	11,700	7,250
Ch. (4 x 4)	C9044	C9044-4000 up.....	11.00/24	11.00/24	6	6	150	14,080	9,800
Ch. (4 x 4)	DC10044	DC10044-4000 up.....	11.00/24	11.00/24	6	6	157	14,520	11,000

CONVENTIONAL (3D AXLE 6 X 4)

Ch. (6 x 4)	C4064	C4064-4000 up.....	9.00/20	9.00/20	10	6	139	10,800	\$4,500
Ch. (6 x 4)	C7064	C7064-4000 up.....	9.00/20	9.00/20	10	6	142	12,420	6,000
Ch. (6 x 4)	C8064	C8064-4000 up.....	10.00/20	10.00/20	10	6	142	13,600	8,200
Ch. (6 x 4)	C9064	C9064-4000 up.....	11.00/24	11.00/24	10	6	142	15,670	9,000
Ch. (6 x 4)	DC10064	DC10064-4000 up.....	12.00/24	12.00/24	10	6	145	15,850	12,600

CONVENTIONAL—(BUILT FOR 3D-AXLE ATTACHMENT)

Ch.....	C4062	C4062-4000 up.....	8.25/20	8.25/20	6	6	164	8,800	\$3,150
Ch.....	C7062	C7062-4000 up.....	9.00/20	9.00/20	6	6	164	11,220	4,175
Ch.....	C8062	C8062-4000 up.....	10.00/20	10.00/20	6	6	164	12,330	4,800
Ch.....	C9062	C9062-4000 up.....	11.00/20	11.00/20	6	6	182	13,660	5,600
Ch.....	DC10062	DC10062-4000 up.....	10.00/20	10.00/20	6	6	215	15,360	8,250

CAB OVER ENGINE

Ch.....	U10	U10-4000 up.....	6.50/20	6.50/20	6	6	84	4,570	\$1,350
Ch.....	U20	U20-4000 up.....	6.50/20	6.50/20	6	6	84	5,140	1,750
Ch.....	U30	U30-4000 up.....	7.00/20	7.00/20	6	6	106	6,520	2,300
Ch.....	U40	U40-4000 up.....	8.25/20	8.25/20	6	6	106	7,340	3,090

CAB OVER ENGINE (TRACTORS)

Ch.....	U10T	U10T-4000 up.....	6.50/20	6.50/20	6	6	84	4,570	\$1,425
Ch.....	U20T	U20T-4000 up.....	6.50/20	6.50/20	6	6	84	5,140	1,800
Ch.....	U30T	U30T-4000 up.....	7.00/20	7.00/20	6	6	96	6,410	2,375
Ch.....	U40T	U40T-4000 up.....	8.25/20	8.25/20	6	6	96	7,380	3,330

CAB OVER ENGINE (DUMP SERVICE)

Ch.....	U40D	U40D-4000 up.....	8.25/20	8.25/20	6	6	96	7,350	\$3,300
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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				
	Ch (6 x 2)	U4062	U4062-4000 up	8. 25/20	8. 25/20	6	6	Inches 106	Pounds 8, 725	\$3, 345

ENGINE UNDER SEAT

Ch	U60	U60-4000 up	9. 00/20	9. 00/20	6	6	109	8, 540	\$4, 150
Ch	U70	U70-4000 up	10. 00/20	10. 00/20	6	6	109	9, 410	4, 600
Ch	U80	U80-4000 up	11. 00/20	11. 00/20	6	6	128	10, 035	5, 200
Ch	U90	U90-4000 up	11. 00/20	11. 00/20	6	6	128	10, 560	5, 750

ENGINE UNDER SEAT (TRACTORS)

Ch	U60T	U60T-4000 up	10. 00/20	10. 00/20	6	6	98	8, 970	\$4, 800
Ch	U70T	U70T-4000 up	9. 00/20	9. 00/20	6	6	98	8, 680	5, 100
Ch	U80T	U80T-4000 up	10. 00/20	10. 00/20	6	6	98	9, 235	5, 300
Ch	U90T	U90T-4000 up	11. 00/20	11. 00/20	6	6	98	9, 740	5, 600
Ch	DU100T	DU100T-4000 up	11. 00/24	11. 00/24	6	6	123	12, 700	9, 300

ENGINE UNDER SEAT (DUMP SERVICE)

Ch	U60D	U60D-4000 up	9. 00/20	9. 00/20	6	6	100	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, 750

ENGINE UNDER SEAT (3D AXLE 6 x 4)

Ch. (6 x 4)	U7064	U7064-4000 up	9. 00/20	9. 00/20	10	6	132	12, 260	\$6, 250
Ch. (6 x 4)	U8064	U8064-4000 up	10. 00/20	10. 00/20	10	6	118	14, 440	8, 500
Ch. (6 x 4)	U9064	U9064-4000 up	11. 00/24	11. 00/24	10	6	109	14, 650	9, 000
Ch. (6 x 4)	DU10064	DU10064-4000 up	11. 00/20	11. 00/20	10	6	109	16, 330	12, 000

ENGINE UNDER SEAT (BUILT FOR 3D AXLE ATTACHMENT)

Ch. (6 x 2)	U7062	U7062-4000 up	9. 00/20	9. 00/20	6	6	128	10, 540	\$4, 450
Ch. (6 x 2)	U8062	U8062-4000 up	10. 00/20	10. 00/20	6	6	128	12, 260	5, 150
Ch. (6 x 2)	U9062	U9062-4000 up	10. 00/20	10. 00/20	6	6	128	13, 240	5, 700
Ch. (6 x 2)	DU10062	DU10062-4000 up	11. 00/20	11. 00/20	6	6	128	15, 650	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				
1 1/2-2	Ch	78	8529 and up	6. 00/20	6. 00/20	6	6	Inches 153	Pounds 3, 955	\$805
1 1/2-2	Ch	80	8293 and up	6. 50/20	6. 50/20	6	6	N. A.	3, 900	1, 210
2	Ch	87	8483 and up	6. 50/20	6. 50/20	6	6	N. A.	4, 305	1, 240
2-2 1/2	Ch	90	8294 and up	7. 00/20	7. 00/20	6	6	N. A.	4, 315	1, 510
2-2 1/2	Ch	90 x	8503 and up	7. 00/20	7. 00/20	6	6	N. A.	4, 545	1, 470
2-2 1/2	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
2 1/2-3	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
2 1/2-3	Ch	125 x	8466 and up	7. 50/20	7. 50/20	6	6	N. A.	5, 500	2, 175
3-3 1/2	Ch	130	8580 and up	8. 25/20	8. 25/20	6	6	N. A.	5, 995	2, 245
2 1/2-3 1/2	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, 355
3-3 1/2	Ch	145	8643 and up	8. 25/20	8. 25/20	6	6	N. A.	6, 150	2, 385
2 1/2-3 1/2	Ch	150	8296 and up	8. 25/20	8. 25/20	6	6	N. A.	6, 150	2, 600
3-3 1/2	Ch	150 x 4	8629 and up	8. 25/20	8. 25/20	6	6	N. A.	6, 300	2, 680
3-3 1/2	Ch	150 x 5	8564 and up	8. 25/20	8. 25/20	6	6	N. A.	6, 300	2, 710
3 1/2-4	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	153	7, 350	3, 295
5-7	Ch	165 x	9085 and up	10. 00/20	10. 00/20	6	6	153	8, 150	3, 795
3-4	Ch	170	8300 and up	9. 00/20	9. 00/20	6	6	N. A.	7, 540	3, 640
4-5	Ch	170 x	9073 and up	9. 00/20	9. 00/20	6	6	153	7, 960	3, 640
5-7 1/2	Ch	175 x	8341 and up	9. 00/20	9. 00/20	6	6	153	8, 550	4, 290
			9162 and up							
5	Ch	185	8256 and up	10. 00/20	10. 00/20	6	6	N. A.	7, 910	4, 230
5-7 1/2	Ch	195 x	9087 and up	10. 00/20	10. 00/20	6	6	153	8, 650	4, 230
7 1/2	Ch	220	8291 and up	11. 00/20	11. 00/20	6	6	N. A.	8, 430	4, 930
7 1/2-10	Ch	220 x	9109 and up	11. 00/20	11. 00/20	6	6	153	9, 050	4, 930
6-7 1/2	Ch	240	8249 and up	10. 00/20	10. 00/20	6	6	N. A.	8, 950	5, 130
6-7 1/2	Ch	240 x	9383 and up	10. 00/20	10. 00/20	6	6	153	8, 590	5, 130
7 1/2-10	Ch	260	8241 and up	11. 00/22	11. 00/22	6	6	N. A.	9, 585	6, 030
10	Ch	250 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).

(e) 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			Number cylinders	Wheel base ¹	Base weight	F. o. b. list price
				Front	Rear	Number				
1½-2	Ch.	78	9935 and up	6.00/20	6.00/20	6	6	138	3,965	\$895
2-2½	Ch.	87	9939 and up	6.50/20	6.50/20	6	6	144	4,435	1,240
1½-3	Ch.	88	10104 and up	6.50/20	6.50/20	6	6	150	4,430	1,290
2½-3	Ch.	90 x	9953 and up	7.00/20	7.00/20	6	6	150	4,635	1,470
1½-4	Ch.	92	10140 and up	7.00/20	7.00/20	6	6	150	4,740	1,560
1½-5	Ch.	94	10139 and up	7.50/20	7.50/20	6	6	156	5,280	1,850
2½-3	Ch.	96	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	5,490	1,970
3	Ch.	215 x	9954 and up	7.50/20	7.50/20	6	6	164	5,570	2,005
3-4	Ch.	130	9926 and up	8.25/20	8.25/20	6	6	164	6,270	2,245
3-4	Ch.	145	9956 and up	8.25/20	8.25/20	6	6	176	6,390	2,385
3½-4	Ch.	150 x 4	9943 and up	8.25/20	8.25/20	6	6	176	6,520	2,680
3½-4	Ch.	150 x 5	9940 and up	8.25/20	8.25/20	6	6	176	6,570	2,710
4-5	Ch.	160 x	9936 and up	9.00/20	9.00/20	6	6	153	7,350	3,295
5-7	Ch.	165 x	9925 and up	10.00/20	10.00/20	6	6	153	8,150	3,795
4-5	Ch.	170 x	9958 and up	9.00/20	9.00/20	6	6	153	7,960	3,640
5-7½	Ch.	175 x	9908 and up	9.00/20	9.00/20	6	6	153	8,550	4,290
5-7½	Ch.	195 x	9951 and up	10.00/20	10.00/20	6	6	153	8,650	4,230
7½-10	Ch.	220 x	9933 and up	11.00/20	11.00/20	6	6	153	9,050	4,930
6-7½	Ch.	240 x	9926 and up	10.00/20	10.00/20	6	6	153	8,590	5,130
10	Ch.	260 x	9995 and up	11.00/22	11.00/22	6	6	195	9,720	6,030

(3) 1937

CONVENTIONAL

1½-2	Ch.	78	12051 and up	6.00/20	6.00/20	6	6	138	3,965	\$895
1½-2½	Ch.	83	12325 and up	6.50/20	6.50/20	6	6	138	4,100	1,195
2-2½	Ch.	87	12040 and up	6.50/20	6.50/20	6	6	144	4,435	1,240
1½-3	Ch.	88	11943 and up	6.50/20	6.50/20	6	6	150	4,430	1,290
2½-3	Ch.	90 x	12094 and up	7.00/20	7.00/20	6	6	150	4,635	1,470
1½-4	Ch.	92	12034 and up	7.00/20	7.00/20	6	6	150	4,740	1,560
1½-5	Ch.	94		7.50/20	7.50/20	6	6	156	5,280	1,850
2½-3	Ch.	96	12137 and up	7.00/20	7.00/20	6	6	156	5,150	1,740
3	Ch.	110	12045 and up	7.00/20	7.00/20	6	6	156	5,490	1,900
3	Ch.	120		7.50/20	7.50/20	6	6	156	5,800	2,260
3-4	Ch.	125 x	12059 and up	7.50/20	7.50/20	6	6	164	5,570	2,075
3-4	Ch.	130		8.25/20	8.25/20	6	6	164	6,270	2,245
4-4½	Ch.	130-PS		8.25/20	8.25/20	6	6	164	6,250	2,525
3-3½	Ch.	140		8.25/20	8.25/20	6	6	156	6,385	2,850
3½-4	Ch.	141		9.00/20	9.00/20	6	6	170	7,450	3,355
3-4	Ch.	145	12045 and up	8.25/20	8.25/20	6	6	176	6,390	2,385
3½-4	Ch.	150 x 4	12111 and up	8.25/20	8.25/20	6	6	176	6,520	2,680
3½-4	Ch.	150 x 5	12036 and up	8.25/20	8.25/20	6	6	176	6,570	2,710
4-5	Ch.	160 x	12024 and up	9.00/20	9.00/20	6	6	153	7,350	3,295
5-7	Ch.	165 x	12054 and up	10.00/20	10.00/20	6	6	153	8,150	3,795
4-5	Ch.	170 x	12002 and up	9.00/20	9.00/20	6	6	153	7,960	3,640
5-7½	Ch.	175 x	12025 and up	9.00/20	9.00/20	6	6	153	8,550	4,290
5-7½	Ch.	195 x	12144 and up	10.00/20	10.00/20	6	6	153	8,650	4,230
7½-10	Ch.	220 x	12022 and up	11.00/20	11.00/20	6	6	153	9,050	4,930
6-7½	Ch.	240 x	12103 and up	10.00/20	10.00/20	6	6	153	8,590	5,130
10	Ch.	260 x	12029 and up	11.00/22	11.00/22	6	6	195	9,720	6,030
10	Ch.	260S		11.00/22	11.00/22	6	6	195	10,000	6,380

(4) 1938

CONVENTIONAL

1½-2	Ch.	78	14075 and up	6.00/20	6.00/20	6	6	138	3,965	\$895
1½-2½	Ch.	83	14073 and up	6.50/20	6.50/20	6	6	138	4,100	1,195
2-2½	Ch.	87	14111 and up	6.50/20	6.50/20	6	6	144	4,435	1,240
1½-3	Ch.	88	14074 and up	6.50/20	6.50/20	6	6	150	4,500	1,290
2½-3	Ch.	90 x	14111 and up	7.00/20	7.00/20	6	6	150	4,635	1,470
1½-4	Ch.	92	14072 and up	7.00/20	7.00/20	6	6	150	4,700	1,550
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	5,155	1,710
2½-3	Ch.	120	14111 and up	7.50/20	7.50/20	6	6	156	5,800	2,260
3	Ch.	125 x	14103 and up	7.50/20	7.50/20	6	6	164	5,570	2,075
3½-4	Ch.	128	14270 and up	7.50/20	7.50/20	6	6	156	5,630	1,950
3½-4	Ch.	130	14113 and up	8.25/20	8.25/20	6	6	164	6,270	2,245
3-3½	Ch.	140	14111 and up	8.25/20	8.25/20	6	6	156	6,385	2,850
3½-4	Ch.	141		9.00/20	9.00/20	6	6	170	7,450	3,355
3½-4	Ch.	145	14077 and up	8.25/20	8.25/20	6	6	176	6,390	2,385
4	Ch.	150 x 4	14071 and up	8.25/20	8.25/20	6	6	176	6,520	2,680
4	Ch.	150 x 5	14102 and up	8.25/20	8.25/20	6	6	176	6,570	2,710
4-5	Ch.	160 x	14104 and up	9.00/20	9.00/20	6	6	153	7,350	3,295
5-7	Ch.	165 x	14076 and up	10.00/20	10.00/20	6	6	153	8,150	3,795
4-5	Ch.	170 x	15554 and up	9.00/20	9.00/20	6	6	153	7,960	3,640
5-7½	Ch.	175 x	14138 and up	9.00/20	9.00/20	6	6	153	8,550	4,290
5-7½	Ch.	195 x	14391 and up	10.00/20	10.00/20	6	6	153	8,650	4,230
7½-10	Ch.	220 x	14078 and up	11.00/20	11.00/20	6	6	153	9,050	4,930
6-7½	Ch.	240 x	14094 and up	10.00/20	10.00/20	6	6	153	8,590	5,130
10	Ch.	260 x	14094 and up	11.00/22	11.00/22	6	6	195	9,720	6,030
10	Ch.	260 S	14111 and up	11.00/22	11.00/22	6	6	195	10,000	6,380

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				
1½-2	Ch	78	14075 and up	6.00/20	6.00/20	6	6	Inches	Pounds	\$895
1½-2½	Ch	83	14073 and up	6.50/20	6.50/20	6	6	138	3,965	1,195
2-2½	Ch	87	14111 and up	6.50/20	6.50/20	6	6	144	4,435	1,240
1½-3	Ch	88	14074 and up	6.50/20	6.50/20	6	6	150	4,500	1,290
2½-3	Ch	90 x	14111 and up	7.00/20	7.00/20	6	6	150	4,635	1,470
1½-4	Ch	92	14072 and up	7.00/20	7.00/20	6	6	150	4,700	1,560
1½-5	Ch	94	14329 and up	7.50/20	7.50/20	6	6	156	5,050	1,850
2½-3	Ch	96		7.00/20	7.00/20	6	6	156	5,150	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	5,155	1,710
2½-3	Ch	120	14111 and up	7.50/20	7.50/20	6	6	156	5,800	2,230
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	2,245
3-3½	Ch	140	14111 and up	8.25/20	8.25/20	6	6	156	6,385	2,859
3½-4	Ch	141		9.00/20	9.00/20	6	6	170	7,450	3,355
3½-4	Ch	145	14077 and up	8.25/20	8.25/20	6	6	176	6,390	2,385
4	Ch	150 x 4	14071 and up	8.25/20	8.25/20	6	6	176	6,520	2,680
4	Ch	150 x 5	14102 and up	8.25/20	8.25/20	6	6	176	6,570	2,710
4-5	Ch	160 x	14104 and up	9.00/20	9.00/20	6	6	153	7,350	3,295
5-7	Ch	165 x	14076 and up	10.00/20	10.00/20	6	6	153	8,150	3,795
4-5	Ch	170 x	15554 and up	9.00/20	9.00/20	6	6	153	7,960	3,640
5-7½	Ch	175 x	14138 and up	9.00/20	9.00/20	6	6	153	8,550	4,290
5-7½	Ch	195 x	14391 and up	10.00/20	10.00/20	6	6	153	8,650	4,230
7½-10	Ch	220 x	14078 and up	11.00/20	11.00/20	6	6	153	9,050	4,930
6-7½	Ch	240 x	14094 and up	10.00/20	10.00/20	6	6	153	8,590	5,130
10	Ch	260 x	14094 and up	11.00/22	11.00/22	6	6	195	9,720	6,030
10	Ch	260S	14111 and up	11.00/22	11.00/22	6	6	195	10,000	6,380

(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	5,155	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	2,245
4-4½	Ch	130PS		8.25/20	8.25/20	6	6	176	6,250	2,525
3½-4	Ch	145		8.25/20	8.25/20	6	6	176	6,390	2,385
4	Ch	150 x 4		8.25/20	8.25/20	6	6	176	6,520	2,680
4	Ch	150 x 5		8.25/20	8.25/20	6	6	176	6,570	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	153	8,150	3,795
4-5	Ch	170 x		9.00/20	9.00/20	6	6	153	7,960	3,640
5-7½	Ch	175 x		9.00/20	9.00/20	6	6	153	8,550	4,290
5-7½	Ch	195 x		10.00/20	10.00/20	6	6	153	8,650	4,230
7½-10	Ch	220 x		11.00/20	11.00/20	6	6	153	9,050	4,930
6-7½	Ch	240 x		10.00/20	10.00/20	6	6	153	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	6,380

(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	5,155	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	2,245
4-4½	Ch	130-PS		8.25/20	8.25/20	6	6	164	6,250	2,525
3½-4	Ch	145		8.25/20	8.25/20	6	6	176	6,390	2,385
3½-4	Ch	146		8.25/20	8.25/20	6	6	126	6,060	2,690
3½-4	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	6,520	2,680
4	Ch	150 x 5		8.25/20	8.25/20	6	6	176	6,570	2,710
4	Ch	152		8.25/20	8.25/20	6	6	126	6,350	2,870
4	Ch	153		8.25/20	8.25/20	6	6	132	6,400	3,025
4	Ch	154		8.25/20	8.25/20	6	6	132	6,300	3,050
4	Ch	156		9.00/20	9.00/20	6	6	132	6,950	3,700
4-5	Ch	160 x		9.00/20	9.00/20	6	6	153	7,350	3,295
4-5	Ch	162		9.00/20	9.00/20	6	6	121	7,250	3,450
5-7	Ch	165 x		10.00/20	10.00/20	6	6	153	8,150	3,795
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	153	7,900	3,640
5-7½	Ch	175 x		9.00/20	9.00/20	6	6	153	8,550	4,290
5-7½	Ch	195 x		10.00/20	10.00/20	6	6	153	8,650	4,230
7½-10	Ch	220 x		11.00/20	11.00/20	6	6	153	9,050	4,930
6-7½	Ch	240 x		10.00/20	10.00/20	6	6	153	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	6,380

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

(e) BROCKWAY—Continued

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

(8) 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				
1½-2	Ch	78	23053 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	1,200
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	112		7.00/20	7.00/20	6	6	150	5,150	1,710
3½-4	Ch	128		7.50/20	7.50/20	6	6	156	5,550	1,950
3½-4	Ch	146		8.25/20	8.25/20	6	6	126	6,060	2,600
4	Ch	147		8.25/20	8.25/20	6	6	132	6,000	2,855
4	Ch	152		8.25/20	8.25/20	6	6	126	6,350	2,870
4	Ch	153		8.25/20	8.25/20	6	6	132	6,400	3,025
4	Ch	154		8.25/20	8.25/20	6	6	132	6,300	3,050
4	Ch	156		9.00/20	9.00/20	6	6	132	6,450	3,700
4-5	Ch	162		9.00/20	9.00/20	6	6	121	7,250	3,450
5-7	Ch	166		10.00/20	10.00/20	6	6	121	7,800	4,070
5-7½	Ch	175 x		9.00/20	9.00/20	6	6	153	8,550	4,290
7½-10	Ch	220 x		11.00/20	11.00/20	6	6	153	9,050	4,930
6-7½	Ch	240 x		10.00/20	10.00/20	6	6	153	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	6,390

(f) CHEVROLET

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

(1) 1935

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
1½	Sed. dly.	EC	EC-1001 and up	5.25/17 4 ply	5.25/17 4 ply	5	6	107	2,675	\$535
1½	Ch	EB	EB-1001 and up	5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,135	355
1½	Ch (special)	EB		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,235	375
1½	Ch/Cb	EB		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,480	445
1½	Ch/Cb (special)	EB		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,585	465
1½	Pickup	EB		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,700	465
1½	Pickup (special)	EB		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,810	485
1½	Panel	EB		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,920	560
1½	Panel (special)	EB		5.50/17 4 ply	5.50/17 4 ply	5	6	112	3,035	680
1½	Ch	QA	QA-1001 and up	6.00/20 6 ply	32x6 8 ply	4	6	131	3,000	485
1½	Ch/Cb	QA		6.00/20 6 ply	32x6 8 ply	4	6	131	3,350	575
1½	Panel	QA		6.00/20 6 ply	32x6 8 ply	4	6	131	4,065	750
1½	Ch	QB	QB-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	131	3,135	505
1½	Ch/Cb	QB		6.00/20 6 ply	6.00/20 6 ply	6	6	131	3,485	595
1½	Stake (Std. Racks)	QB		6.00/20 6 ply	6.00/20 6 ply	6	6	131	4,320	680
1½	Ch	QC	QC-1001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,040	515
1½	Ch/Cb	QC		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,395	605
1½	Ch	QD	QD-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,185	535
1½	Ch/Cb	QD		6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,570	625
1½	Stake (Std. Racks)	QD		6.00/20 6 ply	6.00/20 6 ply	6	6	157	4,530	740

(2) 1936

CONVENTIONAL

1½	Sed. dly.	FC	FC-1001 and up	5.25/17 4 ply	5.25/17 4 ply	5	6	109	2,705	\$535
1½	Ch	FB		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,095	360
1½	Ch/Cb	FB		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,475	450
1½	Pickup	FB		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,700	475
1½	Panel	FB		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,895	505
1½	Suburban	FB		5.50/17 4 ply	5.50/17 4 ply	5	6	112	3,255	685
1½	Ch	RA	RA-1001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,055	500
1½	Ch/Cb	RA	RA-1001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,440	590
1½	Panel	RA		6.00/20 6 ply	32 x 6 8 ply	4	6	131	4,065	765
1½	Ch	RB	RB-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	131	3,110	520
1½	Ch/Cb	RB		6.00/20 6 ply	6.00/20 6 ply	6	6	131	3,520	610
1½	Stake (Std. Racks)	RB		6.00/20 6 ply	6.00/20 6 ply	6	6	131	4,305	695
1½	Ch/Cb	RC	RC-1001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,075	615
1½	Ch	RD	RD-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,175	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	4,620	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			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
	Sed. dly.	GB	GB-1001 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	Inches	Pounds	
1 1/2	Ch	GC	GC-1001 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	112 1/2	2,810	\$565
1 1/2	Ch/Cb	GC		6.00/16 4 ply	6.00/16 4 ply	5	6	112 1/2	2,190	361
1 1/2	Pickup	GC		6.00/16 4 ply	6.00/16 4 ply	5	6	112 1/2	2,575	459
1 1/2	Canopy exp.	GC		6.00/16 4 ply	6.00/16 4 ply	5	6	112 1/2	2,805	475
1 1/2	Panel	GC	GC-1001 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	112 1/2	3,050	560
1 1/2	Suburban	GC		6.00/16 4 ply	6.00/16 4 ply	5	6	112 1/2	3,030	575
1 1/2	Ch	GD	GD-1001 and up	6.00/16 6 ply	6.00/16 6 ply	5	6	112 1/2	3,330	685
1 1/2	Ch/Cb	GD		6.00/16 6 ply	6.00/16 6 ply	5	6	112 1/2	2,410	430
1 1/2	Pickup	GD		6.00/16 6 ply	6.00/16 6 ply	5	6	112 1/2	2,780	525
1 1/2	Stake (Std. Racks)	GD		6.00/16 6 ply	6.00/16 6 ply	5	6	112 1/2	3,020	565
1 1/2	Ch	GE	GE-1001 and up	6.00/16 6 ply	6.00/16 6 ply	5	6	112 1/2	3,290	601
1 1/2	Ch/Cb	GE		6.00/16 6 ply	6.00/16 6 ply	5	6	112 1/2	2,585	465
1 1/2	Pickup	GE		6.00/16 6 ply	6.00/16 6 ply	5	6	112 1/2	2,955	560
1 1/2	Stake (Std. Racks)	GE		6.00/16 6 ply	6.00/16 6 ply	5	6	112 1/2	3,195	600
1 1/2	Ch	SA	SA-1001 and up	6.00/16 6 ply	6.00/16 6 ply	5	6	112 1/2	3,465	635
1 1/2	Ch/Cb	SA		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	3,030	501
1 1/2	Canopy exp.	SA		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	3,390	590
1 1/2	Panel	SA		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	4,075	755
1 1/2	Ch	SB	SB-1001 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	131 1/2	4,055	765
1 1/2	Ch/Cb	SB		6.00/20 6 ply	6.00/20 6 ply	6	6	131 1/2	3,120	521
1 1/2	Stake (Std. Racks)	SB	SB-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	131 1/2	3,490	610
1 1/2	Ch	SC	SC-1001 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	157	4,295	695
1 1/2	Ch/Cb	SC		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,075	525
1 1/2	Ch	SD	SD-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,435	615
1 1/2	Ch/Cb	SD		6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,200	545
1 1/2	Stake (Std. Racks)	SD		6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,560	635
1 1/2		SD		6.00/20 6 ply	6.00/20 6 ply	6	6	157	4,595	750

(4) 1938

CONVENTIONAL

	Coupe pick-up	HB	HB-1001 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	112 1/2	2,945	\$650
	Sed. dly	HB		6.00/16 4 ply	6.00/16 4 ply	5	6	112 1/2	2,835	660
1 1/2	Ch/Cowl	HC	HC-1001 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,200	435
1 1/2	Ch/Cb	HC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,580	530
1 1/2	Pick-up	HC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,805	500
1 1/2	Canopy exp.	HC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	3,030	645
1 1/2	Panel	HC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	3,015	630
1 1/2	Suburban	HC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	3,295	800
1 1/2	Ch/Cowl	HD	HD-1001 and up	6.00/16 6 ply	6.00/16 6 ply	5	6	122 1/2	2,420	510
1 1/2	Ch/Cb	HD		6.00/16 6 ply	6.00/16 6 ply	5	6	122 1/2	2,785	605
1 1/2	Pick-up	HD		6.00/16 6 ply	6.00/16 6 ply	5	6	122 1/2	3,035	645
1 1/2	Panel	HD		6.00/16 6 ply	6.00/16 6 ply	5	6	122 1/2	3,280	735
1 1/2	Stake (Std. Racks)	HD		6.00/16 6 ply	6.00/16 6 ply	5	6	122 1/2	3,300	680
1 1/2	Ch/Cowl	HE	HE-1001 and up	6.00/16 6 ply	6.00/16 6 ply	5	6	122 1/2	2,575	550
1 1/2	Ch/Cb	HE		6.00/16 6 ply	6.00/16 6 ply	5	6	122 1/2	2,950	645
1 1/2	Pick-up	HE		6.00/16 6 ply	6.00/16 6 ply	5	6	122 1/2	3,200	685
1 1/2	Panel	HE		6.00/16 6 ply	6.00/16 6 ply	5	6	122 1/2	3,445	795
1 1/2	Stake (Std. Racks)	HE		6.00/16 6 ply	6.00/16 6 ply	5	6	122 1/2	3,440	720
1 1/2	Ch/Cowl	TA	TA-1001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	3,035	550
1 1/2	Ch/Cb	TA		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	3,410	645
1 1/2	Canopy Exp.	TA		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	4,040	815
1 1/2	Panel	TA		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	4,035	825
1 1/2	Ch/Cowl	TB	TB-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	131 1/2	3,120	570
1 1/2	Ch/Cb	TB		6.00/20 6 ply	6.00/20 6 ply	6	6	131 1/2	3,455	665
1 1/2	Stake	TB		6.00/20 6 ply	6.00/20 6 ply	6	6	131 1/2	4,200	790
1 1/2	Ch/Cowl	TC	TC-1001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,055	575
1 1/2	Ch/Cb	TC		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,415	670
1 1/2	Ch/Cowl	TD	TD-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,195	595
1 1/2	Ch/Cb	TD		6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,560	690
1 1/2	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	112 1/2	2,925	\$635
	Sed. dly	JB		6.00/16 4 ply	6.00/16 4 ply	5	6	112 1/2	2,825	615
1 1/2	Ch/Cowl	JC	JC-1001 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	113 1/2	2,185	425
1 1/2	Ch/Cb	JC		6.00/16 4 ply	6.00/16 4 ply	5	6	113 1/2	2,580	515
1 1/2	Pick-up	JC		6.00/16 4 ply	6.00/16 4 ply	5	6	113 1/2	2,785	545
1 1/2	Canopy exp.	JC		6.00/16 4 ply	6.00/16 4 ply	5	6	113 1/2	3,025	685
1 1/2	Panel	JC		6.00/16 4 ply	6.00/16 4 ply	5	6	113 1/2	3,030	690
1 1/2	Suburban	JC		6.00/16 4 ply	6.00/16 4 ply	5	6	113 1/2	3,210	775
1 1/2	Ch/Cowl	JD	JD-1001 and up	6.00/16 6 ply	6.00/16 6 ply	5	6	123 1/2	2,355	500
1 1/2	Ch/Cb	JD		6.00/16 6 ply	6.00/16 6 ply	5	6	123 1/2	2,745	590
1 1/2	Pick-up	JD		6.00/16 6 ply	6.00/16 6 ply	5	6	123 1/2	3,035	630
1 1/2	Panel	JD		6.00/16 6 ply	6.00/16 6 ply	5	6	123 1/2	3,275	735
1 1/2	Stake (Std. Racks)	JD		6.00/16 6 ply	6.00/16 6 ply	5	6	123 1/2	3,305	660
1 1/2	Ch/Cowl	VA	VA-1001 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	133	2,905	525
1 1/2	Ch/Cb	VA		6.00/20 6 ply	6.00/20 6 ply	4	6	133	3,285	615
1 1/2	Ch/Cowl	VA		6.00/20 6 ply	32 x 6 8 ply	4	6	133	2,975	540
1 1/2	Ch/Cb	VA		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,350	630
1 1/2	Canopy Exp.	VA		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,010	890
1 1/2	Panel	VA		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,000	805
1 1/2	Ch/Cowl	VB	VB-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	133	3,105	590
1 1/2	Ch/Cb	VB		6.00/20 6 ply	6.00/20 6 ply	6	6	133	3,485	650
1 1/2	Stake (Std. Racks)	VB		6.00/20 6 ply	6.00/20 6 ply	6	6	133	4,300	730
1 1/2	Ch/Cowl	VC	VC-1001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	158 1/2	3,040	565
1 1/2	Ch/Cb	VC		6.00/20 6 ply	32 x 6 8 ply	4	6	158 1/2	3,415	665
1 1/2	Ch/Cowl	VD	VD-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	158 1/2	3,175	585
1 1/2	Ch/Cb	VD		6.00/20 6 ply	6.00/20 6 ply	6	6	158 1/2	3,570	675
1 1/2	Stake (Std. Racks)	VD		6.00/20 6 ply	6.00/20 6 ply	6	6	158 1/2	4,580	785
1 1/2	Ch (School Bus)	VJ	VJ-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	193 3/8	3,485	655

(f) CHEVROLET—Continued

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

(5) 1939—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				
1½	Ch/Cowl/w/s	VE	VE-1001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	107½	3,220	\$655
1½	Ch/Cb	VE		6.00/20 6 ply	32 x 6 8 ply	4	6	107½	3,485	765
1½	Ch/Cowl/w/s	VF	VF-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	107½	3,355	675
1½	Ch/Cb	VF		6.00/20 6 ply	6.00/20 6 ply	6	6	107½	3,620	785
1½	Stake (Std. Racks)	VF		6.00/20 6 ply	6.00/20 6 ply	6	6	107½	4,450	865
1½	Ch/Cowl/w/s	VG	VG-1001 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	131½	3,315	680
1½	Ch/Cb	VG		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	3,580	790
1½	Ch/Cowl/w/s	VH	VH-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	131½	3,450	700
1½	Ch/Cb	VH		6.00/20 6 ply	6.00/20 6 ply	6	6	131½	3,715	810
1½	Stake (Std. Racks)	VH		6.00/20 6 ply	6.00/20 6 ply	6	6	131½	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	158¾	3,420	705
1½	Ch/Cb	VM		6.00/20 6 ply	32 x 6 8 ply	4	6	158¾	3,685	815
1½	Ch/Cowl/w/s	VN	VN-1001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	158¾	3,540	725
1½	Ch/Cb	VN		6.00/20 6 ply	6.00/20 6 ply	6	6	158¾	3,810	835

(6) 1940

CONVENTIONAL

1½	Coupe pick-up	KB	KB-1001 to 20946	6.00/16 4 ply	6.00/16 6 ply	5	6	113	3,025	\$665
1½	Sed. dly	KB		6.00/16 4 ply	6.00/16 6 ply	5	6	113	2,915	665
1½	Coupe pick-up	KH	KH-1001 to 37644	6.00/16 4 ply	6.00/16 6 ply	5	6	113	3,090	690
1½	Sed. dly	KH		6.00/16 4 ply	6.00/16 6 ply	5	6	113	2,970	690
1½	Ch	KC	KC-1001 to 17658	6.00/16 4 ply	6.00/16 6 ply	5	6	113½	2,195	425
1½	Ch/Cb	KC	K-2697268 to 3665902	6.00/16 4 ply	6.00/16 6 ply	5	6	113½	2,595	515
1½	Pick-up	KC	KB-105462 to 221935	6.00/16 4 ply	6.00/16 6 ply	5	6	113½	2,840	545
1½	Canopy exp.	KC	KC-1001 to 17658	6.00/16 4 ply	6.00/16 6 ply	5	6	113½	3,050	665
1½	Panel	KC	K-2697268 to 3665902	6.00/16 4 ply	6.00/16 6 ply	5	6	113½	3,050	690
1½	Suburban	KC	KB-105462 to 221935	6.00/16 4 ply	6.00/16 6 ply	5	6	113½	3,300	775
1½	Panel (Dubl-Dute)	KP	KP-1001 to 17658	6.00/16 6 ply	6.00/16 6 ply	5	6	113½	3,650	995
1½	Ch	KD	KD-1001 to 17658	6.00/15 6 ply	6.00/15 6 ply	5	6	123¾	2,355	500
1½	Ch/Cb	KD	A T-2697268 to 3665902	6.00/15 6 ply	6.00/15 6 ply	5	6	123¾	2,755	590
1½	Pick-up	KD	ATB-105462 to 221935	6.00/15 6 ply	6.00/15 6 ply	5	6	123¾	3,110	690
1½	Panel	KD		6.00/15 6 ply	6.00/15 6 ply	5	6	123¾	3,325	735
1½	Platform	KD		6.00/15 6 ply	6.00/15 6 ply	5	6	123¾	3,150	640
1½	Stake (Std. Racks)	KD		6.00/15 6 ply	6.00/15 6 ply	5	6	123¾	3,350	660
1½	Panel (Special)	KF	KF-1001 to 17658	7.00/17 6 ply	7.00/17 6 ply	5	6	133	3,700	780
1½	Ch	WA	WA-1001 to 18041	6.00/20 6 ply	6.00/20 6 ply	4	6	133	2,940	530
1½	Ch/Cb	WA	T-2697268 to 3665902	6.00/20 6 ply	6.00/20 6 ply	4	6	133	3,335	620
1½	Open Exp.	WA	TB-105462 to 221935	6.00/20 6 ply	6.00/20 6 ply	4	6	133	3,835	705
1½	Canopy	WA		6.00/20 6 ply	6.00/20 6 ply	4	6	133	3,970	835
1½	Panel	WA		6.00/20 6 ply	6.00/20 6 ply	4	6	133	3,985	795
1½	Platform	WA		6.00/20 6 ply	6.00/20 6 ply	4	6	133	3,850	675
1½	Stake (Std. Racks)	WA		6.00/20 6 ply	6.00/20 6 ply	4	6	133	4,115	700
1½	Ch	WA		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,000	540
1½	Ch/Cb	WA		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,395	630
1½	Open Exp.	WA		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,895	715
1½	Canopy	WA		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,030	845
1½	Panel	WA		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,045	805
1½	Platform	WA		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,910	685
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 18041	6.00/20 6 ply	32 x 6 8 ply	4	6	158½	3,065	565
1½	Ch/Cb	WB	T-2697268 to 3665902	6.00/20 6 ply	32 x 6 8 ply	4	6	158½	3,470	655
1½	Platform	WB	TB-105462 to 221935	6.00/20 6 ply	32 x 6 8 ply	4	6	158½	4,145	725
1½	Stake (Std. Racks)	WB		6.00/20 6 ply	32 x 6 8 ply	4	6	158½	4,445	765
1½	Stake Exp.	WB		6.00/20 6 ply	32 x 6 8 ply	4	6	158½	4,515	780
1½	Stake (High Racks)	WB		6.00/20 6 ply	32 x 6 8 ply	4	6	158½	4,750	795
1½	Ch. (School bus)	WC	NA	32 x 6 8 ply	32 x 6 8 ply	6	6	193¾	3,555	690

CAB OVER ENGINE

1½	Ch	WD	WD-1001 to 18040	6.00/20 6 ply	32 x 6 8 ply	4	6	107¾	3,310	\$655
1½	Ch/Cb	WD	WD-1001 to 18040	6.00/20 6 ply	32 x 6 8 ply	4	6	107¾	3,520	765
1½	Platform	WD		6.00/20 6 ply	32 x 6 8 ply	4	6	107¾	4,030	820
1½	Stake (Std. Racks)	WD		6.00/20 6 ply	32 x 6 8 ply	4	6	107¾	4,285	845
1½	Ch	WE	WE-1001 to 18040	6.00/20 6 ply	32 x 6 8 ply	4	6	131½	3,405	680
1½	Ch/Cb	WE		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	3,605	790
1½	Platform	WE		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	4,335	860
1½	Stake (Std. Racks)	WE		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	4,630	900
1½	Stake Exp.	WE		6.00/20 6 ply	32 x 6 8 ply	4	6	131½	4,905	930
1½	Ch	WF	WF-1001 to 18040	6.00/20 6 ply	32 x 6 8 ply	4	6	156¾	3,510	705
1½	Ch/Cb	WF		6.00/20 6 ply	32 x 6 8 ply	4	6	156¾	3,725	815

(7) 1941

CONVENTIONAL

½	Coupe pick-up	AG	AG-1001 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,195	\$715
½	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	3,665	1,020
½	Ch	AK	AK-1001 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	115	2,235	450
½	Ch/Cb	AK		6.00/16 4 ply	6.00/16 4 ply	5	6	115	2,630	540
½	Pick-up	AK		6.00/16 4 ply	6.00/16 4 ply	5	6	115	2,870	570
½	Canopy	AK		6.00/16 4 ply	6.00/16 4 ply	5	6	115	3,085	690
½	Panel	AK		6.00/16 4 ply	6.00/16 4 ply	5	6	115	3,090	655
½	Suburban	AK		6.00/16 4 ply	6.00/16 4 ply	5	6	115	3,330	800
½	Ch	AL	AL-1001 and up	6.00/15 6 ply	6.00/15 6 ply	5	6	125¼	2,400	525
½	Ch/Cb	AL	AAF-1001 and up	6.00/15 6 ply	6.00/15 6 ply	5	6	125¼	2,795	615
½	Pick-up	AL	AL-1001 and up	6.00/15 6 ply	6.00/15 6 ply	5	6	125¼	3,120	655
½	Panel	AL	AAF-1001 and up	6.00/15 6 ply	6.00/15 6 ply	5	6	125¼	3,355	760
½	Platform	AL		6.00/15 6 ply	6.00/15 6 ply	5	6	125¼	3,205	665
½	Stake (Std. Racks)	AL		6.00/15 6 ply	6.00/15 6 ply	5	6	125¼	3,355	685

(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				
3/4	Panel (special)	AN	AN-1001 and up AAF-1001 and up	7.00/17, 6 ply	7.00/17, 6 ply	5	6	134 1/2	3,770	\$810
1 1/2	Ch.	YR	YR-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	134 1/2	2,970	570
1 1/2	Ch/Cb	YR	Tonowanda 1001 and up AF-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	134 1/2	3,410	660
1 1/2	Canopy	YR	YR-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	134 1/2	4,065	875
1 1/2	Panel	YR	YR-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	134 1/2	4,055	835
1 1/2	Platform	YR	Tonowanda 1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	134 1/2	3,960	715
1 1/2	Stake (Std. Racks)	YR	AF-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	134 1/2	4,230	740
1 1/2	Ch.	YS	YS-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	160	3,225	595
1 1/2	Ch/Cb	YS	Tonowanda AK-1001 and up AF-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	160	3,650	685
1 1/2	Platform	YS	AF-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	160	4,340	755
1 1/2	Stake (Std. Racks)	YS	YS-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	160	4,655	795
1 1/2	Stake Exp.	YS	YS-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	160	4,710	810
1 1/2	Stake (High Racks)	YS	YS-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	160	4,960	825
1 1/2	Ch. (School Bus)	YT	N. A.	6.50/20, 8 ply	6.50/20, 8 ply	6	6	195 1/2	3,720	720

CAB OVER ENGINE

1 1/2	Ch.	YU	YU-1001 and up AJ-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	109 1/2	3,340	\$685
1 1/2	Ch/Cb	YU	YU-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	109 1/2	3,550	795
1 1/2	Platform	YU	YU-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	109 1/2	4,100	850
1 1/2	Stake (Std. Racks)	YU	YU-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	109 1/2	4,370	875
1 1/2	Ch.	YV	YV-1001 and up AJ-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	132 3/8	3,415	710
1 1/2	Ch/Cb	YV	YV-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	132 3/8	3,615	820
1 1/2	Platform	YV	YV-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	132 3/8	4,320	890
1 1/2	Stake (Std. Racks)	YV	YV-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	132 3/8	4,630	930
1 1/2	Ch.	YW	YW-1001 and up AJ-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	158 1/2	3,645	735
1 1/2	Ch/Cb	YW	YW-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	158 1/2	3,860	845

(S) 1942

CONVENTIONAL

3/4	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
3/4	Sed. dly.	BG	2 AA-1001 and up	6.00/16, 4 ply	6.00/16, 4 ply	4	6	116	3,080	800
3/4	Panel (Dubl-Duti)	BJ	2 AM-1001 and up BM-1001 and up	6.00/16, 6 ply	6.00/16, 6 ply	4	6	115	3,665	1,065
3/4	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
3/4	Ch/Cb	BK	2 AD-1001 and up	6.00/16, 4 ply	6.00/16, 4 ply	4	6	115	2,630	585
3/4	Pick-up	BK	2 AD-1001 and up	6.00/16, 4 ply	6.00/16, 4 ply	4	6	115	2,870	615
3/4	Canopy	BK	2 AD-1001 and up	6.00/16, 4 ply	6.00/16, 4 ply	4	6	115	3,085	735
3/4	Panel	BK	2 AD-1001 and up	6.00/16, 4 ply	6.00/16, 4 ply	4	6	115	3,090	700
3/4	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
3/4	Ch.	BL	2 AAF-1001 and up ABF-1001 and up	6.00/15, 6 ply	6.00/15, 6 ply	4	6	125 1/4	2,400	570
3/4	Ch/Cb	BL	2 AAF-1001 and up	6.00/15, 6 ply	6.00/15, 6 ply	4	6	125 1/4	2,795	660
3/4	Pickup	BL	2 AAF-1001 and up	6.00/15, 6 ply	6.00/15, 6 ply	4	6	125 1/4	3,120	790
3/4	Panel	BL	2 AAF-1001 and up	6.00/15, 6 ply	6.00/15, 6 ply	4	6	125 1/4	3,355	805
3/4	Platform	BL	2 AAF-1001 and up	6.00/15, 6 ply	6.00/15, 6 ply	4	6	125 1/4	3,205	710
3/4	Stake (Std. Racks)	BL	2 AAF-1001 and up	6.00/15, 6 ply	6.00/15, 6 ply	4	6	125 1/4	3,355	730
3/4	Panel (special)	BM	2 AAF-1001 and up ABF-1001 and up	7.00/16, 6 ply	7.00/16, 6 ply	4	6	134 1/2	3,770	855
1 1/2	Ch.	MR	2 AF-1001 and up BF-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	134 1/2	2,970	620
1 1/2	Ch/Cb	MR	2 AF-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	134 1/2	3,410	710
1 1/2	Open exp.	MR	2 AF-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	134 1/2	3,925	795
1 1/2	Canopy	MR	2 AF-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	134 1/2	4,065	925
1 1/2	Panel	MR	2 AF-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	134 1/2	4,055	885
1 1/2	Platform	MR	2 AF-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	134 1/2	3,060	765
1 1/2	Stake (Std. Racks)	MR	2 AF-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	134 1/2	4,230	790
1 1/2	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
1 1/2	Ch/Cb	MS	2 AF-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	160	3,650	735
1 1/2	Platform	MS	2 AF-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	160	4,355	805
1 1/2	Stake (Std. Racks)	MS	2 AF-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	160	4,665	845
1 1/2	Stake exp.	MS	2 AF-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	160	4,710	860
1 1/2	Stake (High Racks)	MS	2 AF-1001 and up	6.00/20, 6 ply	6.50/20, 8 ply	4	6	160	4,960	875
1 1/2	Ch. (School Bus)	MT	2 AF-1001 and up	6.50/20, 8 ply	6.50/20, 8 ply	6	6	190	4,270	900
1 1/2	Ch. (School Bus)	MY	2 AF-1001 and up	6.50/20, 8 ply	6.50/20, 8 ply	6	6	160	3,525	780

CAB OVER ENGINE

1 1/2	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
1 1/2	Ch/Cb	MU	2 AJ-1001 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	109	3,550	845
1 1/2	Platform	MU	2 AJ-1001 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	109	4,100	900
1 1/2	Stake (Std. Racks)	MU	2 AJ-1001 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	109	4,370	925
1 1/2	Ch	MV	2 AJ-1001 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	132	3,415	760
1 1/2	Ch/Cb	MV	2 AJ-1001 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	132	3,615	870
1 1/2	Platform	MV	2 AJ-1001 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	132	4,320	940
1 1/2	Stake (Std. Racks)	MV	2 AJ-1001 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	132	4,630	980
1 3/4	Ch.	MW	2 AJ-1001 and up BJ-1001 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	158	3,645	785
1 3/4	Ch/Cb	MW	2 AJ-1001 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	158	3,860	895

(g) CROSLLEY

(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				
	Pkwy. Dly.....	CB42Y.....	30000 up.....	4.50/12.....	4.50/12.....	4	N. A.	Inches 80	Pounds 1,035	\$494
	Pickup.....	CB42V.....		4.50/12.....	4.50/12.....	4	N. A.	80	1,100	494
	Panel.....	CB42P.....		4.50/12.....	4.50/12.....	4	N. A.	80	1,085	549

(2) 1941

	Pkwy. Dly.....	CB42Y.....	30700 to 31999.....	4.50/12.....	4.50/12.....	4	N. A.	80	1,035	\$494
	Pickup.....	CB42V.....		4.50/12.....	4.50/12.....	4	N. A.	80	1,100	494
	Panel.....	CB42P.....		4.50/12.....	4.50/12.....	4	N. A.	80	1,085	549

(3) 1942

	Pkwy. Dly.....	CB42Y.....	CB-42-32001 up.....	4.50/12.....	4.50/12.....	4	N. A.	80	1,035	\$494
	Pickup.....	CB42V.....		4.50/12.....	4.50/12.....	4	N. A.	80	1,100	494
	Panel.....	CB42P.....		4.50/12.....	4.50/12.....	4	N. A.	80	1,085	549

(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				
1 1/2	Ch.....	210SF.....	54353 to 56757.....	5.50/20.....	6.50/20.....	4	6	Inches 135 1/2	Pounds 3,250	\$545
1 1/2	Ch.....	210FF.....		5.50/20.....	6.50/20.....	4	6	135 1/2	3,250	565
1 1/2	Ch.....	211SF.....	57001 to 58244.....	5.50/20.....	6.50/20.....	4	6	135 1/2	3,250	625
1 1/2	Ch.....	211FF.....		5.50/20.....	6.50/20.....	4	6	135 1/2	3,250	645
1 1/2	Ch.....	225.....	63351 to 63513.....	6.00/20.....	6.00/20.....	6	6	135 1/2	3,500	745
1 1/2	Ch.....	226.....	63701 to 64186.....	6.00/20.....	6.00/20.....	6	6	135 1/2	3,500	725
1 1/2	Ch.....	240A.....	74851 to 75267.....	6.00/20.....	32 x 6 8 ply.....	4	6	137	3,500	795
1 3/4	Ch.....	241.....	75401 to 75614.....	6.00/20.....	32 x 6 8 ply.....	4	6	137	3,500	825
2	Ch.....	260.....	88901 to 88925.....	6.50/20.....	6.50/20.....	6	6	155	4,000	945
2	Ch.....	261.....	89001 to 89061.....	6.50/20.....	6.50/20.....	6	6	155	4,000	975
2	Ch.....	310.....	98001 to 98591.....	6.50/20.....	6.50/20.....	6	6	155	4,200	995
2	Ch.....	311.....	98701 to 99247.....	6.50/20.....	6.50/20.....	6	6	155	4,200	1,025
2 1/2	Ch.....	325B.....	99001 and up.....	7.00/20.....	7.00/20.....	6	6	155	4,600	1,195
2 1/2	Ch.....	325DR.....		7.00/20.....	7.00/20.....	6	6	155	4,600	1,345
2 1/2	Ch.....	326B.....	99021 to 99043.....	7.00/20.....	7.00/20.....	6	6	155	4,600	1,225
2 1/2	Ch.....	326DR.....	99021 to 99054.....	7.00/20.....	7.00/20.....	6	6	155	4,700	1,395
2 1/2	Ch.....	350.....	97401 to 97558.....	7.00/20.....	7.00/20.....	6	6	155	4,700	1,295
2 1/2	Ch.....	351.....	97601 to 97783.....	7.00/20.....	7.00/20.....	6	6	155	4,700	1,325
3	Ch.....	375.....	92601 to 92606.....	7.50/20.....	7.50/20.....	6	6	155	5,000	1,645
3	Ch.....	376.....	92611 to 92617.....	7.50/20.....	7.50/20.....	6	6	155	5,250	1,695
3	Ch.....	410A.....	45898 to 45979.....	7.50/20.....	7.50/20.....	6	6	160 1/2	5,400	1,795
4	Ch.....	425.....	16001 to 16018.....	8.25/20.....	8.25/20.....	6	6	160 1/2	6,200	2,295
4	Ch.....	510.....	62043 to 62110.....	8.25/20.....	8.25/20.....	6	6	158	6,000	1,995
5	Ch.....	525.....	73051 to 73078.....	9.00/20.....	9.00/20.....	6	6	158	7,200	2,595
5	Ch.....	603A.....	24351 to 24511.....	9.00/20.....	9.00/20.....	6	6	157	7,500	3,150
3-4	Ch.....	603.....	24480 to 24508.....	9.00/20.....	9.00/20.....	6	6	157	7,540	3,395
5-6	Ch.....	740.....	94401 to 94411.....	9.75/20.....	9.75/20.....	6	6	167	8,500	3,990
5-7	Ch.....	750H.....	94257 and up.....	9.75/20.....	9.75/20.....	6	6	167	10,000	4,200
5-7	Ch.....	750.....	94251 and up.....	9.75/20.....	9.75/20.....	6	6	167	10,000	4,090
7 1/2	Ch.....	1515.....	N. A.....	10.50/24.....	10.50/24.....	6	6	171 1/2	12,000	6,800

(2) 1934

CONVENTIONAL

1.....	Ch.....	211SFL.....	58245 to 60000.....	5.50/20.....	6.50/20.....	4	6	135 1/2	3,250	\$595
1.....	Ch.....	211FFL.....		5.50/20.....	6.50/20.....	4	6	135 1/2	3,250	615
1 1/2	Ch.....	210SF.....	56758 to 56931.....	5.50/20.....	6.50/20.....	4	6	135 1/2	3,250	575
1 1/2	Ch.....	210FF.....		5.50/20.....	6.50/20.....	4	6	135 1/2	3,250	595
1 1/2	Ch.....	211SFS.....	58245 to 60000.....	5.50/20.....	6.50/20.....	4	6	135 1/2	3,250	595
1 1/2	Ch.....	211SFD.....		5.50/20.....	6.50/20.....	4	6	135 1/2	3,250	625
1 1/2	Ch.....	211FFS.....		5.50/20.....	6.50/20.....	4	6	135 1/2	3,250	615
1 1/2	Ch.....	211FFD.....		5.50/20.....	6.50/20.....	4	6	135 1/2	3,250	645
1 1/2	Ch.....	211AS.....		6.00/20.....	6.00/20.....	6	6	137 1/2	3,400	555
1 1/2	Ch.....	211AD.....		6.00/20.....	6.00/20.....	6	6	137 1/2	3,400	595
1 1/2	Ch.....	220S.....	71201 to 72000.....	6.00/20.....	6.00/20.....	6	6	135 1/2	3,600	655
1 1/2	Ch.....	220D.....		6.00/20.....	6.00/20.....	6	6	135 1/2	3,600	705
1 1/2	Ch.....	226.....	64187 to 65471.....	6.00/20.....	6.00/20.....	6	6	135 1/2	3,500	725
1 1/2	Ch.....	227S.....	16051 to 16584.....	6.00/20.....	6.00/20.....	6	6	135 1/2	3,600	745
1 1/2	Ch.....	227D.....		6.00/20.....	6.00/20.....	6	6	135 1/2	3,600	790
1 3/4	Ch.....	241.....	75615 to 75816.....	6.00/20.....	32 x 6 8 ply.....	4	6	137	3,500	825
1 3/4	Ch.....	242.....	75601 to 76197.....	6.00/20.....	6.00/20.....	6	6	137	3,850	815
1 3/4	Ch.....	243.....		6.00/20.....	6.00/20.....	6	6	137	3,850	895
2	Ch.....	261.....	89062 to 89119.....	6.50/20.....	6.50/20.....	6	6	137	4,000	975
2	Ch.....	262.....	89201 to 89321.....	6.50/20.....	6.50/20.....	6	6	137	4,200	995
2	Ch.....	311.....	99248 to 99515.....	6.50/20.....	6.50/20.....	6	6	137	4,200	1,025
2	Ch.....	311B.....	70101 to 70453.....	6.50/20.....	6.50/20.....	6	6	137	4,500	1,090
2 1/2	Ch.....	311DR.....	99101 to 99107.....	6.50/20.....	6.50/20.....	6	6	137	4,600	1,315
2 1/2	Ch.....	311D.....	70501 to 76903.....	6.50/20.....	6.50/20.....	6	6	137	4,600	1,095
2-2 1/2	Ch.....	312.....	72021 to 72384.....	6.50/20.....	6.50/20.....	6	6	137	4,600	1,195

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.

(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				
2 1/2	Ch.	326B	99044 to 99084	7.00/20	7.00/20	6	6	137	4,600	1,225
2 1/2	Ch.	326DR	99021 and up	7.00/20	7.00/20	6	6	137	4,600	1,395
2 1/2	Ch.	351	97784 to 97959	7.00/20	7.00/20	6	6	137	4,700	1,395
2 1/2	Ch.	351B	96251 to 96453	7.00/20	7.00/20	6	6	137	5,125	1,375
2 1/2	Ch.	351DR	92651 to 92664	7.00/20	7.00/20	6	6	137	5,300	1,650
3	Ch.	351C	96501 to 96550	7.00/20	7.00/20	6	6	137	5,125	1,395
2 1/2-3	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	160 3/4	5,400	1,795
3	Ch.	411B	46001 to 46060	7.50/20	7.50/20	6	6	147 3/4	5,600	1,895
3	Ch.	411DR	46502 to 46521	7.50/20	7.50/20	6	6	147 3/4	6,200	2,195
4	Ch.	412B	46071 to 46148	7.50/20	7.50/20	6	6	147 3/4	6,000	2,040
3	Ch.	412DR	46531 to 46605	7.50/20	7.50/20	6	6	147 3/4	7,300	2,340
4	Ch.	510	62111 to 62120	8.25/20	8.25/20	6	6	158	6,400	2,095
4	Ch.	525	73079 to 73085	9.00/20	9.00/20	6	6	158	7,200	2,695
5	Ch.	511B	62201 to 62214	8.25/20	8.25/20	6	6	147 3/4	6,600	2,195
4	Ch.	511DR	62701 to 62726	8.25/20	8.25/20	6	6	147 3/4	7,200	2,550
5	Ch.	512B	62221 to 62297	8.25/20	8.25/20	6	6	147 3/4	7,300	2,340
4	Ch.	512DR	62751 to 62857	8.25/20	8.25/20	6	6	147 3/4	7,700	2,690
5	Ch.	603	24509 to 24511	9.00/20	9.00/20	6	6	157 3/4	8,100	3,300
5-6	Ch.	740A	94401 to 94411	9.00/20	9.00/20	6	6	167 3/4	8,500	3,695
5-6	Ch.	740	94403 to 94410	9.75/20	9.75/20	6	6	167 3/4	8,500	3,900
5-7 1/2	Ch.	750	94285 to 94290	9.75/20	9.75/20	6	6	167 3/4	10,000	4,600
7 1/2-10	Ch.	1515	N. A.	10.50/24	10.50/24	6	6	171 3/4	12,000	6,800

(3) 1935

CONVENTIONAL

1	Ch.	212ASL	204601 to 204375	6.00/20	6.00/20	4	6	139 3/4	3,450	\$595
1	Ch.	212ADL		6.00/20	6.00/20	4	6	139 3/4	3,450	635
1 1/2	Ch.	211AS	77001 to 80000	6.00/20	6.00/20	4	6	135 1/4	3,400	575
1 1/2	Ch.	211AD		6.00/20	6.00/20	4	6	135 1/4	3,400	620
1 1/2-2	Ch.	212AS	204004 to 204375	6.00/20	6.00/20	4	6	139 3/4	3,450	595
1 1/2-2	Ch.	212AD		6.00/20	6.00/20	4	6	139 3/4	3,450	635
1 1/2-2	Ch.	236S	71201 to 203242	6.00/20	6.00/20	4	6	135 1/4	3,600	675
1 1/2-2	Ch.	220D		6.00/20	6.00/20	4	6	135 1/4	3,600	720
1 1/2-2 1/2	Ch.	212BS	68201 to 68270	6.00/20	6.00/20	4	6	139 3/4	3,550	635
1 1/2-2 1/2	Ch.	212BD		6.00/20	6.00/20	4	6	139 3/4	3,550	675
1 1/2-3	Ch.	227S	16021 and up	6.00/20	6.00/20	6	6	135 1/4	3,600	775
1 1/2-3	Ch.	227D		6.00/20	6.00/20	6	6	135 1/4	3,600	825
1 1/2-3	Ch.	221S	34551 to 34758	6.00/20	6.00/20	4	6	139 3/4	3,750	695
1 1/2-3	Ch.	221D		6.00/20	6.00/20	4	6	139 3/4	3,750	735
1 1/2-3	Ch.	228S	16601 to 16623	6.00/20	6.00/20	6	6	139 3/4	3,900	795
1 1/2-3	Ch.	228D		6.00/20	6.00/20	6	6	139 3/4	3,900	840
2	Ch.	311C	70501 to 70908	6.50/20	6.50/20	6	6	137	4,600	1,125
2-2 1/2	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	4,000	895
2-3	Ch.	244S	18301 to 18382	6.00/20	6.00/20	6	6	139 3/4	4,300	925
2-3	Ch.	244D		6.00/20	6.00/20	6	6	139 3/4	4,300	970
2-4	Ch.	313	21701 to 21731	6.50/20	6.50/20	6	6	139 3/4	4,700	1,125
2-4	Ch.	320	22301 to 22326	6.50/20	6.50/20	6	6	139 3/4	4,800	1,225
2 1/2	Ch.	351C	96501 to 96650	7.00/20	7.00/20	6	6	137	5,125	1,425
2 1/2-3	Ch.	352	93021 to 93400	7.00/20	7.00/20	6	6	137	5,125	1,525
2 1/2-4	Ch.	353	96651 to 96660	7.00/20	7.00/20	6	6	139 3/4	5,200	1,425
2 1/2-4	Ch.	360	93401 to 93443	7.00/20	7.00/20	6	6	139 3/4	5,300	1,525
3	Ch.	412B	46071 to 46148	7.50/20	7.50/20	6	6	147 3/4	6,600	2,140
4	Ch.	412DR	46531 to 46605	7.50/20	7.50/20	6	6	147 3/4	7,300	2,440
4	Ch.	512B	62221 to 62297	8.25/20	8.25/20	6	6	147 3/4	7,300	2,440
5	Ch.	512DR	62751 to 62857	8.25/20	8.25/20	6	6	147 3/4	7,700	2,760

(4) 1936

CONVENTIONAL

3 1/2	Ch.	80S	300001 to 302261	6.00/16	6.00/16	4	6	119	2,750	\$525
3 1/2	Ch.	80D		6.00/16	6.00/16	4	6	119	2,750	568
1	Ch.	212ASL	204376 to 209275	6.00/20	6.00/20	4	6	139 3/4	3,450	595
1	Ch.	212ADL		6.00/20	6.00/20	4	6	139 3/4	3,450	635
1 1/2-2	Ch.	212AS	204376 to 209275	6.00/20	6.00/20	4	6	139 3/4	3,450	595
1 1/2-2	Ch.	212AD		6.00/20	6.00/20	4	6	139 3/4	3,450	635
1 1/2-2	Ch.	212BS	68271 to 80200	6.00/20	6.00/20	4	6	139 3/4	3,550	635
1 1/2-2	Ch.	212BD		6.00/20	6.00/20	4	6	139 3/4	3,550	675
1 1/2-3	Ch.	221S	34759 to 37361	6.00/20	6.00/20	4	6	139 3/4	3,750	695
1 1/2-3	Ch.	221D		6.00/20	6.00/20	4	6	139 3/4	3,750	735
1 1/2-3	Ch.	228S	16624 to 16810	6.00/20	6.00/20	6	6	139 3/4	3,900	795
1 1/2-3	Ch.	228D		6.00/20	6.00/20	6	6	139 3/4	3,900	840
2-3	Ch.	244S	18383 to 19268	6.00/20	6.00/20	6	6	139 3/4	4,300	925
2-3	Ch.	244D		6.00/20	6.00/20	6	6	139 3/4	4,300	970
2-4	Ch.	313	21732 to 21977	6.50/20	6.50/20	6	6	139 3/4	4,700	1,125
2-4	Ch.	320	22327 to 22618	6.50/20	6.50/20	6	6	139 3/4	4,800	1,225
2 1/2-4	Ch.	353	96661 to 96814	7.00/20	7.00/20	6	6	139 3/4	5,200	1,425
2 1/2-4	Ch.	360	93444 to 93992	7.00/20	7.00/20	6	6	139 3/4	5,300	1,525
3-4	Ch.	412B	46149 to 46170	7.50/20	7.50/20	6	6	147 3/4	6,600	2,140
4-5	Ch.	412DR	46606 to 46609	7.50/20	7.50/20	6	6	147 3/4	7,300	2,440
4-5	Ch.	512B	62308 to 62346	8.25/20	8.25/20	6	6	147 3/4	7,300	2,440
5-6 1/2	Ch.	512DR	62858 to 62940	8.25/20	8.25/20	6	6	147 3/4	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.

(h) DIAMOND T—Continued

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

(5) 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				
3/4	Ch.	80S.....	302004 to 304323	6.00/16	6.00/16	4	6	Inches 119	Pounds 2,750	\$540
3/4	Ch.	80D.....		6.00/16	6.00/16	4	6	119	2,750	603
1	Ch.	212ASL.....	209276 to 213076	6.00/20	6.00/20	4	6	139 3/4	3,500	670
1	Ch.	212ADL.....		6.00/20	6.00/20	4	6	139 3/4	3,500	725
1-1 1/2	Ch.	301S.....	3010001 to 3010426	6.00/16	6.00/16	4	6	135	3,100	615
1-1 1/2	Ch.	301D.....		6.00/16	6.00/16	4	6	135	3,100	678
1-1 1/2	Ch.	304S.....	3040001 to 3040190	6.00/16	6.00/16	4	6	150	3,200	650
1-1 1/2	Ch.	304D.....		6.00/16	6.00/16	4	6	150	3,200	713
1 1/2-2 1/2	Ch.	212AS.....	209276 to 213076	6.00/20	6.00/20	4	6	139 3/4	3,500	670
1 1/2-2 1/2	Ch.	212AD.....		6.00/20	6.00/20	4	6	139 3/4	3,500	725
1 1/2-2 1/2	Ch.	404D.....	4040001 and up 89428 and up	6.00/20	6.00/20	4	6	139 3/4	3,500	825
1 1/2-3	Ch.	212BS.....		6.00/20	6.00/20	4	6	139 3/4	3,600	710
1 1/2-3	Ch.	212BD.....		6.00/20	6.00/20	4	6	139 3/4	3,600	765
1 1/2-3	Ch.	221S.....	37362 to 39423	6.00/20	6.00/20	4	6	139 3/4	3,750	800
1 1/2-3	Ch.	221D.....		6.00/20	6.00/20	4	6	139 3/4	3,750	855
1 1/2-3	Ch.	405D.....	4050001 and up	6.00/20	6.00/20	4	6	139 3/4	3,500	865
1 1/2-3	Ch.	406D.....	4060001 and up	6.00/20	6.00/20	6	6	139 3/4	3,600	955
2-3 1/2	Ch.	244S.....	19269 to 19500	6.00/20	6.00/20	6	6	139 3/4	4,300	975
2-3 1/2	Ch.	244D.....		6.00/20	6.00/20	6	6	139 3/4	4,300	1,035
2-3 1/2	Ch.	509D.....	5090001 and up	6.00/20	6.00/20	6	6	139 3/4	4,300	1,155
2-4	Ch.	313.....	21978 to 22098	6.50/20	6.50/20	6	6	139 3/4	4,700	1,200
2-4	Ch.	320.....	22619 to 22826	6.50/20	6.50/20	6	6	139 3/4	4,700	1,300
2-4	Ch.	611D.....	6110001 and up	6.50/20	6.50/20	6	6	139 3/4	4,700	1,325
2-4	Ch.	612D.....	6120001 and up	6.50/20	6.50/20	6	6	139 3/4	4,800	1,425
2 1/2-4 1/2	Ch.	353.....	96815 to 96930	7.00/20	7.00/20	6	6	139 3/4	5,200	1,500
2 1/2-4 1/2	Ch.	613D.....	6130001 and up	7.00/20	7.00/20	6	6	139 3/4	5,200	1,650
2 1/2-5	Ch.	369.....	93993 to 94863	7.00/20	7.00/20	6	6	139 3/4	5,300	1,600
2 1/2-5	Ch.	614D.....	6140001 and up	7.00/20	7.00/20	6	6	139 3/4	5,300	1,750
4-5 1/2	Ch.	412DR.....	46670 to 46739	8.25/20	8.25/20	6	6	147 3/4	7,300	3,200
4-5 1/2	Ch.	512B.....	62347 to 62385	8.25/20	8.25/20	6	6	147 3/4	7,300	3,100
5-6 1/2	Ch.	512DR.....	62941 to 62995	8.25/20	8.25/20	6	6	147 3/4	7,700	3,450

CONVENTIONAL (DIESEL)

2-3 1/2	Ch.	D-20.....	40551 to 40700	6.00/20	6.00/20	6	6	139 3/4	5,400	\$2,200
2 1/2-4 1/2	Ch.	D-30.....	41519 to 41605	7.00/20	7.00/20	6	6	139 3/4	6,400	2,750
2-3 1/2	Ch.	513.....	5130001 and up	6.00/20	6.00/20	6	6	139 3/4	5,600	2,355
2 1/2-4 1/2	Ch.	615.....	6150001 and up	7.00/20	7.00/20	6	6	139 3/4	6,500	2,875

CAB OVER ENGINE

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

(6) 1938

CONVENTIONAL

3/4	Ch.	80S.....	304334 to 304951	6.00/16	6.00/16	4	6	119	2,750	\$560
3/4	Ch.	80D.....		6.00/16	6.00/16	4	6	119	2,750	623
1	Ch.	201S.....	2010001 to 2010367	6.00/16	6.00/16	4	6	119	2,750	573
1	Ch.	201D.....		6.00/16	6.00/16	4	6	119	2,750	635
1	Ch.	212ASL.....	213077 to 213686	6.00/20	6.00/20	4	6	139 3/4	3,500	695
1	Ch.	212ADL.....		6.00/20	6.00/20	4	6	139 3/4	3,500	755
1	Ch.	404SL.....	4040001 to 4041932	6.00/20	6.00/20	4	6	139 3/4	3,500	740
1	Ch.	404DL.....		6.00/20	6.00/20	4	6	139 3/4	3,500	830
1-1 1/2	Ch.	301S.....	3010427 to 3010750	6.00/16	6.00/16	4	6	135	3,100	615
1-1 1/2	Ch.	301D.....		6.00/16	6.00/16	4	6	135	3,100	678
1-1 1/2	Ch.	304S.....	3040191 to 3040434	6.00/16	6.00/16	4	6	150	3,150	650
1-1 1/2	Ch.	304D.....		6.00/16	6.00/16	4	6	150	3,150	713
1-1 1/2	Ch.	305S.....	3050001 to 3050283	6.00/16	6.00/16	4	6	135	3,100	630
1-1 1/2	Ch.	305D.....		6.00/16	6.00/16	4	6	135	3,100	690
1 1/2	Ch.	367S.....	3670001 to 3670116	6.00/20	6.00/20	4	6	150	3,500	695
1 1/2	Ch.	367D.....		6.00/20	6.00/20	4	6	150	3,500	755
1 1/2	Ch.	366S.....	3660001 to 3660182	6.00/17	6.00/17	4	6	150	3,500	710
1 1/2	Ch.	366D.....		6.00/17	6.00/17	4	6	150	3,500	770
1 1/2-2 1/2	Ch.	212AS.....	213077 to 213686	6.00/20	6.00/20	4	6	139 3/4	3,500	695
1 1/2-2 1/2	Ch.	212AD.....		6.00/20	6.00/20	4	6	139 3/4	3,500	750
1 1/2-2 1/2	Ch.	404S.....	4040001 to 4041932	6.00/20	6.00/20	4	6	139 3/4	3,500	740
1 1/2-2 1/2	Ch.	404D.....		6.00/20	6.00/20	4	6	139 3/4	3,500	850
1 1/2-3	Ch.	212BS.....	89428 to 89681	6.00/20	6.00/20	4	6	139 3/4	3,600	735
1 1/2-3	Ch.	212BD.....		6.00/20	6.00/20	4	6	139 3/4	3,600	790
1 1/2-3	Ch.	221S.....	34924 to 39705	6.00/20	6.00/20	4	6	139 3/4	3,750	825
1 1/2-3	Ch.	221D.....		6.00/20	6.00/20	4	6	139 3/4	3,750	880
1 1/2-3	Ch.	405S.....	4050001 to 4050412	6.00/20	6.00/20	4	6	139 3/4	3,600	800
1 1/2-3	Ch.	405D.....		6.00/20	6.00/20	4	6	139 3/4	3,600	890
1 1/2-3	Ch.	406S.....	4060001 to 4060940	6.00/20	6.00/20	6	6	139 3/4	3,750	950
1 1/2-3	Ch.	406D.....		6.00/20	6.00/20	6	6	139 3/4	3,750	1,040
2-3 1/2	Ch.	244S.....	26417 to 26589	6.00/20	6.00/20	6	6	139 3/4	4,300	1,020
2-3 1/2	Ch.	244D.....		6.00/20	6.00/20	6	6	139 3/4	4,300	1,080
2-3 1/2	Ch.	509S.....	5090001 to 5090421	6.00/20	6.00/20	6	6	139 3/4	4,300	1,050
2-3 1/2	Ch.	509D.....		6.00/20	6.00/20	6	6	139 3/4	4,300	1,140
2-4	Ch.	313D.....	22099 to 22113	6.50/20	6.50/20	6	6	139 3/4	4,700	1,250
2-4	Ch.	320D.....	22807 to 22855	6.50/20	6.50/20	6	6	139 3/4	4,800	1,350
2-4	Ch.	611D.....	6110001 to 6110026	6.50/20	6.50/20	6	6	139 3/4	4,700	1,290
2-4	Ch.	612D.....	6120001 to 6120111	6.50/20	6.50/20	6	6	139 3/4	4,800	1,390
2 1/2-4 1/2	Ch.	353D.....	96931 to 96938	7.00/20	7.00/20	6	6	139 3/4	5,200	1,575
2 1/2-4 1/2	Ch.	613D.....	6130001 to 6130064	7.00/20	7.00/20	6	6	139 3/4	5,200	1,590
2 1/2-5	Ch.	360D.....	94864 to 94926	7.00/20	7.00/20	6	6	139 3/4	5,300	1,675

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

(b) 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				
2½-5	Ch.....	614D	6140001 to 6140304	7.00/20	7.00/20	6	6	139¾	5,300	\$1,600
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	\$2,250
2-3½	Ch.....	513	5130001 and up	6.00/20	6.00/20	6	6	139¾	5,600	2,320
2½-4½	Ch.....	D30	41606 to 41613	7.00/20	7.00/20	6	6	139¾	6,300	2,800
2½-4½	Ch.....	615	6150001 and up	7.00/20	7.00/20	6	6	139¾	6,500	2,850

CAB OVER ENGINE

1½-2	Ch.....	401	4010008 to 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	4	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	\$600
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	150	3,200	750

(7) 1939

CONVENTIONAL

1	Ch.....	201S	2010368 to 2011011	6.00/16	6.00/16	4	6	119	2,750	\$575
1	Ch.....	201D	2010368 to 2011011	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	3050284 to 3050456	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	3060183 to 3061258	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	4041933 to 4045002	6.00/20	6.00/20	4	6	139¾	3,500	780
1½-3	Ch.....	405S	4050443 to 4050512	6.00/20	6.00/20	4	6	139¾	3,600	800
1½-3	Ch.....	405D	4050443 to 4050512	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	4,500	950
1½-3	Ch.....	406D	4060941 to 4061852	6.00/20	6.00/20	6	6	139¾	4,500	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	5090425 to 5091059	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	1,390
2½-4½	Ch.....	613	6130065 to 6130072	7.00/20	7.00/20	6	6	139¾	5,200	1,500
2½-4½	Ch.....	614D	6140305 to 6140754	7.00/20	7.00/20	6	6	139¾	5,700	1,690
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	8050001 to 8050004	9.00/20	9.00/20	6	6	130¾	7,600	3,660
6-7	Ch.....	806	8060001 to 8060005	9.00/20	9.00/20	6	6	130¾	8,200	3,600
6-7	Ch.....	806W	8060001 to 8060005	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	9,500	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	6,500	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 4048SC0147	6.00/20	6.00/20	6	6	106	4,500	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	4	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.

(h) DIAMOND T—Continued

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

(7) 1939—Continued

DOR-TO-DOR 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				
1	Ch	201C	201C0001 to 2010037	6.00/17	6.00/17	4	6	119	2,600	\$660
1	Ch	231	2310025 to 2310028	6.00/20	6.00/20	4	6	119	2,600	660
1	Ch	91 PAC	91-2003 to 91-2639	6.00/16	6.50/16	4	6	90	1,980	1,065
1	Ch	117 PAC	117-2003 to 117-2639	6.00/16	6.50/16	4	6	116	2,050	1,195
1-1½	Ch	305C	305C0001 and up	6.00/20	6.00/20	4	6	135	3,000	690
1-1½	Ch	306C	306C0001 and up	6.00/20	6.00/20	4	6	150	3,200	750

(8) 1940
CONVENTIONAL

1	Ch	201S	2011012 and up	6.00/16	6.00/16	4	6	119	2,750	\$590
1	Ch	201D		6.00/16	6.00/16	4	6	119	2,750	635
1½	Ch	306S	3061259 and up	6.00/17	6.00/17	4	6	127	3,300	660
1½	Ch	306D		6.00/17	6.00/17	4	6	127	3,300	700
1½-2½	Ch	404S	4045003 and up	6.00/20	6.00/20	6	6	139¾	4,000	830
1½-2½	Ch	404D		6.00/20	6.00/20	6	6	139¾	4,000	890
1½-3	Ch	406S	4061853 and up	6.50/20	6.50/20	6	6	139¾	4,200	1,040
1½-3	Ch	406D		6.50/20	6.50/20	6	6	139¾	4,200	1,100
2-3½	Ch	509S	5091060 and up	7.00/20	7.00/20	6	6	139¾	4,650	1,280
2-3½	Ch	509D		7.00/20	7.00/20	6	6	139¾	4,650	1,340
2-4	Ch	612S	6120275 and up	7.50/20	7.50/20	6	6	139¾	5,000	1,540
2-4	Ch	612D		7.50/20	7.50/20	6	6	139¾	5,000	1,600
2½-5	Ch	614S	6140755 and up	7.50/20	7.50/20	6	6	139¾	5,450	1,920
2½-5	Ch	614D		7.50/20	7.50/20	6	6	139¾	5,450	1,970
3-5	Ch	805D	8050005 and up	9.00/20	9.00/20	6	6	139¾	7,600	3,600
3-5	Ch	806D	8060006 and up	9.00/20	9.00/20	6	6	139¾	8,200	3,700
7½-10	Ch	900D	9000016 and up	9.00/20	9.00/20	6	6	139¾	9,500	5,400

CONVENTIONAL (DIESEL)

2-3½	Ch	513D	5130063 and up	6.00/20	6.00/20	6	6	139¾	5,700	\$2,320
2½-4½	Ch	615D	6150016 and up	7.00/20	7.00/20	6	6	139¾	6,400	2,850
5-6	Ch	807	8070001 and up	9.00/20	9.00/20	6	6	139¾	9,000	5,600
5-6	Ch	808	8080001 and up	9.00/20	9.00/20	6	6	139¾	9,000	5,600
7½-10	Ch	910	9100001 and up	9.00/20	9.00/20	6	6	172¾	12,500	7,600

CONVENTIONAL (3D AXLE)

	Ch	404-T22X	4045003 and up	6.50/20	6.50/20	10	6	163¾	6,500	\$1,700
	Ch	406-T22X	4061853 and up	6.50/20	6.50/20	10	6	163¾	6,500	1,880
	Ch	509-T26X	5091060 and up	8.25/20	8.25/20	10	6	175¾	7,300	2,475
	Ch	612-T27	6120275 and up	8.25/20	8.25/20	10	6	175¾	7,600	2,850
	Ch	612-T28		8.25/20	8.25/20	10	6	175¾	8,000	2,970
	Ch	614-T33	6140755 and up	9.00/20	9.00/20	10	6	175¾	9,000	3,600
	Ch	805-DR-T33	8050005 and up	9.00/20	9.00/20	10	6	190¾	12,200	5,205
	Ch	805-T39		9.75/20	9.75/20	10	6	190¾	13,060	5,450
	Ch	806-T42	8060006 and up	9.75/22	9.75/22	10	6	190¾	13,200	5,650
	Ch	900-T47	9000016 and up	10.50/20	10.50/20	10	6	190¾	14,500	7,905
	Ch	900-T50		10.50/22	10.50/22	10	6	190¾	14,700	7,985
	Ch. (Diesel)	910-T50	9100001 and up	10.50/22	10.50/22	10	6	208¾	17,500	10,170

CAB FORWARD

1½	Ch	306SC	306SC0078 and up	6.00/17	6.00/17	4	6	106	3,500	\$775
1½-2½	Ch	404SC	404SC0148 and up	6.00/20	6.00/20	6	6	106	4,500	980
2-3½	Ch	509SC	509SC0001 and up	7.00/20	7.00/20	6	6	106	4,650	1,360
2-4	Ch	612SC	612SC0001 and up	7.50/20	7.50/20	6	6	106	5,400	1,620

CAB FORWARD (3D AXLE)

	Ch	404SC-T22X	404SC0148 and up	6.50/20	6.50/20	10	6	124	6,500	\$1,830
	Ch	509SC-T26X	509SC0001 and up	8.25/20	8.25/20	10	6	130¾	7,300	2,515

CAB OVER ENGINE

1	Ch	201C	201C0038 and up	6.00/17	6.00/17	4	6	119	2,500	\$660
1½-2½	Ch	404C	404C0102 and up	6.00/20	6.00/20	6	6	96	4,650	1,200
2-3½	Ch	509C	509C0090 and up	7.00/20	7.00/20	6	6	96	5,050	1,530
2-4	Ch	612C	612C0034 and up	7.50/20	7.50/20	6	6	96	5,400	1,850
2½-5	Ch	614C	614C0090 and up	7.50/20	7.50/20	6	6	96	6,000	2,200
3-5	Ch	805C	805C0005 and up	9.00/20	9.00/20	6	6	96	7,560	3,450
3-5	Ch	806C	806C0006 and up	9.00/20	9.00/20	6	6	96	7,800	3,730
2-3½	Ch	513C	513C0001 and up	6.00/20	6.00/20	6	6	96	6,400	2,540
2½-4½	Ch	615C	615C0001 and up	7.00/20	7.00/20	6	6	96	7,100	3,100

CAB OVER ENGINE (3D AXLE)

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

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]

(8) 1940—Continued

PAR-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				
1	Ch.....	91.....	91-3001 and up.....	6.00/16.....	6.50/16.....	4	6	Inches 90	3,150	\$1,195
1	Ch.....	117.....	117-3001 and up.....	6.00/16.....	6.50/16.....	4	6	Inches 116	3,400	1,295

(9) 1941 and 1942

CONVENTIONAL

1	Ch.....	201S.....	2011639 and up.....	6.00/16.....	6.00/16.....	4	6	119	3,200	\$600
1	Ch.....	201D.....		6.00/16.....	6.00/16.....	4	6	119	3,200	645
1 1/2	Ch.....	306S.....	3062472 and up.....	6.00/17.....	6.00/17.....	4	6	127	4,000	720
1 1/2	Ch.....	306D.....		6.00/17.....	6.00/17.....	4	6	127	4,000	750
1 1/2	Ch.....	30611S.....		6.00/17.....	6.00/17.....	4	6	127	4,100	768
1 1/2	Ch.....	30611D.....		6.00/17.....	6.00/17.....	4	6	127	4,100	808
1 1/2-2 1/2	Ch.....	404S.....	4046817 and up.....	6.00/20.....	6.00/20.....	6	6	139 3/4	4,250	880
1 1/2-2 1/2	Ch.....	404D.....		6.00/20.....	6.00/20.....	6	6	139 3/4	4,250	940
1 1/2-2 1/2	Ch.....	40411S.....		6.00/20.....	6.00/20.....	6	6	139 3/4	4,350	940
1 1/2-2 1/2	Ch.....	40411D.....		6.00/20.....	6.00/20.....	6	6	139 3/4	4,350	1,000
1 1/2-3	Ch.....	406S.....	4062510 and up.....	6.50/20.....	6.50/20.....	6	6	139 3/4	4,500	1,080
1 1/2-3	Ch.....	406D.....		6.50/20.....	6.50/20.....	6	6	139 3/4	4,500	1,110
2-3 1/2	Ch.....	509S.....	5091669 and up.....	7.00/20.....	7.00/20.....	6	6	139 3/4	4,900	1,320
2-3 1/2	Ch.....	509D.....		7.00/20.....	7.00/20.....	6	6	139 3/4	4,900	1,380
2-3 1/2	Ch.....	509HS.....		7.00/20.....	7.00/20.....	6	6	139 3/4	5,000	1,390
2-3 1/2	Ch.....	509HD.....		7.00/20.....	7.00/20.....	6	6	139 3/4	5,000	1,450
2-4	Ch.....	612S.....	6120465 and up.....	7.50/20.....	7.50/20.....	6	6	139 3/4	5,250	1,600
2-4	Ch.....	612D.....		7.50/20.....	7.50/20.....	6	6	139 3/4	5,250	1,660
2-4	Ch.....	612HS.....		7.50/20.....	7.50/20.....	6	6	139 3/4	5,350	1,740
2-4	Ch.....	612HD.....		7.50/20.....	7.50/20.....	6	6	139 3/4	5,350	1,800
2 1/2-5	Ch.....	614S.....	6141167 and up.....	7.50/20.....	7.50/20.....	6	6	139 3/4	5,700	1,960
2 1/2-5	Ch.....	614D.....		7.50/20.....	7.50/20.....	6	6	139 3/4	5,700	2,010
2 1/2-5	Ch.....	614HS.....		7.50/20.....	7.50/20.....	6	6	139 3/4	5,800	2,010
2 1/2-5	Ch.....	614HD.....		7.50/20.....	7.50/20.....	6	6	139 3/4	5,800	2,060
2 1/2-6	Ch.....	702.....	7020009 and up.....	8.25/20.....	8.25/20.....	6	6	130 3/4	7,200	3,090
3-6	Ch.....	805.....	8050053 and up.....	9.00/20.....	9.00/20.....	6	6	130 3/4	8,300	3,600
5-7	Ch.....	806.....	8060068 and up.....	9.00/20.....	9.00/20.....	6	6	130 3/4	8,500	3,750
5-7	Ch.....	806H.....		9.00/20.....	9.00/20.....	6	6	130 3/4	8,600	4,090
7 1/2-10	Ch.....	900.....	90000024 and up.....	9.00/20.....	9.00/20.....	6	6	130 3/4	9,500	5,400
7 1/2-10	Ch.....	900H.....		9.00/20.....	9.00/20.....	6	6	130 3/4	9,600	5,610

CONVENTIONAL (DIESEL)

2-3 1/2	Ch.....	513D.....	5130091 and up.....	6.00/20.....	6.00/20.....	6	6	139 3/4	4,900	\$2,320
2 1/2-4 1/2	Ch.....	615D.....	6150019 and up.....	7.00/20.....	7.00/20.....	6	6	139 3/4	5,700	2,850
5-7	Ch.....	807.....	8070001 and up.....	9.00/20.....	9.00/20.....	6	6	130 3/4	9,300	5,000
5-7	Ch.....	807H.....		9.00/20.....	9.00/20.....	6	6	130 3/4	9,400	6,000
5-7	Ch.....	808.....	8080002 and up.....	9.00/20.....	9.00/20.....	6	6	130 3/4	9,300	5,600
5-7	Ch.....	808H.....		9.00/20.....	9.00/20.....	6	6	130 3/4	9,400	6,000

CONVENTIONAL (3D AXLE)

								Inches	Pounds	
	Ch. (6 x 2)	404-T22X.....	4045003 and up.....	6.50/20.....	6.50/20.....	10	6	163 3/4	6,500	\$1,700
	Ch. (6 x 2)	406-T22X.....	4061853 and up.....	6.50/20.....	6.50/20.....	10	6	163 3/4	6,800	1,880
	Ch. (6 x 2)	509-T26X.....	5091060 and up.....	8.25/20.....	8.25/20.....	10	6	175 3/4	7,300	2,475
	Ch. (6 x 2)	612-T27.....	6120275 and up.....	8.25/20.....	8.25/20.....	10	6	175 3/4	7,600	2,850
	Ch. (6 x 2)	612-T28.....		8.25/20.....	8.25/20.....	10	6	175 3/4	8,000	2,970
	Ch. (6 x 2)	614-T33.....	6140755 and up.....	9.00/20.....	9.00/20.....	10	6	175 3/4	9,000	3,600
	Ch. (6 x 2)	805D-R-T33.....	8050005 and up.....	9.00/20.....	9.00/20.....	10	6	190 3/4	12,200	5,205
	Ch. (6 x 2)	805-T39.....		9.75/20.....	9.75/20.....	10	6	190 3/4	13,000	5,450
	Ch. (6 x 2)	806-T42.....	8060006 and up.....	9.75/22.....	9.75/22.....	10	6	190 3/4	13,200	5,650
	Ch. (6 x 2)	900-T47.....	9000016 and up.....	10.50/20.....	10.50/20.....	10	6	190 3/4	14,500	7,905
	Ch. (6 x 2)	900-T50.....		10.50/22.....	10.50/22.....	10	6	190 3/4	14,700	7,985
	Ch. (6 x 2) (Diesel)	910-T50.....	9100001 and up.....	10.50/22.....	10.50/22.....	10	6	208 3/4	17,500	10,170
	Ch. (6 x 4)	612SBD1000H.....	6120465 and up.....	7.50/20.....	7.50/20.....	10	6	174 3/4	8,000	2,950
	Ch. (6 x 4)	614SBD1500H.....	6141167 and up.....	8.25/20.....	8.25/20.....	10	6	175 3/4	9,000	3,887
	Ch. (6 x 4)	614SBD1500A.....		8.25/20.....	8.25/20.....	10	6	175 3/4	9,000	4,200
	Ch. (6 x 4)	702SBD1500H.....	7020009 and up.....	8.25/20.....	8.25/20.....	10	6	168 3/4	10,500	4,925
	Ch. (6 x 4)	702SBD1500A.....		8.25/20.....	8.25/20.....	10	6	168 3/4	10,500	5,380
	Ch. (6 x 4)	702S-W3000H.....		8.25/20.....	8.25/20.....	10	6	168 3/4	12,000	5,380
	Ch. (6 x 4)	702S-W-3000A.....		8.25/20.....	8.25/20.....	10	6	168 3/4	12,000	5,815
	Ch. (6 x 4)	702S-D-3000A.....		8.25/20.....	8.25/20.....	10	6	168 3/4	12,000	5,815
	Ch. (6 x 4)	806SBD-1500H.....	8060068 and up.....	9.00/20.....	9.00/20.....	10	6	168 3/4	11,500	5,375
	Ch. (6 x 4)	806SBD-1500A.....		9.00/20.....	9.00/20.....	10	6	168 3/4	11,500	5,810
	Ch. (6 x 4)	806S-W-3000H.....		9.00/20.....	9.00/20.....	10	6	168 3/4	12,500	5,885
	Ch. (6 x 4)	806S-W-3000A.....		9.00/20.....	9.00/20.....	10	6	168 3/4	12,500	5,885
	Ch. (6 x 4)	806S-D-3000H.....		9.00/20.....	9.00/20.....	10	6	168 3/4	12,500	6,300
	Ch. (6 x 4)	806S-D-3000A.....		9.00/20.....	9.00/20.....	10	6	168 3/4	12,500	6,300
	Ch. (6 x 4)	900S-W-3000A.....	9000024 and up.....	9.00/20.....	9.00/20.....	10	6	168 3/4	13,500	7,215
	Ch. (6 x 4)	900SD-3000A.....		9.00/20.....	9.00/20.....	10	6	168 3/4	13,500	7,215
	Ch. (6 x 4)	900S-W-454A.....		10.00/20.....	10.00/20.....	10	6	170 3/4	15,000	7,830
	Ch. (6 x 4)	900SD-454A.....		10.00/20.....	10.00/20.....	10	6	170 3/4	15,000	7,830
	Ch. (6 x 4) Diesel	910S-W-454A.....	9100006 and up.....	9.75/20.....	9.75/20.....	10	6	170 3/4	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]

(0) 1941 and 1942—Continued

CAB FORWARD

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base ¹	Base weight	F. o. b. list price
				Front	Rear	Number				
1½	Ch.	306SC	306SC0268 and up	6.00/17	6.00/17	4	6	106	4,000	\$820
1½	Ch.	306SCH		6.00/17	6.00/17	4	6	106	4,100	898
1½-2½	Ch.	404SC	404SC0782 and up	6.00/20	6.00/20	6	6	106	4,400	1,000
1½-2½	Ch.	404SCH		6.00/20	6.00/20	6	6	106	4,500	1,050
2-3½	Ch.	509SC	509SC0075 and up	7.00/20	7.00/20	6	6	106	4,500	1,403
2-3½	Ch.	509SCH		7.00/20	7.00/20	6	6	106	5,000	1,470
2-3½	Ch.	612SC	612SC0042 and up	7.50/20	7.50/20	6	6	106	5,400	1,660
2-3½	Ch.	612SCH		7.50/20	7.50/26	6	6	106	5,500	1,800
2½-5	Ch.	614SC	614SC0001 and up	7.50/20	7.50/20	6	6	106	5,850	2,060
2½-5	Ch.	614SCH		7.50/20	7.50/20	6	6	106	5,950	2,050

CAB FORWARD (3D AXLE)

	Ch. (6 x 2)	404SC-T22X	404SC0145 and up	6.50/20	6.50/20	10	6	124	6,500	\$1,830
	Ch. (6 x 2)	509SC-T26X	509SC0001 and up	8.25/20	8.25/20	10	6	139¾	7,300	2,515

CAB OVER ENGINE

1	Ch.	201C	201C0079 and up	6.00/17	6.00/17	4	6	119	2,500	\$680
1½-2½	Ch.	404C	404C0157 and up	6.00/20	6.00/20	6	6	96	5,400	1,240
1½-2½	Ch.	404CH		6.00/20	6.00/20	6	6	96	5,500	1,300
2-3½	Ch.	509C	509C0169 and up	7.00/20	7.00/20	6	6	96	5,500	1,620
2-3½	Ch.	509CH		7.00/20	7.00/20	6	6	96	5,600	1,690
2-4	Ch.	612C	612C0045 and up	7.50/20	7.50/20	6	6	96	5,700	1,860
2-4	Ch.	612CH		7.50/20	7.50/20	6	6	96	5,800	2,000
2½-5	Ch.	614C	614C0205 and up	7.50/20	7.50/20	6	6	96	6,300	2,240
2½-5	Ch.	614CH		7.50/20	7.50/20	6	6	96	6,400	2,290
2½-6	Ch.	702C	702C0001 and up	8.25/20	8.25/20	6	6	96	7,300	3,200
3-6	Ch.	805C	805C0009 and up	9.00/20	9.00/20	6	6	96	7,500	3,600
5-7	Ch.	806C	806C0007 and up	9.00/20	9.00/20	6	6	96	7,800	3,750

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

PAR-AGE-CAR

½		91	91-3762 and up	6.00/16	6.50/16	4	6	90	3,150	\$1,250
½		117	117-3762 and up	6.00/16	6.50/16	4	6	116	3,400	1,350

(i) DIVCO

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

(1) 1935

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
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	16663 and up	6.00/20 6 ply	32 x 6 8 ply	4	4	N. A.	3,320	1,475

(2) 1936

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

(3) 1937

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

(4) 1938

½	Panel	UB	20000 and up	7.00/16 4 ply	7.00/16 6 ply	4	4	100¾	2,410	\$1,250
¾	Panel	UL	29000 and up	7.00/16 6 ply	7.00/16 6 ply	4	4	127½	2,600	1,350
1	Panel	UM	21000 and up	7.00/16 6 ply	7.00/16 6 ply	4	4	100¾	2,925	1,250

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				
3/4	Panel	UB	26000 and up	7.00/16 4 ply	7.00/16 6 ply	4	4	Inches 100 3/4	Pounds 2,410	\$1,250
3/4	Panel	UL	29000 and up	7.00/16 4 ply	7.00/16 6 ply	4	4	127 1/2	2,600	1,350
1	Panel	UM	21000 and up	7.00/16 6 ply	7.50/16 6 ply	4	4	100 3/4	2,925	1,250

(6) 1940

3/4	Panel	UB	26054 and up	7.00/16 4 ply	7.00/16 6 ply	4	4	100 3/4	2,410	\$1,125
3/4	Panel	UL	28029 and up	7.00/16 4 ply	7.00/16 6 ply	4	4	127 1/2	2,600	1,350
1	Panel	UM	23887 and up	7.00/16 6 ply	7.50/16 6 ply	4	4	100 3/4	2,925	1,250
1 1/2	Panel	ULM	29107 and up	6.00/20 6 ply	32 x 6 8 ply	6	6	127 1/2	3,366	1,450

(7) 1941

3/4	Panel	UBM	26131 and up	7.00/16 6 ply	7.00/16 6 ply	4	4	100 3/4	2,410	\$1,235
1	Panel	UM	25570 and up	7.00/16 6 ply	7.50/16 6 ply	4	4	100 3/4	2,925	1,250
1 1/2	Panel	ULM	29202 and up	6.00/20 6 ply	32 x 6 8 ply	6	6	127 1/2	3,366	1,500
1 1/2	Panel	UM	28080 and up	7.00/16 6 ply	7.50/16 6 ply	4	4	100 3/4	2,900	1,300
1 1/2	Panel	ULM	29295 and up	6.00/20 6 ply	32 x 6 8 ply	6	6	127 1/2	3,366	1,575

(j) DODGE

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

(1) 1935

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
3/4	Sed. Dly.	KC	8042422 to 8072564	5.25/17	5.25/17	5	6	Inches 111 1/4	Pounds 2,600	\$565
3/4	Ch. Cowl	KC		5.25/17	5.25/17	5	6	111 1/4	1,775	365
3/4	Ch. Cb.	KC	Calif. 9263202 to 9260514	5.25/17	5.25/17	5	6	111 1/4	2,235	465
3/4	Pickup	KC		5.25/17	5.25/17	5	6	111 1/4	2,465	480
3/4	Canopy	KC		5.25/17	5.25/17	5	6	111 1/4	2,525	500
3/4	Canopy (Screen Sides)	KC		5.25/17	5.25/17	5	6	111 1/4	2,575	610
3/4	Ch. Cowl	KCL		5.25/17	5.25/17	5	6	119	1,805	395
3/4	Ch. Cb.	KCL		5.25/17	5.25/17	5	6	119	2,265	495
3/4	Pickup Exp.	KCL		5.25/17	5.25/17	5	6	119	2,495	515
3/4	Panel	KCL		5.25/17	5.25/17	5	6	119	2,860	595
3/4	Ch. Cowl	KH-15	8222759 to 8234001	6.00/20 6 ply	32 x 6 8 ply	4	6	131	2,882	490
3/4	Ch. Cb.	KH-15		6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,100	585
3/4	Pickup Exp.	KH-15	Calif. 9242917 to 9243500	6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,535	665
3/4	Canopy	KH-15		6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,612	720
3/4	Canopy (Screen Sides)	KH-15		6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,670	740
3/4	Panel	KH-15		6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,841	740
3/4	Ch. Cowl	KH-16		6.00/20 6 ply	32 x 6 8 ply	4	6	136	2,575	495
3/4	Ch. Cb.	KH-16		6.00/20 6 ply	32 x 6 8 ply	4	6	136	2,935	595
3/4	Stk. (Std. Racks)	KH-16		6.00/20 6 ply	32 x 6 8 ply	4	6	136	3,892	680
3/4	Ch. Cowl	KH-17		6.00/20 6 ply	32 x 6 8 ply	4	6	148	2,625	525
3/4	Ch. Cb.	KH-17		6.00/20 6 ply	32 x 6 8 ply	4	6	148	3,085	625
3/4	Ch. Cowl	KH-18		6.00/20 6 ply	32 x 6 8 ply	4	6	161	2,700	525
3/4	Ch. Cb.	KH-18		6.00/20 6 ply	32 x 6 8 ply	4	6	161	3,085	625
3/4	Platform	KH-18		6.00/20 6 ply	32 x 6 8 ply	4	6	161	4,135	700
3/4	Stk. (Std. Racks)	KH-18		6.00/20 6 ply	32 x 6 8 ply	4	6	161	4,515	740
3/4	Ch. Cowl	KH-16V	8234301 to 8242776	6.00/20 6 ply	32 x 6 8 ply	4	6	137	2,850	495
3/4	Ch. Cb.	KH-16V		6.00/20 6 ply	32 x 6 8 ply	4	6	137	3,225	595
3/4	Pickup Exp.	KH-16V	Calif. 9260151 to 9260514	6.00/20 6 ply	32 x 6 8 ply	4	6	137	3,780	675
3/4	Canopy	KH-16V		6.00/20 6 ply	32 x 6 8 ply	4	6	137	3,688	740
3/4	Canopy (Screen Sides)	KH-16V		6.00/20 6 ply	32 x 6 8 ply	4	6	137	3,748	760
3/4	Panel	KH-16V		6.00/20 6 ply	32 x 6 8 ply	4	6	137	4,150	760
3/4	Ch. Cowl	KH-17V	KHV series	6.00/20 6 ply	32 x 6 8 ply	4	6	149	2,925	525
3/4	Ch. Cb.	KH-17V		6.00/20 6 ply	32 x 6 8 ply	4	6	149	3,300	625
3/4	Ch. Cowl	KH-18V		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,000	525
3/4	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	680
1	Ch. Cowl	KH-22		6.00/20 6 ply	32 x 6 8 ply	4	6	148	2,625	525
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	525
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	3,226	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	525
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	525

(J) DODGE—Continued

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

(I) 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				
1	Ch. Cb.	KH-23V	8222759 to 8234001	6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,375	\$625
1 1/2	Ch. Cowl	KH-30		6.00/20 6 ply	32 x 6 8 ply	4	6	131	2,882	490
1 1/2	Ch. Cb.	KH-30		6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,100	585
1 1/2	Pickup Exp.	KH-30		6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,535	665
1 1/2	Canopy	KH-36		6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,612	720
1 1/2	Canopy (Screen Sides)	KH-30		6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,670	740
1 1/2	Panel	KH-30		6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,841	740
1 1/2	Ch. Cowl	KH-31		6.00/20 6 ply	32 x 6 8 ply	4	6	136	2,575	495
1 1/2	Ch. Cb.	KH-31		6.00/20 6 ply	32 x 6 8 ply	4	6	136	2,935	595
1 1/2	Stk. (Std. Racks)	KH-31		6.00/20 6 ply	32 x 6 8 ply	4	6	136	3,892	680
1 1/2	Ch. Cowl	KH-32	6.00/20 6 ply	32 x 6 8 ply	4	6	148	2,625	525	
1 1/2	Ch. Cb.	KH-32	6.00/20 6 ply	32 x 6 8 ply	4	6	148	3,085	625	
1 1/2	Ch. Cowl	KH-33	6.00/20 6 ply	32 x 6 8 ply	4	6	161	2,700	525	
1 1/2	Ch. Cb.	KH-33	6.00/20 6 ply	32 x 6 8 ply	4	6	161	3,085	625	
1 1/2	Platform	KH-33	6.00/20 6 ply	32 x 6 8 ply	4	6	161	4,135	760	
1 1/2	Stk. (Std. Racks)	KH-33	6.00/20 6 ply	32 x 6 8 ply	4	6	161	4,135	740	
1 1/2	Ch. Cowl	K-32	8368251 to 8378036	6.00/20 6 ply	32 x 6 8 ply	4	6	136	2,855	535
1 1/2	Ch. Cb.	K-32		6.00/20 6 ply	32 x 6 8 ply	4	6	136	3,260	635
1 1/2	Platform	K-32		6.00/20 6 ply	32 x 6 8 ply	4	6	136	3,780	700
1 1/2	Stk. (Std. Racks)	K-32		6.00/20 6 ply	32 x 6 8 ply	4	6	136	4,160	730
1 1/2	Ch. Cowl	K-33		6.00/20 6 ply	32 x 6 8 ply	4	6	148	2,975	575
1 1/2	Ch. Cb.	K-33		6.00/20 6 ply	32 x 6 8 ply	4	6	148	3,350	675
1 1/2	Ch. Cowl	K-34		6.00/20 6 ply	32 x 6 8 ply	4	6	161	3,185	575
1 1/2	Ch. Cb.	K-34		6.00/20 6 ply	32 x 6 8 ply	4	6	161	3,587	675
1 1/2	Platform	K-34		6.00/20 6 ply	32 x 6 8 ply	4	6	161	4,240	750
1 1/2	Stk. (Std. Racks)	K-34		6.00/20 6 ply	32 x 6 8 ply	4	6	161	4,620	790
1 1/2	Ch. Cowl	K-35	8612651 to 8616231	6.50/20 6 ply	6.50/20 6 ply	6	6	140	3,580	895
1 1/2	Ch. Cb.	K-35		6.50/20 6 ply	6.50/20 6 ply	6	6	140	3,955	1,010
1 1/2	Platform	K-35		6.50/20 6 ply	6.50/20 6 ply	6	6	140	4,535	1,085
1 1/2	Stk. (Std. Racks)	K-35		6.50/20 6 ply	6.50/20 6 ply	6	6	140	4,915	1,125
1 1/2	Ch. Cowl	K-36		6.50/20 6 ply	6.50/20 6 ply	6	6	157	3,670	925
1 1/2	Ch. Cb.	K-36		6.50/20 6 ply	6.50/20 6 ply	6	6	157	4,045	1,040
1 1/2	Platform	K-36		6.50/20 6 ply	6.50/20 6 ply	6	6	157	4,860	1,130
1 1/2	Stk. (Std. Racks)	K-36		6.50/20 6 ply	6.50/20 6 ply	6	6	157	5,270	1,180
1 1/2	Ch. Cowl	K-37		6.50/20 6 ply	6.50/20 6 ply	6	6	169	3,715	955
1 1/2	Ch. Cb.	K-37		6.50/20 6 ply	6.50/20 6 ply	6	6	169	4,090	1,070
1 1/2	Platform	K-37	6.50/20 6 ply	6.50/20 6 ply	6	6	169	4,535	1,190	
1 1/2	Stk. (Std. Racks)	K-37	6.50/20 6 ply	6.50/20 6 ply	6	6	169	5,315	1,250	
1 1/2	Ch. Cowl	K-38	8234301 to 8242776	6.50/20 6 ply	6.50/20 6 ply	6	6	190	3,790	945
1 1/2	Ch. Cb.	K-38		6.50/20 6 ply	6.50/20 6 ply	6	6	190	4,165	1,050
1 1/2	Ch. Cowl	KH-31V		6.00/20 6 ply	32 x 8 8 ply	4	6	137	2,850	495
1 1/2	Ch. Cb.	KH-31V		6.00/20 6 ply	32 x 8 8 ply	4	6	137	3,225	595
1 1/2	Pickup Exp.	KH-31V		6.00/20 6 ply	32 x 8 8 ply	4	6	137	3,780	675
1 1/2	Canopy	KH-31V		6.00/20 6 ply	32 x 8 8 ply	4	6	137	3,688	740
1 1/2	Canopy (Screen Sides)	KH-31V		6.00/20 6 ply	32 x 8 8 ply	4	6	137	3,748	760
1 1/2	Panel	KH-31V		6.00/20 6 ply	32 x 8 8 ply	4	6	137	4,150	760
1 1/2	Platform	KH-31V		6.00/20 6 ply	32 x 8 8 ply	4	6	137	N. A.	650
1 1/2	Stk. (Std. Racks)	KH-31V		6.00/20 6 ply	32 x 8 8 ply	4	6	137	N. A.	680
1 1/2	Ch. Cowl	KH-32V	6.00/20 6 ply	32 x 8 8 ply	4	6	149	2,925	525	
1 1/2	Ch. Cb.	KH-32V	6.00/20 6 ply	32 x 8 8 ply	4	6	149	3,300	625	
1 1/2	Ch. Cowl	KH-33V	6.00/20 6 ply	32 x 8 8 ply	4	6	162	3,000	525	
1 1/2	Ch. Cb.	KH-33V	6.00/20 6 ply	32 x 8 8 ply	4	6	162	3,375	625	
1 1/2	Stk. (Std. Racks)	KH-33V	6.00/20 6 ply	32 x 8 8 ply	4	6	162	4,200	740	
1 1/2	Ch. Cowl	K-32V	8380501 to 8388129	6.00/20 6 ply	32 x 8 8 ply	4	6	137	3,125	545
1 1/2	Ch. Cb.	K-32V		6.00/20 6 ply	32 x 8 8 ply	4	6	137	3,500	645
1 1/2	Platform	K-32V		6.00/20 6 ply	32 x 8 8 ply	4	6	137	4,050	700
1 1/2	Stk. (Std. Racks)	K-32V		6.00/20 6 ply	32 x 8 8 ply	4	6	137	4,350	790
1 1/2	Ch. Cowl	K-33V		6.00/20 6 ply	32 x 8 8 ply	4	6	149	3,225	575
1 1/2	Ch. Cb.	K-33V		6.00/20 6 ply	32 x 8 8 ply	4	6	149	3,600	675
1 1/2	Ch. Cowl	K-34V		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,350	575
1 1/2	Ch. Cb.	K-34V		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,725	675
1 1/2	Platform	K-34V		6.00/20 6 ply	32 x 6 8 ply	4	6	162	4,440	750
1 1/2	Stk. (Std. Racks)	K-34V		6.00/20 6 ply	32 x 6 8 ply	4	6	162	4,785	790
1 1/2	Ch. Cowl	K-35V	8616401 to 8618686	6.50/20 6 ply	6.50/20 6 ply	6	6	141	3,675	895
1 1/2	Ch. Cb.	K-35V		6.50/20 6 ply	6.50/20 6 ply	6	6	141	4,050	1,010
1 1/2	Platform	K-35V		6.50/20 6 ply	6.50/20 6 ply	6	6	141	4,600	1,085
1 1/2	Stk. (Std. Racks)	K-35V		6.50/20 6 ply	6.50/20 6 ply	6	6	141	4,900	1,125
1 1/2	Ch. Cowl	K-36V		6.50/20 6 ply	6.50/20 6 ply	6	6	158	3,775	925
1 1/2	Ch. Cb.	K-36V		6.50/20 6 ply	6.50/20 6 ply	6	6	158	4,100	1,040
1 1/2	Platform	K-36V		6.50/20 6 ply	6.50/20 6 ply	6	6	158	4,865	1,130
1 1/2	Stk. (Std. Racks)	K-36V		6.50/20 6 ply	6.50/20 6 ply	6	6	158	5,210	1,180
1 1/2	Ch. Cowl	K-37V		6.50/20 6 ply	6.50/20 6 ply	6	6	170	3,825	955
1 1/2	Ch. Cb.	K-37V		6.50/20 6 ply	6.50/20 6 ply	6	6	170	4,200	1,070
1 1/2	Platform	K-37V	6.50/20 6 ply	6.50/20 6 ply	6	6	170	4,890	1,190	
1 1/2	Stk. (Std. Racks)	K-37V	6.50/20 6 ply	6.50/20 6 ply	6	6	170	5,310	1,250	
1 1/2	Ch. Cowl	K-38V	9273538 to 9273790	6.50/20 6 ply	6.50/20 6 ply	6	6	191	3,900	990
1 1/2	Ch. Cb.	K-38V		6.50/20 6 ply	6.50/20 6 ply	6	6	191	4,275	1,105
2	Ch. Cowl	K-45		7.00/20 8 ply	7.00/20 8 ply	6	6	141	3,675	895
2	Ch. Cowl	K-46		7.00/20 8 ply	7.00/20 8 ply	6	6	158	3,765	925
2	Ch. Cowl	K-47		7.00/20 8 ply	7.00/20 8 ply	6	6	170	3,810	955
2	Ch. Cowl	K-48		7.00/20 8 ply	7.00/20 8 ply	6	6	191	3,885	990
2	Ch. Cowl	K-50-V		7.00/20 8 ply	7.00/20 8 ply	6	6	152	5,235	1,695
2	Ch. Cowl	K-51-V		7.00/20 8 ply	7.00/20 8 ply	6	6	170	5,335	1,715
2	Ch. Cowl	K-52-V		7.00/20 8 ply	7.00/20 8 ply	6	6	188	5,385	1,735
3	Ch. Cowl	K-60-V		8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,425	1,695
3	Ch. Cowl	K-61-V	8.25/20 10 ply	8.25/20 10 ply	6	6	170	5,525	1,715	
3	Ch. Cowl	K-62-V	8.25/20 10 ply	8.25/20 10 ply	6	6	188	5,575	1,735	

(2) 1936

CONVENTIONAL

1 1/2	Sed. Dly	D2	4018051 to 4276687	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,775	\$665
1 1/2	Ch. Cowl	LC	8105601 to 8156402	6.00/16 4 ply	6.00/16 4 ply	5	6	116	1,975	370
1 1/2	Ch. Cb.	LC	Callif	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,350	470
1 1/2	Pickup Exp.	LC	Callif	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,725	500
1 1/2	Canopy	LO	9287701 to 9293553	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,775	600

(1) 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				
3/4	Canopy (Screen Sides)	LC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,815	\$620
3/4	Panel	LC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,025	585
3/4	Ch. Cowl	LE-15	8378051 to 8380000	6.00/20 6 ply	32 x 6 8 ply	4	6	129	2,775	595
3/4	Ch. Cb	LE-15	8242801 to 8263157	6.00/20 6 ply	32 x 6 8 ply	4	6	129	3,150	605
3/4	Pickup Exp.	LE-15		6.50/20 6 ply	6.50/20 6 ply	4	6	129	3,458	685
3/4	Canopy	LE-15	Calif. 9260551 to 9261974	6.50/20 6 ply	6.50/20 6 ply	4	6	129	3,575	750
3/4	Canopy (Screen Sides)	LE-15		6.50/20 6 ply	6.50/20 6 ply	4	6	129	3,635	770
3/4	Panel	LE-15		6.50/20 6 ply	6.50/20 6 ply	4	6	129	3,975	775
3/4	Ch. Cowl	LE-16		6.00/20 6 ply	32 x 6 8 ply	4	6	136	2,800	595
3/4	Ch. Cb	LE-16		6.00/20 6 ply	32 x 6 8 ply	4	6	136	3,175	605
3/4	Pickup Exp.	LE-16		6.50/20 6 ply	6.50/20 6 ply	4	6	136	3,453	685
3/4	Canopy	LE-16		6.50/20 6 ply	6.50/20 6 ply	4	6	136	3,600	750
3/4	Canopy (Screen Sides)	LE-16		6.50/20 6 ply	6.50/20 6 ply	4	6	136	3,660	770
3/4	Panel	LE-16		6.50/20 6 ply	6.50/20 6 ply	4	6	136	4,000	775
3/4	Platform	LE-16		6.50/20 6 ply	6.50/20 6 ply	4	6	136	3,725	660
3/4	Stk. (Std. Racks)	LE-16		6.50/20 6 ply	6.50/20 6 ply	4	6	136	4,025	690
3/4	Ch. Cowl	LE-17		6.00/20 6 ply	32 x 6 8 ply	4	6	162	2,925	535
3/4	Ch. Cb	LE-17		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,300	635
3/4	Platform	LE-17		6.00/20 6 ply	32 x 6 8 ply	4	6	162	4,115	710
3/4	Stk. (Std. Racks)	LE-17		6.00/20 6 ply	32 x 6 8 ply	4	6	162	4,360	750
1	Ch. Cowl	LE-20		6.00/20 6 ply	32 x 6 8 ply	4	6	129	2,775	595
1	Ch. Cb	LE-20		6.00/20 6 ply	32 x 6 8 ply	4	6	129	3,150	605
1	Pickup Exp.	LE-20		6.50/20 6 ply	6.50/20 6 ply	4	6	129	3,458	685
1	Canopy	LE-20		6.50/20 6 ply	6.50/20 6 ply	4	6	129	3,575	750
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	595
1	Ch. Cb	LE-21		6.00/20 6 ply	32 x 6 8 ply	4	6	136	3,175	605
1	Pickup Exp.	LE-21		6.50/20 6 ply	6.50/20 6 ply	4	6	136	3,483	685
1	Canopy	LE-21		6.50/20 6 ply	6.50/20 6 ply	4	6	136	3,600	750
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	555
1	Ch. Cb	LF-28	Calif. 92457016 to 9247172	6.50/20 6 ply	6.50/20 6 ply	4	6	129	3,175	655
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	3,790	935
1	Ch. Cb	LH-30		7.00/20 8 ply	7.00/20 8 ply	4	6	151	4,165	1,050
1 1/2	Ch. Cowl	LE-30	8378051 to 8380000	6.00/20 6 ply	32 x 6 8 ply	4	6	129 1/2	2,775	595
1 1/2	Ch. Cb	LE-30	8242801 to 8263157	6.00/20 6 ply	32 x 6 8 ply	4	6	129 1/2	3,150	605
1 1/2	Pickup Exp.	LE-30	Calif. 9260551 to 9261974	6.50/20 6 ply	6.50/20 6 ply	4	6	129 1/2	3,458	685
1 1/2	Canopy	LE-30		6.50/20 6 ply	6.50/20 6 ply	4	6	129 1/2	3,575	750
1 1/2	Canopy (Screen Sides)	LE-30		6.50/20 6 ply	6.50/20 6 ply	4	6	129 1/2	3,635	770
1 1/2	Panel	LE-30		6.50/20 6 ply	6.50/20 6 ply	4	6	129 1/2	3,975	775
1 1/2	Ch. Cowl	LE-31		6.00/20 6 ply	32 x 6 8 ply	4	6	136	2,800	595
1 1/2	Ch. Cb	LE-31		6.00/20 6 ply	32 x 6 8 ply	4	6	136	3,175	605
1 1/2	Pickup Exp.	LE-31		6.50/20 6 ply	6.50/20 6 ply	4	6	136	3,483	685
1 1/2	Canopy	LE-31		6.50/20 6 ply	6.50/20 6 ply	4	6	136	3,600	750
1 1/2	Canopy (Screen Sides)	LE-31		6.50/20 6 ply	6.50/20 6 ply	4	6	136	3,660	770
1 1/2	Panel	LE-31		6.50/20 6 ply	6.50/20 6 ply	4	6	136	4,000	775
1 1/2	Platform	LE-31		6.00/20 6 ply	32 x 6 8 ply	4	6	136	3,725	660
1 1/2	Stk. (Std. Racks)	LE-31		6.00/20 6 ply	32 x 6 8 ply	4	6	136	4,025	690
1 1/2	Ch. Cowl	LE-32		6.00/20 6 ply	32 x 6 8 ply	4	6	162	2,925	535
1 1/2	Ch. Cb	LE-32		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,300	635
1 1/2	Platform	LE-32	LE series	6.00/20 6 ply	32 x 6 8 ply	4	6	162	4,115	710
1 1/2	Stk. (Std. Racks)	LE-32		6.00/20 6 ply	32 x 6 8 ply	4	6	162	4,360	750
1 1/2	Ch. Cowl	LF-35	8388201 to 8407502	6.00/20 6 ply	32 x 6 8 ply	4	6	129 1/2	3,100	555
1 1/2	Ch. Cb	LF-35	Calif. 9245701 to 9247172	6.00/20 6 ply	32 x 6 8 ply	4	6	129 1/2	3,475	655
1 1/2	Ch. Cowl	LF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	136	3,125	555
1 1/2	Ch. Cb	LF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	136	3,500	655
1 1/2	Platform	LF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	136	4,050	710
1 1/2	Stk. (Std. Racks)	LF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	136	4,350	740
1 1/2	Ch. Cowl	LF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,250	585
1 1/2	Ch. Cb	LF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,625	685
1 1/2	Platform	LF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	162	4,340	760
1 1/2	Stk. (Std. Racks)	LF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	162	4,685	800
1 1/2	Ch. Cowl	LG-40	8510101 to 8516340	6.50/20 6 ply	6.50/20 6 ply	6	6	136	3,775	905
1 1/2	Ch. Cb	LG-40		6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,150	1,020
1 1/2	Platform	LG-40	Calif. 9274001 to 9274296	6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,700	1,095
1 1/2	Stk. (Std. Racks)	LG-40		6.50/20 6 ply	6.50/20 6 ply	6	6	136	5,000	1,135
1 1/2	Ch. Cowl	LG-41		6.50/20 6 ply	6.50/20 6 ply	6	6	151	3,925	935
1 1/2	Ch. Cb	LG-41		6.50/20 6 ply	6.50/20 6 ply	6	6	151	4,300	1,050
1 1/2	Ch. Cowl	LG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	162	3,975	965
1 1/2	Ch. Cb	LG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,350	1,080
1 1/2	Platform	LG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	162	5,080	1,200
1 1/2	Stk. (Std. Racks)	LG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	162	5,460	1,290
1 1/2	Ch. Cowl	LG-43		6.50/20 6 ply	6.50/20 6 ply	6	6	180	4,050	1,000
1 1/2	Ch. Cb	LG-43		6.50/20 6 ply	6.50/20 6 ply	6	6	180	4,425	1,115
1 1/2	Platform	LG-43		6.50/20 6 ply	6.50/20 6 ply	6	6	180	4,945	1,235
1 1/2	Stk. (Std. Racks)	LG-43		6.50/20 6 ply	6.50/20 6 ply	6	6	180	5,275	1,295
2	Ch. Cowl	LH-45	8510101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	136	3,775	905
2	Ch. Cowl	LH-46		7.00/20 8 ply	7.00/20 8 ply	6	6	151	3,925	935
2	Ch. Cowl	LH-47		7.00/20 8 ply	7.00/20 8 ply	6	6	162	3,975	965
2	Ch. Cowl	LH-48		7.00/20 8 ply	7.00/20 8 ply	6	6	180	4,050	1,000
2	Ch. Cowl	K-50-V	8761930 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	152	5,235	1,435
2	Ch. Cowl	K-51-V		7.00/20 8 ply	7.00/20 8 ply	6	6	170	5,335	1,715
2	Ch. Cowl	K-52-V		7.00/20 8 ply	7.00/20 8 ply	6	6	188	5,385	1,735
2	Ch. Cowl	K-53-V		7.00/20 8 ply	7.00/20 8 ply	6	6	205	5,435	1,770
2	Ch. Cowl	K-60-V		8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,425	1,695
3	Ch. Cowl	K-61-V		8.25/20 10 ply	8.25/20 10 ply	6	6	170	5,525	1,715
3	Ch. Cowl	K-62-V		8.25/20 10 ply	8.25/20 10 ply	6	6	188	5,575	1,735
3	Ch. Cowl	K-63-V		8.25/20 10 ply	8.25/20 10 ply	6	6	205	5,625	1,770

(J) DODGE—Continued

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

(3) 1937

CONVENTIONAL

Table with columns: Tonnage rating, Chassis and standard body type, Model, Serial No., Standard tire equipment (Front, Rear, Number), Number cylinders, Wheel base (Inches), Base weight (Pounds), and F. o. b. list price. Rows list various vehicle models like Sed. Dly, Ch. Cowl, Ch. Cb., Pickup, Canopy, Panel, etc., with their respective specifications and prices.

(J) 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				
	Sed. Dly.	RC	8186701 to 8204334	6.00/16 4 ply	6.00/16 4 ply	5	6	Inches 116	Pounds 2,845	\$684
	Ch. Cowl	RC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	1,975	452
	Ch. Cb	RC	Calif. 9251001 to 9252540	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,400	551
	Pickup	RC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,650	575
	Canopy	RC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,620	664
	Panel	RC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,875	669
	Ch. Cowl	RD-10	8082101 to 8087863	7.00/16 6 ply	7.50/16 6 ply	5	6	120	2,450	530
	Ch. Cb	RD-10		7.00/16 6 ply	7.50/16 6 ply	5	6	120	2,875	626
	Pickup Exp.	RD-10	Calif. 9283801 to 9284247	7.00/16 6 ply	7.50/16 6 ply	5	6	120	3,125	667
	Platform	RD-10		7.00/16 6 ply	7.50/16 6 ply	5	6	120	3,250	667
	Stk. (Std. Racks)	RD-10		7.00/16 6 ply	7.50/16 6 ply	5	6	120	3,475	699
	Ch. Cowl	RD-11		7.00/16 6 ply	7.50/16 6 ply	5	6	136	2,475	579
	Ch. Cb	RD-11		7.00/16 6 ply	7.50/16 6 ply	5	6	136	2,900	676
	Pickup Exp.	RD-11		7.00/16 6 ply	7.50/16 6 ply	5	6	136	3,250	718
	Canopy	RD-11		7.00/16 6 ply	7.50/16 6 ply	5	6	136	3,260	799
	Panel	RD-11		7.00/16 6 ply	7.50/16 6 ply	5	6	136	3,500	825
	Platform	RD-11		7.00/16 6 ply	7.50/16 6 ply	5	6	136	3,375	718
	Stk. (Std. Racks)	RD-11		7.00/16 6 ply	7.50/16 6 ply	5	6	136	3,650	752
	Ch. Cowl	RD-15		7.00/16 6 ply	7.50/16 6 ply	5	6	120	2,450	557
	Ch. Cb	RD-15		7.00/16 6 ply	7.50/16 6 ply	5	6	120	2,875	654
	Pickup Exp.	RD-15		7.00/16 6 ply	7.50/16 6 ply	5	6	120	3,175	696
	Platform	RD-15		7.00/16 6 ply	7.50/16 6 ply	5	6	120	3,250	696
	Stk. (Std. Racks)	RD-15		7.00/16 6 ply	7.50/16 6 ply	5	6	120	3,475	729
	Ch. Cowl	RD-16		7.00/16 4 ply	7.50/16 6 ply	5	6	136	2,475	608
	Ch. Cb	RD-16		7.00/16 4 ply	7.50/16 6 ply	5	6	136	2,900	704
	Pickup Exp.	RD-16		7.00/16 4 ply	7.50/16 6 ply	5	6	136	3,250	746
	Canopy	RD-16		7.00/16 4 ply	7.50/16 6 ply	5	6	136	3,260	827
	Panel	RD-16		7.00/16 4 ply	7.50/16 6 ply	5	6	136	3,500	854
	Platform	RD-16		7.00/16 4 ply	7.50/16 6 ply	5	6	136	3,375	746
	Stk. (Std. Racks)	RD-16		7.00/16 4 ply	7.50/16 6 ply	5	6	136	3,650	779
	Ch. Cowl	RE-15	8276801 to 8284456	6.00/20 6 ply	32 x 6 8 ply	4	6	126	2,925	579
	Ch. Cb	RE-15	Calif. 9263401 to 9263709	6.00/20 6 ply	32 x 6 8 ply	4	6	126	3,400	675
	Pickup	RE-16		6.00/20 6 ply	32 x 6 8 ply	4	6	133	2,950	579
	Canopy	RE-16		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,425	675
	Panel	RE-16		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,775	749
	Platform	RE-16		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,975	734
	Stk. (Std. Racks)	RE-16		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,275	769
	Ch. Cowl	RE-17		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,075	604
	Ch. Cb	RE-17		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,550	700
	Pickup Exp.	RE-17		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,265	775
	Platform	RE-17		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,610	813
	Stk. (Std. Racks)	RE-17		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,425	628
	Ch. Cowl	RF-28	8423601 to 8436063	7.00/20 8 ply	7.50/20 8 ply	4	6	126	2,450	539
	Ch. Cb	RD-20	Calif. 9295201 to 9295663	7.00/16 4 ply	7.50/16 6 ply	5	6	120	2,875	654
	Pickup Exp.	RD-20		7.00/16 4 ply	7.50/16 6 ply	5	6	120	3,175	696
	Platform	RD-20	Calif. 9283801 to 9284247	7.00/16 4 ply	7.50/16 6 ply	5	6	120	3,250	696
	Stk. (Std. Racks)	RD-20		7.00/16 4 ply	7.50/16 6 ply	5	6	120	3,475	729
	Ch. Cowl	RD-21		7.00/16 4 ply	7.50/16 6 ply	5	6	136	2,475	609
	Ch. Cb	RD-21		7.00/16 4 ply	7.50/16 6 ply	5	6	136	2,900	704
	Pickup Exp.	RD-21		7.00/16 4 ply	7.50/16 6 ply	5	6	136	3,250	746
	Canopy	RD-21		7.00/16 4 ply	7.50/16 6 ply	5	6	136	3,260	827
	Panel	RD-21		7.00/16 4 ply	7.50/16 6 ply	5	6	136	3,500	854
	Platform	RD-21		7.00/16 4 ply	7.50/16 6 ply	5	6	136	3,375	746
	Stk. (Std. Racks)	RD-21		7.00/16 4 ply	7.50/16 6 ply	5	6	136	3,650	779
	Ch. Cowl	RE-20	8276801 to 8284456	6.00/20 6 ply	32 x 6 8 ply	4	6	126	2,925	579
	Ch. Cb	RE-20	Calif. 9263401 to 9263709	6.00/20 6 ply	32 x 6 8 ply	4	6	126	3,400	675
	Pickup	RE-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	2,950	579
	Canopy	RE-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,425	675
	Panel	RE-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,775	749
	Platform	RE-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,975	734
	Stk. (Std. Racks)	RE-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,275	769
	Ch. Cowl	RE-22		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,075	604
	Ch. Cb	RE-22		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,550	700
	Pickup Exp.	RE-22		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,265	775
	Platform	RE-22		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,610	813
	Stk. (Std. Racks)	RE-22		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,425	628
	Ch. Cowl	RH-29	8733601 to 8756421	7.00/20 8 ply	7.00/20 8 ply	4	6	133	3,900	951
	Ch. Cb	RH-30	Calif. 9274701 to 9274841	7.00/20 8 ply	7.00/20 8 ply	4	6	148	3,975	980
	Pickup	RE-30	8276801 to 8284456	6.00/20 6 ply	32 x 6 8 ply	4	6	126	2,925	579
	Canopy	RE-30		6.00/20 6 ply	32 x 6 8 ply	4	6	126	3,400	675
	Panel	RE-31	Calif. 9263401 to 9263709	6.00/20 6 ply	32 x 6 8 ply	4	6	133	2,950	579
	Platform	RE-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,425	675
	Stk. (Std. Racks)	RE-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,775	749
	Ch. Cowl	RE-32		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,975	734
	Ch. Cb	RE-32		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,275	769
	Pickup Exp.	RE-32		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,075	604
	Platform	RE-32		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,550	700
	Stk. (Std. Racks)	RE-32		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,265	775
	Ch. Cowl	RF-35	8423601 to 8436063	6.00/20 6 ply	32 x 6 8 ply	4	6	126	2,450	539
	Ch. Cb	RF-35		6.00/20 6 ply	32 x 6 8 ply	4	6	126	3,250	628
	Pickup	RF-36	Calif. 9295201 to 9295663	6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,725	727
	Canopy	RF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,275	628
	Panel	RF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,750	727
	Platform	RF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,300	786
	Stk. (Std. Racks)	RF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,600	815
	Ch. Cowl	RF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,400	658
	Ch. Cb	RF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,875	756
	Pickup Exp.	RF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,590	840
	Platform	RF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,935	870
	Stk. (Std. Racks)	RF-37		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,500	756
	Ch. Cowl	RF-38		6.00/20 6 ply	32 x 6 8 ply	4	6	190	3,975	855
	Ch. Cb	RG-40	8753501 to 8756422	6.50/20 6 ply	6.50/20 6 ply	6	6	133	4,025	949
	Pickup	RG-40		6.50/20 6 ply	6.50/20 6 ply	6	6	133	4,500	1,069
	Canopy	RG-40	Calif. 9274701 to 9274841	6.50/20 6 ply	6.50/20 6 ply	6	6	133	5,050	1,148
	Panel	RG-40		6.50/20 6 ply	6.50/20 6 ply	6	6	133	5,350	1,182
	Platform	RG-40		6.50/20 6 ply	6.50/20 6 ply	6	6	148	4,100	979
	Stk. (Std. Racks)	RG-41		6.50/20 6 ply	6.50/20 6 ply	6	6	148	4,575	1,099
	Ch. Cowl	RG-41		6.50/20 6 ply	6.50/20 6 ply	6	6	148	4,150	1,008
	Ch. Cb	RG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	159	4,150	1,008
	Pickup Exp.	RG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	159	4,625	1,128

(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				
1 1/2	Platform	RG-42	8753501 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	159	5,355	\$1,246
1 1/2	Stk. (Std. Racks)	RG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	159	5,735	1,306
1 1/2	Ch. Cowl	RG-43		6.50/20 6 ply	6.50/20 6 ply	6	6	177	4,250	1,043
1 1/2	Ch. Cb.	RG-43		6.50/20 6 ply	6.50/20 6 ply	6	6	177	4,725	1,163
1 1/2	Ch. Cowl	RG-44		6.50/20 6 ply	6.50/20 6 ply	6	6	220	4,350	1,145
1 1/2	Ch. Cb.	RG-44		6.50/20 6 ply	6.50/20 6 ply	6	6	220	4,825	1,268
2	Ch. Cowl	RH-45		7.00/20 8 ply	7.00/20 8 ply	6	6	133	4,025	949
2	Ch. Cowl	RH-46		7.00/20 8 ply	7.00/20 8 ply	6	6	148	4,160	979
2	Ch. Cowl	RH-47		7.00/20 8 ply	7.00/20 8 ply	6	6	159	4,150	1,003
2	Ch. Cowl	RH-48		7.00/20 8 ply	7.00/20 8 ply	6	6	177	4,230	1,043
2	Ch. Cowl	RH-49		7.00/20 8 ply	7.00/20 8 ply	6	6	220	4,350	1,146
2	Ch. Cowl	RL-50		8763601 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	152	5,625	1,866
2	Ch. Cowl	RL-51	8.25/20 10 ply		8.25/20 10 ply	6	6	170	5,850	1,896
2	Ch. Cowl	RL-52	8.25/20 10 ply		8.25/20 10 ply	6	6	188	5,950	1,916
2	Ch. Cowl	RL-53	8.25/20 10 ply		8.25/20 10 ply	6	6	205	6,000	1,965
3	Ch. Cowl	RK-60	8.25/20 10 ply		8.25/20 10 ply	6	6	152	5,675	1,866
3	Ch. Cowl	RK-61	8.25/20 10 ply		8.25/20 10 ply	6	6	170	5,900	1,896
3	Ch. Cowl	RK-62	8.25/20 10 ply		8.25/20 10 ply	6	6	188	6,000	1,916
3	Ch. Cowl	RK-63	8.25/20 10 ply		8.25/20 10 ply	6	6	205	6,150	1,965

CAB OVER ENGINE

2	Ch. Cowl	RO-55	8234011 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	96	6,725	\$2,276
2	Ch. Cowl	RO-56		8.25/20 10 ply	8.25/20 10 ply	6	6	108	6,775	2,296
2	Ch. Cowl	RO-57		8.25/20 10 ply	8.25/20 10 ply	6	6	122	6,875	2,316
2	Ch. Cowl	RO-58		8.25/20 10 ply	8.25/20 10 ply	6	6	149	6,975	2,351
3	Ch. Cowl	RP-65		8.25/20 10 ply	8.25/20 10 ply	6	6	96	6,775	2,276
3	Ch. Cowl	RP-66		8.25/20 10 ply	8.25/20 10 ply	6	6	108	6,825	2,296
3	Ch. Cowl	RP-67		8.25/20 10 ply	8.25/20 10 ply	6	6	122	6,925	2,316
3	Ch. Cowl	RP-68		8.25/20 10 ply	8.25/20 10 ply	6	6	140	7,025	2,351

(5) 1939

CONVENTIONAL

1 1/2	Ch. Cowl	TC	8520301 to 8542929	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,175	\$442
1 1/2	Ch. Cb.	TC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,500	536
1 1/2	Pickup	TC	L. A. 9252601 to 9254160	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,425	565
1 1/2	Canopy	TC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,125	664
1 1/2	Panel	TC	8204401 to 8207021	6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,025	654
1 1/2	Ch. Cowl	TD-15		TA-15 6 ply	TA-15 6 ply	5	6	120	2,350	510
1 1/2	Ch. Cb.	TD-15	TA-15 6 ply	TA-15 6 ply	5	6	120	2,775	604	
1 1/2	Pickup Exp.	TD-15	L. A. 9200321 to 9200465	TA-15 6 ply	TA-15 6 ply	5	6	120	3,150	643
1 1/2	Panel	TD-15		TA-15 6 ply	TA-15 6 ply	5	6	120	N. A.	726
1 1/2	Platform	TD-15	TA-15 6 ply	TA-15 6 ply	5	6	120	3,150	653	
1 1/2	Stk. (Std. Racks)	TD-15	TA-15 6 ply	TA-15 6 ply	5	6	120	3,375	677	
1	Ch. Cowl	TD-20	8087901 to 8093438	7.50/16 6 ply	7.50/16 6 ply	5	6	120	3,625	554
1	Ch. Cb.	TD-20		7.50/16 6 ply	7.50/16 6 ply	5	6	120	3,050	647
1	Pickup Exp.	TD-20	L. A. 9284301 to 9284669	7.50/16 6 ply	7.50/16 6 ply	5	6	120	3,400	687
1	Platform	TD-20		7.50/16 6 ply	7.50/16 6 ply	5	6	120	3,425	697
1	Stk. (Std. Racks)	TD-20	7.50/16 6 ply	7.50/16 6 ply	5	6	120	3,650	721	
1	Ch. Cowl	TD-21	7.50/16 6 ply	7.50/16 6 ply	5	6	133	2,650	593	
1	Ch. Cb.	TD-21	7.50/16 6 ply	7.50/16 6 ply	5	6	133	3,075	687	
1	Pickup Exp.	TD-21	7.50/16 6 ply	7.50/16 6 ply	5	6	133	3,475	736	
1	Canopy	TD-21	7.50/16 6 ply	7.50/16 6 ply	5	6	133	3,675	810	
1	Panel	TD-21	7.50/16 6 ply	7.50/16 6 ply	5	6	133	3,650	825	
1	Platform	TD-21	7.50/16 6 ply	7.50/16 6 ply	5	6	133	3,550	731	
1	Stk. (Std. Racks)	TD-21	7.50/16 6 ply	7.50/16 6 ply	5	6	133	3,825	761	
1	Ch. Cowl	TE-20	8284501 to 8292512	6.00/20 6 ply	32 x 6 8 ply	4	6	126 1/2	3,050	564
1	Ch. Cb.	TE-20		6.00/20 6 ply	32 x 6 8 ply	4	6	126 1/2	3,475	658
1	Ch. Cowl	TE-21	L. A. 9263751 to 9264077	6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,075	564
1	Ch. Cb.	TE-21		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,500	658
1	Pickup Exp.	TE-21	6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,800	727	
1	Platform	TE-21	6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,050	717	
1	Stk. (Std. Racks)	TE-21	6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,400	751	
1	Ch. Cowl	TE-22	6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,200	580	
1	Ch. Cb.	TE-22	6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,625	682	
1	Platform	TE-22	6.00/20 6 ply	32 x 6 8 ply	4	6	160	4,325	756	
1	Stk. (Std. Racks)	TE-22	6.00/20 6 ply	32 x 6 8 ply	4	6	160	4,725	796	
1 1/2	Ch. Cowl	TE-30	8436301 to 8455997	6.00/20 6 ply	32 x 6 8 ply	4	6	126 1/2	3,050	564
1 1/2	Ch. Cb.	TE-30		6.00/20 6 ply	32 x 6 8 ply	4	6	126 1/2	3,475	658
1 1/2	Ch. Cowl	TE-31	Calif. 9295710 to 9296140	6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,075	564
1 1/2	Ch. Cb.	TE-31		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,500	658
1 1/2	Pickup Exp.	TE-31	6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,800	727	
1 1/2	Platform	TE-31	6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,050	717	
1 1/2	Stk. (Std. Racks)	TE-31	6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,400	751	
1 1/2	Ch. Cowl	TE-32	6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,200	580	
1 1/2	Ch. Cb.	TE-32	6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,625	682	
1 1/2	Platform	TE-32	6.00/20 6 ply	32 x 6 8 ply	4	6	160	4,325	756	
1 1/2	Stk. (Std. Racks)	TE-32	6.00/20 6 ply	32 x 6 8 ply	4	6	160	4,725	796	
1 1/2	Ch. Cowl	TF-35	8436301 to 8455997	6.00/20 6 ply	32 x 6 8 ply	4	6	126 1/2	3,275	604
1 1/2	Ch. Cb.	TF-35		6.00/20 6 ply	32 x 6 8 ply	4	6	126 1/2	3,700	697
1 1/2	Ch. Cowl	TFA-35	Calif. 9295710 to 9296140	6.00/20 6 ply	32 x 6 8 ply	4	6	126 1/2	3,400	714
1 1/2	Ch. Cowl	TF-36		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,300	604
1 1/2	Ch. Cb.	TF-36	6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,725	697	
1 1/2	Platform	TF-36	6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,275	756	
1 1/2	Stk. (Std. Racks)	TF-36	6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,625	791	
1 1/2	Ch. Cowl	TFA-36	6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,425	714	
1 1/2	Ch. Cowl	TF-37	6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,425	634	
1 1/2	Ch. Cb.	TF-37	6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,850	727	
1 1/2	Platform	TF-37	6.00/20 6 ply	32 x 6 8 ply	4	6	160	4,500	801	
1 1/2	Stk. (Std. Racks)	TF-37	6.00/20 6 ply	32 x 6 8 ply	4	6	160	4,950	840	
1 1/2	Ch. Cowl	TFA-37	6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,550	744	
1 1/2	Ch. Cowl	TF-38	6.00/20 6 ply	32 x 6 8 ply	4	6	190	3,825	732	
1 1/2	Ch. Cb.	TF-38	6.00/20 6 ply	32 x 6 8 ply	4	6	190	3,850	825	
1 1/2	Ch. Cowl	TFA-38	6.00/20 6 ply	32 x 6 8 ply	4	6	190	3,650	844	

(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				
1 1/2	Ch. Cowl	TG-40	8701651 to 8707034	6.50/20 8 ply	6.50/20 8 ply	6	6	136	4,125	\$949
1 1/2	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
1 1/2	Platform	TG-40		6.50/20 8 ply	6.50/20 8 ply	6	6	136	5,100	1,148
1 1/2	Stk. (Std. Racks)	TG-40		6.50/20 8 ply	6.50/20 8 ply	6	6	136	5,450	1,183
1 1/2	Ch. Cowl	TGA-40		6.50/20 8 ply	6.50/20 8 ply	6	6	136	4,095	1,079
1 1/2	Ch. Cowl	TG-41		6.50/20 8 ply	6.50/20 8 ply	6	6	148	4,200	979
1 1/2	Ch. Cb.	TG-41		6.50/20 8 ply	6.50/20 8 ply	6	6	148	4,625	1,069
1 1/2	Ch. Cowl	TGA-41		6.50/20 8 ply	6.50/20 8 ply	6	6	148	4,170	1,109
1 1/2	Ch. Cowl	TG-42		6.50/20 8 ply	6.50/20 8 ply	6	6	160	4,250	1,008
1 1/2	Ch. Cb.	TG-42		6.50/20 8 ply	6.50/20 8 ply	6	6	160	4,675	1,129
1 1/2	Platform	TG-42		6.50/20 8 ply	6.50/20 8 ply	6	6	160	5,325	1,247
1 1/2	Stk. (Std. Racks)	TG-42		6.50/20 8 ply	6.50/20 8 ply	6	6	160	5,675	1,306
1 1/2	Ch. Cowl	TGA-42		6.50/20 8 ply	6.50/20 8 ply	6	6	160	4,220	1,138
1 1/2	Ch. Cowl	TG-43		6.50/20 8 ply	6.50/20 8 ply	6	6	178	4,350	1,043
1 1/2	Ch. Cb.	TG-43		6.50/20 8 ply	6.50/20 8 ply	6	6	178	4,725	1,163
1 1/2	Ch. Cowl	TGA-43		6.50/20 8 ply	6.50/20 8 ply	6	6	178	4,320	1,173
1 1/2	Ch. Cowl	TG-44		6.50/20 8 ply	6.50/20 8 ply	6	6	220	4,450	1,146
1 1/2	Ch. Cb.	TG-44		6.50/20 8 ply	6.50/20 8 ply	6	6	220	4,875	1,267
1 1/2	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	1,146
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	1,866
2	Ch. Cowl	TLA-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,075	2,066
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	1,866
3	Ch. Cowl	TKA-61		9.25/20 10 ply	8.25/20 10 ply	6	6	170	6,125	2,096
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	6,075	\$3,143
2	Ch. Cowl	TLDA-50		8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,300	3,343
2	Ch. Cowl	TLD-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,300	3,173
2	Ch. Cowl	TLDA-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,525	3,373
2	Ch. Cowl	TLD-52		8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,400	3,193
2	Ch. Cowl	TLDA-52		8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,625	3,393
2	Ch. Cowl	TLD-53		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,500	3,242
2	Ch. Cowl	TLDA-53		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,775	3,442
3	Ch. Cowl	TKD-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,125	3,143
3	Ch. Cowl	TKDA-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,350	3,343
3	Ch. Cowl	TKD-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,350	3,173
3	Ch. Cowl	TKDA-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,575	3,373
3	Ch. Cowl	TKD-62		8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,450	3,193
3	Ch. Cowl	TKDA-62		8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,675	3,393
3	Ch. Cowl	TKD-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,600	3,242
3	Ch. Cowl	TKDA-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,825	3,442

CAB OVER ENGINE

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

(6) 1940

CONVENTIONAL

1 1/2	Ch. Cowl	VC	8543001 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,200	\$445
1 1/2	Ch. Cb.	VC	L. A. 9254201 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,600	539
1 1/2	Pickup	VC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,800	509
1 1/2	Canopy	VC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,875	667
1 1/2	Panel	VC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,000	657
1 1/2	Ch. Cowl	VD-15	8207101 and up	TA-15 6 ply	TA-15 6 ply	5	6	120	2,325	514
1 1/2	Ch. Cb.	VD-15	L. A. 9200471 and up	TA-15 6 ply	TA-15 6 ply	5	5	120	2,725	608
1 1/2	Pickup Exp.	VD-15		TA-15 6 ply	TA-15 6 ply	5	6	120	3,025	647
1 1/2	Platform	VD-15		TA-15 6 ply	TA-15 6 ply	5	6	120	3,125	657
1 1/2	Stk. (Std. Racks)	VD-15		TA-15 6 ply	TA-15 6 ply	5	6	120	3,350	682
1	Ch. Cowl	VD-20	8093476 and up	7.00/16 6 ply	7.50/16 6 ply	5	6	120	2,550	557
1	Ch. Cb.	VD-20	L. A. 9284701 and up	7.00/16 6 ply	7.50/16 6 ply	5	6	120	2,950	651
1	Pickup Exp.	VD-20		7.00/16 6 ply	7.50/16 6 ply	5	6	120	3,250	690
1	Platform	VD-20		7.00/16 6 ply	7.50/16 6 ply	5	6	120	3,350	700
1	Stk. (Std. Racks)	VD-20		7.00/16 6 ply	7.50/16 6 ply	5	6	120	3,575	725
1	Ch. Cowl	VD-21		7.00/16 6 ply	7.50/16 6 ply	5	6	133	2,650	597

(J) 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				
1	Ch. Cb.	VD-21	8766001 and up. L. A. 9275001 and up.	7.00/16 6 ply.	7.50/16 6 ply.	5	6	Inches	Pounds	\$691
1	Pickup Exp.	VD-21		7.00/16 6 ply.	7.50/16 6 ply.	5	6	133	3,050	740
1	Canopy	VD-21		7.00/16 6 ply.	7.50/16 6 ply.	5	6	133	3,440	814
1	Panel	VD-21		7.00/16 6 ply.	7.50/16 6 ply.	5	6	133	3,575	829
1	Platform	VD-21		7.00/16 6 ply.	7.50/16 6 ply.	5	6	133	3,500	735
1	Stk. (Std. Racks)	VD-21		7.00/16 6 ply.	7.50/16 6 ply.	5	6	133	3,775	765
1	Ch. Cowl	VF-20		6.00/20 6 ply.	32 x 6 8 ply.	4	6	126 1/2	3,300	588
1	Ch. Cb.	VF-20		6.00/20 6 ply.	32 x 6 8 ply.	4	6	126 1/2	3,700	682
1	Ch. Cowl	VF-21		6.00/20 6 ply.	32 x 6 8 ply.	4	6	133	3,325	588
1	Ch. Cb.	VF-21		6.00/20 6 ply.	32 x 6 8 ply.	4	6	133	3,725	682
1	Pickup Exp.	VF-21		6.00/20 6 ply.	32 x 6 8 ply.	4	6	133	4,025	751
1	Platform	VF-21		6.00/20 6 ply.	32 x 6 8 ply.	4	6	133	4,275	741
1	Stk. (Std. Racks)	VF-21		6.00/20 6 ply.	32 x 6 8 ply.	4	6	133	4,625	775
1	Ch. Cowl	VF-22		6.00/20 6 ply.	32 x 6 8 ply.	4	6	160	3,450	613
1	Ch. Cb.	VF-22		6.00/20 6 ply.	32 x 6 8 ply.	4	6	160	3,850	706
1	Platform	VF-22		6.00/20 6 ply.	32 x 6 8 ply.	4	6	160	4,550	750
1	Stk. (Std. Racks)	VF-22		6.00/20 6 ply.	32 x 6 8 ply.	4	6	160	4,950	820
1 1/2	Ch. Cowl	VF-30		6.00/20 6 ply.	32 x 6 8 ply.	4	6	126 1/2	3,300	588
1 1/2	Ch. Cb.	VF-30		6.00/20 6 ply.	32 x 6 8 ply.	4	6	126 1/2	3,700	682
1 1/2	Ch. Cowl	VFA-30		6.00/20 6 ply.	32 x 6 8 ply.	4	6	126 1/2	3,425	680
1 1/2	Ch. Cowl	VF-31		6.00/20 6 ply.	32 x 6 8 ply.	4	6	133	3,325	588
1 1/2	Ch. Cb.	VF-31		6.00/20 6 ply.	32 x 6 8 ply.	4	6	133	3,725	682
1 1/2	Pickup Exp.	VF-31		6.00/20 6 ply.	32 x 6 8 ply.	4	6	133	4,025	751
1 1/2	Platform	VF-31		6.00/20 6 ply.	32 x 6 8 ply.	4	6	133	4,275	741
1 1/2	Stk. (Std. Racks)	VF-31		6.00/20 6 ply.	32 x 6 8 ply.	4	6	133	4,625	775
1 1/2	Ch. Cowl	VFA-31		6.00/20 6 ply.	32 x 6 8 ply.	4	6	133	3,450	680
1 1/2	Ch. Cowl	VF-32		6.00/20 6 ply.	32 x 6 8 ply.	4	6	160	3,450	613
1 1/2	Ch. Cb.	VF-32		6.00/20 6 ply.	32 x 6 8 ply.	4	6	160	3,850	706
1 1/2	Platform	VF-32		6.00/20 6 ply.	32 x 6 8 ply.	4	6	160	4,550	750
1 1/2	Stk. (Std. Racks)	VF-32		6.00/20 6 ply.	32 x 6 8 ply.	4	6	160	4,950	820
1 1/2	Ch. Cowl	VFA-32	6.00/20 6 ply.	32 x 6 8 ply.	4	6	160	3,575	714	
1 1/2	Ch. Cowl	VF-33	6.00/20 6 ply.	32 x 6 8 ply.	4	6	190	3,575	712	
1 1/2	Ch. Cb.	VF-33	6.00/20 6 ply.	32 x 6 8 ply.	4	6	190	3,975	805	
1 1/2	Ch. Cowl	VFA-33	6.00/20 6 ply.	32 x 6 8 ply.	4	6	190	3,700	813	
1 1/2	Ch. Cowl	VG-40	6.00/20 6 ply.	6.00/20 6 ply.	6	6	136	3,900	894	
1 1/2	Ch. Cb.	VG-40	6.00/20 6 ply.	6.00/20 6 ply.	6	6	136	4,300	992	
1 1/2	Platform	VG-40	6.00/20 6 ply.	6.00/20 6 ply.	6	6	136	4,850	1,056	
1 1/2	Stk. (Std. Racks)	VG-40	6.00/20 6 ply.	6.00/20 6 ply.	6	6	136	5,200	1,091	
1 1/2	Ch. Cowl	VGA-40	6.00/20 6 ply.	6.00/20 6 ply.	6	6	136	3,955	1,006	
1 1/2	Ch. Cowl	VG-41	6.00/20 6 ply.	6.00/20 6 ply.	6	6	148	4,050	924	
1 1/2	Ch. Cb.	VG-41	6.00/20 6 ply.	6.00/20 6 ply.	6	6	148	4,450	1,028	
1 1/2	Ch. Cowl	VGA-41	6.00/20 6 ply.	6.00/20 6 ply.	6	6	148	4,105	1,036	
1 1/2	Ch. Cowl	VG-42	6.00/20 6 ply.	6.00/20 6 ply.	6	6	160	4,075	953	
1 1/2	Ch. Cb.	VG-42	6.00/20 6 ply.	6.00/20 6 ply.	6	6	160	4,475	1,052	
1 1/2	Platform	VG-42	6.00/20 6 ply.	6.00/20 6 ply.	6	6	160	5,175	1,136	
1 1/2	Stk. (Std. Racks)	VG-42	6.00/20 6 ply.	6.00/20 6 ply.	6	6	160	5,575	1,175	
1 1/2	Ch. Cowl	VGA-42	6.00/20 6 ply.	6.00/20 6 ply.	6	6	160	4,130	1,065	
1 1/2	Ch. Cowl	VG-43	6.00/20 6 ply.	6.00/20 6 ply.	6	6	178	4,100	988	
1 1/2	Ch. Cb.	VG-43	6.00/20 6 ply.	6.00/20 6 ply.	6	6	178	4,500	1,087	
1 1/2	Ch. Cowl	VGA-43	6.00/20 6 ply.	6.00/20 6 ply.	6	6	178	4,155	1,007	
1 1/2	Ch. Cowl	VG-44	6.00/20 6 ply.	6.00/20 6 ply.	6	6	220	4,375	1,091	
1 1/2	Ch. Cb.	VG-44	6.00/20 6 ply.	6.00/20 6 ply.	6	6	220	4,775	1,190	
1 1/2	Ch. Cowl	VGA-44	6.00/20 6 ply.	6.00/20 6 ply.	6	6	220	4,430	1,204	
2	Ch. Cowl	VH-45	8.25/20 10 ply.	8.25/20 10 ply.	6	6	136	3,900	886	
2	Ch. Cowl	VHA-45	6.50/20 6 ply.	6.50/20 6 ply.	6	6	136	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	1,036	
2	Ch. Cowl	VH-47	6.50/20 6 ply.	6.50/20 6 ply.	6	6	160	4,075	945	
2	Ch. Cowl	VHA-47	6.50/20 6 ply.	6.50/20 6 ply.	6	6	160	4,175	1,065	
2	Ch. Cowl	VH-48	6.50/20 6 ply.	6.50/20 6 ply.	6	6	178	4,100	980	
2	Ch. Cowl	VHA-48	6.50/20 6 ply.	6.50/20 6 ply.	6	6	178	4,200	1,100	
2	Ch. Cowl	VH-49	6.50/20 6 ply.	6.50/20 6 ply.	6	6	220	4,375	1,084	
2	Ch. Cowl	VHA-49	6.50/20 6 ply.	6.50/20 6 ply.	6	6	220	4,475	1,204	
2	Ch. Cowl	VL-50	8.25/20 10 ply.	8.25/20 10 ply.	6	6	152	5,625	1,867	
2	Ch. Cowl	VLA-50	8.25/20 10 ply.	8.25/20 10 ply.	6	6	152	5,850	2,047	
2	Ch. Cowl	VL-51	8.25/20 10 ply.	8.25/20 10 ply.	6	6	170	5,850	1,897	
2	Ch. Cowl	VLA-51	8.25/20 10 ply.	8.25/20 10 ply.	6	6	170	6,075	2,077	
2	Ch. Cowl	VL-52	8.25/20 10 ply.	8.25/20 10 ply.	6	6	188	5,950	1,916	
2	Ch. Cowl	VLA-52	8.25/20 10 ply.	8.25/20 10 ply.	6	6	188	6,175	2,096	
2	Ch. Cowl	VL-53	8.25/20 10 ply.	8.25/20 10 ply.	6	6	205	6,100	1,965	
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	1,867	
3	Ch. Cowl	VKA-60	8.25/20 10 ply.	8.25/20 10 ply.	6	6	152	5,900	2,047	
3	Ch. Cowl	VK-61	8.25/20 10 ply.	8.25/20 10 ply.	6	6	170	5,900	1,897	
3	Ch. Cowl	VKA-61	8.25/20 10 ply.	8.25/20 10 ply.	6	6	170	6,125	2,077	
3	Ch. Cowl	VK-62	8.25/20 10 ply.	8.25/20 10 ply.	6	6	188	6,000	1,916	
3	Ch. Cowl	VKA-62	8.25/20 10 ply.	8.25/20 10 ply.	6	6	188	6,225	2,096	
3	Ch. Cowl	VK-63	8.25/20 10 ply.	8.25/20 10 ply.	6	6	205	6,150	1,965	
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	6,075	\$3,143
2	Ch. Cowl	VLDA-50		8.25/20 10 ply.	8.25/20 10 ply.	6	6	152	6,300	3,323
2	Ch. Cowl	VLD-51		8.25/20 10 ply.	8.25/20 10 ply.	6	6	170	6,300	3,173
2	Ch. Cowl	VLDA-51		8.25/20 10 ply.	8.25/20 10 ply.	6	6	170	6,525	3,353
2	Ch. Cowl	VLD-52		8.25/20 10 ply.	8.25/20 10 ply.	6	6	188	6,400	3,193
2	Ch. Cowl	VLDA-52		8.25/20 10 ply.	8.25/20 10 ply.	6	6	188	6,625	3,373
2	Ch. Cowl	VLD-53		8.25/20 10 ply.	8.25/20 10 ply.	6	6	205	6,550	3,242
2	Ch. Cowl	VLDA-53		8.25/20 10 ply.	8.25/20 10 ply.	6	6	205	6,775	3,422
3	Ch. Cowl	VKD-60		8.25/20 10 ply.	8.25/20 10 ply.	6	6	152	6,125	3,143
3	Ch. Cowl	VKDA-60		8.25/20 10 ply.	8.25/20 10 ply.	6	6	152	6,350	3,323
3	Ch. Cowl	VKD-61		8.25/20 10 ply.	8.25/20 10 ply.	6	6	170	6,350	3,173
3	Ch. Cowl	VKDA-61		8.25/20 10 ply.	8.25/20 10 ply.	6	6	170	6,575	3,353
3	Ch. Cowl	VKD-62		8.25/20 10 ply.	8.25/20 10 ply.	6	6	188	6,450	3,193
3	Ch. Cowl	VKDA-62		8.25/20 10 ply.	8.25/20 10 ply.	6	6	188	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

(1) 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				
1 1/2	Ch. Cowl	VM-35	8292601 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	105	3,450	\$732
1 1/2	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
1 1/2	Platform	VM-35		6.00/20 6 ply	32 x 6 8 ply	4	6	105	4,350	900
1 1/2	Stk. (Std. Racks)	VM-35		6.00/20 6 ply	32 x 6 8 ply	4	6	105	4,700	895
1 1/2	Ch. Cowl	VM-35		6.00/20 6 ply	32 x 6 8 ply	4	6	105	3,575	832
1 1/2	Ch. Cowl	VM-37		6.00/20 6 ply	32 x 6 8 ply	4	6	129	3,575	757
1 1/2	Ch. Cb	VM-37		6.00/20 6 ply	32 x 6 8 ply	4	6	129	3,925	825
1 1/2	Platform	VM-37		6.00/20 6 ply	32 x 6 8 ply	4	6	129	4,625	891
1 1/2	Stk. (Std. Racks)	VM-37		6.00/20 6 ply	32 x 6 8 ply	4	6	129	5,025	933
1 1/2	Ch. Cowl	VMA-37		6.00/20 6 ply	32 x 6 8 ply	4	6	129	3,700	857
1 1/2	Ch. Cowl	VM-38		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,725	782
1 1/2	Ch. Cb	VM-38		6.00/20 6 ply	32 x 6 8 ply	4	6	159	4,075	850
1 1/2	Ch. Cowl	VMA-38		6.00/20 6 ply	32 x 6 8 ply	4	6	159	3,850	882
1 1/2	Ch. Cowl	VR-40	8764301 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	105	4,205	1,152
1 1/2	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
1 1/2	Platform	VR-40		6.00/20 6 ply	6.00/20 6 ply	6	6	105	5,105	1,288
1 1/2	Stk. (Std. Racks)	VR-40		6.00/20 6 ply	6.00/20 6 ply	6	6	105	5,455	1,322
1 1/2	Ch. Cowl	VRA-40		6.00/20 6 ply	6.00/20 6 ply	6	6	105	4,305	1,274
1 1/2	Ch. Cowl	VR-42		6.00/20 6 ply	6.00/20 6 ply	6	6	129	4,330	1,211
1 1/2	Ch. Cb	VR-42		6.00/20 6 ply	6.00/20 6 ply	6	6	129	4,680	1,284
1 1/2	Platform	VR-42		6.00/20 6 ply	6.00/20 6 ply	6	6	129	5,380	1,367
1 1/2	Stk. (Std. Racks)	VR-42		6.00/20 6 ply	6.00/20 6 ply	6	6	129	5,780	1,407
1 1/2	Ch. Cowl	VRA-42		6.00/20 6 ply	6.00/20 6 ply	6	6	129	4,430	1,333
1 1/2	Ch. Cowl	VR-43		6.00/20 6 ply	6.00/20 6 ply	6	6	159	4,480	1,242
1 1/2	Ch. Cb	VR-43		6.00/20 6 ply	6.00/20 6 ply	6	6	159	4,830	1,318
1 1/2	Ch. Cowl	VRA-43		6.00/20 6 ply	6.00/20 6 ply	6	6	159	4,580	1,368
2	Ch. Cowl	VS-45		6.50/20 6 ply	6.50/20 6 ply	6	6	105	4,250	1,152
2	Ch. Cowl	VSA-45						105	4,350	1,274
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	4,525	1,245
2	Ch. Cowl	VSA-48						159	4,625	1,365

(7) 1941

CONVENTIONAL

1 1/2	Ch. Cowl	WC	8562201 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,200	\$475
1 1/2	Ch. Cb	WC	T112-42001 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,600	568
1 1/2	Pickup Exp	WC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,800	603
1 1/2	Canopy	WC	Calif. 9212801 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,825	711
1 1/2	Panel	WC		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,600	701
1 1/2	Ch. Cowl	WD-15	8210351 and up	TA-15 6 ply	TA-15 6 ply	5	6	120	2,325	543
1 1/2	Ch. Cb	WD-15	Calif. 9199101 and up	TA-15 6 ply	TA-15 6 ply	5	6	120	2,725	634
1 1/2	Pickup Exp	WD-15		TA-15 6 ply	TA-15 6 ply	5	6	120	3,025	675
1 1/2	Platform	WD-15		TA-15 6 ply	TA-15 6 ply	5	6	120	3,125	685
1 1/2	Stk. (Std. Racks)	WD-15		TA-15 6 ply	TA-15 6 ply	5	6	120	3,350	710
1	Ch. Cowl	WD-20	S1200101 and up	6.50/16 6 ply	7.00/16 6 ply	5	6	120	2,500	607
1	Ch. Cb	WD-20	T116-42001 and up	6.50/16 6 ply	7.00/16 6 ply	5	6	120	2,900	700
1	Pickup Exp	WD-20	Calif. 9285201 and up	6.50/16 6 ply	7.00/16 6 ply	5	6	120	3,200	739
1	Platform	WD-20		6.50/16 6 ply	7.00/16 6 ply	5	6	120	3,300	749
1	Stk. (Std. Racks)	WD-20		6.50/16 6 ply	7.00/16 6 ply	5	6	120	3,525	773
1	Ch. Cowl	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	2,600	624
1	Ch. Cb	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	2,975	710
1	Pickup Exp	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	3,300	768
1	Canopy	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	3,375	802
1	Panel	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	3,500	857
1	Platform	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	3,425	773
1	Stk. (Std. Racks)	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133	3,725	797
1	Ch. Cowl	WF-20	8788151 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	120 1/2	3,300	610
1	Ch. Cb	WF-20	T118-42001 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	120 1/2	3,700	709
1	Ch. Cowl	WF-21		6.00/20 6 ply	6.50/20 8 ply	4	6	135 1/2	3,325	616
1	Ch. Cb	WF-21	Calif. 9276201 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	135 1/2	3,725	709
1	Pickup Exp	WF-21		6.00/20 6 ply	6.50/20 8 ply	4	6	135 1/2	4,025	778
1	Platform	WF-21		6.00/20 6 ply	6.50/20 8 ply	4	6	135 1/2	4,275	763
1	Stk. (Std. Racks)	WF-21		6.00/20 6 ply	6.50/20 8 ply	4	6	135 1/2	4,425	803
1	Ch. Cowl	WF-22		6.00/20 6 ply	6.50/20 8 ply	4	6	160	3,450	641
1	Ch. Cb	WF-22		6.00/20 6 ply	6.50/20 8 ply	4	6	160	3,850	731
1	Platform	WF-22		6.00/20 6 ply	6.50/20 8 ply	4	6	160	4,550	803
1	Stk. (Std. Racks)	WF-22		6.00/20 6 ply	6.50/20 8 ply	4	6	160	4,950	847
1 1/2	Ch. Cowl	WF-30		6.00/20 6 ply	6.50/20 8 ply	4	6	126 1/2	3,300	616
1 1/2	Ch. Cb	WF-30		6.00/20 6 ply	6.50/20 8 ply	4	6	121 1/2	3,700	709
1 1/2	Ch. Cowl	WFA-30		6.00/20 6 ply	6.50/20 8 ply	4	6	126 1/2	3,425	721
1 1/2	Ch. Cowl	WF-31		6.00/20 6 ply	6.50/20 8 ply	4	6	35 1/2	3,325	616
1 1/2	Ch. Cb	WF-31		6.00/20 6 ply	6.50/20 8 ply	4	6	135 1/2	3,725	709
1 1/2	Pickup Exp	WF-31		6.00/20 6 ply	6.50/20 8 ply	4	6	135 1/2	4,025	778
1 1/2	Platform	WF-31		6.00/20 6 ply	6.50/20 8 ply	4	6	135 1/2	4,275	763
1 1/2	Stk. (Std. Racks)	WF-31		6.00/20 6 ply	6.50/20 8 ply	4	6	135 1/2	4,425	803
1 1/2	Ch. Cowl	WFA-31		6.00/20 6 ply	6.50/20 8 ply	4	6	135 1/2	3,450	721
1 1/2	Ch. Cowl	WF-32		6.00/20 6 ply	6.50/20 8 ply	4	6	160	3,480	641
1 1/2	Ch. Cb	WF-32		6.00/20 6 ply	6.50/20 8 ply	4	6	160	3,880	734
1 1/2	Platform	WF-32		6.00/20 6 ply	6.50/20 8 ply	4	6	160	4,580	803
1 1/2	Stk. (Std. Racks)	WF-32		6.00/20 6 ply	6.50/20 8 ply	4	6	160	4,980	847
1 1/2	Ch. Cowl	WFA-32		6.00/20 6 ply	6.50/20 8 ply	4	6	160	3,575	716
1 1/2	Ch. Cowl	WF-33		6.00/20 6 ply	6.50/20 8 ply	4	6	190	3,575	665
1 1/2	Ch. Cb	WF-33		6.00/20 6 ply	6.50/20 8 ply	4	6	190	3,975	759
1 1/2	Ch. Cowl	WFA-33		6.00/20 6 ply	6.50/20 8 ply	4	6	190	3,700	770
1 1/2	Ch. Cowl	WG-40		6.00/20 6 ply	6.00/20 6 ply	6	6	136	3,900	917
1 1/2	Ch. Cb	WG-40	8956351 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	136	4,300	1,017
1 1/2	Platform	WG-40	T120-42001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	136	4,850	1,081
1 1/2	Stk. (Std. Racks)	WG-40	Calif. 9262911 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	136	5,200	1,146
1 1/2	Ch. Cowl	WGA-40		6.00/20 6 ply	6.00/20 6 ply	6	6	136	3,955	1,037
1 1/2	Ch. Cowl	WG-41		6.00/20 6 ply	6.00/20 6 ply	6	6	148	4,050	917
1 1/2	Ch. Cb	WG-41		6.00/20 6 ply	6.00/20 6 ply	6	6	148	4,450	1,047
1 1/2	Ch. Cowl	WGA-41		6.00/20 6 ply	6.00/20 6 ply	6	6	148	4,105	1,067
1 1/2	Ch. Cowl	WG-42		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,075	971
1 1/2	Ch. Cb	WG-42		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,475	1,076
1 1/2	Platform	WG-42		6.00/20 6 ply	6.00/20 6 ply	6	6	150	5,175	1,190

(1) 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				
1 1/2	Stk. (Std. Racks)	WG-42		6.00/20 6 ply	6.00/20 6 ply	6			\$1,199	
1 1/2	Ch. Cowl	WGA-42		6.00/20 6 ply	6.00/20 6 ply	6		160	1,098	
1 1/2	Ch. Cowl	WG-43		6.00/20 6 ply	6.00/20 6 ply	6		178	1,011	
1 1/2	Ch. Cb.	WG-43		6.00/20 6 ply	6.00/20 6 ply	6		178	1,111	
1 1/2	Ch. Cowl	WGA-43		6.00/20 6 ply	6.00/20 6 ply	6		178	1,131	
1 1/2	Ch. Cowl	WG-44		6.00/20 6 ply	6.00/20 6 ply	6		220	1,114	
1 1/2	Ch. Cb.	WG-44		6.00/20 6 ply	6.00/20 6 ply	6		220	1,214	
1 1/2	Ch. Cowl	WGA-44		6.00/20 6 ply	6.00/20 6 ply	6		220	1,284	
2	Ch. Cowl	WH-45	8956351 and up	6.50/20 6 ply	6.50/20 6 ply	6		136	917	
2	Ch. Cowl	WHA-45		6.50/20 6 ply	6.50/20 6 ply	6		136	1,037	
2	Ch. Cowl	WH-46		6.50/20 6 ply	6.50/20 6 ply	6		148	947	
2	Ch. Cowl	WHA-46		6.50/20 6 ply	6.50/20 6 ply	6		148	1,067	
2	Ch. Cowl	WH-47		6.50/20 6 ply	6.50/20 6 ply	6		160	976	
2	Ch. Cowl	WHA-47		6.50/20 6 ply	6.50/20 6 ply	6		160	1,066	
2	Ch. Cowl	WH-48		6.50/20 6 ply	6.50/20 6 ply	6		178	1,011	
2	Ch. Cowl	WHA-48		6.50/20 6 ply	6.50/20 6 ply	6		178	1,131	
2	Ch. Cowl	WH-49		6.50/20 6 ply	6.50/20 6 ply	6		220	1,114	
2	Ch. Cowl	WHA-49		6.50/20 6 ply	6.50/20 6 ply	6		220	1,234	
2	Ch. Cowl	WL-50	8275051 and up	8.25/20 10 ply	8.25/20 10 ply	6		152	1,894	
2	Ch. Cowl	WLA-50		8.25/20 10 ply	8.25/20 10 ply	6		152	2,064	
2	Ch. Cowl	WL-51		8.25/20 10 ply	8.25/20 10 ply	6		170	1,924	
2	Ch. Cowl	WLA-51		8.25/20 10 ply	8.25/20 10 ply	6		170	2,094	
2	Ch. Cowl	WL-52		8.25/20 10 ply	8.25/20 10 ply	6		188	1,943	
2	Ch. Cowl	WLA-52		8.25/20 10 ply	8.25/20 10 ply	6		188	2,113	
2	Ch. Cowl	WL-53		8.25/20 10 ply	8.25/20 10 ply	6		205	1,993	
2	Ch. Cowl	WLA-53	8275051 and up	8.25/20 10 ply	8.25/20 10 ply	6		205	2,163	
3	Ch. Cowl	WK-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	1,894	
3	Ch. Cowl	WKA-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	2,064	
3	Ch. Cowl	WK-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	1,924	
3	Ch. Cowl	WKA-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	2,094	
3	Ch. Cowl	WK-62		8.25/20 10 ply	8.25/20 10 ply	6	6	188	1,943	
3	Ch. Cowl	WKA-62		8.25/20 10 ply	8.25/20 10 ply	6	6	188	2,113	
3	Ch. Cowl	WK-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205	1,993	
3	Ch. Cowl	WKA-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205	2,163	

CONVENTIONAL—(DIESEL)

2	Ch. Cowl	WLD-50	8422211 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,075	\$3,073
2	Ch. Cowl	WLDA-50		8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,300	3,243
2	Ch. Cowl	WLD-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,300	3,102
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	188	6,400	3,122
2	Ch. Cowl	WLDA-52		8.25/20 10 ply	8.25/20 10 ply	6	6	188	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	188	6,450	3,122
3	Ch. Cowl	WKDA-62		8.25/20 10 ply	8.25/20 10 ply	6	6	188	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

1 1/2	Ch.	WFM-35	8294401 and up T128-42001 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	105	3,275	\$719
1 1/2	Ch. Cowl w/s.	WFM-35	Calif. 9284351 and up	6.00/20 6 ply	6.50/20 8 ply	4	6	105	3,450	744
1 1/2	Ch. Cb.	WFM-35		6.00/20 6 ply	6.50/20 8 ply	4	6	105	3,800	822
1 1/2	Platform	WFM-35		6.00/20 6 ply	6.50/20 8 ply	4	6	105	4,350	876
1 1/2	Stk. (Std. Racks)	WFM-35		6.00/20 6 ply	6.50/20 8 ply	4	6	105	4,700	916
1 1/2	Ch. Cowl	WFMA-35		6.00/20 6 ply	6.50/20 8 ply	4	6	105	3,500	824
1 1/2	Ch.	WFM-37		6.00/20 6 ply	6.50/20 8 ply	4	6	129	3,400	744
1 1/2	Ch. Cowl w/s.	WFM-37		6.00/20 6 ply	6.50/20 8 ply	4	6	129	3,575	768
1 1/2	Ch. Cb.	WFM-37		6.00/20 6 ply	6.50/20 8 ply	4	6	129	3,925	847
1 1/2	Platform	WFM-37		6.00/20 6 ply	6.50/20 8 ply	4	6	129	4,625	916
1 1/2	Stk. (Std. Racks)	WFM-37		6.00/20 6 ply	6.50/20 8 ply	4	6	129	5,025	960
1 1/2	Ch. Cowl	WFMA-37		6.00/20 6 ply	6.50/20 8 ply	4	6	129	3,625	849
1 1/2	Ch.	WFM-38		6.00/20 6 ply	6.50/20 8 ply	4	6	159	3,550	768
1 1/2	Ch. Cowl w/s.	WFM-38		6.00/20 6 ply	6.50/20 8 ply	4	6	159	3,725	793
1 1/2	Ch. Cb.	WFM-38		6.00/20 6 ply	6.50/20 8 ply	4	6	159	4,075	871
1 1/2	Ch. Cowl	WFMA-38		6.00/20 6 ply	6.50/20 8 ply	4	6	159	3,775	873
1 1/2	Ch.	WGM-40	8764501 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	105	4,075	1,070
1 1/2	Ch. Cowl w/s.	WGM-40	T130-42001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	105	4,250	1,097
1 1/2	Ch. Cb.	WGM-40	Calif. 9272811 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	105	4,600	1,175
1 1/2	Platform	WGM-40		6.00/20 6 ply	6.00/20 6 ply	6	6	105	5,150	1,238
1 1/2	Stk. (Std. Racks)	WGM-40		6.00/20 6 ply	6.00/20 6 ply	6	6	105	5,500	1,273
1 1/2	Ch. Cowl	WFMA-40		6.00/20 6 ply	6.00/20 6 ply	6	6	105	4,230	1,190
1 1/2	Ch.	WGM-42		6.00/20 6 ply	6.00/20 6 ply	6	6	129	4,200	1,129
1 1/2	Ch. Cowl w/s.	WGM-42		6.00/20 6 ply	6.00/20 6 ply	6	6	129	4,375	1,156
1 1/2	Ch. Cb.	WGM-42		6.00/20 6 ply	6.00/20 6 ply	6	6	129	4,725	1,234
1 1/2	Platform	WGM-42		6.00/20 6 ply	6.00/20 6 ply	6	6	129	5,425	1,317
1 1/2	Stk. (Std. Racks)	WGM-42		6.00/20 6 ply	6.00/20 6 ply	6	6	129	5,825	1,356
1 1/2	Ch. Cowl	WFMA-42		6.00/20 6 ply	6.50/20 6 ply	6	6	129	4,355	1,249
1 1/2	Ch.	WGM-43		6.00/20 6 ply	6.50/00 6 ply	6	6	159	4,350	1,163
1 1/2	Ch. Cowl w/s.	WGM-43		6.00/20 6 ply	6.00/20 6 ply	6	6	159	4,525	1,190
1 1/2	Ch. Cb.	WGM-43		6.00/20 6 ply	6.00/20 6 ply	6	6	159	4,875	1,268
1 1/2	Ch. Cowl	WFMA-43		6.00/20 6 ply	6.00/20 6 ply	6	6	159	4,505	1,283
2	Ch. Cowl	WHM-45		6.50/20 6 ply	6.50/20 6 ply	6	6	105	4,175	1,070
2	Ch. Cowl	WHMA-45		6.50/20 6 ply	6.50/20 6 ply	6	6	105	4,275	1,190
2	Ch. Cowl	WHM-47		6.50/20 6 ply	6.50/20 6 ply	6	6	129	4,300	1,129
2	Ch. Cowl	WHMA-47		6.50/20 6 ply	6.50/20 6 ply	6	6	129	4,400	1,249
2	Ch. Cowl	WHM-48		6.50/20 6 ply	6.50/20 6 ply	6	6	159	4,450	1,168
2	Ch. Cowl	WHMA-48		6.50/20 6 ply	6.50/20 6 ply	6	6	159	4,550	1,233

(J) 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				
1 1/2	Ch. Cowl	WC	81102219 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	Inches 116	Pounds 2,200	\$522
1 1/2	Ch. Cowl w/s	WC	Calif. 9215209 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	116		549
1 1/2	Ch. Ch.	WC		6.00/16 4 ply	6.00/16 4 ply	5	6	116		617
1 1/2	Pickup Exp.	WC		6.00/16 4 ply	6.00/16 4 ply	5	6	116		2,800
1 1/2	Canopy	WC		6.00/16 4 ply	6.00/16 4 ply	5	6	116		2,825
1 1/2	Panel	WC		6.00/16 4 ply	6.00/16 4 ply	5	6	116		3,000
1 1/2	Ch. Cowl	WD-15	8215177 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	120		2,325
1 1/2	Ch. Cowl w/s	WD-15	Calif. 9199544 and up	TA-15	TA-15	5	6	120		598
1 1/2	Ch. Ch.	WD-15		TA-15	TA-15	5	6	120		2,725
1 1/2	Pickup Exp.	WD-15		TA-15	TA-15	5	6	120		3,025
1 1/2	Platform	WD-15		TA-15	TA-15	5	6	120		3,125
1 1/2	Stk. (Std. Racks)	WD-15		TA-15	TA-15	5	6	120		3,350
1	Ch. Cowl	WD-20	81207502 and up	6.50/16 6 ply	7.00/16 6 ply	5	6	120		2,500
1	Ch. Ch.	WD-20	Calif. 9285825 and up	6.50/16 6 ply	7.00/16 6 ply	5	6	120		2,900
1	Pickup Exp.	WD-20		6.50/16 6 ply	7.00/16 6 ply	5	6	120		3,200
1	Platform	WD-20	Calif. 9285825 and up	6.50/16 6 ply	7.00/16 6 ply	5	6	120		3,300
1	Stk. (Std. Racks)	WD-20		6.50/16 6 ply	7.00/16 6 ply	5	6	120		3,525
1	Ch. Cowl	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133		2,600
1	Ch. Ch.	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133		2,975
1	Express	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133		3,300
1	Canopy	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133		3,375
1	Panel	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133		3,500
1	Platform	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133		3,425
1	Stk. (Std. Racks)	WD-21		6.50/16 6 ply	7.00/16 6 ply	5	6	133		3,725
1	Ch. Cowl	WF-20	81302818 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	126 1/2		3,300
1	Ch. Ch.	WF-20	Calif. 9277517 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	126 1/2		3,700
1	Ch. Cowl	WF-21		6.00/20 6 ply	6.00/20 6 ply	4	6	135 5/16		3,325
1	Ch. Ch.	WF-21		6.00/20 6 ply	6.00/20 6 ply	4	6	135 5/16		3,725
1	Pickup Exp.	WF-21		6.00/20 6 ply	6.00/20 6 ply	4	6	135 5/16		4,025
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
1	Stk. (Std. Racks)	WF-21		6.00/20 6 ply	6.00/20 6 ply	4	6	135 5/16		4,625
1	Ch. Cowl	WF-22		6.00/20 6 ply	6.00/20 6 ply	4	6	160		3,450
1	Ch. Ch.	WF-22		6.00/20 6 ply	6.00/20 6 ply	4	6	160		3,850
1	Platform	WF-22		6.00/20 6 ply	6.00/20 6 ply	4	6	160		4,550
1	Stk. (Std. Racks)	WF-22		6.00/20 6 ply	6.00/20 6 ply	4	6	160		4,950
1 1/2	Ch. Cowl	WF-30		6.00/20 6 ply	6.00/20 6 ply	4	6	126 1/2		3,300
1 1/2	Ch. Ch.	WF-30		6.00/20 6 ply	6.00/20 6 ply	4	6	126 1/2		3,700
1 1/2	Ch. Cowl	WFA-30		6.00/20 6 ply	6.00/20 6 ply	4	6	126 1/2		3,350
1 1/2	Ch. Ch.	WFA-31		6.00/20 6 ply	6.00/20 6 ply	4	6	135 5/16		3,525
1 1/2	Pickup Exp.	WF-31		6.00/20 6 ply	6.00/20 6 ply	4	6	135 5/16		3,725
1 1/2	Pl. Sp.	WF-31		6.00/20 6 ply	6.00/20 6 ply	4	6	135 5/16		4,025
1 1/2	Platform	WF-31		6.00/20 6 ply	6.00/20 6 ply	4	6	135 5/16		4,275
1 1/2	Stk. (Std. Racks)	WF-31		6.00/20 6 ply	6.00/20 6 ply	4	6	135 5/16		4,625
1 1/2	Ch. Cowl	WFA-31		6.00/20 6 ply	6.00/20 6 ply	4	6	135 5/16		3,375
1 1/2	Ch. Ch.	WF-32		6.00/20 6 ply	6.00/20 6 ply	4	6	160		3,450
1 1/2	Platform	WF-32		6.00/20 6 ply	6.00/20 6 ply	4	6	160		3,850
1 1/2	Stk. (Std. Racks)	WF-32		6.00/20 6 ply	6.00/20 6 ply	4	6	160		4,550
1 1/2	Ch. Cowl	WFA-32		6.00/20 6 ply	6.00/20 6 ply	4	6	160		4,950
1 1/2	Ch. Cowl	WF-33		6.00/20 6 ply	6.00/20 6 ply	4	6	190		3,500
1 1/2	Ch. Cowl w/s	WF-33		6.00/20 6 ply	6.00/20 6 ply	4	6	190		3,575
1 1/2	Ch. Ch.	WF-33		6.00/20 6 ply	6.00/20 6 ply	4	6	190		743
1 1/2	Ch. Cowl	WFA-33		6.00/20 6 ply	6.00/20 6 ply	4	6	190		3,975
1 1/2	Ch. Cowl	WG-40	8962375 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	136		3,625
1 1/2	Ch. Ch.	WG-40	Calif. 9296167 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	136		3,900
1 1/2	Platform	WG-40		6.50/20 6 ply	6.50/20 6 ply	6	6	136		4,300
1 1/2	Stk. (Std. Racks)	WG-40		6.50/20 6 ply	6.50/20 6 ply	6	6	136		4,850
1 1/2	Ch. Cowl	WGA-40		6.50/20 6 ply	6.50/20 6 ply	6	6	136		5,200
1 1/2	Ch. Cowl	WG-41		6.50/20 6 ply	6.50/20 6 ply	6	6	148		4,000
1 1/2	Ch. Ch.	WG-41		6.50/20 6 ply	6.50/20 6 ply	6	6	148		4,050
1 1/2	Ch. Cowl	WGA-41		6.50/20 6 ply	6.50/20 6 ply	6	6	148		4,450
1 1/2	Ch. Cowl	WG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	160		4,150
1 1/2	Ch. Ch.	WG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	160		4,075
1 1/2	Platform	WG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	160		4,475
1 1/2	Stk. (Std. Racks)	WG-42		6.50/20 6 ply	6.50/20 6 ply	6	6	160		5,175
1 1/2	Ch. Cowl	WGA-42		6.50/20 6 ply	6.50/20 6 ply	6	6	160		5,575
1 1/2	Ch. Cowl	WG-43		6.50/20 6 ply	6.50/20 6 ply	6	6	178		4,175
1 1/2	Ch. Ch.	WG-43		6.50/20 6 ply	6.50/20 6 ply	6	6	178		4,100
1 1/2	Platform	WGA-43		6.50/20 6 ply	6.50/20 6 ply	6	6	178		4,500
1 1/2	Stk. (Std. Racks)	WG-43		6.50/20 6 ply	6.50/20 6 ply	6	6	178		4,200
1 1/2	Ch. Cowl	WG-44		6.50/20 6 ply	6.50/20 6 ply	6	6	220		4,100
1 1/2	Ch. Ch.	WG-44		6.50/20 6 ply	6.50/20 6 ply	6	6	220		4,325
1 1/2	Platform	WGA-44		6.50/20 6 ply	6.50/20 6 ply	6	6	220		4,425
1 1/2	Stk. (Std. Racks)	WG-44		6.50/20 6 ply	6.50/20 6 ply	6	6	220		4,775
2	Ch. Cowl	WHA-45		6.50/20 6 ply	6.50/20 6 ply	6	6	220		4,475
2	Ch. Cowl	WH-45		6.50/20 6 ply	6.50/20 6 ply	6	6	136		3,800
2	Ch. Cowl	WH-46		6.50/20 6 ply	6.50/20 6 ply	6	6	136		3,900
2	Ch. Cowl	WH-46		6.50/20 6 ply	6.50/20 6 ply	6	6	148		4,025
2	Ch. Cowl	WH-47		6.50/20 6 ply	6.50/20 6 ply	6	6	148		4,125
2	Ch. Cowl	WH-47		6.50/20 6 ply	6.50/20 6 ply	6	6	160		4,050
2	Ch. Cowl	WH-48		6.50/20 6 ply	6.50/20 6 ply	6	6	160		4,150
2	Ch. Cowl	WH-48		6.50/20 6 ply	6.50/20 6 ply	6	6	178		4,100
2	Ch. Cowl	WH-49		6.50/20 6 ply	6.50/20 6 ply	6	6	178		4,200
2	Ch. Cowl	WH-49		6.50/20 6 ply	6.50/20 6 ply	6	6	220		4,325
2	Ch. Cowl	WLA-49		6.50/20 6 ply	6.50/20 6 ply	6	6	220		4,425
2	Ch. Cowl	WL-50	8275680 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	152		5,625
2	Ch. Cowl	WLA-50		8.25/20 10 ply	8.25/20 10 ply	6	6	152		5,850
2	Ch. Cowl	WL-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170		5,850
2	Ch. Cowl	WLA-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170		6,075
2	Ch. Cowl	WL-52		8.25/20 10 ply	8.25/20 10 ply	6	6	188		5,950
2	Ch. Cowl	WLA-52		8.25/20 10 ply	8.25/20 10 ply	6	6	188		6,175
2	Ch. Cowl	WL-53		8.25/20 10 ply	8.25/20 10 ply	6	6	205		6,100
2	Ch. Cowl	WLA-53		8.25/20 10 ply	8.25/20 10 ply	6	6	205		6,325
3	Ch. Cowl	WKA-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152		5,675
3	Ch. Cowl	WKA-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152		5,900
3	Ch. Cowl	WKA-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170		5,900
3	Ch. Cowl	WKA-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170		6,125
3	Ch. Cowl	WKA-62		8.25/20 10 ply	8.25/20 10 ply	6	6	188		6,000
3	Ch. Cowl	WKA-62		8.25/20 10 ply	8.25/20 10 ply	6	6	188		6,225
3	Ch. Cowl	WKA-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205		6,150
3	Ch. Cowl	WKA-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205		6,375

(j) 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				
2	Ch. Cowl	WLD-50	8422443 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,075	\$3,298
2	Ch. Cowl	WLDA-50		8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,300	3,483
2	Ch. Cowl	WLD-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,300	3,328
2	Ch. Cowl	WLDA-51		8.25/20 10 ply	8.25/20 10 ply	6	6	170	7,525	3,513
2	Ch. Cowl	WLD-52		8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,400	3,348
2	Ch. Cowl	WLDA-52		8.25/20 10 ply	8.25/20 10 ply	6	6	188	7,625	3,533
2	Ch. Cowl	WLD-53		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,550	3,390
2	Ch. Cowl	WLDA-53	842443 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,775	3,584
3	Ch. Cowl	WKD-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,125	3,298
3	Ch. Cowl	WKDA-60		8.25/20 10 ply	8.25/20 10 ply	6	6	152	6,350	3,483
3	Ch. Cowl	WKD-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,350	3,328
3	Ch. Cowl	WKDA-61		8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,575	3,513
3	Ch. Cowl	WKD-62		8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,450	3,348
3	Ch. Cowl	WKDA-62		8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,675	3,533
3	Ch. Cowl	WKD-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,600	3,390
3	Ch. Cowl	WKDA-63		8.25/20 10 ply	8.25/20 10 ply	6	6	205	6,825	3,584

CAB OVER ENGINE

1 1/2	Ch. Cowl	WFM-35	8296487 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	105	3,375	\$769
1 1/2	Ch. Cowl w/s	WFM-35	Calif.-9264563 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	105		796
1 1/2	Ch. Cb	WFM-35		6.00/20 6 ply	6.00/20 6 ply	4	6	105	3,800	875
1 1/2	Platform 9'	WFM-35		6.00/20 6 ply	6.00/20 6 ply	4	6	105	4,350	930
1 1/2	Stk. (Std. Raeks)	WFM-35		6.00/20 6 ply	6.00/20 6 ply	4	6	105	4,700	971
1 1/2	Ch. Cowl	WFMA-35		6.00/20 6 ply	6.00/20 6 ply	4	6	105	3,425	877
1 1/2	Ch. Cowl	WFM-37		6.00/20 6 ply	6.00/20 6 ply	4	6	129	3,400	794
1 1/2	Ch. Cowl w/s	WFM-37		6.00/20 6 ply	6.00/20 6 ply	4	6	129		821
1 1/2	Ch. Cb	WFM-37		6.00/20 6 ply	6.00/20 6 ply	4	6	129	3,925	900
1 1/2	Platform 12'	WFM-37		6.00/20 6 ply	6.00/20 6 ply	4	6	129	4,625	971
1 1/2	Stk. (Std. Raeks)	WFM-37		6.00/20 6 ply	6.00/20 6 ply	4	6	129	5,025	1,016
1 1/2	Ch. Cowl	WFMA-37		6.00/20 6 ply	6.00/20 6 ply	4	6	129	3,500	902
1 1/2	Ch. Cowl	WFM-38		6.00/20 6 ply	6.00/20 6 ply	4	6	159	3,550	819
1 1/2	Ch. Cowl w/s	WFM-38		6.00/20 6 ply	6.00/20 6 ply	4	6	159		846
1 1/2	Ch. Cb	WFM-38		6.00/20 6 ply	6.00/20 6 ply	4	6	159	4,075	925
1 1/2	Ch. Cowl	WFMA-38		6.00/20 6 ply	6.00/20 6 ply	4	6	159	3,650	927
1 1/2	Ch. Cowl	WGM-40	8707103 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	105	4,075	1,146
1 1/2	Ch. Cowl w/s	WGM-40	Calif.-9272846 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	105		1,174
1 1/2	Ch. Cb	WGM-40		6.50/20 6 ply	6.50/20 6 ply	6	6	105	4,600	1,252
1 1/2	Platform 9'	WGM-40		6.50/20 6 ply	6.50/20 6 ply	6	6	105	5,150	1,317
1 1/2	Stk. (Std. Raeks)	WGM-40		6.50/20 6 ply	6.50/20 6 ply	6	6	105	5,500	1,352
1 1/2	Ch. Cowl	WGMA-40		6.50/20 6 ply	6.50/20 6 ply	6	6	105	4,155	1,274
1 1/2	Ch. Cowl	WGM-42		6.50/20 6 ply	6.50/20 6 ply	6	6	129	4,200	1,205
1 1/2	Ch. Cowl w/s	WGM-42		6.50/20 6 ply	6.50/20 6 ply	6	6	129		1,233
1 1/2	Ch. Cb	WGM-42		6.50/20 6 ply	6.50/20 6 ply	6	6	129	4,725	1,311
1 1/2	Platform 12'	WGM-42		6.50/20 6 ply	6.50/20 6 ply	6	6	129	5,425	1,397
1 1/2	Stk. (Std. Raeks)	WGM-42		6.50/20 6 ply	6.50/20 6 ply	6	6	129	5,825	1,437
1 1/2	Ch. Cowl	WGMA-42		6.50/20 6 ply	6.50/20 6 ply	6	6	129	4,280	1,333
1 1/2	Ch. Cowl	WGM-43		6.50/20 6 ply	6.50/20 6 ply	6	6	159	4,350	1,240
1 1/2	Ch. Cowl w/s	WGM-43		6.50/20 6 ply	6.50/20 6 ply	6	6	159		1,268
1 1/2	Ch. Cb	WGM-43		6.50/20 6 ply	6.50/20 6 ply	6	6	159	4,875	1,346
1 1/2	Ch. Cowl	WGMA-43		6.50/20 6 ply	6.50/20 6 ply	6	6	159	4,430	1,363
2	Ch. Cowl	WHM-45		6.50/20 6 ply	6.50/20 6 ply	6	6	105	4,100	1,146
2	Ch. Cowl	WHMA-45		6.50/20 6 ply	6.50/20 6 ply	6	6	105	4,200	1,274
2	Ch. Cowl	WHM-47		6.50/20 6 ply	6.50/20 6 ply	6	6	129	4,225	1,205
2	Ch. Cowl	WHMA-47		6.50/20 6 ply	6.50/20 6 ply	6	6	129	4,325	1,333
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	1,363

(k) FEDERAL
 [Manufacturer: Federal Motor Truck Company. Principal plant: Detroit, Michigan]
 (l) 19'3
 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				
1 1/2	Ch. Cowl	15	74746 to 77194	6.00/20 6 ply	32 x 6 8 ply	4	6			\$695
2	Ch. Cowl	20		6.50/20 6 ply	6.50/20 6 ply	6	6	N. A.	3,300	1,095
2 1/2	Ch. Cowl	25		7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,300	1,395
2 1/2	Ch. Cowl	30		8.25/20	8.25/20	6	6	N. A.	5,730	1,945
2 1/2	Ch. Cowl	A7		8.25/20	8.25/20	6	6	N. A.	5,730	1,945
2 1/2	Ch. Cowl	A600		7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,350	1,745
2 1/2	Ch. Cowl	A600T		8.25/20	8.25/20	6	6	N. A.	6,150	2,045
2 1/2	Ch. Cowl	A600TW		8.25/20	8.25/20	6	6	N. A.	6,150	2,180
2 1/2	Ch. Cowl	T3W		32 x 6 8 ply	36 x 8 12 ply	4	4	N. A.	6,110	1,595
3 1/2	Ch. Cowl	A8		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	6,230	2,340
3 1/2	Ch. Cowl	A8DE		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	6,230	2,465
3 1/2	Ch. Cowl	T-10-B		34 x 7 10 ply	34 x 7 10 ply	6	6	N. A.	6,550	2,550
3 1/2	Ch. Cowl	T-10-W		34 x 7 10 ply	34 x 7 10 ply	6	6	N. A.	6,550	2,685
3 1/2	Ch. Cowl	T10DR		34 x 7 10 ply	34 x 7 10 ply	6	6	N. A.	6,550	2,685
3 1/2	Ch. Cowl	40		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	6,230	2,340
3 1/2	Ch. Cowl	40DR		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	6,230	2,465
4 1/2	Ch. Cowl	U6		36 x 8 12 ply	36 x 8 12 ply	6	6	N. A.	7,420	3,800
4 1/2	Ch. Cowl	U6DR		36 x 8 12 ply	36 x 8 12 ply	6	6	N. A.	7,420	3,890
6	Ch. Cowl	C7		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,550	4,485
6	Ch. Cowl	C7W		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,550	4,845
6	Ch. Cowl	C8		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,650	4,895
6	Ch. Cowl	C8W		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,650	4,995
7 1/2	Ch. Cowl	X8		36 x 6 Solid	40 x 14 Solid	4	4	N. A.	9,750	4,735
7 1/2	Ch. Cowl	X8RDR		36 x 6 Solid	40 x 14 Solid	4	4	N. A.	9,750	4,735

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

(k) FEDERAL—Continued

[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				
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

3 1/2	Ch. Cowl	DM	77195 to 81113	6.00/20 6 ply	32 x 6 8 ply	4	4	N. A.	2,950	\$875
1 1/2	Ch. Cowl	15		6.00/20 6 ply	32 x 6 8 ply	4	6	N. A.	3,300	695
2	Ch. Cowl	20		6.50/20 6 ply	6.50/20 6 ply	6	6	N. A.	3,700	1,095
2 1/2	Ch. Cowl	25		7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,300	1,395
2 1/2	Ch. Cowl	30		8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	5,730	1,945
3 1/2	Ch. Cowl	40		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	6,230	2,340
3 1/2	Ch. Cowl	40DR		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	6,236	2,465
4 1/2	Ch. Cowl	U6		36 x 8 12 ply	36 x 8 12 ply	6	6	N. A.	7,420	3,860
4 1/2	Ch. Cowl	U6DR		36 x 8 12 ply	36 x 8 12 ply	6	6	N. A.	7,420	3,860
6	Ch. Cowl	C7		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,550	4,485
6	Ch. Cowl	C7W		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,550	4,485
6	Ch. Cowl	C8		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,650	4,895
6	Ch. Cowl	C8W		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,650	4,895

CONVENTIONAL (3d AXLE)

3	Ch. Cowl (6 x 2)	E2SWL	77195 to 81113	6.00/20 6 ply	32 x 6 8 ply	6	6	N. A.	3,850	\$1,150
3	Ch. Cowl (6 x 4)	E2DL		6.00/20 6 ply	32 x 6 8 ply	6	6	N. A.	4,185	1,315
3	Ch. Cowl (6 x 2)	16		6.00/20 6 ply	32 x 6 8 ply	6	6	N. A.	4,100	1,320
3	Ch. Cowl (6 x 4)	17		6.00/20 6 ply	32 x 6 8 ply	6	6	N. A.	4,500	1,570
3	Ch. Cowl (6 x 2)	36		7.50/20 8 ply	7.50/20 8 ply	10	6	N. A.	7,450	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

3 1/2	Ch. Cowl	DM	81114 to 85199	6.00/20 6 ply	32 x 6 8 ply	4	4	108	2,900	\$950
1 1/2	Ch. Cowl	15		6.00/20 6 ply	32 x 6 8 ply	4	6	137	3,300	745
1 1/2	Ch. Cowl	15X		6.00/20 6 ply	32 x 6 8 ply	4	6	137	3,300	645
1 1/2	Ch. Cowl	18X		6.50/20 6 ply	6.50/20 6 ply	6	6	137	3,600	875
1 1/2	Ch. Cowl	20		6.50/20 6 ply	6.50/20 6 ply	6	6	137	3,700	1,065
2 1/2	Ch. Cowl	25		7.00/20 8 ply	7.00/20 8 ply	6	6	137	4,300	1,325
2 1/2	Ch. Cowl	30		8.25/20 10 ply	8.25/20 10 ply	6	6	153	5,730	2,095
3 1/2	Ch. Cowl	40		9.00/20 10 ply	9.00/20 10 ply	6	6	153	6,230	2,490
3 1/2	Ch. Cowl	40DR		9.00/20 10 ply	9.00/20 10 ply	6	6	153	6,230	2,615
4 1/2	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)

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

CONVENTIONAL (3d AXLE)

8	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
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(4) 1936

CONVENTIONAL

3 1/2	Ch. Cowl	DM	85200 to 91249	6.00/20 6 ply	32 x 6 8 ply	4	4	108	3,000	\$950
1 1/2	Ch. Cowl	10		6.00/20 6 ply	6.00/20 6 ply	4	4	128	2,950	545
1 1/2	Ch. Cowl	15		6.00/20 6 ply	32 x 6 8 ply	4	6	136	3,500	645
2	Ch. Cowl	18		6.50/20 6 ply	6.50/20 6 ply	6	6	136	3,800	875
2	Ch. Cowl	20		6.50/20 6 ply	6.50/20 6 ply	6	6	136	3,900	1,025
2 1/2	Ch. Cowl	25		7.00/20 8 ply	7.00/20 8 ply	6	6	136	4,600	1,275
2 1/2	Ch. Cowl	28		7.00/20 8 ply	7.00/20 8 ply	6	6	136	4,800	1,445
3	Ch. Cowl	29		7.50/20 8 ply	7.50/20 8 ply	6	6	136	4,900	1,695
3	Ch. Cowl	30		8.25/20 10 ply	8.25/20 10 ply	6	6	153	5,950	2,175
4	Ch. Cowl	40		9.00/20 10 ply	9.00/20 10 ply	6	6	153	6,450	2,560
4	Ch. Cowl	40DR		9.00/20 10 ply	9.00/20 10 ply	6	6	153	6,450	2,715
5	Ch. Cowl	50		9.00/20 10 ply	9.00/20 10 ply	6	6	153	7,050	3,195
6	Ch. Cowl	C7		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,185	4,710
6	Ch. Cowl	C7W		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,185	4,710
6	Ch. Cowl	C8		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,015	5,120
6	Ch. Cowl	C8W		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,015	5,120

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

(k) FEDERAL—Continued

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

(4) 1936—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				
1½	Ch. Cowl (Bus)	B-15	85200 to 91249	6.00/20 6 ply	6.00/20 6 ply	6	6	156	3,500	\$960
2	Ch. Cowl (Bus)	B-20		6.50/20 6 ply	6.50/20 6 ply	6	6	156	4,050	1,250
2½	Ch. Cowl (Bus)	B-25		7.00/20 8 ply	7.00/20 8 ply	6	6	156	4,750	1,675

(5) 1937

CONVENTIONAL

¾	Ch. Cowl	9	91250 to 95999	6.00/20 6 ply	6.00/20 6 ply	4	4	105	2,850	\$695
¾	Ch. Cowl	10		6.00/20 6 ply	6.00/20 6 ply	4	4	128	2,950	645
¾	Ch. Cowl	11		6.00/20 6 ply	6.00/20 6 ply	4	6	128	2,950	655
1-1½	Ch. Cowl	11H		6.00/20 6 ply	6.00/20 6 ply	4	6	128	3,500	695
1½	Ch. Cowl	15		6.00/20 6 ply	32 x 6 8 ply	4	6	135	4,230	755
1½	Ch. Cowl	15H		6.50/20 6 ply	6.50/20 6 ply	6	6	135	4,650	995
2	Ch. Cowl	18		6.50/20 6 ply	6.50/20 6 ply	6	6	135	4,340	995
2-3½	Ch. Cowl	18H		7.00/20 8 ply	7.00/20 8 ply	6	6	135	4,750	1,180
2	Ch. Cowl	20		6.50/20 6 ply	6.50/20 6 ply	6	6	135	4,480	1,150
2-4	Ch. Cowl	20H		7.00/20 8 ply	7.00/20 8 ply	6	6	135	4,850	1,320
2½	Ch. Cowl	25		7.00/20 8 ply	7.00/20 8 ply	6	6	135	5,220	1,395
2½-4½	Ch. Cowl	25H		7.50/20 8 ply	7.50/20 8 ply	6	6	135	5,550	1,565
3	Ch. Cowl	29		7.50/20 8 ply	7.50/20 8 ply	6	6	135	5,660	1,850
3-5	Ch. Cowl	29H		8.25/20 10 ply	8.25/20 10 ply	6	6	135	6,000	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	2,950
5	Ch. Cowl	50		9.00/20 10 ply	9.00/20 10 ply	6	6	135	7,900	3,375
5	Ch. Cowl	50H		9.75/20 12 ply	9.75/20 12 ply	6	6	157	8,300	3,855
6	Ch. Cowl	C7		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,185	4,710
6	Ch. Cowl	C7W		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,185	4,710
6	Ch. Cowl	C8		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,015	5,120
6	Ch. Cowl	C8W		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,015	5,120
7½	Ch. Cowl	C8H		10.50/24 12 ply	10.50/24 12 ply	6	6	185	11,200	6,950

CAB OVER ENGINE

1½	Ch. Cowl	75	91250 to 95999	6.00/20 6 ply	32 x 6 8 ply	4	6	104	4,280	\$960
1½-3	Ch. Cowl	75H		6.50/20 6 ply	6.50/20 6 ply	6	6	104	4,700	1,190
2	Ch. Cowl	80		6.50/20 6 ply	6.50/20 6 ply	6	6	104	4,500	1,295
2-4	Ch. Cowl	80H		7.00/20 8 ply	7.00/20 8 ply	6	6	104	4,900	1,465
2½	Ch. Cowl	85		7.00/20 8 ply	7.00/20 8 ply	6	6	104	5,280	1,555
2½-4½	Ch. Cowl	85H		7.50/20 8 ply	7.50/20 8 ply	6	6	104	5,600	1,725
3	Ch. Cowl	89		7.50/20 8 ply	7.50/20 8 ply	6	6	104	5,720	2,000
3-5	Ch. Cowl	89H		8.25/20 10 ply	8.25/20 10 ply	6	6	104	6,050	2,200

(6) 1938

CONVENTIONAL

¾	Ch. Cowl	9	96000 and up	6.00/20 6 ply	6.00/20 6 ply	4	4	105	2,850	\$695
¾	Ch. Cowl	10		6.00/20 6 ply	6.00/20 6 ply	4	6	128	2,950	645
¾	Ch. Cowl	11		6.00/20 6 ply	6.00/20 6 ply	4	6	128	2,950	655
1-1½	Ch. Cowl	11H		6.00/20 6 ply	6.00/20 6 ply	4	6	127	3,500	695
1½	Ch. Cowl	15		6.00/20 6 ply	32 x 6 8 ply	4	6	135	4,230	755
1½	Ch. Cowl	15H		6.50/20 6 ply	6.50/20 6 ply	6	6	135	4,650	995
2	Ch. Cowl	18		6.00/20 6 ply	6.00/20 6 ply	6	6	135	4,340	995
2	Ch. Cowl	18H		7.00/20 8 ply	7.00/20 8 ply	6	6	135	4,750	1,180
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	1,290
2½	Ch. Cowl	25		7.00/20 8 ply	7.00/20 8 ply	6	6	135	5,220	1,395
2½	Ch. Cowl	25H		7.50/20 8 ply	7.50/20 8 ply	6	6	135	5,550	1,565
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	2,050
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	2,950
5	Ch. Cowl	50		9.00/20 10 ply	9.00/20 10 ply	6	6	135	7,900	3,375
5	Ch. Cowl	50H		9.75/20 12 ply	9.75/20 12 ply	6	6	157	8,300	3,855
6	Ch. Cowl	C7		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,185	4,710
6	Ch. Cowl	C7W		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,185	4,710
6	Ch. Cowl	C8		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,015	5,120
6	Ch. Cowl	C8W		9.75/20 12 ply	9.75/20 12 ply	6	6	153	9,015	5,120
7½	Ch. Cowl	C8H		10.50/24 12 ply	10.50/24 12 ply	6	6	185	11,200	6,950

CONVENTIONAL (3D AXLE)

2	Ch. Cowl (6 x 2)	202	96000	7.00/20 8 ply	7.00/20 8 ply	10	6	162	6,650	\$1,950
2	Ch. Cowl (6 x 4)	204		7.00/20 8 ply	7.00/20 8 ply	10	6	162	7,200	2,550
2½	Ch. Cowl (6 x 2)	252		7.50/20 8 ply	7.50/20 8 ply	10	6	162	7,650	2,545
2½	Ch. Cowl (6 x 4)	254		7.50/20 8 ply	7.50/20 8 ply	10	6	162	8,050	3,000
3	Ch. Cowl (6 x 2)	292		8.25/20 10 ply	8.25/20 10 ply	10	6	162	8,650	3,290
3	Ch. Cowl (6 x 4)	294		8.25/20 10 ply	8.25/20 10 ply	10	6	162	9,200	3,900
4	Ch. Cowl (6 x 2)	402		9.00/20 10 ply	9.00/20 10 ply	10	6	162	10,150	4,275
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	5,990
5	Ch. Cowl (6 x 4)	504		9.00/20 10 ply	9.00/20 10 ply	10	6	162	11,000	5,075
5	Ch. Cowl (6 x 4)	504A		9.00/20 10 ply	9.00/20 10 ply	10	6	162	12,500	6,675

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				
1½	Ch. Cowl	75	96000 and up	6.00/20 6 ply	32 x 6 8 ply	4	104	4,280	\$960	
1½	Ch. Cowl	75H		6.50/20 6 ply	6.50/20 6 ply	6	104	4,700	1,190	
2	Ch. Cowl	80		6.50/20 6 ply	6.50/20 6 ply	6	104	4,500	1,265	
2	Ch. Cowl	80H		7.00/20 8 ply	7.00/20 8 ply	6	104	4,900	1,435	
2½	Ch. Cowl	85		7.00/20 8 ply	7.00/20 8 ply	6	104	5,280	1,555	
2½	Ch. Cowl	85H		7.50/20 8 ply	7.50/20 8 ply	6	104	5,600	1,725	
3	Ch. Cowl	89		7.50/20 8 ply	7.50/20 8 ply	6	104	5,720	2,000	
3	Ch. Cowl	89H		8.25/20 10 ply	8.25/20 10 ply	6	104	6,050	2,290	

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	127	6,700	\$2,075
2½	Ch. Cowl (6 x 2)	852		7.50/20 8 ply	7.50/20 8 ply	10	127	7,700	2,680
3	Ch. Cowl (6 x 2)	892		8.25/20 10 ply	8.25/20 10 ply	10	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	102	2,425	\$595
¾	Ch. Cowl	8		6.00/16 4 ply	6.00/16 4 ply	4	102	2,500	595
1½	Ch. Cowl	11		6.00/20 6 ply	6.00/20 6 ply	4	127	3,450	655
1½	Ch. Cowl	12		6.00/20 6 ply	6.00/20 6 ply	4	127	3,450	680
1½	Ch. Cowl	14		6.00/20 6 ply	6.00/20 6 ply	4	127	3,500	735
1½	Ch. Cowl	15		6.00/20 6 ply	32 x 6 8 ply	4	135	4,230	765
2	Ch. Cowl	18		6.00/20 6 ply	6.00/20 6 ply	6	135	4,350	945
2	Ch. Cowl	20		6.50/20 6 ply	6.50/20 6 ply	6	135	4,850	1,150
2½	Ch. Cowl	25		7.00/20 8 ply	7.00/20 8 ply	6	135	5,550	1,450
3	Ch. Cowl	29		7.50/20 8 ply	7.50/20 8 ply	6	135	5,660	1,850
3	Ch. Cowl	29H		8.25/20 10 ply	8.25/20 10 ply	6	135	6,000	2,080
4	Ch. Cowl	40		9.00/20 10 ply	9.00/20 10 ply	6	135	7,200	2,800
5	Ch. Cowl	50		9.00/20 10 ply	9.00/20 10 ply	6	135	7,500	3,375
5	Ch. Cowl	50H		9.75/20 12 ply	9.75/20 12 ply	6	135	8,300	3,875
6	Ch. Cowl	62		10.50/20 12 ply	10.50/20 12 ply	6	141	10,400	5,675
6	Ch. Cowl	63		10.50/20 12 ply	10.50/20 12 ply	6	141	10,250	5,675
6	Ch. Cowl	65		10.50/24 12 ply	10.50/24 12 ply	6	141	11,300	6,425
6	Ch. Cowl	66		10.50/24 12 ply	10.50/24 12 ply	6	141	11,150	6,425

CONVENTIONAL (3D AXLE)

2	Ch. Cowl (6 x 2)	202	99000 and up	7.00/20 8 ply	7.00/20 8 ply	10	162	6,650	\$1,950
2	Ch. Cowl (6 x 4)	204		7.00/20 8 ply	7.00/20 8 ply	10	162	7,200	2,550
2½	Ch. Cowl (6 x 2)	252		7.50/20 8 ply	7.50/20 8 ply	10	162	7,650	2,545
2½	Ch. Cowl (6 x 4)	254		7.50/20 8 ply	7.50/20 8 ply	10	162	8,050	3,000
3	Ch. Cowl (6 x 2)	262		8.25/20 10 ply	8.25/20 10 ply	10	162	8,650	3,240
3	Ch. Cowl (6 x 4)	264		8.25/20 10 ply	8.25/20 10 ply	10	162	9,200	3,000
4	Ch. Cowl (6 x 2)	402		9.00/20 10 ply	9.00/20 10 ply	10	162	10,150	4,275
5	Ch. Cowl (6 x 2)	502		9.00/20 10 ply	9.00/20 10 ply	10	162	11,700	5,590
5	Ch. Cowl (6 x 4)	504		9.00/20 10 ply	9.00/20 10 ply	10	162	11,000	5,075
5	Ch. Cowl (6 x 4)	504A		9.00/20 10 ply	9.00/20 10 ply	10	162	12,500	6,675

CAB OVER ENGINE

1½	Ch. Cowl	75	99000 and up	6.00/20 6 ply	32 x 6 8 ply	4	104	4,280	\$930
2	Ch. Cowl	80		6.50/20 6 ply	6.50/20 6 ply	6	104	4,900	1,260
2½	Ch. Cowl	85		7.00/20 8 ply	7.00/20 8 ply	6	104	5,600	1,565
3	Ch. Cowl	89		7.50/20 8 ply	7.50/20 8 ply	6	104	5,720	1,945
3	Ch. Cowl	89H		8.25/20 10 ply	8.25/20 10 ply	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	127	6,700	\$2,040
2½	Ch. Cowl (6 x 2)	852		7.50/20 8 ply	7.50/20 8 ply	10	127	7,700	2,645
3	Ch. Cowl (6 x 2)	892		8.25/20 10 ply	8.25/20 10 ply	10	127	8,700	3,355

(8) 1940

CONVENTIONAL

¾	Ch. Cowl	7	101500 and up	6.00/16 4 ply	6.00/16 4 ply	4	102	2,425	\$795
¾	Ch. Cowl	8		6.00/16 4 ply	6.00/16 4 ply	4	102	2,500	595
1½	Ch. Cowl	11		6.00/20 6 ply	6.00/20 6 ply	4	127	3,450	655
1½	Ch. Cowl	12		6.00/20 6 ply	6.00/20 6 ply	4	127	3,450	680
1½	Ch. Cowl	14		6.00/20 6 ply	6.00/20 6 ply	4	127	3,500	735
1½	Ch. Cowl	15		6.00/20 6 ply	32 x 6 8 ply	4	135	4,230	765
1½	Ch. Cowl	16	104825 and up	6.00/20 6 ply	32 x 6 8 ply	4	135	3,960	695
1½	Ch. Cowl	17		6.00/20 6 ply	32 x 6 8 ply	4	135	4,250	795
2	Ch. Cowl	18	101500 and up	6.00/20 6 ply	6.00/20 6 ply	4	135	4,350	945
2	Ch. Cowl	20		6.50/20 6 ply	6.50/20 6 ply	6	135	4,850	1,150
2½	Ch. Cowl	25		7.00/20 8 ply	7.00/20 8 ply	6	135	5,550	1,450
3	Ch. Cowl	29		7.50/20 8 ply	7.50/20 8 ply	6	135	5,660	1,850
3	Ch. Cowl	29H		8.25/20 10 ply	8.25/20 10 ply	6	135	6,000	2,080
3½	Ch. Cowl	35		8.25/20 10 ply	8.25/20 10 ply	6	140	6,700	2,395
4	Ch. Cowl	40	101800 and up	9.00/20 10 ply	9.00/20 10 ply	6	135	7,200	2,800
4	Ch. Cowl	45		9.00/20 10 ply	9.00/20 10 ply	6	140	7,300	2,950
5	Ch. Cowl	50		9.00/20 10 ply	9.00/20 10 ply	6	135	7,900	3,375
5	Ch. Cowl	50H		9.75/20 12 ply	9.75/20 12 ply	6	135	8,300	3,875
5	Ch. Cowl	55		9.00/20 10 ply	9.00/20 10 ply	6	140	8,000	3,325
5	Ch. Cowl	55H		9.75/20 12 ply	9.75/20 12 ply	6	140	8,400	4,065
6	Ch. Cowl	62		10.50/20 12 ply	10.50/20 12 ply	6	141	10,400	5,675
6	Ch. Cowl	63		10.50/20 12 ply	10.50/20 12 ply	6	141	10,250	5,675
6	Ch. Cowl	65		10.50/24 12 ply	10.50/24 12 ply	6	141	11,300	6,425
6	Ch. Cowl	66		10.50/24 12 ply	10.50/24 12 ply	6	141	11,150	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.

(k) FEDERAL—Continued

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

(8) 1940—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				
2	Ch. Cowl (6 x 2)	202	101800 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	162	6,650	\$1,950
2	Ch. Cowl (6 x 4)	204		7.00/20 8 ply	7.00/20 8 ply	10	6	162	7,200	2,550
2½	Ch. Cowl (6 x 2)	252		7.50/20 8 ply	7.50/20 8 ply	10	6	162	7,650	2,545
2½	Ch. Cowl (6 x 4)	254		7.50/20 8 ply	7.50/20 8 ply	10	6	162	8,050	3,000
3	Ch. Cowl (6 x 2)	292		8.25/20 10 ply	8.25/20 10 ply	10	6	162	8,650	3,290
3	Ch. Cowl (6 x 4)	294		8.25/20 10 ply	8.25/20 10 ply	10	6	162	9,200	3,900
4	Ch. Cowl (6 x 2)	402		9.00/20 10 ply	9.00/20 10 ply	10	6	162	10,150	4,275
4	Ch. Cowl (6 x 4)	452		9.00/20 10 ply	9.00/20 10 ply	10	6	167	10,250	4,425
5	Ch. Cowl (6 x 2)	502		9.00/20 10 ply	9.00/20 10 ply	10	6	162	11,700	5,990
5	Ch. Cowl (6 x 4)	504		9.00/20 10 ply	9.00/20 10 ply	10	6	162	11,000	5,075
5	Ch. Cowl (6 x 4)	504A		9.00/20 10 ply	9.00/20 10 ply	10	6	162	12,500	6,675
5	Ch. Cowl (6 x 2)	552		9.00/20 10 ply	9.00/20 10 ply	10	6	167	11,800	6,140
5	Ch. Cowl (6 x 4)	554		9.00/20 10 ply	9.00/20 10 ply	10	6	167	11,100	5,225
5	Ch. Cowl (6 x 4)	554A		9.00/20 10 ply	9.00/20 10 ply	10	6	167	12,600	6,825

CAB OVER ENGINE

1½	Ch. Cowl	75	101800 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	104	4,280	\$895
1½	Ch. Cowl	76	104825 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	104	4,000	795
1½	Ch. Cowl	77		6.00/20 6 ply	32 x 6 8 ply	4	6	104	4,280	895
2	Ch. Cowl	80	101800 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	104	4,900	1,290
2½	Ch. Cowl	85		7.00/20 8 ply	7.00/20 8 ply	6	6	104	5,600	1,565
3	Ch. Cowl	89		7.50/20 8 ply	7.50/20 8 ply	6	6	104	5,720	1,945
3	Ch. Cowl	89II		8.25/20 10 ply	8.25/20 10 ply	6	6	104	6,050	2,175
3½	Ch. Cowl	90	104825 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	116	6,800	2,560
4	Ch. Cowl	92		9.00/20 10 ply	9.00/20 10 ply	6	6	116	7,400	3,050
5	Ch. Cowl	94		9.00/20 10 ply	9.00/20 10 ply	6	6	116	8,100	3,645
5	Ch. Cowl	94II		9.75/20 12 ply	9.75/20 12 ply	6	6	116	8,500	4,125

CAB OVER ENGINE (3D AXLE)

2	Ch. Cowl (6 x 2)	802	101800 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	127	6,700	\$2,010
2½	Ch. Cowl (6 x 2)	852		7.50/20 8 ply	7.50/20 8 ply	10	6	127	7,700	2,645
3	Ch. Cowl (6 x 2)	892		8.25/20 10 ply	8.25/20 10 ply	10	6	127	8,700	3,355

(9) 1941

CONVENTIONAL

¾	Ch. Cowl	8	104825 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	112	2,500	\$595
1¼	Ch. Cowl	16		6.00/20 6 ply	6.00/20 6 ply	4	6	135	3,960	695
1¼	Ch. Cowl	17		6.00/20 6 ply	32 x 6 8 ply	4	6	135	4,250	795
2	Ch. Cowl	18		6.00/20 6 ply	6.00/20 6 ply	6	6	135	4,350	945
2	Ch. Cowl	20		6.50/20 6 ply	6.50/20 6 ply	6	6	135	4,850	1,150
2½	Ch. Cowl	25		7.00/20 8 ply	7.00/20 8 ply	6	6	135	5,550	1,450
3	Ch. Cowl	29		7.50/20 8 ply	7.50/20 8 ply	6	6	135	5,660	1,850
3½	Ch. Cowl	35		8.25/20 10 ply	8.25/20 10 ply	6	6	140	6,700	2,395
4	Ch. Cowl	45		9.00/20 10 ply	9.00/20 10 ply	6	6	140	7,300	2,950
5	Ch. Cowl	55		9.00/20 10 ply	9.00/20 10 ply	6	6	140	8,000	3,525
6	Ch. Cowl	62		11.00/20 12 ply	11.00/20 12 ply	6	6	141	10,400	5,675

CONVENTIONAL (3D AXLE)

3	Ch. Cowl (6 x 4)	296 x 4	104825 and up	8.25/20 10 ply	8.25/20 10 ply	10	6	162	9,200	\$4,675
3½	Ch. Cowl (6 x 4)	356 x 4		9.00/20 10 ply	9.00/20 10 ply	10	6	167	10,700	5,300
5	Ch. Cowl (6 x 4)	556 x 4		9.00/20 10 ply	9.00/20 10 ply	10	6	167	11,200	6,550
6	Ch. Cowl (6 x 4)	626 x 4		10.00/20 12 ply	10.00/20 12 ply	10	6	168	14,000	8,750

CAB OVER ENGINE

1½	Ch. Cowl	76	104825 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	104	4,000	\$795
1½	Ch. Cowl	77		6.00/20 6 ply	32 x 6 8 ply	4	6	104	4,300	895
2	Ch. Cowl	80		6.50/20 6 ply	6.50/20 6 ply	6	6	104	4,900	1,290
2½	Ch. Cowl	85		7.00/20 8 ply	7.00/20 8 ply	6	6	104	5,600	1,565
3	Ch. Cowl	89		7.50/20 8 ply	7.50/20 8 ply	6	6	104	5,720	1,945
3½	Ch. Cowl	90		8.25/20 10 ply	8.25/20 10 ply	6	6	116	6,600	2,560
4	Ch. Cowl	92		9.00/20 10 ply	9.00/20 10 ply	6	6	116	7,200	3,095
5	Ch. Cowl	94		9.00/20 10 ply	9.00/20 10 ply	6	6	116	7,900	3,645

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	\$4,755
3½	Ch. Cowl (6 x 4)	906 x 4		9.00/20 10 ply	9.00/20 10 ply	10	6	140	10,600	5,445
5	Ch. Cowl (6 x 4)	946 x 4		9.00/20 10 ply	9.00/20 10 ply	10	6	140	11,100	6,690

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

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

CONVENTIONAL (3D AXLE)

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

CAB OVER ENGINE

1½	Ch. Cowl	76	107901 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	104	4,000	\$855
1½	Ch. Cowl	77		6.00/20 6 ply	32 x 6 8 ply	4	6	104	4,300	980
2	Ch. Cowl	80		6.50/20 6 ply	6.50/20 6 ply	6	6	104	4,900	1,355
2½	Ch. Cowl	85		7.00/20 8 ply	7.00/20 8 ply	6	6	104	5,600	1,695
3	Ch. Cowl	89		7.50/20 8 ply	7.50/20 8 ply	6	6	101	5,720	2,085
3½	Ch. Cowl	90		8.25/20 10 ply	8.25/20 10 ply	6	6	116	6,600	2,695
4	Ch. Cowl	92		9.00/20 10 ply	9.00/20 10 ply	6	6	116	7,200	3,320
5	Ch. Cowl	94		9.00/20 10 ply	9.00/20 10 ply	6	6	116	7,900	3,845

CAB OVER ENGINE (3D AXLE)

3	Ch. Cowl (6 x 4)	596 x 4	107901 and up	8.25/20 10 ply	8.25/20 10 ply	10	6	127	9,100	\$4,975
3½	Ch. Cowl (6 x 4)	806 x 4		9.00/20 10 ply	9.00/20 10 ply	10	6	140	10,600	5,750
5	Ch. Cowl (6 x 4)	946 x 4		9.00/20 10 ply	9.00/20 10 ply	10	6	140	11,100	7,025

(I) 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				
1½	Sed. Dly	48	18-1234357 up	6.00/16 4 ply	6.00/16 4 ply	5	8	Inches 112	Pounds 2,826	\$585
1½	Ch.	50		6.00/16 4 ply	6.00/16 4 ply	5	8	112	1,666	360
1½	Ch. Cb.	50		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,877	465
1½	Pickup	50		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,714	480
1½	Panel	50		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,032	565
1½	Del. Panel	50		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,140	580

CONVENTIONAL—(V-8)

1½	Ch.	51	BB-18-1234402 up	6.00/20 6 ply	32/6 8 ply	4	8	131½	3,220	\$500
1½	Ch. Cb.	51		6.00/20 6 ply	32/6 8 ply	4	8	131½	3,586	565
1½	Panel	51		6.00/20 6 ply	32/6 8 ply	4	8	131½	4,074	700
1½	Platform	51		6.00/20 6 ply	32/6 8 ply	4	8	131½	4,293	650
1½	Stk. (Std. Racks)	51		6.00/20 6 ply	32/6 8 ply	4	8	131½	4,624	675
1½	Dump	51		6.00/20 6 ply	6.00/20 6 ply	6	8	131½	5,068	800
1½	Ch.	51		6.00/20 6 ply	32/6 8 ply	4	8	157	3,297	52
1½	Ch. Cb.	51		6.00/20 6 ply	32/6 8 ply	4	8	157	3,629	60
1½	Platform	51	6.00/20 6 ply	32/6 8 ply	4	8	157	4,502	660	
1½	Stk. (Std. Racks)	51	6.00/20 6 ply	32/6 8 ply	4	8	157	4,851	730	

(2) 1936

COMMERCIAL—(V-8)

1½	Sed. Dly	68	18-2207111 up	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,825	\$760	
1½	Ch.	67		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,627	360	
1½	Ch. Cb.	67		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,408	450	
1½	Pickup	67		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,645	480	
1½	Panel	67		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,026	565	
1½	Del. Panel Dly	67		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,663	580	
1½	Ch.	51		BB-18-2207810 up	6.00/20 6 ply	32/6 8 ply	4	8	131½	3,220	500
1½	Ch. Cb.	51			6.00/20 6 ply	32/6 8 ply	4	8	131½	3,559	560
1½	Panel	51	6.00/20 6 ply		32/6 8 ply	4	8	131½	4,674	765	
1½	Platform	51	6.00/20 6 ply		32/6 8 ply	4	8	131½	4,293	645	
1½	Stk. (Std. Racks)	51	6.00/20 6 ply		32/6 8 ply	4	8	131½	4,621	670	
1½	Dump Ch	51	6.00/20 6 ply		6.00/20 6 ply	6	8	131½	3,375	530	
1½	Dump Ch. Cb.	51	6.00/20 6 ply		6.00/20 6 ply	6	8	131½	3,714	625	
1½	Dump Ch. Cb. and Body	51	6.00/20 6 ply		6.00/20 6 ply	6	8	131½	5,008	790	
1½	Ch.	51	6.00/20 6 ply	32/6 8 ply	4	8	157	3,297	525		
1½	Ch. Cb.	51	6.00/20 6 ply	32/6 8 ply	4	8	157	3,629	615		
1½	Platform	51	6.00/20 6 ply	32/6 8 ply	4	8	157	4,502	685		
1½	Stk. (Std. Racks)	51	6.00/20 6 ply	32/6 8 ply	4	8	157	4,851	730		

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				
1 1/2	Sed. Dly.	74	54-6602 up	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,648	\$630
1 1/2	Ch.	73		6.00/16 4 ply	6.00/16 4 ply	5	8	112	1,895	406
1 1/2	Ch. Cb.	73		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,233	496
1 1/2	Pickup	73		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,508	516
1 1/2	Panel	73		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,873	613
1 1/2	Del. Panel	73		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,873	623
1 1/2	Platform	73		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,583	531
1 1/2	Stk. (Std. Racks)	73		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,753	546

CONVENTIONAL—(V8-60 H. P.)

1 1/2	Ch.	75	BB-54-39101 up	6.00/20 6 ply	32 x 6 8 ply	4	8	131 1/2	3,008	\$513
1 1/2	Ch. Cb.	75		6.00/20 6 ply	32 x 6 8 ply	4	8	131 1/2	3,350	603
1 1/2	Panel	75		6.00/20 6 ply	32 x 6 8 ply	4	8	131 1/2	4,362	778
1 1/2	Platform	75		6.00/20 6 ply	32 x 6 8 ply	4	8	131 1/2	4,059	658
1 1/2	Stk. (Std. Racks)	75		6.00/20 6 ply	32 x 6 8 ply	4	8	131 1/2	4,389	683

COMMERCIAL—(V8-85 H. P.)

1 1/2	Sed. Dly.	78	18-3331857 up	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,853	\$649
1 1/2	Ch.	77		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,100	416
1 1/2	Ch. Cb.	77		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,448	500
1 1/2	Pickup	77		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,705	528
1 1/2	Panel	77		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,088	623
1 1/2	Del. Panel	77		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,088	633
1 1/2	Platform	77		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,788	541
1 1/2	Stk.	77		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,958	556

CONVENTIONAL—(V8-85 H. P.)

1 1/2	Ch.	79	BB-18-3352047 up	6.00/20 6 ply	32 x 6 8 ply	4	8	131 1/2	3,238	\$523
1 1/2	Ch. Cb.	79		6.00/20 6 ply	32 x 6 8 ply	4	8	131 1/2	3,580	613
1 1/2	Panel	79		6.00/20 6 ply	32 x 6 8 ply	4	8	131 1/2	4,654	788
1 1/2	Platform	79		6.00/20 6 ply	32 x 6 8 ply	4	8	131 1/2	4,280	668
1 1/2	Stk. (Std. Racks)	79		6.00/20 6 ply	32 x 6 8 ply	4	8	131 1/2	4,619	693
1 1/2	Dump ch.	79		6.00/20 6 ply	6.00/20 6 ply	6	8	131 1/2	3,330	538
1 1/2	Dump Ch. Cb.	79		6.00/20 6 ply	6.00/20 6 ply	6	8	131 1/2	3,672	628
1 1/2	Dump Ch. Cb. and Body.	79		6.00/20 6 ply	6.00/20 6 ply	6	8	131 1/2	5,162	828
1 1/2	Ch.	79		6.00/20 6 ply	32 x 6 8 ply	4	8	157	3,299	548
1 1/2	Ch. Cb.	79		6.00/20 6 ply	32 x 6 8 ply	4	8	157	3,639	638
1 1/2	Platform	79		6.00/20 6 ply	32 x 6 8 ply	4	8	157	4,458	703
1 1/2	Stk. (Std. Racks)	79		6.00/20 6 ply	32 x 6 8 ply	4	8	157	4,874	748

(4) 1938

COMMERCIAL—(V8-60 H. P.)

1 1/2	Sed. Dly.	82C	54-358335 up	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,677	\$690
1 1/2	Ch. Cowl	82C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	1,896	455
1 1/2	Ch. Cowl w/s	82C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	1,923	475
1 1/2	Ch. Cb.	82C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,302	550
1 1/2	Pickup	82C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,633	580
1 1/2	Panel w/Slats	82C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,895	675
1 1/2	Panel with masonite	82C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,903	685
1 1/2	Platform	82C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,614	600
1 1/2	Stk. (Std. Racks)	82C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,767	615

TRUCKS—(V8-60 H. P.)

1	Ch. Cowl	82Y	54-358335 up	7.00/17 6 ply	7.00/17 6 ply	4	8	122	2,527	\$565
1	Ch. Cowl w/s	82Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	2,554	585
1	Ch. Cb.	82Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	2,902	660
1	Exp.	82Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	3,493	720
1	Panel	82Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	3,703	840
1	Platform	82Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	3,473	715
1	Stk. (Std. Racks)	82Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	3,733	735

COMMERCIAL—(V8-85 H. P.)

1 1/2	Sed. Dly.	81C	18-4186447 up	6.00/16 4 ply	6.00/16 4 ply	5	8	122	2,858	\$700
1 1/2	Ch. Cowl	81C		6.00/16 4 ply	6.00/16 4 ply	5	8	122	2,092	465
1 1/2	Ch. Cowl w/s	81C		6.00/16 4 ply	6.00/16 4 ply	5	8	122	2,119	485
1 1/2	Ch. Cb.	81C		6.00/16 4 ply	6.00/16 4 ply	5	8	122	2,525	560
1 1/2	Pickup	81C		6.00/16 4 ply	6.00/16 4 ply	5	8	122	2,791	590
1 1/2	Panel w/Slats	81C		6.00/16 4 ply	6.00/16 4 ply	5	8	122	3,102	685
1 1/2	Panel with masonite	81C		6.00/16 4 ply	6.00/16 4 ply	5	8	122	2,812	610
1 1/2	Platform	81C		6.00/16 4 ply	6.00/16 4 ply	5	8	122	2,954	625
1 1/2	Stk. (Std. Racks)	81C		6.00/16 4 ply	6.00/16 4 ply	5	8	122	3,110	695

(1) 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				
1	Ch. Cowl	81Y	BB-18-4186447 up	7.00/17 6 ply	7.00/17 6 ply	4	8	122	2,768	\$575
1	Ch. Cowl w/s	81Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	2,795	595
1	Ch. Cb.	81Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	3,093	670
1	Exp.	81Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	3,675	730
1	Panel	81Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	3,904	850
1	Platform	81Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	3,602	725
1	Stk. (Std. Racks)	81Y		7.00/17 6 ply	7.00/17 6 ply	4	8	122	3,867	745

CONVENTIONAL—(V8-85 H. P.)

1 1/2	Ch. Cowl	81T	BB-18-4186447 up	6.00/20 6 ply	32/6 8 ply	4	8	134	3,356	\$590
1 1/2	Ch. Cowl w/s	81T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,383	610
1 1/2	Ch. Cb.	81T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,720	685
1 1/2	Panel	81T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,567	870
1 1/2	Platform	81T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,376	745
1 1/2	Stk. (Std. Racks)	81T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,669	770
1 1/2	Dump Ch. Cowl	81V		6.00/20 6 ply	6.00/20 6 ply	6	8	134	N. A.	605
1 1/2	Dump Ch. Cowl w/s	81V	6.00/20 6 ply	6.00/20 6 ply	6	8	134	N. A.	625	
1 1/2	Dump Ch. Cb.	81V	6.00/20 6 ply	6.00/20 6 ply	6	8	134	3,818	700	
1 1/2	Dump	81V	6.00/20 6 ply	6.00/20 6 ply	6	8	134	5,069	830	
1 1/2	Ch. Cowl	817T		6.00/20 6 ply	32/6 8 ply	4	8	157	3,426	615
1 1/2	Ch. Cowl w/s	817T		6.00/20 6 ply	32/6 8 ply	4	8	157	3,453	635
1 1/2	Ch. Cb.	817T		6.00/20 6 ply	32/6 8 ply	4	8	157	3,798	710
1 1/2	Platform	817T		6.00/20 6 ply	32/6 8 ply	4	8	157	4,619	780
1 1/2	Stk. (Std. Racks)	817T		6.00/20 6 ply	32/6 8 ply	4	8	157	5,008	825

CAB OVER ENGINE—(V8-85 H. P.)

1 1/2	Ch.	811W	BB-18-4186447 up	6.00/20 6 ply	32/6 8 ply	4	8	101	3,262	\$820
	Ch. Cb.	811W		6.00/20 6 ply	32/6 8 ply	4	8	101	3,729	805
	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	4,596	990	
	Stk. (Std. Racks)	81W	6.00/20 6 ply	32/6 8 ply	4	8	134	4,983	1,035	
	Ch.	817W		6.00/20 6 ply	32/6 8 ply	4	8	157	3,641	870
	Ch. Cb.	817W		6.00/20 6 ply	32/6 8 ply	4	8	157	3,882	945

(5) 1939

COMMERCIAL—(V8-60 H. P.)

1 1/2	Sed. Dly	922C	N. A.	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,670	\$670
1 1/2	Ch. Cowl	922C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	1,902	445
1 1/2	Ch. Cowl w/s	922C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	1,930	465
1 1/2	Ch. Cb.	922C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,229	549
1 1/2	Pickup	922C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,544	570
1 1/2	Panel w/Slats	922C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,874	635
1 1/2	Panel w/Fibre	922C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,898	670
1 1/2	Platform	922C	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,715	590	
1 1/2	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.)

1 1/2	Ch. Cowl	92D	N. A.	6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,330	\$500
1 1/2	Ch. Cowl w/s	92D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,356	520
1 1/2	Ch. Cb.	92D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,662	595
1 1/2	Exp.	92D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,213	680
1 1/2	Panel	92D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,409	770
1 1/2	Platform	92D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,144	650
1 1/2	Stk. (Std. Racks)	92D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,389	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	695
1	Panel	92Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,596	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.)

1 1/2	Sed. Dly	91C	18-4661001 to 5210700	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,856	\$685
1 1/2	Ch. Cowl	91C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,088	460
1 1/2	Ch. Cowl w/s	91C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,116	480
1 1/2	Ch. Cb.	91C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,445	555
1 1/2	Pickup	91C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,730	585
1 1/2	Panel w/Slats	91C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,060	670
1 1/2	Panel w/Fibre	91C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,109	685
1 1/2	Platform	91C	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,901	605	
1 1/2	Stk. (Std. Racks)	91C	6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,043	625	

(1) FORD—Continued

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

(5) 1939—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						
1 1/2	Ch. Cowl	91D	BB-18-4661001 up	6.50/16 6 ply	7.00/16 6 ply	4	8	Inches 122	Pounds 2,516	\$515		
3 1/2	Ch. Cowl w/s	91D		6.50/16 6 ply	7.00/16 6 ply	4					8	2,542
3 1/2	Ch. Cb	91D		6.50/16 6 ply	7.00/16 6 ply	4					8	2,848
3 1/2	Exp.	91D		6.50/16 6 ply	7.00/16 6 ply	4					8	3,399
3 1/2	Panel	91D		6.50/16 6 ply	7.00/16 6 ply	4					8	3,595
3 1/2	Platform	91D		6.50/16 6 ply	7.00/16 6 ply	4					8	3,330
3 1/2	Stk. (Std. Racks)	91D		6.50/16 6 ply	7.00/16 6 ply	4					8	3,575
1	Ch. Cowl	91Y		6.50/16 6 ply	7.00/16 6 ply	4					8	2,671
1	Ch. Cowl w/s	91Y		6.50/16 6 ply	7.00/16 6 ply	4					8	2,699
1	Ch. Cb	91Y		6.50/16 6 ply	7.00/16 6 ply	4					8	3,002
1	Exp.	91Y		6.50/16 6 ply	7.00/16 6 ply	4					8	3,579
1	Panel	91Y		6.50/16 6 ply	7.00/16 6 ply	4					8	3,782
1	Platform	91Y		6.50/16 6 ply	7.00/16 6 ply	4					8	3,559
1	Stk.	91Y		6.50/16 6 ply	7.00/16 6 ply	4					8	3,504

CONVENTIONAL—(V8-85 H. P.)

1 1/2	Ch. Cowl	91T	BB-18-4661001 up	6.00/20 6 ply	32/6 8 ply	4	8	134	3,307	\$580		
1 1/2	Ch. Cowl w/s	91T		6.00/20 6 ply	32/6 8 ply	4					8	3,335
1 1/2	Ch. Cb	91T		6.00/20 6 ply	32/6 8 ply	4					8	3,667
1 1/2	Panel	91T		6.00/20 6 ply	32/6 8 ply	4					8	4,422
1 1/2	Platform	91T		6.00/20 6 ply	32/6 8 ply	4					8	4,330
1 1/2	Stk. (Std. Racks)	91T		6.00/20 6 ply	32/6 8 ply	4					8	4,669
1 1/2	Dump Ch. Cowl	91U		6.00/20 6 ply	6.00/20 6 ply	6					8	3,327
1 1/2	Dump Ch. Cowl w/s	91U		6.00/20 6 ply	6.00/20 6 ply	6					8	3,355
1 1/2	Dump Ch. Cb	91U		6.00/20 6 ply	6.00/20 6 ply	6					8	3,687
1 1/2	Dump	91U		6.00/20 6 ply	6.00/20 6 ply	6					8	4,931
1 1/2	Ch. Cowl	917T		6.00/20 6 ply	32/6 8 ply	4					8	3,363
1 1/2	Ch. Cowl w/s	917T		6.00/20 6 ply	32/6 8 ply	4					8	3,395
1 1/2	Ch. Cb	917T		6.00/20 6 ply	32/6 8 ply	4					8	3,778
1 1/2	Platform	917T		6.00/20 6 ply	32/6 8 ply	4					8	4,517
1 1/2	Stk. (Std. Racks)	917T	6.00/20 6 ply	32/6 8 ply	4	8	4,906					
1 1/2	Ch. Cowl	911T	6.00/20 6 ply	32/6 8 ply	4	8	3,580					

CAB OVER ENGINE—(V8-85 H. P.)

1 1/2	Ch. Cowl w/s	911W	BB-18-4661001 up	6.00/20 6 ply	32/6 8 ply	4	8	101	3,469	\$770		
1 1/2	Ch. Cb	911W		6.00/20 6 ply	32/6 8 ply	4					8	3,703
1 1/2	Platform	911W		6.00/20 6 ply	32/6 8 ply	4					8	4,350
1 1/2	Stk. (Std. Racks)	911W		6.00/20 6 ply	32/6 8 ply	4					8	4,680
1 1/2	Dump	911Z		6.00/20 6 ply	6.00/20 6 ply	6					8	5,087
1 1/2	Ch. Cowl w/s	91W		6.00/20 6 ply	32/6 8 ply	4					8	3,544
1 1/2	Ch. Cb	91W		6.00/20 6 ply	32/6 8 ply	4					8	3,778
1 1/2	Platform	91W		6.00/20 6 ply	32/6 8 ply	4					8	4,538
1 1/2	Stk. (Std. Racks)	91W		6.00/20 6 ply	32/6 8 ply	4					8	4,923
1 1/2	Ch. Cowl w/s	917W		6.00/20 6 ply	32/6 8 ply	4					8	3,611
1 1/2	Ch. Cb	917W		6.00/20 6 ply	32/6 8 ply	4					8	3,845

CONVENTIONAL—(V8-95 H. P.)

1 1/2	Ch. Cowl	99T	99T-1 up	6.00/20 6 ply	32/6 8 ply	4	8	134	3,307	\$605		
1 1/2	Ch. Cowl w/s	99T		6.00/20 6 ply	32/6 8 ply	4					8	3,335
1 1/2	Ch. Cb	99T		6.00/20 6 ply	32/6 8 ply	4					8	3,667
1 1/2	Panel	99T		6.00/20 6 ply	32/6 8 ply	4					8	4,422
1 1/2	Platform	99T		6.00/20 6 ply	32/6 8 ply	4					8	4,330
1 1/2	Stk. (Std. Racks)	99T		6.00/20 6 ply	32/6 8 ply	4					8	4,669
1 1/2	Dump Ch. Cowl	99U		6.00/20 6 ply	6.00/20 6 ply	6					8	3,327
1 1/2	Dump Ch. Cowl w/s	99U		6.00/20 6 ply	6.00/20 6 ply	6					8	3,355
1 1/2	Dump Ch. Cb	99U		6.00/20 6 ply	6.00/20 6 ply	6					8	3,687
1 1/2	Dump	99U		6.00/20 6 ply	6.00/20 6 ply	6					8	4,931
1 1/2	Ch. Cowl	997T		6.00/20 6 ply	32/6 8 ply	4					8	3,363
1 1/2	Ch. Cowl w/s	997T		6.00/20 6 ply	32/6 8 ply	4					8	3,395
1 1/2	Ch. Cb	997T		6.00/20 6 ply	32/6 8 ply	4					8	3,730
1 1/2	Platform	997T		6.00/20 6 ply	32/6 8 ply	4					8	4,517
1 1/2	Stk. (Std. Racks)	997T	6.00/20 6 ply	32/6 8 ply	4	8	4,906					
1 1/2	Ch. Cowl	991T	6.00/20 6 ply	32/6 8 ply	4	8	3,880					

CAB OVER ENGINE—(V8-95 H. P.)

1 1/2	Ch. Cowl w/s	991W	99T-1	6.00/20 6 ply	32/6 8 ply	4	8	101	3,469	\$795		
1 1/2	Ch. Cb	991W		6.00/20 6 ply	32/6 8 ply	4					8	3,703
1 1/2	Platform	991W		6.00/20 6 ply	32/6 8 ply	4					8	4,350
1 1/2	Stk. (Std. Racks)	991W		6.00/20 6 ply	32/6 8 ply	4					8	4,680
1 1/2	Dump	991Z		6.00/20 6 ply	6.00/20 6 ply	6					8	5,087
1 1/2	Ch. Cowl w/s	99W		6.00/20 6 ply	32/6 8 ply	4					8	3,544
1 1/2	Ch. Cb	99W		6.00/20 6 ply	32/6 8 ply	4					8	3,778
1 1/2	Platform	99W		6.00/20 6 ply	32/6 8 ply	4					8	4,538
1 1/2	Stk. (Std. Racks)	99W		6.00/20 6 ply	32/6 8 ply	4					8	4,923
1 1/2	Ch. Cowl w/s	997W		6.00/20 6 ply	32/6 8 ply	4					8	3,611
1 1/2	Ch. Cb	997W		6.00/20 6 ply	32/6 8 ply	4					8	3,845

(6) 1940

COMMERCIAL—(V8-60 H. P.)

1 1/2	Sed. Dly	022A	BB-54-50C501 up	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,750	\$690		
1 1/2	Ch. Cowl	02C		6.00/16 4 ply	6.00/16 4 ply	5					8	1,878
1 1/2	Ch. Cowl w/s	02C		6.00/16 4 ply	6.00/16 4 ply	5					8	1,905
1 1/2	Ch. Cb	02C		6.00/16 4 ply	6.00/16 4 ply	5					8	2,211
1 1/2	Pickup	02C		6.00/16 4 ply	6.00/16 4 ply	5					8	2,542
1 1/2	Panel w/Slats	02C		6.00/16 4 ply	6.00/16 4 ply	5					8	2,829
1 1/2	Platform	02C		6.00/16 4 ply	6.00/16 4 ply	5					8	2,520
1 1/2	Stk. (Std. Racks)	02C		6.00/16 4 ply	6.00/16 4 ply	5					8	2,660

(1) 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				
3/4	Ch. Cowl	02D	BB-54-506501 up	6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,187	\$725
3/4	Ch. Cowl w/s	02D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,214	545
3/4	Ch. Cb	02D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,517	615
3/4	Exp.	02D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,086	(84)
3/4	Panel	02D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,382	785
3/4	Platform	02D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,029	670
3/4	Stk. (Std. Racks)	02D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,282	695
1	Ch. Cowl	02Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,384	569
1	Ch. Cowl w/s	02Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,429	589
1	Ch. Cb	02Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,732	650
1	Exp.	02Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,257	715
1	Panel	02Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,482	823
1	Platform	02Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,175	705
1	Stk. (Std. Racks)	02Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,428	730

COMMERCIAL—(V8-85 H. P.)

3/2	Sed. Dly	01A	18-5210701Y up	6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,956	\$705
3/2	Ch. Cowl	01C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,078	480
3/2	Ch. Cowl w/s	01C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,105	500
3/2	Ch. Cb	01C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,411	570
3/2	Pickup	01C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,737	595
3/2	Panel w/Slats	01C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	3,629	690
3/2	Platform	01C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,714	625
3/2	Stk. (Std. Racks)	01C		6.00/16 4 ply	6.00/16 4 ply	5	8	112	2,856	645

TRUCKS—(V8-85 H. P.)

3/4	Ch. Cowl	01D	18-5210701Y up	6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,373	\$540
3/4	Ch. Cowl w/s	01D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,400	520
3/4	Ch. Cb	01D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,703	630
3/4	Exp.	01D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,272	695
3/4	Panel	01D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,568	809
3/4	Platform	01D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,215	685
3/4	Stk. (Std. Racks)	01D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,468	710
1	Ch. Cowl	01Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,570	575
1	Ch. Cowl w/s	01Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,615	595
1	Ch. Cb	01Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,918	665
1	Exp.	01Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,443	730
1	Panel	01Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,668	835
1	Platform	01Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,361	720
1	Stk. (Std. Racks)	01Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,614	745

CONVENTIONAL—(V8-85 H. P.)

1 1/2	Ch. Cowl	01T	BB-18-5210701Y	6.00/20 6 ply	32/6 8 ply	4	8	134	3,077	\$590
1 1/2	Ch. Cowl w/s	01T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,104	610
1 1/2	Ch. Cb	01T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,403	680
1 1/2	Panel	01T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,284	870
1 1/2	Platform	01T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,085	740
1 1/2	Stk. (Std. Racks)	01T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,424	770
1 1/2	Dump	01U		6.00/20 6 ply	6.00/20 6 ply	6	8	134	4,861	940
1 1/2	Ch. Cowl	018T		6.00/20 6 ply	32/6 8 ply	4	8	158	3,163	615
1 1/2	Ch. Cowl w/s	018T		6.00/20 6 ply	32/6 8 ply	4	8	158	3,173	625
1 1/2	Ch. Cb	018T		6.00/20 6 ply	32/6 8 ply	4	8	158	3,476	705
1 1/2	Platform	018T		6.00/20 6 ply	32/6 8 ply	4	8	158	4,305	775
1 1/2	Stk. (Std. Racks)	018T		6.00/20 6 ply	32/6 8 ply	4	8	158	4,745	825
1 1/2	Ch. Cowl	014T		6.00/20 6 ply	32/6 8 ply	4	8	194	3,544	715

CAB OVER ENGINE—(V8-85 H. P.)

1 1/2	Ch. Cb	011W	BB-18-5210701Y up	6.00/20 6 ply	32/6 8 ply	4	8	101	3,578	\$865
1 1/2	Platform	011W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,256	925
1 1/2	Stk. (Std. Racks)	011W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,595	955
1 1/2	Ch. Cb	01W		6.00/20 6 ply	32/6 8 ply	4	8	134	3,659	800
1 1/2	Platform	01W		6.00/20 6 ply	32/6 8 ply	4	8	134	4,486	900
1 1/2	Stk. (Std. Racks)	01W		6.00/20 6 ply	32/6 8 ply	4	8	134	4,930	1,010
1 1/2	Ch. Cb	018W		6.00/20 6 ply	32/6 8 ply	4	8	158	3,707	915

CONVENTIONAL—(V8-95 H. P.)

1 1/2	Ch. Cowl	09T	99T-101701 up	6.00/20 6 ply	32/6 8 ply	4	8	134	3,077	\$615
1 1/2	Ch. Cowl w/s	09T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,104	635
1 1/2	Ch. Cb	09T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,403	705
1 1/2	Panel	09T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,284	895
1 1/2	Platform	09T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,085	765
1 1/2	Stk. (Std. Racks)	09T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,424	795
1 1/2	Dump	09U		6.00/20 6 ply	6.00/20 6 ply	6	8	134	4,861	965
1 1/2	Ch. Cowl	098T		6.00/20 6 ply	32/6 8 ply	4	8	158	3,163	640
1 1/2	Ch. Cowl w/s	098T		6.00/20 6 ply	32/6 8 ply	4	8	158	3,173	650
1 1/2	Ch. Cb	098T		6.00/20 6 ply	32/6 8 ply	4	8	158	3,476	730
1 1/2	Platform	098T		6.00/20 6 ply	32/6 8 ply	4	8	158	4,305	800
1 1/2	Stk. (Std. Racks)	098T		6.00/20 6 ply	32/6 8 ply	4	8	158	4,745	850
1 1/2	Ch. Cowl	094T		6.00/20 6 ply	32/6 8 ply	4	8	194	3,544	740

(1) FORD—Continued

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

(6) 1940—Continued

CAB OVER ENGINE—(V8-95 H. P.)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
1 1/2	Ch. Cb.	091W	99T-101701 up	6.00/20 6 ply	32/6 8 ply	4	8	101	3,578	\$800
1 1/2	Platform	091W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,256	950
1 1/2	Stk. (Std. Racks)	091W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,595	980
1 1/2	Ch. Cb.	09W		6.00/20 6 ply	32/6 8 ply	4	8	134	3,659	915
1 1/2	Platform	09W		6.00/20 6 ply	32/6 8 ply	4	8	134	4,486	985
1 1/2	Stk. (Std. Racks)	09W		6.00/20 6 ply	32/6 8 ply	4	8	134	4,930	1,035
1 1/2	Ch. Cb.	098W		6.00/20 6 ply	32/6 8 ply	4	8	158	3,707	940

(7) 1941

COMMERCIAL—(4 CYL.)

1 1/2	Sed. Dly.	INC	9C-38 up	6.00/16 4 ply	6.00/16 4 ply	5	4	112	2,705	\$725
1 1/2	Ch. Cowl	INC		6.00/16 4 ply	6.00/16 4 ply	5	4	112	1,905	485
1 1/2	Ch. Cowl w/s	INC		6.00/16 4 ply	6.00/16 4 ply	5	4	112	1,932	505
1 1/2	Ch. Cb.	INC		6.00/16 4 ply	6.00/16 4 ply	5	4	112	2,238	575
1 1/2	Pickup	INC		6.00/16 4 ply	6.00/16 4 ply	5	4	112	2,575	600
1 1/2	Panel w/Slats	INC		6.00/16 4 ply	6.00/16 4 ply	5	4	112	2,861	695
1 1/2	Platform	INC		6.00/16 4 ply	6.00/16 4 ply	5	4	112	2,552	635
1 1/2	Stk. (Std. Racks)	INC		6.00/16 4 ply	6.00/16 4 ply	5	4	112	2,694	655

TRUCKS—(4 CYL.)

1 1/2	Ch. Cowl	IND	9T-38 up	6.50/16 6 ply	7.00/16 6 ply	4	4	122	2,205	\$564
1 1/2	Ch. Cowl w/s	IND		6.50/16 6 ply	7.00/16 6 ply	4	4	122	2,232	584
1 1/2	Ch. Cb.	IND		6.50/16 6 ply	7.00/16 6 ply	4	4	122	2,535	654
1 1/2	Exp.	IND		6.50/16 6 ply	7.00/16 6 ply	4	4	122	3,105	719
1 1/2	Panel	IND		6.50/16 6 ply	7.00/16 6 ply	4	4	122	3,395	824
1 1/2	Platform	IND		6.50/16 6 ply	7.00/16 6 ply	4	4	122	3,047	709
1 1/2	Stk. (Std. Racks)	IND		6.50/16 6 ply	7.00/16 6 ply	4	4	122	3,300	734
1	Ch. Cowl	INY		6.50/17 6 ply	7.00/17 6 ply	4	4	122	2,429	599
1	Ch. Cowl w/s	INY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	2,510	679
1	Ch. Cb.	INY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	2,813	689
1	Exp.	INY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	3,272	754
1	Panel	INY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	3,511	859
1	Platform	INY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	3,208	744
1	Stk. (Std. Racks)	INY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	3,461	769

COMMERCIAL—(6 CYL.)

1 1/2	Sed. Dly.	1GC	1GC-1 up	6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,850	\$730
1 1/2	Ch. Cowl	1GC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,060	490
1 1/2	Ch. Cowl w/s	1GC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,089	510
1 1/2	Ch. Cb.	1GC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,395	580
1 1/2	Pickup	1GC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,732	605
1 1/2	Panel	1GC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,993	760
1 1/2	Platform	1GC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,705	640
1 1/2	Stk. (Std. Racks)	1GC		6.00/16 4 ply	6.00/16 4 ply	5	6	112	2,850	660

TRUCKS—(6 CYL.)

1 1/2	Ch. Cowl	1GD	1GY-1 up	6.50/16 6 ply	7.00/16 6 ply	4	6	122	2,353	\$555
1 1/2	Ch. Cowl w/s	1GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	2,380	575
1 1/2	Ch. Cb.	1GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	2,683	645
1 1/2	Exp.	1GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	3,252	710
1 1/2	Panel	1GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	3,472	815
1 1/2	Platform	1GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	3,195	700
1 1/2	Stk. (Std. Racks)	1GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	3,448	725
1	Ch. Cowl	1GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	2,613	590
1	Ch. Cowl w/s	1GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	2,658	610
1	Ch. Cb.	1GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	2,961	680
1	Exp.	1GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	3,420	745
1	Panel	1GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	3,659	850
1	Platform	1GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	3,356	735
1	Stk. (Std. Racks)	1GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	3,609	760

CONVENTIONAL—(6 CYL.)

1 1/2	Ch. Cowl	1GT	1GT-1 up	6.00/20 6 ply	32/6 8 ply	4	6	134	3,116	\$605
1 1/2	Ch. Cowl w/s	1GT		6.00/20 6 ply	32/6 8 ply	4	6	134	3,143	625
1 1/2	Ch. Cb.	1GT		6.00/20 6 ply	32/6 8 ply	4	6	134	3,450	695
1 1/2	Panel	1GT		6.00/20 6 ply	32/6 8 ply	4	6	134	4,252	885
1 1/2	Platform	1GT		6.00/20 6 ply	32/6 8 ply	4	6	134	4,100	755
1 1/2	Stk. (Std. Racks)	1GT		6.00/20 6 ply	32/6 8 ply	4	6	134	4,439	785
1 1/2	Dump	1GU		6.00/20 6 ply	6.00/20 6 ply	6	6	134	4,811	960
1 1/2	Ch. Cowl	1GST		6.00/20 6 ply	32/6 8 ply	4	6	158	3,175	690
1 1/2	Ch. Cowl w/s	1GST		6.00/20 6 ply	32/6 8 ply	4	6	158	3,185	650
1 1/2	Ch. Cb.	1GST		6.00/20 6 ply	32/6 8 ply	4	6	158	3,520	720
1 1/2	Platform	1GST		6.00/20 6 ply	32/6 8 ply	4	6	158	4,296	790
1 1/2	Stk. (Std. Racks)	1GST		6.00/20 6 ply	32/6 8 ply	4	6	158	4,765	835
1 1/2	Ch. Cowl	1G4T		6.50/20 6 ply	6.50/20 6 ply	6	6	194	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				
1/2	Sed. Dly.....	11C.....	18-5896295 up.....	6.00/16 4 ply...	6.00/16 4 ply...	8	8	Inches 112	Pounds 2,875	\$745
3/4	Ch. Cowl.....	11C.....		6.00/16 4 ply...	6.00/16 4 ply...	5	8	112	2,075	565
3/4	Ch. Cowl w/s.....	11C.....		6.00/16 4 ply...	6.00/16 4 ply...	5	8	112	2,102	525
3/4	Ch. Cb.....	11C.....		6.00/16 4 ply...	6.00/16 4 ply...	5	8	112	2,408	595
3/4	Pickup.....	11C.....		6.00/16 4 ply...	6.00/16 4 ply...	5	8	112	2,745	620
3/4	Panel w/Slats.....	11C.....		6.00/16 4 ply...	6.00/16 4 ply...	5	8	112	3,031	715
3/4	Platform.....	11C.....		6.00/16 4 ply...	6.00/16 4 ply...	5	8	112	2,722	655
3/4	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.)

3/4	Ch. Cowl.....	11D.....	18-5896295Y up.....	6.50/16 6 ply...	7.00/16 6 ply...	4	8	122	2,375	\$570
3/4	Ch. Cowl w/s.....	11D.....		6.50/16 6 ply...	7.00/16 6 ply...	4	8	122	2,402	590
3/4	Ch. Cb.....	11D.....		6.50/16 6 ply...	7.00/16 6 ply...	4	8	122	2,705	690
3/4	Exp.....	11D.....		6.50/16 6 ply...	7.00/16 6 ply...	4	8	122	3,274	735
3/4	Panel.....	11D.....		6.50/16 6 ply...	7.00/16 6 ply...	4	8	122	3,494	830
3/4	Platform.....	11D.....		6.50/16 6 ply...	7.00/16 6 ply...	4	8	122	3,217	715
3/4	Stk. (Std. Racks).....	11D.....		6.50/16 6 ply...	7.00/16 6 ply...	4	8	122	3,470	740
1	Ch. Cowl.....	11Y.....		BB-18-5896295Y up.....	6.00/17 6 ply...	7.00/17 6 ply...	4	8	122	2,635	605
1	Ch. Cowl w/s.....	11Y.....	6.00/17 6 ply...		7.00/17 6 ply...	4	8	122	2,680	625
1	Ch. Cb.....	11Y.....	6.00/17 6 ply...		7.00/17 6 ply...	4	8	122	2,983	695
1	Exp.....	11Y.....	6.00/17 6 ply...		7.00/17 6 ply...	4	8	122	3,442	760
1	Panel.....	11Y.....	6.00/17 6 ply...		7.00/17 6 ply...	4	8	122	3,681	805
1	Platform.....	11Y.....	6.00/17 6 ply...		7.00/17 6 ply...	4	8	122	3,378	730
1	Stk. (Std. Racks).....	11Y.....	6.00/17 6 ply...		7.00/17 6 ply...	4	8	122	3,631	775

CONVENTIONAL—(V8-85 H. P.)

1 1/2	Ch. Cowl.....	11T.....	BB-18-5896295Y up.....	6.00/20 6 ply...	32/6 8 ply.....	4	8	134	3,128	\$620
1 1/2	Ch. Cowl w/s.....	11T.....		6.00/20 6 ply...	32/6 8 ply.....	4	8	134	3,165	640
1 1/2	Ch. Cb.....	11T.....		6.00/20 6 ply...	32/6 8 ply.....	4	8	134	3,472	710
1 1/2	Panel.....	11T.....		6.00/20 6 ply...	32/6 8 ply.....	4	8	134	4,274	960
1 1/2	Platform.....	11T.....		6.00/20 6 ply...	32/6 8 ply.....	4	8	134	4,122	770
1 1/2	Stk. (std. racks).....	11T.....		6.00/20 6 ply...	32/6 8 ply.....	4	8	134	4,461	800
1 1/2	Dump.....	11U.....		6.00/20 6 ply...	6.00/20 6 ply...	6	8	134	4,833	975
1 1/2	Ch. Cowl.....	118T.....		6.00/20 6 ply...	32/6 8 ply.....	4	8	158	3,197	645
1 1/2	Ch. Cowl w/s.....	118T.....	6.00/20 6 ply...	32/6 8 ply.....	4	8	158	3,207	665	
1 1/2	Ch. Cb.....	118T.....	6.00/20 6 ply...	32/6 8 ply.....	4	8	158	3,542	735	
1 1/2	Platform.....	118T.....	6.00/20 6 ply...	32/6 8 ply.....	4	8	158	4,318	895	
1 1/2	Stk. (Std. Racks).....	118T.....	6.00/20 6 ply...	32/6 8 ply.....	4	8	158	4,787	890	
1 1/2	Ch. Cowl.....	114T.....	6.50/20 6 ply...	6.50/20 6 ply...	6	8	194	3,532	735	

CAB OVER ENGINE—(V8-85 H. P.)

1 1/2	Ch. Cb.....	111W.....	18-5896295 up.....	6.00/20 6 ply...	32/6 8 ply.....	4	8	101	3,547	\$855
1 1/2	Platform.....	111W.....		6.00/20 6 ply...	32/6 8 ply.....	4	8	101	4,181	915
1 1/2	Stk. (Std. Racks).....	111W.....		6.00/20 6 ply...	32/6 8 ply.....	4	8	101	4,520	945
1 1/2	Ch. Cb.....	111W.....		6.00/20 6 ply...	32/6 8 ply.....	4	8	134	3,624	875
1 1/2	Platform.....	111W.....		6.00/20 6 ply...	32/6 8 ply.....	4	8	134	4,530	945
1 1/2	Stk. (Std. Racks).....	111W.....		6.00/20 6 ply...	32/6 8 ply.....	4	8	134	4,974	990
1 1/2	Ch. Cb.....	111SW.....		6.00/20 6 ply...	32/6 8 ply.....	4	8	158	3,701	900

COMMERCIAL—(V8-95 H. P.)

3/4	Ch. Cowl.....	19C.....	99A-257101 up.....	6.00/16 4 ply...	6.00/16 4 ply...	5	8	112	2,075	\$590
3/4	Ch. Cowl w/s.....	19C.....		6.00/16 4 ply...	6.00/16 4 ply...	5	8	112	2,102	550
3/4	Ch. Cb.....	19C.....		6.00/16 4 ply...	6.00/16 4 ply...	5	8	112	2,408	620
3/4	Pickup.....	19C.....		6.00/16 4 ply...	6.00/16 4 ply...	5	8	112	2,745	645
3/4	Panel w/Slats.....	19C.....		6.00/16 4 ply...	6.00/16 4 ply...	5	8	112	3,031	740
3/4	Platform.....	19C.....		6.00/16 4 ply...	6.00/16 4 ply...	5	8	112	2,722	680
3/4	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.)

3/4	Ch. Cowl.....	19D.....	99Y-257101 up.....	6.50/16 6 ply...	7.00/16 6 ply...	4	8	122	2,375	\$595
3/4	Ch. Cowl w/s.....	19D.....		6.50/16 6 ply...	7.00/16 6 ply...	4	8	122	2,402	615
3/4	Ch. Cb.....	19D.....		6.50/16 6 ply...	7.00/16 6 ply...	4	8	122	2,705	685
3/4	Pickup Exp.....	19D.....		6.50/16 6 ply...	7.00/16 6 ply...	4	8	122	3,274	750
3/4	Panel.....	19D.....		6.50/16 6 ply...	7.00/16 6 ply...	4	8	122	3,494	835
3/4	Platform.....	19D.....		6.50/16 6 ply...	7.00/16 6 ply...	4	8	122	3,217	740
3/4	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	785	
1	Panel.....	19Y.....	6.00/17 6 ply...	7.00/17 6 ply...	4	8	122	3,681	840	
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	800	

(I) 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				
1 1/2	Ch. Cowl	19T	99T-257101 up	6.00/20 6 ply	32/6 8 ply	4	8	134	3,133	\$645
1 1/2	Ch. Cowl w/s	19T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,165	665
1 1/2	Ch. Cb.	19T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,472	735
1 1/2	Panel	19T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,274	925
1 1/2	Platform	19T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,122	795
1 1/2	Stk. (Std. Racks)	19T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,461	825
1 1/2	Dump	19U		6.00/20 6 ply	6.00/20 6 ply	6	8	134	4,833	1,000
1 1/2	Ch. Cowl	198T		6.00/20 6 ply	32/6 8 ply	4	8	158	3,197	670
1 1/2	Ch. Cowl w/s	198T		6.00/20 6 ply	32/6 8 ply	4	8	158	3,207	690
1 1/2	Ch. Cb.	198T		6.00/20 6 ply	32/6 8 ply	4	8	158	3,542	760
1 1/2	Panel	198T		6.00/20 6 ply	32/6 8 ply	4	8	158	4,318	830
1 1/2	Platform	198T		6.00/20 6 ply	32/6 8 ply	4	8	158	4,787	875
1 1/2	Stk. (Std. Racks)	198T		6.00/20 6 ply	32/6 8 ply	4	8	158	4,787	875
1 1/2	Ch. Cowl	194T		6.50/20 6 ply	6.50/20 6 ply	6	8	194	3,532	780

CAB OVER ENGINE—(V5-95 H. P.)

1 1/2	Ch. Cb.	191W	99T-257101 up	6.00/20 6 ply	32/6 8 ply	4	8	101	3,547	\$880
1 1/2	Platform	191W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,181	940
1 1/2	Stk. (Std. Racks)	191W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,520	970
1 1/2	Ch. Cb.	19W		6.00/20 6 ply	32/6 8 ply	4	8	134	3,624	900
1 1/2	Platform	19W		6.00/20 6 ply	32/6 8 ply	4	8	134	4,530	970
1 1/2	Stk. (Std. Racks)	19W		6.00/20 6 ply	32/6 8 ply	4	8	134	4,974	1,015
1 1/2	Ch. Cb.	198W		6.00/20 6 ply	32/6 8 ply	4	8	158	3,701	925

(8) 1942

COMMERCIAL—(4 CYL.)

1 1/2	Ch. Cowl	2NC	9C-13201 up	6.00/16 4 ply	6.00/16 4 ply	5	4	114	2,000	\$535
1 1/2	Ch. Cowl w/s	2NC		6.00/16 4 ply	6.00/16 4 ply	5	4	114	2,023	555
1 1/2	Ch. Cb.	2NC		6.00/16 4 ply	6.00/16 4 ply	5	4	114	2,377	625
1 1/2	Pickup	2NC		6.00/16 4 ply	6.00/16 4 ply	5	4	114	2,650	655
1 1/2	Panel	2NC		6.00/16 4 ply	6.00/16 4 ply	5	4	114	2,929	750
1 1/2	Platform	2NC		6.00/16 4 ply	6.00/16 4 ply	5	4	114	2,613	700
1 1/2	Stk. (Std. Racks)	2NC		6.00/16 4 ply	6.00/16 4 ply	5	4	114	2,748	720

TRUCKS—(4 CYL.)

3 1/2	Ch. Cowl	2ND	9Y-13201 up	6.50/16 6 ply	7.00/16 6 ply	4	4	122	2,241	\$614
3 1/2	Ch. Cowl w/s	2ND		6.50/16 6 ply	7.00/16 6 ply	4	4	122	2,264	634
3 1/2	Ch. Cb.	2ND		6.50/16 6 ply	7.00/16 6 ply	4	4	122	2,618	700
3 1/2	Exp.	2ND		6.50/16 6 ply	7.00/16 6 ply	4	4	122	3,171	764
3 1/2	Panel	2ND		6.50/16 6 ply	7.00/16 6 ply	4	4	122	3,365	879
3 1/2	Platform	2ND		6.50/16 6 ply	7.00/16 6 ply	4	4	122	3,076	759
3 1/2	Stk. (Std. Racks)	2ND		6.50/16 6 ply	7.00/16 6 ply	4	4	122	3,329	784
1	Ch. Cowl	2NY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	2,486	650
1	Ch. Cowl w/s	2NY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	2,519	679
1	Ch. Cb.	2NY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	2,873	754
1	Exp.	2NY		6.00/17 6 ply	7.00/17 6 ply	4	4	122	3,343	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.)

1 1/2	Sed. Dly.	2GA	1GC-34801 up	6.00/16 4 ply	6.00/16 4 ply	5	6	114	3,055	\$810
1 1/2	Ch. Cowl	2GC		6.00/16 4 ply	6.00/16 4 ply	5	6	114	2,155	540
1 1/2	Ch. Cowl w/s	2GC		6.00/16 4 ply	6.00/16 4 ply	5	6	114	2,178	560
1 1/2	Ch. Cb.	2GC		6.00/16 4 ply	6.00/16 4 ply	5	6	114	2,532	639
1 1/2	Pickup	2GC		6.00/16 4 ply	6.00/16 4 ply	5	6	114	2,805	699
1 1/2	Panel	2GC		6.00/16 4 ply	6.00/16 4 ply	5	6	114	3,084	755
1 1/2	Platform	2GC		6.00/16 4 ply	6.00/16 4 ply	5	6	114	2,768	705
1 1/2	Stk. (Std. Racks)	2GC		6.00/16 4 ply	6.00/16 4 ply	5	6	114	2,903	725

TRUCKS—(6 CYL.)

3 1/2	Ch. Cowl	2GD	1GY-34801 up	6.50/16 6 ply	7.00/16 6 ply	4	6	122	2,379	\$605
3 1/2	Ch. Cowl w/s	2GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	2,402	625
3 1/2	Ch. Cb.	2GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	2,756	700
3 1/2	Exp.	2GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	3,309	755
3 1/2	Panel	2GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	3,000	870
3 1/2	Platform	2GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	3,214	750
3 1/2	Stk. (Std. Racks)	2GD		6.50/16 6 ply	7.00/16 6 ply	4	6	122	3,467	775
1	Ch. Cowl	2GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	2,640	650
1	Ch. Cowl w/s	2GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	2,672	670
1	Ch. Cb.	2GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	3,026	745
1	Exp.	2GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	3,496	809
1	Panel	2GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	3,690	915
1	Platform	2GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	3,375	800
1	Stk. (Std. Racks)	2GY		6.00/17 6 ply	7.00/17 6 ply	4	6	122	3,628	825

(I) 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				
1 1/2	Ch. Cowl	2GT	1GT-34801 up	6.00/20 6 ply	32/6 8 ply	4	6	134	3,164	\$750
1 1/2	Ch. Cowl w/s	2GT		6.00/20 6 ply	32/6 8 ply	4	6	134	3,187	770
1 1/2	Ch. Cb	2GT		6.00/20 6 ply	32/6 8 ply	4	6	134	3,541	845
1 1/2	Panel	2GT		6.00/20 6 ply	32/6 8 ply	4	6	134	4,262	1,030
1 1/2	Platform	2GT		6.00/20 6 ply	32/6 8 ply	4	6	134	4,121	900
1 1/2	Stk. (Std. Racks)	2GT		6.00/20 6 ply	32/6 8 ply	4	6	134	4,452	935
1 1/2	Dump	2GU		6.00/20 6 ply	6.00/20 6 ply	6	6	134	4,962	1,130
1 1/2	Ch. Cowl	2G8T		6.00/20 6 ply	32/6 8 ply	4	6	158	3,195	775
1 1/2	Ch. Cowl w/s	2G8T		6.00/20 6 ply	32/6 8 ply	4	6	158	3,218	795
1 1/2	Ch. Cb	2G8T		6.00/20 6 ply	32/6 8 ply	4	6	158	3,572	870
1 1/2	Platform	2G8T		6.00/20 6 ply	32/6 8 ply	4	6	158	3,461	940
1 1/2	Stk. (Std. Racks)	2G8T		6.00/20 6 ply	32/6 8 ply	4	6	158	4,737	985
1 1/2	Ch. Cowl	2G4T		6.50/20 6 ply	6.50/20 6 ply	6	6	194	3,535	850

COMMERCIAL—(V8-90 H. P.)

1 1/2	Sed. Dly	21A	18-6769036 up	6.00/16 4 ply	6.00/16 4 ply	5	8	114	3,075	\$825
1 1/2	Ch. Cowl	21C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,170	555
1 1/2	Ch. Cowl w/s	21C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,193	575
1 1/2	Ch. Cb	21C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,547	645
1 1/2	Pickup	21C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,820	675
1 1/2	Panel	21C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	3,104	770
1 1/2	Platform	21C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,788	720
1 1/2	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.)

3 1/2	Ch. Cowl	21D	18-6769036Y up	6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,401	\$620
3 1/2	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
3 1/2	Ch. Cb	21D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,778	715
3 1/2	Exp	21D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,351	770
3 1/2	Panel	21D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,525	885
3 1/2	Platform	21D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,236	765
3 1/2	Stk. (Std. Racks)	21D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,489	790
1	Ch. Cowl	21Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,661	665
1	Ch. Cowl w/s	21Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,694	685
1	Ch. Cb	21Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,048	760
1	Exp	21Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,518	815
1	Panel	21Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,712	930
1	Platform	21Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,397	815
1	Stk. (Std. Racks)	21Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,650	840

CONVENTIONAL—(V8-90 H. P.)

1 1/2	Ch. Cowl	21T	BB-18-6769036 up	6.00/20 6 ply	32/6 8 ply	4	8	134	3,186	\$765
1 1/2	Ch. Cowl w/s	21T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,200	785
1 1/2	Ch. Cb	21T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,563	860
1 1/2	Panel	21T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,284	1,045
1 1/2	Platform	21T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,143	915
1 1/2	Stk. (Std. Racks)	21T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,516	950
1 1/2	Dump	21U		6.00/20 6 ply	6.00/20 6 ply	6	8	134	4,984	1,145
1 1/2	Ch. Cowl	218T		6.00/20 6 ply	32/6 8 ply	4	8	158	3,217	790
1 1/2	Ch. Cowl w/s	218T		6.00/20 6 ply	32/6 8 ply	4	8	158	3,240	810
1 1/2	Ch. Cb	218T		6.00/20 6 ply	32/6 8 ply	4	8	158	3,594	885
1 1/2	Platform	218T		6.00/20 6 ply	32/6 8 ply	4	8	158	4,483	955
1 1/2	Stk. (Std. Racks)	218T		6.00/20 6 ply	32/6 8 ply	4	8	158	4,783	1,000
1 1/2	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.)

1 1/2	Ch. Cb	211W	BB-18-6769036 up	6.00/20 6 ply	32/6 8 ply	4	8	101	3,584	\$885
1 1/2	Platform	211W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,184	1,040
1 1/2	Stk. (Std. Racks)	211W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,557	1,075
1 1/2	Ch. Cb	21W		6.00/20 6 ply	32/6 8 ply	4	8	134	3,704	1,005
1 1/2	Platform	21W		6.00/20 6 ply	32/6 8 ply	4	8	134	4,590	1,075
1 1/2	Stk. (Std. Racks)	21W		6.00/20 6 ply	32/6 8 ply	4	8	134	5,054	1,120
1 1/2	Ch. Cb	218W		6.00/20 6 ply	32/6 8 ply	4	8	158	3,734	1,030

Commercial—(V8-100 H. P.)

1 1/2	Sed. Dly	29A	99A-466701	6.00/16 4 ply	6.00/16 4 ply	5	8	114	3,075	\$850
1 1/2	Ch. Cowl	29C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,170	580
1 1/2	Ch. Cowl w/s	29C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,193	600
1 1/2	Ch. Cb	29C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,547	670
1 1/2	Pickup	29C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,820	700
1 1/2	Panel	29C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	3,104	795
1 1/2	Platform	29C		6.00/16 4 ply	6.00/16 4 ply	5	8	114	2,788	745
1 1/2	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
 (8) 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				
3 1/2	Ch. Cowl	29D	99Y-466701 up	6.50/16 6 ply	7.00/16 6 ply	4	8	Inches	Pounds	\$645
3 1/2	Ch. Cowl w/s	29D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,401	665
3 1/2	Ch. Cb	29D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,424	740
3 1/2	Exp.	29D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	2,778	795
3 1/2	Panel	29D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,331	910
3 1/2	Platform	29D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,525	790
3 1/2	Stk. (Std. Racks)	29D		6.50/16 6 ply	7.00/16 6 ply	4	8	122	3,236	815
1	Ch. Cowl	29Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,489	690
1	Ch. Cowl w/s	29Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,661	710
1	Ch. Cb	29Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	2,694	785
1	Exp.	29Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,048	840
1	Panel	29Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,518	955
1	Platform	29Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,712	820
1	Stk. (Std. Racks)	29Y		6.00/17 6 ply	7.00/17 6 ply	4	8	122	3,397	865

CONVENTIONAL—(V8-100 H. P.)

1 1/2	Ch. Cowl	29T	99T-466701 up	6.00/20 6 ply	32/6 8 ply	4	8	134	3,186	\$790
1 1/2	Ch. Cowl w/s	29T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,209	810
1 1/2	Ch. Cb	29T		6.00/20 6 ply	32/6 8 ply	4	8	134	3,563	855
1 1/2	Panel	29T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,284	1,070
1 1/2	Platform	29T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,143	940
1 1/2	Stk. (Std. Racks)	29T		6.00/20 6 ply	32/6 8 ply	4	8	134	4,516	975
1 1/2	Dump	29U		6.00/20 6 ply	6.00/20 6 ply	6	8	134	4,984	1,170
1 1/2	Ch. Cowl	298T		6.00/20 6 ply	32/6 8 ply	4	8	158	3,217	815
1 1/2	Ch. Cowl w/s	298T		6.00/20 6 ply	32/6 8 ply	4	8	158	3,240	835
1 1/2	Ch. Cb	298T		6.00/20 6 ply	32/6 8 ply	4	8	158	3,594	910
1 1/2	Platform	298T		6.00/20 6 ply	32/6 8 ply	4	8	158	4,483	980
1 1/2	Stk. (Std. Racks)	298T		6.00/20 6 ply	32/6 8 ply	4	8	158	4,783	1,025
1 1/2	Ch. Cowl	294T		6.50/20 6 ply	6.50/20 6 ply	6	8	194	3,557	920

CAB OVER ENGINE—(V8-100 H. P.)

1 1/2	Ch. Cb	291W	99T-466701 up	6.00/20 6 ply	32/6 8 ply	4	8	101	3,584	\$1,010
1 1/2	Platform	291W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,184	1,065
1 1/2	Stk. (Std. Racks)	291W		6.00/20 6 ply	32/6 8 ply	4	8	101	4,557	1,100
1 1/2	Ch. Cb	29W		6.00/20 6 ply	32/6 8 ply	4	8	134	3,704	1,030
1 1/2	Platform	29W		6.00/20 6 ply	32/6 8 ply	4	8	134	4,590	1,100
1 1/2	Stk. (High Racks)	29W		6.00/20 6 ply	32/6 8 ply	4	8	134	5,054	1,145
1 1/2	Ch. Cb	298W		6.00/20 6 ply	32/6 8 ply	4	8	158	3,734	1,055

(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				
1 1/2-2	Ch	H-4	55420 to 55433	34 x 7	34 x 7	4	4	Inches	Pounds	\$3,325
2-2 1/2	Ch	H-6		9.00/20	9.00/20	4	6	N. A.	5,300	3,385
2 1/2-3	Ch	HH-6	90058 to 90071	9.75/20	9.75/20	4	6	N. A.	5,900	4,135
2 1/2-3	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.	6,460	4,200
3 1/2-4	Ch	CU-6		10.50/20	10.50/20	4	6	N. A.	8,000	4,985
3 1/2-4	Ch	CU-6A	28207 and up	10.50/20	10.50/20	4	6	N. A.	7,800	4,685
4-5	Ch	SSU	28210 and up	11.25/20	11.25/20	4	6	N. A.	8,300	5,135
4-5	Ch	SSU-A		11.25/20	11.25/20	4	6	N. A.	8,100	4,835
5-6	Ch	LBU	N. A.	9.00/20	9.00/20	6	6	N. A.	N. A.	4,800
5	Ch	MF-6	75097 to 75112	10.50/20	10.50/20	6	6	N. A.	9,100	5,785

(2) 1934

CONVENTIONAL—(4 WHEEL DRIVE)

1 1/2-2	Ch	H-4	55434 to 55483	34 x 7	34 x 7	4	4	N. A.	5,300	\$3,325
1 1/2-2	Ch	HS	100001 to 100025	6.50/20	6.50/20	6	6	N. A.	4,500	2,400
2 1/2-3	Ch	H-6	55434 and up	9.00/20	9.00/20	4	6	N. A.	5,600	3,385
2 1/2-3	Ch	LM	N. A.	9.00/20	9.00/20	4	6	N. A.	5,600	3,650
2 1/2-3	Ch	HH-6	90072 to 90135	9.75/20	9.75/20	4	6	N. A.	6,500	4,135
2 1/2-3	Ch	HM	N. A.	9.75/20	9.75/20	4	6	N. A.	6,900	4,185
2 1/2-3	Ch	OFS	N. A.	9.75/20	9.75/20	4	6	N. A.	7,000	4,711
3	Ch	B	28336 to 28457	40 x 8	40 x 8	4	4	N. A.	6,460	4,200
3 1/2-4	Ch	CU-6	N. A.	10.50/20	10.50/20	4	6	N. A.	8,000	4,985
3 1/2-4	Ch	CU-6A	N. A.	10.50/20	10.50/20	4	6	N. A.	7,800	4,685
4-5	Ch	SSU	N. A.	11.25/20	11.25/20	4	6	N. A.	8,300	5,135
4-5	Ch	SSU-A	N. A.	11.25/20	11.25/20	4	6	N. A.	8,100	4,835
5-6	Ch	LBU	N. A.	9.00/20	9.00/20	6	6	N. A.	9,000	4,800
5-6	Ch	MF-6	75113 to 75150	10.50/20	10.50/20	6	6	N. A.	9,770	5,785
5-7 1/2	Ch	MJ-5	75001 to 75146	9.75/20	9.75/20	6	6	N. A.	11,600	6,335
5-7 1/2	Ch	M-5	75113 to 75137	12.75/20	12.75/20	4	6	N. A.	11,800	7,400
6-7	Ch	MJ-6	75001 and up	10.50/20	10.50/20	6	6	N. A.	11,500	6,750
7 1/2-10	Ch	M-7		12.75/20	12.75/20	4	6	N. A.	13,100	8,800
7 1/2-10	Ch	M-7	75113 to 75143	40 x 10	40 x 10	4	6	N. A.	13,000	8,500
10-12	Ch	M-10	75001 and up	12.75/20	12.75/20	4	6	N. A.	14,000	9,600
	Ch	X-6	28336 and up	36 x 8	36 x 8	6	6	N. A.	12,650	7,385
	Ch	MX-6	75113 to 75150	13.50/20	13.50/20	6	6	N. A.	17,800	12,255

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				
	Ch.....	T-60.....	28336 to 28457.....	10.50/20.....	10.50/20.....	6	6	N. A.	10,000	\$6,345
	Ch.....	T-72.....	75113 to 75150.....	10.50/20.....	10.50/20.....	6	6	N. A.	10,450	7,000
	Ch.....	TD-72.....	N. A.....	10.50/20.....	10.50/20.....	6	6	N. A.	12,500	9,100

(3) 1935

CONVENTIONAL—(4 WHEEL DRIVE)

1½	Ch.....	HS.....	100025 to 100077.....	6.50/20.....	6.50/20.....	6	6	N. A.	5,400	\$2,400
1½-2	Ch.....	H-4.....	55483 and up.....	34 x 7.....	34 x 7.....	4	4	N. A.	5,300	3,325
2-2½	Ch.....	H-6.....		9.00/20.....	9.00/20.....	4	6	N. A.	5,900	3,385
2-2½	Ch.....	LM.....		9.00/20.....	9.00/20.....	4	6	N. A.	7,000	3,650
2½-3	Ch.....	HH-6.....	90135 and up.....	9.75/20.....	9.75/20.....	4	6	N. A.	7,400	4,135
2½-3	Ch.....	HM.....		9.75/20.....	9.75/20.....	4	6	N. A.	7,400	3,985
3	Ch.....	B.....	28457 and up.....	40 x 8.....	40 x 8.....	4	4	N. A.	6,500	4,200
3½-4	Ch.....	CU-6.....		10.50/20.....	10.50/20.....	4	6	N. A.	8,200	4,985
3½-4	Ch.....	CU-6A.....		10.50/20.....	10.50/20.....	4	6	N. A.	8,000	4,685
4-5	Ch.....	SSU.....		11.25/20.....	11.25/20.....	4	6	N. A.	8,400	5,135
4-5	Ch.....	SSUA.....		11.25/20.....	11.25/20.....	4	6	N. A.	8,100	4,535
5-7½	Ch.....	M-5.....	75137 and up.....	12.75/20.....	12.75/20.....	4	6	N. A.	11,200	7,400
5-6	Ch.....	MF-6.....	75150 and up.....	10.50/20.....	10.50/20.....	6	6	N. A.	9,100	5,785
5-6	Ch.....	LBU.....	28457 and up.....	9.00/20.....	9.00/20.....	6	6	N. A.	9,000	4,800
5-6	Ch.....	MJ-5.....	75146 and up.....	9.75/20.....	9.75/20.....	6	6	N. A.	11,300	6,335
6-7	Ch.....	MJ-6.....	75001 and up.....	10.50/20.....	10.50/20.....	6	6	N. A.	11,500	6,750
7½-10	Ch.....	MJ-7.....		10.50/20.....	10.50/20.....	6	6	N. A.	13,100	8,800
7½-10	Ch.....	M-7.....	75143 and up.....	40 x 10.....	40 x 10.....	4	6	N. A.	12,400	8,500
10-12	Ch.....	M-10.....	75001 and up.....	13.50/20.....	13.50/20.....	4	6	N. A.	14,000	9,600
10-12	Ch.....	X-6.....	28166 and up.....	36 x 8.....	36 x 8.....	6	6	N. A.	13,400	8,165
10-12	Ch.....	MX-6.....	75150 and up.....	13.50/20.....	13.50/20.....	6	6	N. A.	17,100	12,255

CONVENTIONAL—(TRACTORS—4 WHEEL DRIVE)

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

(4) 1936

CONVENTIONAL—(4 WHEEL DRIVE)

1-1½	Ch.....	HS.....	100077 and up.....	6.50/20.....	6.50/20.....	6	6	132	5,200	\$2,400
1½-2	Ch.....	H-4.....		34 x 7.....	34 x 7.....	4	4	120	5,300	3,325
2-2½	Ch.....	H-6.....	55546 and up.....	9.00/20.....	9.00/20.....	4	6	133	6,250	3,500
2½-3	Ch.....	HH-6.....	90160 and up.....	9.75/20.....	9.75/20.....	4	6	138	7,500	4,285
2½-3	Ch.....	HM.....	90135 and up.....	9.75/20.....	9.75/20.....	4	6	138	7,400	3,985
3½-4	Ch.....	B.....	28641 and up.....	40 x 8.....	40 x 8.....	4	4	124	6,500	4,200
3½-4	Ch.....	CU-6.....		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	5,935
5-6	Ch.....	MJ-5.....		9.75/20.....	9.75/20.....	6	6	150	11,300	6,435
6-7	Ch.....	MJ-6.....		10.50/20.....	10.50/20.....	6	6	150	11,500	6,750
6-7½	Ch.....	M-6.....	75240 and up.....	10.50/20.....	10.50/20.....	6	6	165	11,600	7,000
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	4,950	\$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	\$8,165
10-15	Ch (6 x 6).....	MX-6.....	75240 and up.....	13.50/20.....	13.50/20.....	6	6	200	17,800	12,255

(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	5,640
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]

(6) 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				
	Ch.....	T-26.....	101001 and up.....	8.25/20.....	8.25/20.....	6	6	132	5,300	\$2,900
	Ch.....	T-32.....	101001 and up.....	9.00/20.....	9.00/20.....	6	6	150	9,400	4,890
	Ch.....	T-40.....	60001 and up.....	9.75/20.....	9.75/20.....	6	6	150	10,300	5,450
	Ch.....	T-60.....	60001 and up.....	10.50/20.....	10.50/20.....	6	6	150	10,300	6,980
	Ch.....	T-65.....	76001 and up.....	10.50/20.....	10.50/20.....	6	6	150	13,100	9,120
	Ch.....	T-72.....	76001 and up.....	10.50/20.....	10.50/20.....	6	6	150	14,200	10,400

CONVENTIONAL—(ROAD MAINTAINER)

	Ch 4 x 4.....	HM.....	91001 and up.....	9.75/20.....	9.75/20.....	4	6	138	7,700	\$4,240
	Ch 6 x 6.....	HG.....	101001 and up.....	7.50/20.....	7.50/20.....	6	6	156	6,530	3,250

CONVENTIONAL—(6 WHEEL DRIVE)

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

(6) 1938

CONVENTIONAL—(4 WHEEL DRIVE)

1½.....	Ch.....	HS.....	101001 and up.....	6.50/20.....	6.50/20.....	6	6	132*	5,300	\$2,600
3-4.....	Ch.....	HH-6.....	91001 and up.....	9.75/20.....	9.75/20.....	4	6	138	7,900	4,380
3-4.....	Ch.....	CUA.....	60277 and up.....	9.75/20.....	9.75/20.....	4	6	150	7,800	4,640
3-4.....	Ch.....	CU.....	60277 and up.....	9.75/20.....	9.75/20.....	4	6	150	8,100	4,920
4-5.....	Ch.....	FUA.....	60001 and up.....	11.25/20.....	11.25/20.....	4	6	150	9,400	5,440
4-5.....	Ch.....	SU.....	60001 and up.....	11.25/20.....	11.25/20.....	4	6	150	9,700	5,640
5-6.....	Ch.....	YU.....	76001 and up.....	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.....	76001 and up.....	10.50/20.....	10.50/20.....	6	6	150	12,200	7,040
7½-10.....	Ch.....	M-7.....	N. A.....	12.75/20.....	12.75/20.....	4	6	150	13,100	8,800
10-12.....	Ch.....	M-10.....	76001 and up.....	13.50/20.....	13.50/20.....	4	6	150	14,200	10,400

CONVENTIONAL—(TRACTORS—4 WHEEL DRIVE)

	Ch.....	T-26.....	101001 and up.....	7.50/20.....	7.50/20.....	6	6	132	5,300	\$2,900
	Ch.....	T-32.....	101001 and up.....	8.25/20.....	8.25/20.....	6	6	150	9,400	4,890
	Ch.....	T-40.....	60001 and up.....	9.75/20.....	9.75/20.....	6	6	150	10,300	5,450
	Ch.....	T-60.....	60001 and up.....	10.50/24.....	10.50/24.....	6	6	150	10,300	6,980
	Ch.....	T-65.....	76001 and up.....	10.50/24.....	10.50/24.....	6	6	150	13,100	9,120
	Ch.....	T-72.....	76001 and up.....	10.50/24.....	10.50/24.....	6	6	150	14,200	10,400

CONVENTIONAL—(4 WHEEL DRIVE—ROAD MAINTENANCE)

	Ch.....	HG.....	101001 and up.....	7.50/20.....	7.50/20.....	6	6	156	6,530	\$3,600
	Ch.....	HM.....	91011 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.....	76001 and up.....	10.50/20.....	10.50/20.....	10	6	184	18,000	\$10,800
15.....	Ch (6 x 6).....	M 6 x 6.....	76001 and up.....	13.50/20.....	13.50/20.....	6	6	204	19,000	13,555

(7) 1939

CONVENTIONAL—(4 WHEEL DRIVE)

1½.....	Ch.....	HS.....	101200 and up.....	6.50/20.....	6.50/20.....	6	6	132	5,960	\$2,600
2½-3.....	Ch.....	HH-6.....	91037 and up.....	9.75/20.....	9.75/20.....	4	6	138	7,900	4,380
3-4.....	Ch.....	CUA.....	60200 and up.....	9.75/20.....	9.75/20.....	4	6	150	8,600	4,640
3-4.....	Ch.....	CU.....	60200 and up.....	9.75/20.....	9.75/20.....	4	6	150	8,900	4,920
4-5.....	Ch.....	SUA.....	76125 and up.....	11.25/20.....	11.25/20.....	4	6	150	9,400	5,440
4-5.....	Ch.....	SU.....	76125 and up.....	11.25/20.....	11.25/20.....	4	6	150	9,700	5,640
5-6.....	Ch.....	YU.....	76125 and up.....	10.50/20.....	10.50/20.....	6	6	150	10,300	6,300
5-6.....	Ch.....	MJ-5.....	76125 and up.....	9.75/20.....	9.75/20.....	6	6	150	12,000	6,700
6-7½.....	Ch.....	MJ-6.....	76125 and up.....	10.50/20.....	10.50/20.....	6	6	150	12,200	7,040
7½-10.....	Ch.....	M-7.....	76125 and up.....	12.75/20.....	12.75/20.....	4	6	150	13,100	8,800
10-12.....	Ch.....	M-10.....	76125 and up.....	13.50/20.....	13.50/20.....	4	6	150	14,200	10,400

CONVENTIONAL—(TRACTORS—4 WHEEL DRIVE)

	Ch.....	T-26.....	101200 and up.....	8.25/20.....	8.25/20.....	6	6	144	5,800	\$2,900
	Ch.....	T-32.....	101200 and up.....	8.25/20.....	8.25/20.....	6	6	138	7,550	3,995
	Ch.....	T-40.....	60200 and up.....	9.75/20.....	9.75/20.....	6	6	134	10,300	5,450
	Ch.....	T-60.....	60200 and up.....	10.50/20.....	10.50/20.....	6	6	134	11,800	6,980
	Ch.....	T-65.....	76125 and up.....	10.50/20.....	10.50/20.....	6	6	150	13,900	9,120
	Ch.....	T-72.....	76125 and up.....	10.50/20.....	10.50/20.....	6	6	150	14,660	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]

(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				
	Ch.....	HG.....	101200 and up.....	7.50/20.....	7.50/20.....	6	6	Inches 154	Pounds 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	13,585

(8) 1940

CONVENTIONAL—(4 WHEEL DRIVE)

1½.....	Ch.....	HS.....	101200 and up.....	7.00/20.....	7.00/20.....	6	6	132	6,080	\$2,750
2½-3.....	Ch.....	HH-6.....	91037 and up.....	9.75/20.....	9.75/20.....	4	6	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	7,550	3,995
	Ch.....	T-40.....	60200 and up.....	9.75/20.....	9.75/20.....	6	6	134	11,000	5,450
	Ch.....	T-45.....	76125 and up.....	10.50/24.....	10.50/24.....	6	6	134	11,640	7,725

CONVENTIONAL—(4 WHEEL DRIVE—ROAD MAINTAINERS)

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

CONVENTIONAL—(6 WHEEL DRIVE)

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

CAB OVER ENGINE—(4 WHEEL DRIVE)

	Ch.....	T-26 COE.....	101200 and up.....	7.50/20.....	7.50/20.....	6	6	108	5,960	\$3,236
	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	5,580	\$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	10,050	5,420
4-5.....	Ch.....	SU.....		11.25/20.....	11.25/20.....	4	6	150	10,100	5,640
5-6.....	Ch.....	YU.....		10.50/20.....	10.50/20.....	6	6	150	10,570	6,340
5-6.....	Ch.....	MJ-5.....	76439 and up.....	9.75/20.....	9.75/20.....	6	6	150	11,200	6,700
6-7½.....	Ch.....	MJ-6.....		10.50/20.....	10.50/20.....	6	6	150	11,450	7,000
7½-10.....	Ch.....	M-7.....		12.75/20.....	12.75/20.....	4	6	150	12,350	8,840
10-12.....	Ch.....	M-10.....		13.50/20.....	13.50/20.....	4	6	150	13,450	10,400

CONVENTIONAL—(TRACTORS—4 WHEEL DRIVE)

	Ch.....	T-26.....	101200 and up.....	6.50/20.....	6.50/20.....	6	6	132	5,580	\$2,965
	Ch.....	T-32.....		7.50/20.....	7.50/20.....	6	6	138	7,050	3,995
	Ch.....	T-40.....	60200 and up.....	9.75/20.....	9.75/20.....	6	6	134	10,500	5,450
	Ch.....	T-45.....	76125 and up.....	10.50/24.....	10.50/24.....	6	6	134	11,140	7,725

CONVENTIONAL—(6 WHEEL DRIVE)

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

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				
	Ch.....	HS.....	101785 and up.....	7.00/20.....	7.00/20.....	6	6	132	6,600	\$2,960
	Ch.....	HA.....		7.50/20.....	7.50/20.....	6	6	132	6,800	3,420
	Ch.....	HR.....		7.50/20.....	7.50/20.....	6	6	144	7,800	3,980
	Ch.....	CUA.....	64712 and up.....	10.00/20.....	10.00/20.....	4	6	150	9,350	4,640
	Ch.....	CU.....		10.00/20.....	10.00/20.....	4	6	150	9,500	4,920
	Ch.....	SUA.....		12.00/20.....	12.00/20.....	4	6	150	10,050	5,440
	Ch.....	SU.....		12.00/20.....	12.00/20.....	4	6	150	10,150	5,440
	Ch.....	YU.....		11.00/20.....	11.00/20.....	6	6	150	10,300	6,300
	Ch.....	MJ-6.....	76506 and up.....	11.00/20.....	11.00/20.....	6	6	150	13,350	7,040
	Ch.....	M-6.....		11.00/20.....	11.00/20.....	6	6	150	13,800	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	14,300	10,400

CONVENTIONAL—(TRACTOR—4 WHEEL DRIVE)

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

CONVENTIONAL—(6 WHEEL DRIVE)

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

(n) G. M. C.

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

(1) 1935

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base ¹	Base weight	F. o. b. list price
				Front	Rear	Number				
	Ch.....	T-16L-A.....	T-16L-4001 to 9050.....	6.00/20 6 ply.....	6.00/20 6 ply.....	4	6	131	2,945	\$595
	Ch/Cb.....	T-16L-A.....		6.00/20 6 ply.....	6.00/20 6 ply.....	4	6	131	3,205	687
	Panel.....	T-16L-A.....		6.00/20 6 ply.....	6.00/20 6 ply.....	4	6	131	4,050	877
	Platform.....	T-16L-A.....		6.00/20 6 ply.....	6.00/20 6 ply.....	4	6	131	3,815	744
	Stake (Std. Racks).....	T-16L-A.....		6.00/20 6 ply.....	6.00/20 6 ply.....	4	6	131	4,105	774
	Stake Exp.....	T-16L-A.....		6.00/20 6 ply.....	6.00/20 6 ply.....	4	6	131	4,165	784
	Ch.....	F-16L-B.....		6.00/20 6 ply.....	6.00/20 6 ply.....	4	6	157	2,990	630
	Ch/Cb.....	F-16L-B.....		6.00/20 6 ply.....	6.00/20 6 ply.....	4	6	157	3,350	722
	Platform.....	F-16L-B.....		6.00/20 6 ply.....	6.00/20 6 ply.....	4	6	157	4,005	794
	Stake (Std. Racks).....	F-16L-B.....		6.00/20 6 ply.....	6.00/20 6 ply.....	4	6	157	4,345	840
	Stake Exp.....	F-16L-B.....		6.00/20 6 ply.....	6.00/20 6 ply.....	4	6	157	4,415	851
	Ch.....	T-16-A.....	T-16-4001 to 9050.....	6.00/20 6 ply.....	6.00/20 6 ply.....	4	6	131	3,240	595
	Ch/Cb.....	T-16-A.....		6.00/20 6 ply.....	6.00/20 6 ply.....	4	6	131	3,600	687
	Panel.....	T-16-A.....		6.00/20 6 ply.....	6.00/20 6 ply.....	4	6	131	4,345	877
	Platform.....	T-16-A.....		6.00/20 6 ply.....	6.00/20 6 ply.....	4	6	131	4,110	744
	Stake (Std. Racks).....	T-16-A.....	T-16-4001 to 9050.....	6.00/20 6 ply.....	6.00/20 6 ply.....	4	6	131	4,400	774
	Stake Exp.....	T-16-A.....		6.00/20 6 ply.....	6.00/20 6 ply.....	4	6	131	4,460	784
	Ch.....	T-16-B.....		6.00/20 6 ply.....	6.00/20 6 ply.....	4	6	157	3,285	630
	Ch/Cb.....	T-16-B.....		6.00/20 6 ply.....	6.00/20 6 ply.....	4	6	157	3,645	722
	Platform.....	T-16-B.....		6.00/20 6 ply.....	6.00/20 6 ply.....	4	6	157	4,300	794
	Stake (Std. Racks).....	T-16-B.....		6.00/20 6 ply.....	6.00/20 6 ply.....	4	6	157	4,640	840
	Stake Exp.....	T-16-B.....		6.00/20 6 ply.....	6.00/20 6 ply.....	4	6	157	4,710	850
	Ch.....	T-18-A.....	T-18-12801 to 17600.....	30 x 5 6 ply.....	32 x 6 8 ply.....	4	6	140 3/4	3,690	777
	Ch/Sp. Cowl.....	T-18-A.....		30 x 5 6 ply.....	32 x 6 8 ply.....	4	6	140 3/4	3,690	797
	Ch/Cb.....	T-18-A.....		30 x 5 6 ply.....	32 x 6 8 ply.....	4	6	140 3/4	4,150	902
	Platform.....	T-18-A.....		30 x 5 6 ply.....	32 x 6 8 ply.....	4	6	140 3/4	4,660	965
	Stake (Std. Racks).....	T-18-A.....		30 x 5 6 ply.....	32 x 6 8 ply.....	4	6	140 3/4	4,950	996
	Stake Exp.....	T-18-A.....		30 x 5 6 ply.....	32 x 6 8 ply.....	4	6	140 3/4	5,010	1,005
	Ch.....	T-18-B.....		30 x 5 6 ply.....	32 x 6 8 ply.....	4	6	164 3/4	3,790	812
	Ch/Cb.....	T-18-B.....		30 x 5 6 ply.....	32 x 6 8 ply.....	4	6	164 3/4	4,250	937
	Platform.....	T-18-B.....		30 x 5 6 ply.....	32 x 6 8 ply.....	4	6	164 3/4	4,905	1,015
	Stake (Std. Racks).....	T-18-B.....		30 x 5 6 ply.....	32 x 6 8 ply.....	4	6	164 3/4	5,245	1,092
	Stake Exp.....	T-18-B.....		30 x 5 6 ply.....	32 x 6 8 ply.....	4	6	164 3/4	5,315	1,072
	Ch.....	T-23-A.....	T-23-5970 to 7251.....	6.50/20 6 ply.....	6.50/20 6 ply.....	6	6	142	3,895	1,115
	Ch/Sp. Cowl.....	T-23-A.....		6.50/20 6 ply.....	6.50/20 6 ply.....	6	6	142	3,895	1,135
	Ch/Cb.....	T-23-A.....		6.50/20 6 ply.....	6.50/20 6 ply.....	6	6	142	4,355	1,240
	Ch.....	T-23-B.....		6.50/20 6 ply.....	6.50/20 6 ply.....	6	6	166	4,045	1,150
	Ch/Cb.....	T-23-B.....		6.50/20 6 ply.....	6.50/20 6 ply.....	6	6	166	4,505	1,275
	Ch.....	T-23-C.....		6.50/20 6 ply.....	6.50/20 6 ply.....	6	6	184	4,085	1,160
	Ch/Cb.....	T-23-C.....		6.50/20 6 ply.....	6.50/20 6 ply.....	6	6	184	4,545	1,285
	Ch.....	T-33.....	2508 to 3105.....	32 x 6 8 ply.....	32 x 6 8 ply.....	6	6	142	4,280	1,650
	Ch.....	T-43.....	1501 to 1825.....	32 x 6 8 ply.....	32 x 6 8 ply.....	6	6	142	4,530	1,735
	Ch.....	T-46.....	206 to 905.....	32 x 6 10 ply.....	32 x 6 10 ply.....	6	6	145	5,435	2,285
	Ch.....	T-51.....	1132 and up.....	34 x 7 10 ply.....	34 x 7 10 ply.....	6	6	145	6,635	2,925
	Ch.....	T-51-H.....	1136 and up.....	34 x 7 10 ply.....	34 x 7 10 ply.....	6	6	145	7,420	3,295
	Ch.....	T-51-W.....	1126 and up.....	34 x 7 10 ply.....	34 x 7 10 ply.....	6	6	145	7,490	3,035
	Ch.....	T-61.....	676 to 918.....	9.00/20 10 ply.....	9.00/20 10 ply.....	6	6	145	8,065	4,395
	Ch.....	T-83.....	351 and up.....	9.00/20 10 ply.....	9.00/20 10 ply.....	6	6	145	8,415	5,185
	Ch.....	T-84.....	077 to 1156.....	9.75/20 12 ply.....	9.75/20 12 ply.....	6	6	145	8,565	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.

(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				
2	Ch/Cb	T-73	001 to 032	34 x 7 10 ply	34 x 7 10 ply	6	194	5,705	\$2,995	
2 1/2	Ch/Ch	T-73-II		34 x 7 10 ply	34 x 7 10 ply	6	194	6,030	3,150	
2 1/2	Ch/Cb	T-74	001 to 040	34 x 7 10 ply	34 x 7 10 ply	6	194	6,630	3,095	
3 1/2	Ch/Cb	T-74-II		34 x 7 10 ply	34 x 7 10 ply	6	194	7,530	4,150	
4	Ch/Cb	T-75-T	001 and up	9.75/20 12 ply	9.75/20 12 ply	6	194	7,825	5,340	
4	Ch/Ch	T-75	001 and up	9.75/20 12 ply	9.75/20 12 ply	6	106	8,430	5,490	
4 1/2	Ch/Cb	T-75-II		9.75/20 12 ply	9.75/20 12 ply	6	106	8,430	5,790	
5	Ch/Cb	T-78-T	001 to 049	10.50/22 12 ply	10.50/22 12 ply	6	194	8,775	5,950	
5	Ch/Cb	T-78		10.50/22 12 ply	10.50/22 12 ply	6	106	9,370	6,160	

(2) 1936

CONVENTIONAL

1 1/2	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
1 1/2	Ch/Cb	T-14-A		6.00/16 4 ply	6.00/16 4 ply	4	6	126	2,585	517
1 1/2	Rickey	T-14-A		6.00/16 4 ply	6.00/16 4 ply	4	6	126	2,840	558
1 1/2	Panel	T-14-A		6.00/16 4 ply	6.00/16 4 ply	4	6	126	3,150	670
1 1/2	Ch	T-16L-A	T-16L-6051 to 18801	6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,360	525
1 1/2	Ch/Cb	T-16L-A		6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,735	617
1 1/2	Panel	T-16L-A		6.00/20 6 ply	32 x 6 8 ply	4	6	131	4,465	806
1 1/2	Platform	T-16L-A		6.00/20 6 ply	32 x 6 8 ply	4	6	131	4,245	673
1 1/2	Stake (Std. Raeks)	T-16L-A		6.00/20 6 ply	32 x 6 8 ply	4	6	131	4,535	704
1 1/2	Stake Exp.	T-16L-A		6.00/20 6 ply	32 x 6 8 ply	4	6	131	4,595	714
1 1/2	Ch	T-16L-B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,440	550
1 1/2	Ch/Cowl	T-16L-B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,440	550
1 1/2	Ch/Ch	T-16L-B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,815	642
1 1/2	Platform	T-16L-B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	4,470	714
1 1/2	Stake (Std. Raeks)	T-16L-B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	4,810	760
1 1/2	Stake Exp.	T-16L-B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	4,880	770
1 1/2	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
1-1 1/2	Ch	T-16-A	T-16-9051 to 18801	6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,360	525
1-1 1/2	Ch/Cb	T-16-A		6.00/20 6 ply	32 x 6 8 ply	4	6	131	3,735	617
1-1 1/2	Panel	T-16-A		6.00/20 6 ply	32 x 6 8 ply	4	6	131	4,465	806
1-1 1/2	Platform	T-16-A		6.00/20 6 ply	32 x 6 8 ply	4	6	131	4,245	673
1-1 1/2	Stake (Std. Raeks)	T-16-A		6.00/20 6 ply	32 x 6 8 ply	4	6	131	4,535	704
1-1 1/2	Stake Exp.	T-16-A		6.00/20 6 ply	32 x 6 8 ply	4	6	131	4,595	714
1-1 1/2	Ch	T-16-B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,440	550
1-1 1/2	Ch/Cowl	T-16-B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,440	550
1-1 1/2	Ch/Cb	T-16-B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,815	642
1-1 1/2	Platform	T-16-B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	4,470	714
1-1 1/2	Stake (Std. Raeks)	T-16-B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	4,810	760
1-1 1/2	Stake Exp.	T-16-B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	4,880	770
1-1 1/2	Ch	T-16H-A	T-16H-9051 to 18801	6.00/20 6 ply	32 x 6 8 ply	4	6	139 1/2	3,805	645
1-1 1/2	Ch/Cb	T-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	6	139 1/2	4,180	737
1-1 1/2	Platform	T-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	6	139 1/2	4,690	860
1-1 1/2	Stake (Std. Raeks)	T-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	6	139 1/2	4,980	831
1-1 1/2	Stake Exp.	T-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	6	139 1/2	5,040	841
1-1 1/2	Ch	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	163 1/2	3,855	670
1-1 1/2	Ch/Cowl	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	163 1/2	3,855	670
1-1 1/2	Ch/Cb	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	163 1/2	4,230	762
1-1 1/2	Platform	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	163 1/2	4,885	840
1-1 1/2	Stake (Std. Raeks)	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	163 1/2	5,225	887
1-1 1/2	Stake Exp.	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	163 1/2	5,295	897
1-1 1/2	Ch	T-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	181 1/2	3,955	685
1-1 1/2	Ch/Cowl	T-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	181 1/2	3,955	685
1-1 1/2	Ch/Cb	T-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	181 1/2	4,330	777
1-1 1/2	Ch	T-18A	T-18-17601 to 22311	30 x 5 6 ply	32 x 6 8 ply	4	6	136	4,180	815
1-1 1/2	Ch/Cowl/w/s	T-18A		30 x 5 6 ply	32 x 6 8 ply	4	6	136	4,220	855
1-1 1/2	Ch/Cb	T-18A		30 x 5 6 ply	32 x 6 8 ply	4	6	136	4,780	940
1-1 1/2	Platform	T-18A		30 x 5 6 ply	32 x 6 8 ply	4	6	136	5,290	1,003
1-1 1/2	Stake (Std. Raeks)	T-18A		30 x 5 6 ply	32 x 6 8 ply	4	6	136	5,580	1,031
1-1 1/2	Stake Exp.	T-18A		30 x 5 6 ply	32 x 6 8 ply	4	6	136	5,640	1,044
1 1/2	Ch	T-18B		30 x 5 6 ply	32 x 6 8 ply	4	6	160	4,200	845
1 1/2	Ch/Cowl/w/s	T-18B		30 x 5 6 ply	32 x 6 8 ply	4	6	160	4,240	887
1 1/2	Ch/Cb	T-18B		30 x 5 6 ply	32 x 6 8 ply	4	6	160	4,800	970
1 1/2	Platform	T-18B		30 x 5 6 ply	32 x 6 8 ply	4	6	160	5,455	1,048
1 1/2	Stake (Std. Raeks)	T-18B		30 x 5 6 ply	32 x 6 8 ply	4	6	160	5,795	1,095
1 1/2	Stake Exp.	T-18B		30 x 5 6 ply	32 x 6 8 ply	4	6	160	5,865	1,105
1-1 1/2	Ch	T-18-C		30 x 5 6 ply	32 x 6 8 ply	4	6	178	4,240	860
1-1 1/2	Ch/Cowl/w/s	T-18-C		30 x 5 6 ply	32 x 6 8 ply	4	6	178	4,280	900
1-1 1/2	Ch/Cb	T-18-C		30 x 5 6 ply	32 x 6 8 ply	4	6	178	4,840	985
1-1 1/2	Ch	T-18H-A	T-18H-17608 to 22311	6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,595	895
1-1 1/2	Ch/Cowl/w/s	T-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,635	935
1-1 1/2	Ch/Cb	T-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	6	136	5,195	1,021
1-1 1/2	Platform	T-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	6	136	5,705	1,083
1-1 1/2	Stake (Std. Raeks)	T-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	6	136	5,995	1,114
1-1 1/2	Stake Exp.	T-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	6	136	6,055	1,124
1-1 1/2	Ch	T-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,615	925
1-1 1/2	Ch/Cowl/w/s	T-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,655	965
1-1 1/2	Ch/Cb	T-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	160	5,215	1,050
1 1/2	Ch	T-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,655	940
1 1/2	Ch/Cowl/w/s	T-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,695	980
1 1/2	Ch/Cb	T-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	6	178	5,255	1,065
2	Ch	T-23A	T-23-7252 to 8502	7.00/20 8 ply	7.00/20 8 ply	6	6	136	4,670	1,285
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	1,350

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.

(a) G. M. C.—Continued

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

(2) 1936—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base ¹	Base weight	F. o. b. list price
				Front	Rear	Number				
2	Ch/Cowl/w/s	T-23D		7.00/20 8 ply	7.00/20 8 ply	6	196	4,840	\$1,395	
2	Ch/Cb	T-23D		7.00/20 8 ply	7.00/20 8 ply	6	196	5,400	1,480	
2	Ch	T-23H	7252 to 8502	7.50/20 8 ply	7.50/20 8 ply	6	196	4,935	1,515	
2 1/2	Ch	T-33	3106 to 3811	7.50/20 8 ply	7.50/20 8 ply	6	196	5,510	1,785	
2 1/2	Ch	T-33H		8.25/20 8 ply	8.25/20 8 ply	6	196	6,630	2,135	
3 1/2	Ch	T-46	906 to 1687	8.25/20 10 ply	8.25/20 10 ply	6	196	7,330	2,485	
3 1/2	Ch	T-51	1132 and up	34 x 7 10 ply	34 x 7 10 ply	6	145	6,635	2,925	
3 1/2	Ch	T-51H	1136 and up	34 x 7 10 ply	34 x 7 10 ply	6	145	7,420	3,295	
3 1/2	Ch	T-51W	1126 and up	34 x 7 10 ply	34 x 7 10 ply	6	145	7,490	3,095	
4	Ch	T-61	919 to 1059	9.00/20 10 ply	9.00/20 10 ply	6	196	8,705	4,835	
5	Ch	T-61H		9.00/20 10 ply	9.00/20 10 ply	6	196	9,640	5,175	

CAB OVER ENGINE

2	Ch/Cb	T-73	033 and up	32 x 6 8 ply	32 x 6 8 ply	6	194	5,705	\$2,785
2 1/2	Ch/Cb	T-73H		32 x 6 8 ply	32 x 6 8 ply	6	194	6,030	2,940
2 1/2	Ch/Cb	T-74	041 and up	34 x 7 10 ply	34 x 7 10 ply	6	194	6,630	3,695
3 1/2	Ch/Cb	T-74H		34 x 7 10 ply	34 x 7 10 ply	6	194	7,530	4,150
3 1/2	Ch/Cb	T-75	046 and up	9.00/20 10 ply	9.00/20 10 ply	6	194	8,330	5,880
5	Ch/Cb	T-78		9.75/20 12 ply	9.75/20 12 ply	6	194	9,270	6,480

(3) 1937

CONVENTIONAL

1 1/2	Pickup/stk	T-14	T-14-11252 to 34527	6.00/16 4 ply	6.00/16 4 ply	4	112	2,850	\$597
1 1/2	Suburban	T-14		6.00/16 4 ply	6.00/16 4 ply	4	112	3,135	775
1 1/2	Ch	T-14A		6.00/16 4 ply	6.00/16 4 ply	4	112	2,195	410
1 1/2	Ch/Cowl/w/s	T-14A		6.00/16 4 ply	6.00/16 4 ply	4	112	2,225	431
1 1/2	Ch/Cb	T-14A		6.00/16 4 ply	6.00/16 4 ply	4	112	2,565	517
1 1/2	Pickup	T-14A		6.00/16 4 ply	6.00/16 4 ply	4	112	2,790	553
1 1/2	Panel	T-14A		6.00/16 4 ply	6.00/16 4 ply	4	112	3,050	651
1 1/2	Ch	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	126	2,260	440
1 1/2	Ch/Cowl	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	126	2,290	461
1 1/2	Ch/Cb	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	126	2,630	547
1 1/2	Panel	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	126	3,195	711
1 1/2	Pickup	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	126	2,895	598
1 1/2	Pickup/stk	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	126	2,965	613
1 1/2	Ch	T-16L	T-16L-18802 to 36415	6.00/20 6 ply	6.00/20 6 ply	4	131 1/2	3,155	535
1 1/2	Ch/Cowl/w/s	T-16L		6.00/20 6 ply	6.00/20 6 ply	4	131 1/2	3,185	556
1 1/2	Ch/Cb	T-16L		6.00/20 6 ply	6.00/20 6 ply	4	131 1/2	3,525	642
1 1/2	Pickup	T-16L		6.00/20 6 ply	6.00/20 6 ply	4	131 1/2	3,790	696
1 1/2	Panel	T-16L		6.00/20 6 ply	6.00/20 6 ply	4	131 1/2	4,190	843
1 1/2	Ch	T-16A	T-16-18802 to 36415	6.00/20 6 ply	32 x 6 8 ply	4	131 1/2	3,445	535
1 1/2	Ch/Cowl/w/s	T-16A		6.00/20 6 ply	32 x 6 8 ply	4	131 1/2	3,475	556
1 1/2	Ch/Cb	T-16A		6.00/20 6 ply	32 x 6 8 ply	4	131 1/2	3,815	642
1 1/2	Panel	T-16A		6.00/20 6 ply	32 x 6 8 ply	4	131 1/2	4,470	843
1 1/2	Platform	T-16A		6.00/20 6 ply	32 x 6 8 ply	4	131 1/2	4,325	698
1 1/2	Stake (Std. Racks)	T-16A		6.00/20 6 ply	32 x 6 8 ply	4	131 1/2	4,615	729
1 1/2	Ch	T-16B		6.00/20 6 ply	32 x 6 8 ply	4	157	3,525	570
1 1/2	Ch/Cowl/w/s	T-16B		6.00/20 6 ply	32 x 6 8 ply	4	157	3,555	591
1 1/2	Ch/Cb	T-16B		6.00/20 6 ply	32 x 6 8 ply	4	157	3,895	677
1 1/2	Platform	T-16B		6.00/20 6 ply	32 x 6 8 ply	4	157	4,550	749
1 1/2	Stake (Std. Racks)	T-16B		6.00/20 6 ply	32 x 6 8 ply	4	157	4,890	795
1 1/2	Stake/Exp	T-16B		6.00/20 6 ply	32 x 6 8 ply	4	157	4,960	805
1 1/2	Ch	T-16H-A	T-16H-18802 to 36415	6.00/20 6 ply	32 x 6 8 ply	4	130	3,745	700
1 1/2	Ch/Cowl/w/s	T-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	130	3,775	721
1 1/2	Ch/Cb	T-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	130	4,115	807
1 1/2	Panel	T-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	130	4,770	1,011
1 1/2	Platform	T-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	130	4,625	864
1 1/2	Stake (Std. Racks)	T-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	130	4,915	894
1 1/2	Ch	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	155 1/2	3,825	721
1 1/2	Ch/Cowl/w/s	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	155 1/2	3,855	746
1 1/2	Ch/Cb	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	155 1/2	4,195	832
1 1/2	Platform	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	155 1/2	4,850	904
1 1/2	Stake (Std. Racks)	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	155 1/2	5,190	950
1 1/2	Stake/exp	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	155 1/2	5,260	960
1 1/2	Ch	T-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	174 1/4	3,895	740
1 1/2	Ch/Cowl/w/s	T-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	174 1/4	3,925	761
1 1/2	Ch/Cb	T-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	174 1/4	4,265	847
1 1/2	Ch	T-18A	T-18-22312 to 27076	30 x 5 6 ply	32 x 6 8 ply	4	136	4,375	835
1 1/2	Ch/Cowl/w/s	T-18A		30 x 5 6 ply	32 x 6 8 ply	4	136	4,415	855
1 1/2	Ch/Cb	T-18A		30 x 5 6 ply	32 x 6 8 ply	4	136	5,040	1,029
1 1/2	Ch	T-18B		30 x 5 6 ply	32 x 6 8 ply	4	160	4,415	925
1 1/2	Ch/Cowl/w/s	T-18B		30 x 5 6 ply	32 x 6 8 ply	4	160	4,455	985
1 1/2	Ch/Cb	T-18B		30 x 5 6 ply	32 x 6 8 ply	4	160	5,090	1,050
1 1/2	Ch	T-18B		30 x 5 6 ply	32 x 6 8 ply	4	178	4,475	920
1 1/2	Ch/Cowl/w/s	T-18C		30 x 5 6 ply	32 x 6 8 ply	4	178	4,515	1,090
1 1/2	Ch/Cb	T-18C		30 x 5 6 ply	32 x 6 8 ply	4	178	5,140	1,065
1 1/2	Ch	T-18H-A	T-18H-22312 to 27076	6.50/20 6 ply	6.50/20 6 ply	6	136	4,655	1,045
1 1/2	Ch/Cowl/w/s	T-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	136	4,695	1,105
1 1/2	Ch/Cb	T-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	136	5,320	1,170
1 1/2	Ch	T-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	160	4,695	1,075
1 1/2	Ch/Cowl/w/s	T-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	160	4,735	1,135
1 1/2	Ch/Cb	T-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	160	5,360	1,200
1 1/2	Ch	T-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	178	4,755	1,030
1 1/2	Ch/Cowl/w/s	T-18H-C	T-18H-22312 to 27076	6.50/20 6 ply	6.50/20 6 ply	6	178	4,795	1,150
1 1/2	Ch/Cb	T-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	178	5,420	1,215
2	Ch	T-23A	T-23-8503 to 9778	7.00/20 8 ply	7.00/20 8 ply	6	136	4,895	1,345
2	Ch/Cowl/w/s	T-23A		7.00/20 8 ply	7.00/20 8 ply	6	136	4,935	1,405
2	Ch/Cb	T-23A		7.00/20 8 ply	7.00/20 8 ply	6	136	5,560	1,470
2	Ch	T-23B		7.00/20 8 ply	7.00/20 8 ply	6	160	4,995	1,375
2	Ch/Cowl/w/s	T-23B		7.00/20 8 ply	7.00/20 8 ply	6	160	5,035	1,435
2	Ch/Cb	T-23B		7.00/20 8 ply	7.00/20 8 ply	6	160	5,660	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				
2	Ch	T-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	178	5,165	\$1,390
2	Ch/Cowl/w/s	T-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	178	5,205	1,450
2	Ch/Cb	T-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	178	5,830	1,515
2	Ch	T-23D		7.00/20 8 ply	7.00/20 8 ply	6	6	196	5,365	1,415
2	Ch/Cowl/w/s	T-23D		7.00/20 8 ply	7.00/20 8 ply	6	6	196	5,405	1,475
2	Ch/Cb	T-23D		7.00/20 8 ply	7.00/20 8 ply	6	6	196	6,030	1,540
2	Ch	T-23H	8503 to 9778	7.50/20 8 ply	7.50/20 8 ply	6	6	136	5,420	1,635
2	Ch	T-33	3812 to 4512	7.50/20 8 ply	7.50/20 8 ply	6	6	136	5,875	1,915
2	Ch	T-33H		8.25/20 10 ply	8.25/20 10 ply	6	6	136	6,400	2,315
3	Ch	T-46	1688 to 2296	8.25/20 10 ply	8.25/20 10 ply	6	6	136	7,255	2,625
4	Ch	T-61	1060 to 1192	9.00/20 10 ply	9.00/20 10 ply	6	6	136	8,555	4,125
5	Ch	T-61H		9.00/20 10 ply	9.00/20 10 ply	6	6	136	9,250	4,495

CAB OVER ENGINE

1 1/2	Ch	F-16A	F-16-001 to 1847	6.00/20 6 ply	32 x 6 8 ply	4	6	108	3,520	\$645
1 1/2	Ch/Cowl/w/s	F-16A		6.00/20 6 ply	32 x 6 8 ply	4	6	108	3,560	705
1 1/2	Ch/Cb	F-16A		6.00/20 6 ply	32 x 6 8 ply	4	6	108	4,195	840
1 1/2	Ch	F-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	130	3,600	680
1 1/2	Ch/Cowl/w/s	F-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	130	3,640	740
1 1/2	Ch/Cb	F-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	130	4,275	875
1 1/2	Ch	F-16C		6.00/20 6 ply	32 x 6 8 ply	4	6	155 1/2	3,670	695
1 1/2	Ch/Cowl/w/s	F-16C		6.00/20 6 ply	32 x 6 8 ply	4	6	155 1/2	3,710	735
1 1/2	Ch/Cb	F-16C		6.00/20 6 ply	32 x 6 8 ply	4	6	155 1/2	4,345	890
1 1/2	Ch	F-16H-A	F-16H-001 to 1847	6.00/20 6 ply	32 x 6 8 ply	4	6	108	3,815	785
1 1/2	Ch/Cowl/w/s	F-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	6	108	3,855	840
1 1/2	Ch/Cb	F-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	6	108	4,490	975
1 1/2	Ch	F-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	130	3,895	805
1 1/2	Ch/Cowl/w/s	F-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	130	3,935	865
1 1/2	Ch/Cb	F-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	130	4,570	1,000
1 1/2	Ch	F-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	155 1/2	3,965	820
1 1/2	Ch/Cowl/w/s	F-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	155 1/2	4,005	885
1 1/2	Ch/Cb	F-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	155 1/2	4,640	1,015
1 1/2	Ch	F-16H-D		6.00/20 6 ply	32 x 6 8 ply	4	6	174 1/4	4,035	845
1 1/2	Ch/Cowl/w/s	F-16H-D		6.00/20 6 ply	32 x 6 8 ply	4	6	174 1/4	4,075	905
1 1/2	Ch/Cb	F-16H-D		6.00/20 6 ply	32 x 6 8 ply	4	6	174 1/4	4,710	1,040
1 1/2	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
1 1/2	Ch/Cowl/w/s	F-18A		30 x 5 6 ply	32 x 6 8 ply	4	6	108	4,485	1,085
1 1/2	Ch/Cb	F-18A		30 x 5 6 ply	32 x 6 8 ply	4	6	108	5,120	1,220
1 1/2	Ch	F-18B		30 x 5 6 ply	32 x 6 8 ply	4	6	136	4,525	1,055
1 1/2	Ch/Cowl/w/s	F-18B		30 x 5 6 ply	32 x 6 8 ply	4	6	136	4,565	1,115
1 1/2	Ch/Cb	F-18B		30 x 5 6 ply	32 x 6 8 ply	4	6	136	5,200	1,250
1 1/2	Ch	F-18C		30 x 5 6 ply	32 x 6 8 ply	4	6	160	4,565	1,070
1 1/2	Ch/Cowl/w/s	F-18C		30 x 5 6 ply	32 x 6 8 ply	4	6	160	4,605	1,130
1 1/2	Ch/Cb	F-18C		30 x 5 6 ply	32 x 6 8 ply	4	6	160	5,240	1,265
1 1/2	Ch	F-18D		30 x 5 6 ply	32 x 6 8 ply	4	6	178	4,625	1,095
1 1/2	Ch/Cowl/w/s	F-18D		30 x 5 6 ply	32 x 6 8 ply	4	6	178	4,665	1,155
1 1/2	Ch/Cb	F-18D		30 x 5 6 ply	32 x 6 8 ply	4	6	178	5,300	1,290
1 1/2	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
1 1/2	Ch/Cowl/w/s	F-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	6	108	4,765	1,235
1 1/2	Ch/Cb	F-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	6	108	5,400	1,370
1 1/2	Ch	F-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,805	1,205
1 1/2	Ch/Cowl/w/s	F-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,845	1,265
1 1/2	Ch/Cb	F-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	136	5,480	1,400
1 1/2	Ch	F-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,845	1,220
1 1/2	Ch/Cowl/w/s	F-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,885	1,280
1 1/2	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
1 1/2	Ch	F-18H-D		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,905	1,245
1 1/2	Ch/Cowl/w/s	F-18H-D		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,945	1,305
1 1/2	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 209	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	108	5,610	1,795
2 1/2	Ch	F-33	001 to 210	7.50/20 8 ply	7.50/20 8 ply	6	6	108	5,925	2,065
2 1/2	Ch	F-33H		8.25/20 10 ply	8.25/20 10 ply	6	6	108	6,450	2,495
3 1/2	Ch	F-46	001 to 158	8.25/20 10 ply	8.25/20 10 ply	6	6	108	7,855	2,805
4	Ch	F-61	001 to 097	9.00/20 10 ply	9.00/20 10 ply	6	6	108	8,855	4,305
5	Ch	F-61H		9.00/20 10 ply	9.00/20 10 ply	6	6	108	9,360	4,575

(4) 1935

CONVENTIONAL

1 1/2	Suburban	T-14	T-14-34528 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	112	3,240	\$810
1 1/2	Ch	T-14A		6.00/16 4 ply	6.00/16 4 ply	4	6	112	2,300	445
1 1/2	Ch/Cowl/w/s	T-14A		6.00/16 4 ply	6.00/16 4 ply	4	6	112	2,330	471
1 1/2	Ch/Cb	T-14A		6.00/16 4 ply	6.00/16 4 ply	4	6	112	2,670	552
1 1/2	Pickup	T-14A		6.00/16 4 ply	6.00/16 4 ply	4	6	112	2,895	588
1 1/2	Pickup/Stk	T-14A		6.00/16 4 ply	6.00/16 4 ply	4	6	112	2,960	602
1 1/2	Panel	T-14A		6.00/16 4 ply	6.00/16 4 ply	4	6	112	3,155	686

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

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				
1 1/2	Ch.	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	6	126	2,355	\$475
1 1/2	Ch/Cowl/w/s	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	6	126	2,285	501
1 1/2	Ch/Cb	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	6	126	2,725	582
1 1/2	Pickup	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	6	126	2,990	633
1 1/2	Pickup/stk	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	6	126	3,065	648
1 1/2	Panel	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	6	126	3,250	746
1 1/2	Stake (Std. Racks)	T-14B		6.00/16 4 ply	6.00/16 4 ply	4	6	126	3,345	664
1 1/2	Ch.	T-145A	T-145-001 and up	7.00/15 6 ply	7.00/15 6 ply	4	6	126	2,470	515
1 1/2	Ch/Cowl/w/s	T-145A		7.00/15 6 ply	7.00/15 6 ply	4	6	126	2,500	541
1 1/2	Ch/Cb	T-145A		7.00/15 6 ply	7.00/15 6 ply	4	6	126	2,840	622
1 1/2	Pickup	T-145A		7.00/15 6 ply	7.00/15 6 ply	4	6	126	3,105	673
1 1/2	Pickup/stk	T-145A		7.00/15 6 ply	7.00/15 6 ply	4	6	126	3,180	688
1 1/2	Panel	T-145A		7.00/15 6 ply	7.00/15 6 ply	4	6	126	3,495	786
1 1/2	Stake (Std. Racks)	T-145A		7.00/15 6 ply	7.00/15 6 ply	4	6	126	3,460	704
1	Ch.	T-15A	T-15-5001 and up	7.00/17 6 ply	7.00/17 6 ply	4	6	131 1/2	2,635	545
1	Ch/Cowl/w/s	T-15A		7.00/17 6 ply	7.00/17 6 ply	4	6	131 1/2	2,685	571
1	Ch/Cb	T-15A		7.00/17 6 ply	7.00/17 6 ply	4	6	131 1/2	3,025	652
1	Pickup	T-15A		7.00/17 6 ply	7.00/17 6 ply	4	6	131 1/2	3,375	746
1	Pickup/Stk	T-15A		7.00/17 6 ply	7.00/17 6 ply	4	6	131 1/2	3,465	763
1	Panel	T-15A		7.00/17 6 ply	7.00/17 6 ply	4	6	131 1/2	3,720	854
1	Ch.	T-155A	T-155-001 and up	7.50/16 6 ply	7.50/16 6 ply	4	6	131 1/2	2,795	565
1	Ch/Cowl/w/s	T-155A		7.50/16 6 ply	7.50/16 6 ply	4	6	131 1/2	2,825	591
1	Ch/Cb	T-155A		7.50/16 6 ply	7.50/16 6 ply	4	6	131 1/2	3,165	672
1	Pickup	T-155A		7.50/16 6 ply	7.50/16 6 ply	4	6	131 1/2	3,555	766
1	Pickup/Stk	T-155A		7.50/16 6 ply	7.50/16 6 ply	4	6	131 1/2	3,645	783
1	Panel	T-155A		7.50/16 6 ply	7.50/16 6 ply	4	6	131 1/2	3,885	873
1	Platform	T-155A		7.50/16 6 ply	7.50/16 6 ply	4	6	131 1/2	3,675	728
1	Stake (Std. Racks)	T-155A		7.50/16 6 ply	7.50/16 6 ply	4	6	131 1/2	3,965	759
1 1/2	Ch.	T-16A	T-16-36416 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	3,445	585
1 1/2	Ch/Cowl/w/s	T-16A		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	3,475	611
1 1/2	Ch/Cb	T-16A		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	3,815	692
1 1/2	Platform	T-16A		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	4,325	748
1 1/2	Stake (Std. Racks)	T-16A		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	4,615	779
1 1/2	Ch.	T-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,525	615
1 1/2	Ch/Cowl/w/s	T-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,555	641
1 1/2	Ch/Cb	T-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,895	722
1 1/2	Platform	T-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	4,550	794
1 1/2	Stake (Std. Racks)	T-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	4,890	840
1 1/2	Stake/Exp	T-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	157	4,960	850
1 1/2	Ch.	T-16H-A	T-16H-36416 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	130	3,745	805
1 1/2	Ch/Cowl/w/s	T-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	6	130	3,775	831
1 1/2	Ch/Cb	T-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	6	130	4,115	912
1 1/2	Ch.	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	155 1/2	3,825	835
1 1/2	Ch/Cowl/w/s	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	155 1/2	3,855	861
1 1/2	Ch/Cb	T-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	155 1/2	4,195	942
1 1/2	Ch.	T-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	174 1/4	3,895	850
1 1/2	Ch/Cowl/w/s	T-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	174 1/4	3,925	876
1 1/2	Ch/Cb	T-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	174 1/4	4,265	957
1 1/2	Ch.	T-18A	T-18-27077 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	136	4,375	965
1 1/2	Ch/Cowl/w/s	T-18A		6.00/20 6 ply	6.00/20 6 ply	6	6	136	4,415	1,037
1 1/2	Ch/Cb	T-18A		6.00/20 6 ply	6.00/20 6 ply	6	6	136	5,040	1,103
1 1/2	Ch.	T-18B		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,415	995
1 1/2	Ch/Cowl/w/s	T-18B		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,455	1,067
1 1/2	Ch/Cb	T-18B		6.00/20 6 ply	6.00/20 6 ply	6	6	160	5,080	1,133
1 1/2	Ch.	T-18C		6.00/20 6 ply	6.00/20 6 ply	6	6	178	4,475	1,010
1 1/2	Ch/Cowl/w/s	T-18C		6.00/20 6 ply	6.00/20 6 ply	6	6	178	4,515	1,082
1 1/2	Ch/Cb	T-18C		6.00/20 6 ply	6.00/20 6 ply	6	6	178	5,140	1,148
1 1/2	Ch.	T-18H-A	T-18H-27077 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,635	1,140
1 1/2	Ch/Cowl/w/s	T-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,695	1,212
1 1/2	Ch/Cb	T-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	6	136	5,320	1,278
1 1/2	Ch.	T-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,695	1,170
1 1/2	Ch/Cowl/w/s	T-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,735	1,242
1 1/2	Ch/Cb	T-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	160	5,360	1,338
1 1/2	Ch.	T-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,755	1,185
1 1/2	Ch/Cowl/w/s	T-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,795	1,257
1 1/2	Ch/Cb	T-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	6	178	5,420	1,321
2	Ch.	T-23A	T-23-9779 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	126	4,895	1,449
2	Ch/Cowl/w/s	T-23A		7.00/20 8 ply	7.00/20 8 ply	6	6	136	4,935	1,512
2	Ch/Cb	T-23A		7.00/20 8 ply	7.00/20 8 ply	6	6	136	5,560	1,578
2	Ch.	T-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	160	4,995	1,470
2	Ch/Cowl/w/s	T-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	160	5,035	1,542
2	Ch/Cb	T-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	160	5,660	1,608
2	Ch.	T-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	178	5,165	1,485
2	Ch/Cowl/w/s	T-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	178	5,205	1,557
2	Ch/Cb	T-7-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	178	5,830	1,623
2	Ch.	T-23D		7.00/20 8 ply	7.00/20 8 ply	6	6	196	5,365	1,519
2	Ch/Cowl/w/s	T-23D		7.00/20 8 ply	7.00/20 8 ply	6	6	196	5,495	1,582
2	Ch/Cb	T-23D		7.00/20 8 ply	7.00/20 8 ply	6	6	196	6,030	1,648
2	Ch.	T-23H		7.50/20 8 ply	7.50/20 8 ply	6	6	136	5,420	1,735
2 1/2	Ch.	T-33	4513 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	136	5,875	2,010
2 1/2	Ch.	T-33H		8.25/20 10 ply	8.25/20 10 ply	6	6	136	6,490	2,475
3 1/2	Ch.	T-46	2297 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	136	7,275	3,235
4	Ch.	T-61	1193 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	136	8,555	4,635
5	Ch.	T-61H		9.00/20 10 ply	9.00/20 10 ply	6	6	136	9,250	5,065

CAB OVER ENGINE

1 1/2	Special dly	N. A	N. A	7.00/16 6 ply	7.00/16 6 ply	4	6	112	4,440	\$1,415
1 1/2	Ch.	F-16A	F-16-1848 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	108	3,520	710
1 1/2	Ch/Cowl/w/s	F-16A		6.00/20 6 ply	32 x 6 8 ply	4	6	108	3,560	797
1 1/2	Ch/Cb	F-16A		6.00/20 6 ply	32 x 6 8 ply	4	6	108	4,195	905
1 1/2	Ch.	F-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	130	3,600	740
1 1/2	Ch/Cowl/w/s	F-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	130	3,640	827
1 1/2	Ch/Cb	F-16B		6.00/20 6 ply	32 x 6 8 ply	4	6	130	4,275	935
1 1/2	Ch.	F-16C		6.00/20 6 ply	32 x 6 8 ply	4	6	155 1/2	3,670	755
1 1/2	Ch/Cowl/w/s	F-16C		6.00/20 6 ply	32 x 6 8 ply	4	6	155 1/2	3,710	842
1 1/2	Ch/Cb	F-16C		6.00/20 6 ply	32 x 6 8 ply	4	6	155 1/2	4,345	950

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				
1 1/2	Ch	F-16H-A	F-16H-1849 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	108	3,815	\$900
1 1/2	Ch/Cowl/w/s	F-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	6	108	3,855	987
1 1/2	Ch/Cb	F-16H-A		6.00/20 6 ply	32 x 6 8 ply	4	6	108	4,490	1,095
1 1/2	Ch	F-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	130	3,895	930
1 1/2	Ch/Cowl/w/s	F-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	130	3,935	1,017
1 1/2	Ch/Cb	F-16H-B		6.00/20 6 ply	32 x 6 8 ply	4	6	130	4,570	1,125
1 1/2	Ch	F-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	155 1/2	3,965	945
1 1/2	Ch/Cowl/w/s	F-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	155 1/2	4,005	1,032
1 1/2	Ch/Cb	F-16H-C		6.00/20 6 ply	32 x 6 8 ply	4	6	155 1/2	4,640	1,140
1 1/2	Ch	F-16H-D		6.00/20 6 ply	32 x 6 8 ply	4	6	174 1/2	4,035	970
1 1/2	Ch/Cowl/w/s	F-16H-D		6.00/20 6 ply	32 x 6 8 ply	4	6	174 1/2	4,075	1,057
1 1/2	Ch/Cb	F-16H-D		6.00/20 6 ply	32 x 6 8 ply	4	6	174 1/2	4,710	1,165
1 1/2	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
1 1/2	Ch/Cowl/w/s	F-18A		6.00/20 6 ply	6.00/20 6 ply	6	6	108	4,485	1,197
1 1/2	Ch/Cb	F-18A		6.00/20 6 ply	6.00/20 6 ply	6	6	108	5,120	1,305
1 1/2	Ch	F-18B		6.00/20 6 ply	6.00/20 6 ply	6	6	136	4,525	1,140
1 1/2	Ch/Cowl/w/s	F-18B		6.00/20 6 ply	6.00/20 6 ply	6	6	136	4,565	1,227
1 1/2	Ch/Cb	F-18B		6.00/20 6 ply	6.00/20 6 ply	6	6	136	5,200	1,335
1 1/2	Ch	F-18C		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,565	1,155
1 1/2	Ch/Cowl/w/s	F-18C		6.00/20 6 ply	6.00/20 6 ply	6	6	160	4,605	1,242
1 1/2	Ch/Cb	F-18C		6.00/20 6 ply	6.00/20 6 ply	6	6	160	5,240	1,350
1 1/2	Ch	F-18D		6.00/20 6 ply	6.00/20 6 ply	6	6	178	4,625	1,180
1 1/2	Ch/Cowl/w/s	F-18D		6.00/20 6 ply	6.00/20 6 ply	6	6	178	4,665	1,267
1 1/2	Ch/Cb	F-18D		6.00/20 6 ply	6.00/20 6 ply	6	6	178	5,300	1,375
1 1/2	Ch	F-18H-A	F-18H-814 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	108	4,725	1,285
1 1/2	Ch/Cowl/w/s	F-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	6	108	4,765	1,372
1 1/2	Ch/Cb	F-18H-A		6.50/20 6 ply	6.50/20 6 ply	6	6	108	5,400	1,480
1 1/2	Ch	F-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,805	1,315
1 1/2	Ch/Cowl/w/s	F-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	136	4,845	1,402
1 1/2	Ch/Cb	F-18H-B		6.50/20 6 ply	6.50/20 6 ply	6	6	136	5,480	1,510
1 1/2	Ch	F-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,845	1,330
1 1/2	Ch/Cowl/w/s	F-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	6	160	4,885	1,417
1 1/2	Ch/Cb	F-18H-C		6.50/20 6 ply	6.50/20 6 ply	6	6	160	5,520	1,525
1 1/2	Ch	F-18H-D		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,905	1,355
1 1/2	Ch/Cowl/w/s	F-18H-D		6.50/20 6 ply	6.50/20 6 ply	6	6	178	4,945	1,442
1 1/2	Ch/Cb	F-18H-D		6.50/20 6 ply	6.50/20 6 ply	6	6	178	5,580	1,550
2	Ch	F-23A	F-23-300 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	108	4,915	1,615
2	Ch/Cowl/w/s	F-23A		7.00/20 8 ply	7.00/20 8 ply	6	6	108	4,955	1,702
2	Ch/Cb	F-23A		7.00/20 8 ply	7.00/20 8 ply	6	6	108	5,590	1,810
2	Ch	F-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	136	5,015	1,645
2	Ch/Cowl/w/s	F-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	136	5,055	1,732
2	Ch/Cb	F-23B		7.00/20 8 ply	7.00/20 8 ply	6	6	136	5,690	1,840
2	Ch	F-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	160	5,085	1,660
2	Ch/Cowl/w/s	F-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	160	5,125	1,747
2	Ch/Cb	F-23C		7.00/20 8 ply	7.00/20 8 ply	6	6	160	5,760	1,855
2	Ch	F-23D		7.00/20 8 ply	7.00/20 8 ply	6	6	178	5,280	1,685
2	Ch/Cowl/w/s	F-23D		7.00/20 8 ply	7.00/20 8 ply	6	6	178	5,320	1,772
2	Ch/Cb	F-23D		7.00/20 8 ply	7.00/20 8 ply	6	6	178	5,955	1,880
2	Ch	F-23E		7.00/20 8 ply	7.00/20 8 ply	6	6	196	5,400	1,710
2	Ch/Cowl/w/s	F-23E		7.00/20 8 ply	7.00/20 8 ply	6	6	196	5,440	1,797
2	Ch/Cb	F-23E		7.00/20 8 ply	7.00/20 8 ply	6	6	196	6,075	1,905
2	Ch	F-23H	300 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	108	5,610	1,910
2 1/2	Ch	F-33	002 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	108	5,925	2,205
2 1/2	Ch	F-33H		8.25/20 10 ply	8.25/20 10 ply	6	6	108	6,450	2,670
3 1/2	Ch	F-46	159 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	108	7,655	3,490
4	Ch	F-61	098 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	108	8,855	4,920
5	Ch	F-61H		9.00/20 10 ply	9.00/20 10 ply	6	6	108	9,360	5,175

(5) 1939

CONVENTIONAL

1 1/2	Ch	AC-101	001 to 11213	6.00/16 4 ply	6.00/16 4 ply	5	6	113 1/2	2,260	\$460
1 1/2	Ch/Cowl/w/s	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113 1/2	2,290	486
1 1/2	Ch/Cb	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113 1/2	2,650	567
1 1/2	Pickup	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113 1/2	2,885	593
1 1/2	Pickup/Stk	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113 1/2	2,950	611
1 1/2	Panel	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113 1/2	3,135	660
1 1/2	Suburban	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113 1/2	3,235	810
1 1/2	Ch	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123 3/4	2,320	490
1 1/2	Ch/Cowl/w/s	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123 3/4	2,350	516
1 1/2	Ch/Cb	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123 3/4	2,710	587
1 1/2	Pickup	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123 3/4	2,985	633
1 1/2	Pickup/Stk	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123 3/4	3,060	653
1 1/2	Panel	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123 3/4	3,260	730
1 1/2	Stake (Std. Racks)	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123 3/4	3,330	659
1 1/2	Ch	AC-152	001 to 2392	7.00/15 6 ply	7.00/15 6 ply	5	6	123 3/4	2,510	535
1 1/2	Ch/Cowl/w/s	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123 3/4	2,540	561
1 1/2	Ch/Cb	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123 3/4	2,900	632
1 1/2	Pick-up	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123 3/4	3,175	678
1 1/2	Pick-up/Stk	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123 3/4	3,240	698
1 1/2	Panel	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123 3/4	3,450	775
1 1/2	Stake (Std. Racks)	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123 3/4	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	3,500	729
1	Pick-up/Stk	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,590	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	708
1	Stake (Std. Racks)	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,905	734
1 1/2	Ch	AC-302	001 to 12945	6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,450	575
1 1/2	Ch/Cowl/w/s	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,480	601
1 1/2	Ch/Cb	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,840	672
1 1/2	Pick-up	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,215	764

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	Wheel base ¹	Base weight	F. o. b. list price
				Front	Rear	Number				
1 1/2	Pick-up/Stk	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,305	\$776
1 1/2	Panel	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,525	851
1 1/2	Platform	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,355	728
1 1/2	Stake (Std. Racks)	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,645	754
1 1/2	Ch	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	158 1/2	3,500	605
1 1/2	Ch/Cowl/w/s	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	158 1/2	3,530	631
1 1/2	Ch/Cb	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	158 1/2	3,890	702
1 1/2	Platform	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	158 1/2	4,585	774
1 1/2	Stake (Std. Racks)	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	158 1/2	4,925	815
1 1/2	Stake/Exp	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	158 1/2	4,945	830
1 1/2	Ch	AC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	177 1/4	3,650	655
1 1/2	Ch/Cowl/w/s	AC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	177 1/4	3,680	681
1 1/2	Ch/Cb	AC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	177 1/4	4,040	752
1 1/2	Ch	AC-352	001 to 1788	6.00/20 6 ply	32 x 6 8 ply	4	6	133 3/4	4,090	795
1 1/2	Ch/Cowl/w/s	AC-352		6.00/20 6 ply	32 x 6 8 ply	4	6	133 3/4	4,120	821
1 1/2	Ch/Cb	AC-352		6.00/20 6 ply	32 x 6 8 ply	4	6	133 3/4	4,480	892
1 1/2	Ch	AC-353		6.00/20 6 ply	32 x 6 8 ply	4	6	157 3/4	4,140	825
1 1/2	Ch/Cowl/w/s	AC-353		6.00/20 6 ply	32 x 6 8 ply	4	6	157 3/4	4,170	851
1 1/2	Ch/Cb	AC-353		6.00/20 6 ply	32 x 6 8 ply	4	6	157 3/4	4,530	922
1 1/2	Ch	AC-354		6.00/20 6 ply	32 x 6 8 ply	4	6	175 3/4	4,200	840
1 1/2	Ch/Cowl/w/s	AC-354		6.00/20 6 ply	32 x 6 8 ply	4	6	175 3/4	4,230	866
1 1/2	Ch/Cb	AC-354		6.00/20 6 ply	32 x 6 8 ply	4	6	175 3/4	4,590	937
1 1/2	Ch	AC-355		6.00/20 6 ply	32 x 6 8 ply	4	6	193 3/4	4,270	890
1 1/2	Ch/Cowl/w/s	AC-355		6.00/20 6 ply	32 x 6 8 ply	4	6	193 3/4	4,300	916
1 1/2	Ch/Cb	AC-355		6.00/20 6 ply	32 x 6 8 ply	4	6	193 3/4	4,660	987
1 1/2	Ch	AC-402	001 to 2461	6.00/20 6 ply	6.00/20 6 ply	6	6	133 3/4	4,270	950
1 1/2	Ch/Cowl/w/s	AC-402		6.00/20 6 ply	6.00/20 6 ply	6	6	133 3/4	4,300	976
1 1/2	Ch/Cb	AC-402		6.00/20 6 ply	6.00/20 6 ply	6	6	133 3/4	4,690	1,047
1 1/2	Ch	AC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157 3/4	4,390	880
1 1/2	Ch/Cowl/w/s	AC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157 3/4	4,360	1,006
1 1/2	Ch/Cb	AC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157 3/4	4,720	1,077
1 1/2	Ch	AC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	175 3/4	4,380	995
1 1/2	Ch/Cowl/w/s	AC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	175 3/4	4,410	1,021
1 1/2	Ch/Cb	AC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	175 3/4	4,770	1,092
1 1/2	Ch	AC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193 3/4	4,450	1,020
1 1/2	Ch/Cowl/w/s	AC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193 3/4	4,480	1,046
1 1/2	Ch/Cb	AC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193 3/4	4,840	1,117
1 1/2	Ch	AC-452	001 to 1363	6.50/20 6 ply	6.50/20 6 ply	6	6	133 3/4	4,660	1,125
1 1/2	Ch/Cowl/w/s	AC-452		6.50/20 6 ply	6.50/20 6 ply	6	6	133 3/4	4,690	1,151
1 1/2	Ch/Cb	AC-452		6.50/20 6 ply	6.50/20 6 ply	6	6	133 3/4	5,050	1,222
1 1/2	Ch	AC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157 3/4	4,720	1,155
1 1/2	Ch/Cowl/w/s	AC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157 3/4	4,750	1,181
1 1/2	Ch/Cb	AC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157 3/4	5,110	1,252
1 1/2	Ch	AC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	175 3/4	4,760	1,170
1 1/2	Ch/Cowl/w/s	AC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	175 3/4	4,790	1,196
1 1/2	Ch/Cb	AC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	175 3/4	5,150	1,267
1 1/2	Ch	AC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	193 3/4	4,830	1,195
1 1/2	Ch/Cowl/w/s	AC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	193 3/4	4,860	1,221
1 1/2	Ch/Cb	AC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	193 3/4	5,220	1,292
2	Ch	AC-500	001 to 701	7.00/20 8 ply	7.00/10 8 ply	6	6	136	5,600	1,465
2	Ch	AC-550	001 to 283	7.50/20 8 ply	7.50/20 8 ply	6	6	136	5,790	1,795
2 1/2	Ch	AC-600	001 to 509	7.50/20 8 ply	7.50/20 8 ply	6	6	136	6,480	2,010
2 1/2	Ch	AC-650	001 to 098	8.25/20 10 ply	8.25/20 10 ply	6	6	136	6,980	2,455
2 1/2	Ch	AC-700	001 to 272	8.25/20 10 ply	8.25/20 10 ply	6	6	136	7,650	3,235
3 1/2	Ch (dump)	AC-773	001 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	160	8,620	4,125
4	Ch	AC-800	001 to 057	9.00/20 10 ply	9.00/20 10 ply	6	6	136	8,930	4,695
5	Ch	AC-850	001 to 083	9.00/20 10 ply	9.00/20 10 ply	6	6	136	9,480	5,215
5	Ch (dump)	ACX-874	001 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	166	10,465	5,800
6	Ch (dump)	ACX-894		10.50/24 12 ply	10.50/24 12 ply	6	6	166	12,775	6,915

CONVENTIONAL—(DIESEL)

2	Ch	ADC-500	001 to 040	7.00/20 8 ply	7.00/20 8 ply	6	3	136	6,510	\$3,300
2	Ch	ADC-550		7.50/20 8 ply	7.50/20 8 ply	6	3	136	6,610	3,618
2 1/2	Ch	ADC-600	001 to 049	7.50/20 8 ply	7.50/20 8 ply	6	3	136	7,370	3,895
2 1/2	Ch	ADC-650		8.25/20 10 ply	8.25/20 10 ply	6	3	136	7,850	4,313
3 1/2	Ch	ADC-700	001 to 051	8.25/20 10 ply	8.25/20 10 ply	6	4	136	8,600	5,385
4	Ch (dump)	ADC-773	001 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	160	9,785	6,275
4	Ch	ADC-800	001 to 030	9.00/20 10 ply	9.00/20 10 ply	6	4	136	9,730	6,550
5	Ch	ADC-850	001 to 016	9.00/20 10 ply	9.00/20 10 ply	6	4	136	10,280	7,000
5	Ch (dump)	ADCX-874	001 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	166	11,325	7,585
6	Ch (dump)	ADCX-894		10.50/24 12 ply	10.50/24 12 ply	6	4	166	13,640	8,700

CAB OVER ENGINE

1	Panel Dly	AF-231	001 and up	7.00/16 6 ply	7.00/16 6 ply	4	6	112	4,440	\$1,385
1 1/2	Ch	AF-301		6.00/20 6 ply	32 x 6 8 ply	4	6	108	3,780	745
1 1/2	Ch/Cowl/w/s	AF-301		6.00/20 6 ply	32 x 6 8 ply	4	6	108	3,820	832
1 1/2	Ch/Cb	AF-301		6.00/20 6 ply	32 x 6 8 ply	4	6	108	4,455	975
1 1/2	Ch	AF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	3,840	775
1 1/2	Ch/Cowl/w/s	AF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	3,880	862
1 1/2	Ch/Cb	AF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	4,515	1,005
1 1/2	Platform	AF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	5,210	1,077
1 1/2	Stake (Std. Racks)	AF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	5,550	1,118
1 1/2	Stake/Exp	AF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	5,570	1,133
1 1/2	Ch	AF-303		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,900	700
1 1/2	Ch/Cowl/w/s	AF-303		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,940	877
1 1/2	Ch/Cb	AF-303		6.00/20 6 ply	32 x 6 8 ply	4	6	157	4,575	1,020
1 1/2	Ch	AF-311	001 to 828	6.00/20 6 ply	32 x 6 8 ply	4	6	107 3/8	3,755	690
1 1/2	Ch/Cb	AF-311		6.00/20 6 ply	32 x 6 8 ply	4	6	107 3/8	4,055	808
1 1/2	Platform	AF-311		6.00/20 6 ply	32 x 6 8 ply	4	6	107 3/8	4,570	864
1 1/2	Stake (Std. Racks)	AF-311		6.00/20 6 ply	32 x 6 8 ply	4	6	107 3/8	4,860	889
1 1/2	Ch	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	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					
1 1/2	Ch/Cb	AF-312	001 to 182	6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	4,125	\$858	
1 1/2	Platform	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	4,820	909	
1 1/2	Stake (Std. Racks)	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	5,160	950	
1 1/2	Stake/Exp.	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	5,180	955	
1 1/2	Ch	AF-313		6.00/20 6 ply	32 x 6 8 ply	4	6	156 3/4	3,885	735	
1 1/2	Ch/Cb	AF-313		6.00/20 6 ply	32 x 6 8 ply	4	6	156 3/4	4,185	833	
1 1/2	Ch	AF-351		6.00/20 6 ply	32 x 6 8 ply	4	6	108	4,320	910	
1 1/2	Ch/Cowl/w/s	AF-351		6.00/20 6 ply	32 x 6 8 ply	4	6	108	4,360	907	
1 1/2	Ch/Cb	AF-351		6.00/20 6 ply	32 x 6 8 ply	4	6	108	4,995	1,140	
1 1/2	Ch	AF-352		6.00/20 6 ply	32 x 6 8 ply	4	6	133 1/2	4,380	910	
1 1/2	Ch/Cowl/w/s	AF-352		6.00/20 6 ply	32 x 6 8 ply	4	6	133 1/2	4,420	1,027	
1 1/2	Ch/Cb	AF-352		6.00/20 6 ply	32 x 6 8 ply	4	6	133 1/2	5,055	1,170	
1 1/2	Ch	AF-353		6.00/20 6 ply	32 x 6 8 ply	4	6	157 1/2	4,440	955	
1 1/2	Ch/Cowl/w/s	AF-353		6.00/20 6 ply	32 x 6 8 ply	4	6	157 1/2	4,480	1,042	
1 1/2	Ch/Cb	AF-353		6.00/20 6 ply	32 x 6 8 ply	4	6	157 1/2	5,115	1,185	
1 1/2	Ch	AF-354		6.00/20 6 ply	32 x 6 8 ply	4	6	175 1/2	4,520	980	
1 1/2	Ch/Cowl/w/s	AF-354		6.00/20 6 ply	32 x 6 8 ply	4	6	175 1/2	4,560	1,067	
1 1/2	Ch/Cb	AF-354		6.00/20 6 ply	32 x 6 8 ply	4	6	175 1/2	5,195	1,210	
1 1/2	Ch	AF-355		6.00/20 6 ply	32 x 6 8 ply	4	6	193 3/4	4,580	1,030	
1 1/2	Ch/Cowl/w/s	AF-355		6.00/20 6 ply	32 x 6 8 ply	4	6	193 3/4	4,620	1,117	
1 1/2	Ch/Cb	AF-355		6.00/20 6 ply	32 x 6 8 ply	4	6	193 3/4	5,255	1,280	
1 1/2	Ch	AF-401		001 to 201	6.00/20 6 ply	6.00/20 6 ply	6	6	108	4,500	1,095
1 1/2	Ch/Cowl/w/s	AF-401			6.00/20 6 ply	6.00/20 6 ply	6	6	108	4,540	1,182
1 1/2	Ch/Cb	AF-401			6.00/20 6 ply	6.00/20 6 ply	6	6	108	5,175	1,325
1 1/2	Ch	AF-402			6.00/20 6 ply	6.00/20 6 ply	6	6	133 1/2	4,530	1,125
1 1/2	Ch/Cowl/w/s	AF-402			6.00/20 6 ply	6.00/20 6 ply	6	6	133 1/2	4,570	1,212
1 1/2	Ch/Cb	AF-402			6.00/20 6 ply	6.00/20 6 ply	6	6	133 1/2	5,205	1,355
1 1/2	Ch	AF-403			6.00/20 6 ply	6.00/20 6 ply	6	6	157 1/2	4,600	1,149
1 1/2	Ch/Cowl/w/s	AF-403			6.00/20 6 ply	6.00/20 6 ply	6	6	157 1/2	4,640	1,237
1 1/2	Ch/Ch	AF-403			6.00/20 6 ply	6.00/20 6 ply	6	6	157 1/2	5,275	1,370
1 1/2	Ch	AF-404			6.00/20 6 ply	6.00/20 6 ply	6	6	175 1/2	4,640	1,165
1 1/2	Ch/Cowl/w/s	AF-404			6.00/20 6 ply	6.00/20 6 ply	6	6	175 1/2	4,680	1,252
1 1/2	Ch/Cb	AF-404			6.00/20 6 ply	6.00/20 6 ply	6	6	175 1/2	5,315	1,395
1 1/2	Ch	AF-405			6.00/20 6 ply	6.00/20 6 ply	6	6	193 3/4	4,700	1,190
1 1/2	Ch/Cowl/w/s	AF-405			6.00/20 6 ply	6.00/20 6 ply	6	6	193 3/4	4,740	1,277
1 1/2	Ch/Cb	AF-405	6.00/20 6 ply		6.00/20 6 ply	6	6	193 3/4	5,375	1,420	
1 1/2	Ch	AF-451	001 to 145		6.50/20 6 ply	6.50/20 6 ply	6	6	108	4,870	1,270
1 1/2	Ch/Cowl/w/s	AF-451			6.50/20 6 ply	6.50/20 6 ply	6	6	108	4,910	1,357
1 1/2	Ch/Ch	AF-451			6.50/20 6 ply	6.50/20 6 ply	6	6	108	5,545	1,500
1 1/2	Ch	AF-452			6.50/20 6 ply	6.50/20 6 ply	6	6	133 1/2	4,939	1,300
1 1/2	Ch/Cowl/w/s	AF-452			6.50/20 6 ply	6.50/20 6 ply	6	6	133 1/2	4,970	1,387
1 1/2	Ch/Cb	AF-452		6.50/20 6 ply	6.50/20 6 ply	6	6	133 1/2	5,605	1,530	
1 1/2	Ch	AF-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157 1/2	4,970	1,315	
1 1/2	Ch/Cowl/w/s	AF-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157 1/2	5,010	1,402	
1 1/2	Ch/Cb	AF-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157 1/2	5,645	1,545	
1 1/2	Ch	AF-454		6.50/20 6 ply	6.50/20 6 ply	6	6	175 1/2	5,080	1,340	
1 1/2	Ch/Cowl/w/s	AF-454		6.50/20 6 ply	6.50/20 6 ply	6	6	175 1/2	5,120	1,427	
1 1/2	Ch/Cb	AF-454		6.50/20 6 ply	6.50/20 6 ply	6	6	175 1/2	5,755	1,570	
1 1/2	Ch	AF-455		001 to 145	6.50/20 6 ply	6.50/20 6 ply	6	6	193 3/4	5,140	1,365
1 1/2	Ch/Cowl/w/s	AF-455			6.50/20 6 ply	6.50/20 6 ply	6	6	193 3/4	5,180	1,452
1 1/2	Ch/Cb	AF-455			6.50/20 6 ply	6.50/20 6 ply	6	6	193 3/4	5,815	1,595
2	Ch	AF-501	001 to 110	7.00/20 8 ply	7.00/20 8 ply	6	6	108	5,920	1,640	
2	Ch	AF-550		7.50/20 8 ply	7.50/20 8 ply	6	6	108	6,970	1,970	
2	Ch	AF-600		7.50/20 8 ply	7.50/20 8 ply	6	6	108	6,430	2,205	
2 1/2	Ch	AF-650	001 to 014	8.25/20 10 ply	8.25/20 10 ply	6	6	108	6,920	2,650	
3 1/2	Ch	AF-700		8.25/20 10 ply	8.25/20 10 ply	6	6	108	7,710	3,460	
4	Ch	AF-800	001 to 025	9.00/20 10 ply	9.00/20 10 ply	6	6	108	9,020	4,920	
5	Ch	AF-850		9.00/20 10 ply	9.00/20 10 ply	6	6	108	9,450	5,325	
2	Ch	A D F-500	001 to 040	7.00/20 8 ply	7.00/20 8 ply	6	3	108	6,740	3,475	
2	Ch	A D F-550		7.50/20 8 ply	7.50/20 8 ply	6	3	108	6,840	3,730	
2 1/2	Ch	A D F-600	001 to 009	7.50/20 8 ply	7.50/20 8 ply	6	3	108	7,350	4,090	
2 1/2	Ch	A D F-650		8.25/20 10 ply	8.25/20 10 ply	6	3	108	7,810	4,505	
3 1/2	Ch	A D F-700	001 to 012	8.25/20 10 ply	8.25/20 10 ply	6	4	108	8,670	5,610	
4	Ch	A D F-800		9.00/20 10 ply	9.00/20 10 ply	6	4	108	9,840	6,775	
5	Ch	A D F-850	001 to 008	9.00/20 10 ply	9.00/20 10 ply	6	4	108	10,250	7,110	

(6) 1940

CONVENTIONAL

1 1/2	Ch	AC-101	7375 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	113 1/2	2,260	\$460	
1 1/2	Ch/Cowl/w/s	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113 1/2	2,290	476	
1 1/2	Ch/Cb	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113 1/2	2,670	557	
1 1/2	Pickup	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113 1/2	2,905	590	
1 1/2	Pickup/Stk	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113 1/2	2,970	608	
1 1/2	Canopy	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113 1/2	3,115	705	
1 1/2	Canopy (screen sides)	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113 1/2	3,180	723	
1 1/2	Panel	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113 1/2	3,115	670	
1 1/2	Suburban	AC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	113 1/2	3,250	810	
1 1/2	Ch	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123 1/2	2,320	475	
1 1/2	Ch/Cowl/w/s	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123 1/2	2,350	491	
1 1/2	Ch/Cb	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123 1/2	2,710	572	
1 1/2	Pickup	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123 1/2	2,850	618	
1 1/2	Pickup/Stk	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123 1/2	3,055	638	
1 1/2	Panel	AC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	123 1/2	3,085	715	
1 1/2	Stake (Std. Racks)	AC-102	6.00/16 4 ply	6.00/16 4 ply	5	6	123 1/2	3,205	644		
1 1/2	Delivery	ACV-101	001 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	113 1/2	3,260	1,053	
1 1/2	Ch	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123 1/2	3,095	835	
1 1/2	Ch/Cb	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123 1/2	2,510	632	
1 1/2	Pickup	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123 1/2	2,900	678	
1 1/2	Pickup/Stk	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123 1/2	3,170	678	
1 1/2	Panel	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123 1/2	3,245	678	
1 1/2	Stake (Std. Racks)	AC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	123 1/2	3,395	775	
1 1/2	Ch	AC-252		2393 and up	7.00/16 6 ply	7.00/16 6 ply	5	6	123 1/2	3,450	704
1 1/2	Ch	AC-252			7.00/16 6 ply	7.00/16 6 ply	4	6	133	2,710	555
1 1/2	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) 1940—Continued

CONVENTIONAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base ¹	Base weight	F. o. b. list price
				Front	Rear	Number				
1	Ch/Cb	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,100	\$652
1	Pickup	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,415	729
1	Pickup/Stk	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,505	751
1	Canopy	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,690	867
1	Canopy (Screen sides)	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,775	887
1	Panel	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,730	826
1	Platform	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,670	708
1	Stake (Std. Racks)	AC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	133	3,920	734
1 1/2	Ch	AC-302	10015 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,450	575
1 1/2	Ch/Cb	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,840	672
1 1/2	Pickup	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,155	753
1 1/2	Pickup/Stk	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,245	775
1 1/2	Canopy	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,430	891
1 1/2	Canopy (Screen sides)	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,515	911
1 1/2	Panel	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,470	850
1 1/2	Platform	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,410	728
1 1/2	Stake (Std. Racks)	AC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	133	4,660	754
1 1/2	Ch	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	158 1/2	3,500	605
1 1/2	Ch/Cow/w/s	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	158 1/2	3,530	621
1 1/2	Ch/Cb	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	158 1/2	3,890	702
1 1/2	Platform	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	158 1/2	4,630	774
1 1/2	Stake (Std. Racks)	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	158 1/2	4,925	815
1 1/2	Stake/Exp	AC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	158 1/2	5,010	830
1 1/2	Ch	AC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	177 1/4	3,650	655
1 1/2	Ch/Cow/w/s	AC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	177 1/4	3,680	671
1 1/2	Ch/Cb	AC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	177 1/4	4,040	752
1 1/2	Ch (School Bus)	ACS-304		32 x 6 8 ply	32 x 6 8 ply	6	6	177 1/4	3,715	725
1 1/2	Ch (School Bus)	ACS-305		32 x 6 8 ply	32 x 6 8 ply	6	6	193 3/4	3,835	735
1 1/2	Ch	AC-352	1776 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	133 3/4	4,090	815
1 1/2	Ch/Cow/w/s	AC-352		6.00/20 6 ply	6.00/20 6 ply	6	6	133 3/4	4,120	831
1 1/2	Ch/Cb	AC-352		6.00/20 6 ply	6.00/20 6 ply	6	6	133 3/4	4,450	912
1 1/2	Ch	AC-353		6.00/20 6 ply	6.00/20 6 ply	6	6	157 3/4	4,140	845
1 1/2	Ch/Cow/w/s	AC-353		6.00/20 6 ply	6.00/20 6 ply	6	6	157 3/4	4,170	861
1 1/2	Ch/Cb	AC-353		6.00/20 6 ply	6.00/20 6 ply	6	6	157 3/4	4,530	942
1 1/2	Ch	AC-354		6.00/20 6 ply	6.00/20 6 ply	6	6	175 3/4	4,200	860
1 1/2	Ch/Cow/w/s	AC-354		6.00/20 6 ply	6.00/20 6 ply	6	6	175 3/4	4,230	876
1 1/2	Ch/Cb	AC-354		6.00/20 6 ply	6.00/20 6 ply	6	6	175 3/4	4,590	957
1 1/2	Ch	AC-355		6.00/20 6 ply	6.00/20 6 ply	6	6	193 3/4	4,270	910
1 1/2	Ch/Cow/w/s	AC-355		6.00/20 6 ply	6.00/20 6 ply	6	6	193 3/4	4,300	923
1 1/2	Ch/Cb	AC-355		6.00/20 6 ply	6.00/20 6 ply	6	6	193 3/4	4,660	1,007
1 1/2	Ch (School Bus)	ACS-356		6.00/20 6 ply	6.00/20 6 ply	6	6	205 3/4	4,380	945
1 1/2	Ch (School Bus)	ACS-357		6.00/20 6 ply	6.00/20 6 ply	6	6	220 3/4	4,420	970
1 1/2	Ch (4 x 4)	ACK-352	001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	133 3/4	4,650	1,980
1 1/2	Ch/Cow/w/s (4 x 4)	ACK-352		6.00/20 6 ply	6.00/20 6 ply	6	6	133 3/4	4,680	1,996
1 1/2	Ch/Cb (4 x 4)	ACK-352		6.00/20 6 ply	6.00/20 6 ply	6	6	133 3/4	5,040	2,077
1 1/2	Ch (4 x 4)	ACK-353		6.00/20 6 ply	6.00/20 6 ply	6	6	157 3/4	4,720	2,010
1 1/2	Ch/Cow/w/s (4 x 4)	ACK-353	001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	157 3/4	4,750	2,023
1 1/2	Ch/Cb (4 x 4)	ACK-353		6.00/20 6 ply	6.00/20 6 ply	6	6	157 3/4	5,110	2,107
1 1/2	Ch	AC-402	2462 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	133 3/4	4,270	950
1 1/2	Ch/Cow/w/s	AC-402		6.00/20 6 ply	6.00/20 6 ply	6	6	133 3/4	4,300	966
1 1/2	Ch/Cb	AC-402		6.00/20 6 ply	6.00/20 6 ply	6	6	133 3/4	4,660	1,047
1 1/2	Ch	AC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157 3/4	4,330	980
1 1/2	Ch/Cow/w/s	AC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157 3/4	4,360	996
1 1/2	Ch/Cb	AC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157 3/4	4,720	1,077
1 1/2	Ch	AC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	175 3/4	4,380	995
1 1/2	Ch/Cow/w/s	AC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	175 3/4	4,410	1,011
1 1/2	Ch/Cb	AC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	175 3/4	4,770	1,092
1 1/2	Ch	AC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193 3/4	4,450	1,020
1 1/2	Ch/Cow/w/s	AC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193 3/4	4,480	1,036
1 1/2	Ch/Cb	AC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193 3/4	4,840	1,117
1 1/2	Ch (School Bus)	ACS-406		6.00/20 6 ply	6.00/20 6 ply	6	6	205 3/4	4,530	1,080
1 1/2	Ch (School Bus)	ACS-407		6.00/20 6 ply	6.00/20 6 ply	6	6	220 3/4	4,570	1,105
1 1/2	Ch	AC-452	1332 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	133 3/4	4,660	1,125
1 1/2	Ch/Cow/w/s	AC-452		6.50/20 6 ply	6.50/20 6 ply	6	6	133 3/4	4,690	1,141
1 1/2	Ch/Cb	AC-452		6.50/20 6 ply	6.50/20 6 ply	6	6	133 3/4	5,050	1,222
1 1/2	Ch	AC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157 3/4	4,720	1,155
1 1/2	Ch/Cow/w/s	AC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157 3/4	4,750	1,171
1 1/2	Ch/Cb	AC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157 3/4	5,110	1,252
1 1/2	Ch	AC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	175 3/4	4,760	1,170
1 1/2	Ch/Cow/w/s	AC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	175 3/4	4,790	1,186
1 1/2	Ch/Cb	AC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	175 3/4	5,150	1,267
1 1/2	Ch	AC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	193 3/4	4,830	1,195
1 1/2	Ch/Cow/w/s	AC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	193 3/4	4,860	1,211
1 1/2	Ch/Cb	AC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	193 3/4	5,220	1,292
1 1/2	Ch (School Bus)	ACS-457		6.50/20 6 ply	6.50/20 6 ply	6	6	220 3/4	5,015	1,325
1 1/2	Ch (School Bus)	ACS-458		6.50/20 6 ply	6.50/20 6 ply	6	6	250	5,030	1,351
2	Ch	AC-500	662 to 1598	7.00/20 8 ply	7.00/20 8 ply	6	6	135	5,690	1,465
2	Ch (School Bus)	ACS-500		7.00/20 8 ply	7.00/20 8 ply	6	6	224	6,235	1,650
2	Ch	ACR-520	001 to 131	7.50/20 8 ply	7.50/20 8 ply	6	6	136	5,820	1,660
2	Ch	AC-550	282 to 535	7.50/20 8 ply	7.50/20 8 ply	6	6	136	5,790	1,795
2 1/2	Ch	AC-600	495 to 1037	7.50/20 8 ply	7.50/20 8 ply	6	6	136	6,480	2,010
2 1/2	Ch	AC-650	099 to 203	8.25/20 10 ply	8.25/20 10 ply	6	6	136	6,980	2,455
3 1/2	Ch	AC-700	269 to 588	8.25/20 10 ply	8.25/20 10 ply	6	6	136	7,650	3,295
3 1/2	Ch	ACR-720	010 to 077	8.25/20 10 ply	8.25/20 10 ply	6	6	136	8,030	3,815
4	Ch	ACR-750	001 to 004	8.25/20 10 ply	8.25/20 10 ply	6	6	136	8,960	4,640
4	Ch (dump)	AC-773	020 to 041	9.00/20 10 ply	9.00/20 10 ply	6	6	160	8,620	4,125
4	Ch	AC-800	058 to 132	9.00/20 10 ply	9.00/20 10 ply	6	6	136	8,950	4,695
5	Ch	AC-850	084 to 144	9.00/20 10 ply	9.00/20 10 ply	6	6	136	9,480	5,215
5	Ch (dump)	ACX-874	003 to 017	9.00/20 10 ply	9.00/20 10 ply	6	6	166	10,465	5,800
6	Ch (dump)	ACX-894	004 to 016	10.50/24 12 ply	10.50/24 12 ply	6	6	166	12,775	6,915

CONVENTIONAL—(3RD AXLE)

Ch. (4 x 4)	ACKW-353	001 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	162	6,520	\$9,045
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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				
	Ch.	ADC-500	041 to 077	7.00/20 8 ply	7.00/20 8 ply	6	3	1136	6,510	\$3,000
	Ch.	ADCR-520	001 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	1136	6,950	3,385
	Ch.	ADC-550	001 to 003	7.50/20 8 ply	7.50/20 8 ply	6	3	1136	6,825	3,318
	Ch.	ADC-600	050 to 078	7.50/20 8 ply	7.50/20 8 ply	6	3	1136	7,370	3,595
	Ch.	ADC-650	002 to 005	8.25/20 10 ply	8.25/20 10 ply	6	3	1136	7,730	4,013
	Ch.	ADC-700	052 to 092	8.25/20 10 ply	8.25/20 10 ply	6	4	1136	8,600	5,185
	Ch.	ADCR-720	001 to 007	8.25/20 10 ply	8.25/20 10 ply	6	4	1136	8,830	5,355
	Ch.	ADCR-750	001 to 004	8.25/20 10 ply	8.25/20 10 ply	6	4	1136	9,670	5,990
	Ch (dump)	ADC-773	001 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	1160	9,785	6,075
	Ch.	ADC-800	031 to 045	9.00/20 10 ply	9.00/20 10 ply	6	4	1136	9,730	6,350
	Ch.	ADC-850	017 to 021	9.00/20 10 ply	9.00/20 10 ply	6	4	1136	10,280	6,800
	Ch (dump)	ADCX-874	001 to 011	9.00/20 10 ply	9.00/20 10 ply	6	4	1166	11,325	7,385
	Ch (dump)	ADCX-894	002 to 024	10.50/24 12 ply	10.50/24 12 ply	6	4	1166	13,640	8,500

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				
1 1/2	Dly.	AF-241	001 to 127	7.00/16 6 ply	7.00/16 6 ply	4	6	112	4,630	\$1,365
1 1/2	Sp. Dly.	AF-241	001 to 172	7.00/16 6 ply	7.00/16 6 ply	4	6	100	4,955	1,435
1 1/2	Ch/Cowl	AF-311	637 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	107 3/4	3,725	674
1 1/2	Ch/Cowl/w/s.	AF-311		6.00/20 6 ply	32 x 6 8 ply	4	6	107 3/4	3,755	690
1 1/2	Ch/Cb.	AF-311		6.00/20 6 ply	32 x 6 8 ply	4	6	107 3/4	4,075	818
1 1/2	Platform	AF-311		6.00/20 6 ply	32 x 6 8 ply	4	6	107 3/4	4,645	874
1 1/2	Stake (Std. Racks)	AF-311		6.00/20 6 ply	32 x 6 8 ply	4	6	107 3/4	4,895	900
1 1/2	Ch/Cowl	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	3,795	699
1 1/2	Ch/Cowl/w/s.	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	3,825	715
1 1/2	Ch/Cb.	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	4,145	843
1 1/2	Platform	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	4,885	914
1 1/2	Stake (Std. Racks)	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	5,180	955
1 1/2	Stake/Exp.	AF-312		6.00/20 6 ply	32 x 6 8 ply	4	6	131 1/2	5,265	970
1 1/2	Ch/Cowl	AF-313		6.00/20 6 ply	32 x 6 8 ply	4	6	156 3/4	3,855	724
1 1/2	Ch/Cowl/w/s.	AF-313		6.00/20 6 ply	32 x 6 8 ply	4	6	156 3/4	3,885	740
1 1/2	Ch/Cb.	AF-313		6.00/20 6 ply	32 x 6 8 ply	4	6	156 3/4	4,205	898
1 1/2	Ch.	AF-351	183 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	108	4,320	910
1 1/2	Ch/Cb.	AF-351		6.00/20 6 ply	32 x 6 8 ply	4	6	108	4,995	1,140
1 1/2	Ch.	AF-352		6.00/20 6 ply	32 x 6 8 ply	4	6	133 3/4	4,380	940
1 1/2	Ch/Cb.	AF-352		6.00/20 6 ply	32 x 6 8 ply	4	6	133 3/4	5,055	1,170
1 1/2	Ch.	AF-353		6.00/20 6 ply	32 x 6 8 ply	4	6	157 3/4	4,440	955
1 1/2	Ch/Cb.	AF-353		6.00/20 6 ply	32 x 6 8 ply	4	6	157 3/4	5,115	1,185
1 1/2	Ch.	AF-354		6.00/20 6 ply	32 x 6 8 ply	4	6	175 3/4	4,520	990
1 1/2	Ch/Cb.	AF-354	183 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	175 3/4	5,195	1,210
1 1/2	Ch.	AF-355		6.00/20 6 ply	32 x 6 8 ply	4	6	193 3/4	4,580	1,030
1 1/2	Ch/Cb.	AF-355		6.00/20 6 ply	32 x 6 8 ply	4	6	193 3/4	5,255	1,260
1 1/2	Ch.	AF-361	601 to 130	6.00/20 6 ply	32 x 6 8 ply	4	6	107 3/4	4,954	954
1 1/2	Ch/Cowl/w/s.	AF-361		6.00/20 6 ply	32 x 6 8 ply	4	6	107 3/4	4,460	970
1 1/2	Ch/Cb.	AF-361		6.00/20 6 ply	32 x 6 8 ply	4	6	107 3/4	4,780	1,028
1 1/2	Ch.	AF-362		6.00/20 6 ply	32 x 6 8 ply	4	6	133 3/4	4,490	984
1 1/2	Ch/Cowl/w/s.	AF-362		6.00/20 6 ply	32 x 6 8 ply	4	6	133 3/4	4,520	1,000
1 1/2	Ch/Cb.	AF-362		6.00/20 6 ply	32 x 6 8 ply	4	6	133 3/4	4,840	1,128
1 1/2	Ch.	AF-363		6.00/20 6 ply	32 x 6 8 ply	4	6	157 3/4	4,550	999
1 1/2	Ch/Cowl/w/s.	AF-363		6.00/20 6 ply	32 x 6 8 ply	4	6	157 3/4	4,580	1,015
1 1/2	Ch/Cb.	AF-363		6.00/20 6 ply	32 x 6 8 ply	4	6	157 3/4	4,900	1,143
1 1/2	Ch.	AF-364		6.00/20 6 ply	32 x 6 8 ply	4	6	175 3/4	4,670	1,024
1 1/2	Ch/Cowl/w/s.	AF-364		6.00/20 6 ply	32 x 6 8 ply	4	6	175 3/4	4,700	1,040
1 1/2	Ch/Cb.	AF-364		6.00/20 6 ply	32 x 6 8 ply	4	6	175 3/4	5,020	1,168
1 1/2	Ch.	AF-365		6.00/20 6 ply	32 x 6 8 ply	4	6	193 3/4	4,800	1,074
1 1/2	Ch/Cowl/w/s.	AF-365		6.00/20 6 ply	32 x 6 8 ply	4	6	193 3/4	4,830	1,090
1 1/2	Ch/Cb.	AF-365		6.00/20 6 ply	32 x 6 8 ply	4	6	193 3/4	5,150	1,218
1 1/2	Ch.	AF-401	202 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	108	4,500	1,055
1 1/2	Ch/Cowl/w/s.	AF-401		6.00/20 6 ply	6.00/20 6 ply	6	6	108	4,540	1,182
1 1/2	Ch/Cb.	AF-401		6.00/20 6 ply	6.00/20 6 ply	6	6	108	5,175	1,325
1 1/2	Ch.	AF-402		6.00/20 6 ply	6.00/20 6 ply	6	6	133 3/4	4,530	1,125
1 1/2	Ch/Cowl/w/s.	AF-402		6.00/20 6 ply	6.00/20 6 ply	6	6	133 3/4	4,570	1,212
1 1/2	Ch/Cb.	AF-402		6.00/20 6 ply	6.00/20 6 ply	6	6	133 3/4	5,235	1,355
1 1/2	Ch.	AF-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157 3/4	4,600	1,140
1 1/2	Ch/Cowl/w/s.	AF-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157 3/4	4,640	1,227
1 1/2	Ch/Cb.	AF-403		6.00/20 6 ply	6.00/20 6 ply	6	6	157 3/4	5,275	1,370
1 1/2	Ch.	AF-404		6.00/20 6 ply	6.00/20 6 ply	6	6	175 3/4	4,640	1,165
1 1/2	Ch/Cowl/w/s.	AF-404		6.00/20 6 ply	6.00/20 6 ply	6	6	175 3/4	4,680	1,252
1 1/2	Ch/Cb.	AF-404		6.00/20 6 ply	6.00/20 6 ply	6	6	175 3/4	5,315	1,395
1 1/2	Ch.	AF-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193 3/4	4,700	1,190
1 1/2	Ch/Cowl/w/s.	AF-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193 3/4	4,740	1,277
1 1/2	Ch/Cb.	AF-405		6.00/20 6 ply	6.00/20 6 ply	6	6	193 3/4	5,375	1,420
1 1/2	Ch.	AF-411	001 to 121	6.00/20 6 ply	6.00/20 6 ply	6	6	107 3/4	4,650	1,139
1 1/2	Ch/Cowl/w/s.	AF-411		6.00/20 6 ply	6.00/20 6 ply	6	6	107 3/4	4,680	1,155
1 1/2	Ch/Cb.	AF-411		6.00/20 6 ply	6.00/20 6 ply	6	6	107 3/4	5,000	1,283
1 1/2	Ch.	AF-412		6.00/20 6 ply	6.00/20 6 ply	6	6	133 3/4	4,720	1,169
1 1/2	Ch/Cowl/w/s.	AF-412		6.00/20 6 ply	6.00/20 6 ply	6	6	133 3/4	4,750	1,185
1 1/2	Ch/Cb.	AF-412		6.00/20 6 ply	6.00/20 6 ply	6	6	133 3/4	5,070	1,313
1 1/2	Ch.	AF-413		6.00/20 6 ply	6.00/20 6 ply	6	6	157 3/4	4,820	1,184
1 1/2	Ch/Cowl/w/s.	AF-413		6.00/20 6 ply	6.00/20 6 ply	6	6	157 3/4	4,850	1,200
1 1/2	Ch/Cb.	AF-413		6.00/20 6 ply	6.00/20 6 ply	6	6	157 3/4	5,170	1,328
1 1/2	Ch.	AF-414		6.00/20 6 ply	6.00/20 6 ply	6	6	175 3/4	4,860	1,209
1 1/2	Ch/Cowl/w/s.	AF-414		6.00/20 6 ply	6.00/20 6 ply	6	6	175 3/4	4,890	1,225
1 1/2	Ch/Cb.	AF-414		6.00/20 6 ply	6.00/20 6 ply	6	6	175 3/4	5,210	1,353
1 1/2	Ch.	AF-415		6.00/20 6 ply	6.00/20 6 ply	6	6	193 3/4	4,920	1,234
1 1/2	Ch/Cowl/w/s.	AF-415		6.00/20 6 ply	6.00/20 6 ply	6	6	193 3/4	4,960	1,259
1 1/2	Ch/Cb.	AF-415		6.00/20 6 ply	6.00/20 6 ply	6	6	193 3/4	5,280	1,378
1 1/2	Ch.	AF-451	146 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	108	4,870	1,271
1 1/2	Ch/Cowl/w/s.	AF-451		6.50/20 6 ply	6.50/20 6 ply	6	6	108	4,910	1,357
1 1/2	Ch/Cb.	AF-451		6.50/20 6 ply	6.50/20 6 ply	6	6	108	5,545	1,500
1 1/2	Ch.	AF-452		6.50/20 6 ply	6.50/20 6 ply	6	6	133 3/4	4,930	1,307
1 1/2	Ch/Cowl/w/s.	AF-452		6.50/20 6 ply	6.50/20 6 ply	6	6	133 3/4	4,970	1,394
1 1/2	Ch/Cb.	AF-452		6.50/20 6 ply	6.50/20 6 ply	6	6	133 3/4	5,605	1,530
1 1/2	Ch.	AF-453		6.50/20 6 ply	6.50/20 6 ply	6	6	157 3/4	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				
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	1,340
1½	Ch/Cowl/w/s.	AF-454		6.50/20 6 ply	6.50/20 6 ply	6	6	175¾	5,120	1,427
1½	Ch/Cb.	AF-454		6.50/20 6 ply	6.50/20 6 ply	6	6	175¾	5,755	1,570
1½	Ch.	AF-455		6.50/20 6 ply	6.50/20 6 ply	6	6	193¾	5,140	1,365
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
1½	Ch/Cowl.	AF-461	001 to 089	6.50/20 6 ply	6.50/20 6 ply	6	6	107½	4,900	1,314
1½	Ch/Cowl/w/s.	AF-461		6.50/20 6 ply	6.50/20 6 ply	6	6	107½	4,930	1,330
1½	Ch/Cb.	AF-461		6.50/20 6 ply	6.50/20 6 ply	6	6	107½	5,250	1,454
1½	Ch/Cowl.	AF-462		6.50/20 6 ply	6.50/20 6 ply	6	6	133¾	4,960	1,344
1½	Ch/Cowl/w/s.	AF-462		6.50/20 6 ply	6.50/20 6 ply	6	6	133¾	5,020	1,360
1½	Ch/Cb.	AF-462		6.50/20 6 ply	6.50/20 6 ply	6	6	133¾	5,340	1,488
1½	Ch/Cowl.	AF-463		6.50/20 6 ply	6.50/20 6 ply	6	6	157¾	5,080	1,350
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	158¾	5,430	1,503
1½	Ch/Cowl.	AF-464		6.50/20 6 ply	6.50/20 6 ply	6	6	175¾	5,130	1,384
1½	Ch/Cowl/w/s.	AF-464		6.50/20 6 ply	6.50/20 6 ply	6	6	175¾	5,160	1,400
1½	Ch/Cb.	AF-464		6.50/20 6 ply	6.50/20 6 ply	6	6	175¾	5,480	1,528
1½	Ch/Cowl.	AF-465		6.50/20 6 ply	6.50/20 6 ply	6	6	193¾	5,200	1,409
1½	Ch/Cowl/w/s.	AF-465		6.50/20 6 ply	6.50/20 6 ply	6	6	193¾	5,230	1,425
1½	Ch/Cb.	AF-465		6.50/20 6 ply	6.50/20 6 ply	6	6	193¾	5,550	1,553
2	Ch.	AF-500	109 to 265	7.00/20 8 ply	7.00/20 8 ply	6	6	1108	5,920	1,640
2	Ch.	AFR-520	001 to 022	7.00/20 8 ply	7.00/20 8 ply	6	6	1108	6,040	1,835
2	Ch.	AF-550	034 to 073	7.50/20 8 ply	7.50/20 8 ply	6	6	1108	5,970	1,970
2½	Ch.	AF-600	062 to 163	7.50/20 8 ply	7.50/20 8 ply	6	6	1108	6,430	2,205
2½	Ch.	AF-650	015 to 041	8.25/20 10 ply	8.25/20 10 ply	6	6	1108	6,920	2,650
3½	Ch.	AF-700	180 to 272	8.25/20 10 ply	8.25/20 10 ply	6	6	1108	7,710	3,460
3½	Ch.	AFR-720	001 to 022	8.25/20 10 ply	8.25/20 10 ply	6	6	1108	8,190	4,040
4	Ch.	AFR-750	001 to 004	8.25/20 10 ply	8.25/20 10 ply	6	6	1108	8,970	4,815
4	Ch.	AF-800	026 to 062	9.00/20 10 ply	9.00/20 10 ply	6	6	1108	9,020	4,920
5	Ch.	AF-850	088 to 174	9.00/20 10 ply	9.00/20 10 ply	6	6	1108	9,450	5,325

CAB OVER ENGINE—(DIESEL)

Ch.	ADF-500	007 to 020	7.00/20 8 ply	7.00/20 8 ply	6	3	1108	6,740	\$3,157
Ch.	ADFR-520	001 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	1108	7,090	3,560
Ch.	ADF-550	003 and up	7.50/20 8 ply	7.50/20 8 ply	6	3	1108	7,055	3,493
Ch.	ADF-600	010 to 043	7.50/20 8 ply	7.50/20 8 ply	6	3	1108	7,330	3,790
Ch.	ADF-650	001 to 003	8.25/20 10 ply	8.25/20 10 ply	6	3	1108	7,665	4,208
Ch.	ADF-700	013 to 024	8.25/20 10 ply	8.25/20 10 ply	6	4	1108	8,670	5,410
Ch.	ADFR-720	001 to 008	8.25/20 10 ply	8.25/20 10 ply	6	4	1108	8,960	5,580
Ch.	ADFR-750	001 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	1108	9,700	6,165
Ch.	ADF-800	007 to 009	9.00/20 10 ply	9.00/20 10 ply	6	4	1108	9,840	6,575
Ch.	ADF-850	009 to 070	9.00/20 10 ply	9.00/20 10 ply	6	4	1108	10,250	6,910

(7) 1941

CONVENTIONAL

1½	Ch.	CC-101	001 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	115	2,390	\$515
1½	Ch/Cowl/w/s.	CC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	115	2,420	530
1½	Ch/Cb.	CC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	115	2,780	615
1½	Pick-up	CC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	115	3,015	648
1½	Pick-up/Stk.	CC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	115	3,080	666
1½	Canopy Exp.	CC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	115	3,245	765
1½	Canopy (Screen Sides)	CC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	115	3,310	790
1½	Panel	CC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	115	3,245	730
1½	Suburban	CC-101		6.00/16 4 ply	6.00/16 4 ply	5	6	115	3,380	875
1½	Ch.	CC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	125¼	2,440	530
1½	Ch/Cowl/w/s.	CC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	125¼	2,470	545
1½	Ch/Cb.	CC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	125¼	2,830	630
1½	Pick-up	CC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	125¼	3,100	675
1½	Pick-up/Stk.	CC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	125¼	3,175	695
1½	Panel	CC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	125¼	3,355	775
1½	Stake (Std. Raeks)	CC-102		6.00/16 4 ply	6.00/16 4 ply	5	6	125¼	3,380	700
1½	Dly.	ACV-101	215 and up	6.00/16 6 ply	6.00/16 6 ply	4	6	113½	3,695	1,035
1½	Dly.	CCV-101	001 to 224	6.00/16 6 ply	6.00/16 6 ply	4	6	115	3,810	1,100
1½	Ch.	CC-152	001 to 5353	7.00/15 6 ply	7.00/15 6 ply	5	6	125¼	2,470	595
1½	Ch/Cowl/w/s.	CC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	125¼	2,500	610
1½	Ch/Cb.	CC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	125¼	2,890	695
1½	Pick-up	CC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	125¼	3,160	740
1½	Pick-up/Stk.	CC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	125¼	3,235	760
1½	Panel	CC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	125¼	3,355	840
1½	Stake (Std. Raeks)	CC-152		7.00/15 6 ply	7.00/15 6 ply	5	6	125¼	3,440	765
1	Ch.	CC-251	001 to 4357	7.00/16 6 ply	7.00/16 6 ply	4	6	115	2,600	620
1	Ch/Cowl/w/s.	CC-251		7.00/16 6 ply	7.00/16 6 ply	4	6	115	2,630	635
1	Ch/Cb.	CC-251		7.00/16 6 ply	7.00/16 6 ply	4	6	115	2,990	720
1	Ch.	CCX-252		7.00/16 6 ply	7.00/16 6 ply	4	6	125¼	2,775	620
1	Ch/Cowl/w/s.	CCX-252		7.00/16 6 ply	7.00/16 6 ply	4	6	125¼	2,805	635
1	Ch/Cb.	CCX-252		7.00/16 6 ply	7.00/16 6 ply	4	6	125¼	3,165	720
1½	Ch.	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	2,800	620
1½	Ch/Cowl/w/s.	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	2,830	635
1½	Ch/Cb.	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,190	720
1½	Pick-up	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,505	800
1½	Pick-up/Stk.	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,595	822
1½	Canopy Exp.	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,780	940
1½	Canopy (Screen Sides)	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,865	967
1½	Panel	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134½	3,820	900
1½	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					
1/2	Stakes (Std. Racks)	CC-252	001 to 1530	7.00/16 6 ply	7.00/16 6 ply	4	6	134 1/2	4,010	\$800	
1	Ch	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134 1/2	3,270	635	
1	Ch/Cowl/w/s	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134 1/2	3,300	650	
1	Ch/Cb	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134 1/2	3,660	735	
1	Pick-up	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134 1/2	3,975	815	
1	Pick-up/Stk	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134 1/2	4,065	837	
1	Canopy Exp	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134 1/2	4,250	955	
1	Canopy (Screen Sides)	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134 1/2	4,335	982	
1	Panel	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134 1/2	4,290	915	
1	Platform	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134 1/2	4,230	790	
1	Stake (Std. Racks)	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134 1/2	4,480	815	
1 1/2	Ch	CC-302		001 to 16276	6.00/20 6 ply	32 x 6 8 ply	4	6	134 1/2	3,500	645
1 1/2	Ch/Cowl/w/s	CC-302			6.00/20 6 ply	32 x 6 8 ply	4	6	134 1/2	3,530	660
1 1/2	Ch/Cb	CC-302			6.00/20 6 ply	32 x 6 8 ply	4	6	134 1/2	3,890	745
1 1/2	Pick-up	CC-302			6.00/20 6 ply	32 x 6 8 ply	4	6	134 1/2	4,205	825
1 1/2	Pick-up/Stk	CC-302	6.00/20 6 ply		32 x 6 8 ply	4	6	134 1/2	4,295	847	
1 1/2	Canopy Exp	CC-302	6.00/20 6 ply		32 x 6 8 ply	4	6	134 1/2	4,480	965	
1 1/2	Canopy (Screen Sides)	CC-302	6.00/20 6 ply		32 x 6 8 ply	4	6	134 1/2	4,565	992	
1 1/2	Panel	CC-302	6.00/20 6 ply		32 x 6 8 ply	4	6	134 1/2	4,520	925	
1 1/2	Platform	CC-302	6.00/20 6 ply		32 x 6 8 ply	4	6	134 1/2	4,460	860	
1 1/2	Stake (Std. Racks)	CC-302	6.00/20 6 ply		32 x 6 8 ply	4	6	134 1/2	4,710	825	
1 1/2	Ch	CC-303	6.00/20 6 ply		32 x 6 8 ply	4	6	160	3,750	675	
1 1/2	Ch/Cowl/w/s	CC-303	6.00/20 6 ply		32 x 6 8 ply	4	6	160	3,780	680	
1 1/2	Ch/Cb	CC-303	6.00/20 6 ply		32 x 6 8 ply	4	6	160	4,140	775	
1 1/2	Platform	CC-303	6.00/20 6 ply		32 x 6 8 ply	4	6	160	4,880	845	
1 1/2	Stake (Std. Racks)	CC-303	6.00/20 6 ply		32 x 6 8 ply	4	6	160	5,175	845	
1 1/2	Stake/Exp	CC-303	6.00/20 6 ply	32 x 6 8 ply	4	6	160	5,260	900		
1 1/2	Ch	CC-304	001 to 1321	6.00/20 6 ply	32 x 6 8 ply	4	6	178 3/4	3,910	725	
1 1/2	Ch/Cowl/w/s	CC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	178 3/4	3,940	740	
1 1/2	Ch/Cb	CC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	178 3/4	4,300	825	
1 1/2	Ch (School Bus)	CCS-304		32 x 6 8 ply	32 x 6 8 ply	6	6	178 3/4	4,045	795	
1 1/2	Ch (School Bus)	CCS-305		32 x 6 8 ply	32 x 6 8 ply	6	6	195 1/2	4,225	805	
1 1/2	Ch	CC-352		6.00/20 6 ply	32 x 6 8 ply	4	6	135 1/2	4,230	865	
1 1/2	Ch/Cowl/w/s	CC-352		6.00/20 6 ply	32 x 6 8 ply	4	6	135 1/2	4,260	880	
1 1/2	Ch/Cb	CC-353		6.00/20 6 ply	32 x 6 8 ply	4	6	159 1/2	4,620	965	
1 1/2	Ch/Cowl/w/s	CC-353		6.00/20 6 ply	32 x 6 8 ply	4	6	159 1/2	4,290	895	
1 1/2	Ch/Cb	CC-353		6.00/20 6 ply	32 x 6 8 ply	4	6	159 1/2	4,320	910	
1 1/2	Ch	CC-354		001 to 1321	6.00/20 6 ply	32 x 6 8 ply	4	6	174 1/2	4,630	925
1 1/2	Ch/Cowl/w/s	CC-354			6.00/20 6 ply	32 x 6 8 ply	4	6	174 1/2	4,410	910
1 1/2	Ch/Cb	CC-354			6.00/20 6 ply	32 x 6 8 ply	4	6	174 1/2	4,440	925
1 1/2	Ch	CC-355			6.00/20 6 ply	32 x 6 8 ply	4	6	195 1/2	4,800	1,010
1 1/2	Ch/Cowl/w/s	CC-355			6.00/20 6 ply	32 x 6 8 ply	4	6	195 1/2	4,540	960
1 1/2	Ch/Cb	CC-355	6.00/20 6 ply		32 x 6 8 ply	4	6	195 1/2	4,580	975	
1 1/2	Ch (School Bus)	CCS-356	6.00/20 6 ply		32 x 6 8 ply	4	6	195 1/2	4,930	1,060	
1 1/2	Ch (School Bus)	CCS-357	6.00/20 6 ply		6.00/20 6 ply	6	6	207 1/2	4,795	1,025	
1 1/2	Ch	ACK-352	6.00/20 6 ply		6.00/20 6 ply	6	6	222 1/2	4,845	1,050	
1 1/2	Ch (4 x 4)	ACK-352	6.00/20 6 ply		6.00/20 6 ply	6	6	133 3/4	4,650	2,110	
1 1/2	Ch (Cowl/w/s (4 x 4))	ACK-352	6.00/20 6 ply		6.00/20 6 ply	6	6	133 3/4	4,680	2,125	
1 1/2	Ch/Cb (4 x 4)	ACK-352	6.00/20 6 ply		6.00/20 6 ply	6	6	133 3/4	5,040	2,210	
1 1/2	Ch (4 x 4)	ACK-353	6.00/20 6 ply		6.00/20 6 ply	6	6	157 1/2	4,720	2,110	
1 1/2	Ch/Cowl/w/s (4 x 4)	ACK-353	6.00/20 6 ply		6.00/20 6 ply	6	6	157 1/2	4,750	2,155	
1 1/2	Ch/Cb (4 x 4)	ACK-353	6.00/20 6 ply		6.00/20 6 ply	6	6	157 1/2	5,110	2,240	
1 1/2	Ch	CC-402	001 to 1912	6.00/20 6 ply	6.00/20 6 ply	6	6	135 1/2	4,440	985	
1 1/2	Ch/Cowl/w/s	CC-402		6.00/20 6 ply	6.00/20 6 ply	6	6	135 1/2	4,470	1,000	
1 1/2	Ch/Cb	CC-402		6.00/20 6 ply	6.00/20 6 ply	6	6	135 1/2	4,830	1,085	
1 1/2	Ch	CC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	159 1/2	4,570	1,015	
1 1/2	Ch/Cowl/w/s	CC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	159 1/2	4,600	1,030	
1 1/2	Ch/Cb	CC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	159 1/2	4,960	1,115	
1 1/2	Ch	CC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	177 1/2	4,610	1,030	
1 1/2	Ch/Cowl/w/s	CC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	177 1/2	4,640	1,045	
1 1/2	Ch/Cb	CC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	177 1/2	5,000	1,130	
1 1/2	Ch	CC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	195 1/2	4,820	1,055	
1 1/2	Ch/Cowl/w/s	CC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	195 1/2	4,850	1,070	
1 1/2	Ch/Cb	CC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	195 1/2	5,210	1,155	
1 1/2	Ch (School Bus)	CCS-406		6.00/20 6 ply	6.00/20 6 ply	6	6	207 1/2	4,990	1,125	
1 1/2	Ch (School Bus)	CCS-407		6.00/20 6 ply	6.00/20 6 ply	6	6	222 1/2	5,045	1,150	
1 1/2	Ch	CC-452		001 to 1270	6.50/20 6 ply	6.50/20 6 ply	6	6	135 1/2	4,730	1,225
1 1/2	Ch/Cowl/w/s	CC-452	6.50/20 6 ply		6.50/20 6 ply	6	6	135 1/2	4,760	1,240	
1 1/2	Ch/Cb	CC-452	6.50/20 6 ply		6.50/20 6 ply	6	6	135 1/2	5,120	1,325	
1 1/2	Ch	CC-453	6.50/20 6 ply		6.50/20 6 ply	6	6	159 1/2	4,860	1,255	
1 1/2	Ch/Cowl/w/s	CC-453	6.50/20 6 ply		6.50/20 6 ply	6	6	159 1/2	4,800	1,270	
1 1/2	Ch/Cb	CC-453	6.50/20 6 ply		6.50/20 6 ply	6	6	159 1/2	5,250	1,355	
1 1/2	Ch	CC-454	6.50/20 6 ply		6.50/20 6 ply	6	6	177 1/2	4,900	1,270	
1 1/2	Ch/Cowl/w/s	CC-454	6.50/20 6 ply		6.50/20 6 ply	6	6	177 1/2	4,930	1,285	
1 1/2	Ch/Cb	CC-454	6.50/20 6 ply		6.50/20 6 ply	6	6	177 1/2	5,290	1,370	
1 1/2	Ch	CC-455	6.50/20 6 ply		6.50/20 6 ply	6	6	195 1/2	5,110	1,295	
1 1/2	Ch/Cowl/w/s	CC-455	6.50/20 6 ply		6.50/20 6 ply	6	6	195 1/2	5,140	1,310	
1 1/2	Ch/Cb	CC-455	6.50/20 6 ply		6.50/20 6 ply	6	6	195 1/2	5,500	1,395	
1 1/2	Ch (School Bus)	CCS-457	6.50/20 6 ply		6.50/20 6 ply	6	6	222 1/2	5,335	1,435	
1 1/2	Ch (School Bus)	CCS-458	6.50/20 6 ply		6.50/20 6 ply	6	6	251 1/2	5,345	1,460	
2	Ch	AC-500	1590 up		7.00/20 8 ply	7.00/20 8 ply	6	6	136	5,690	2,165
2	Ch (School Bus)	ACS-500	126 up	7.00/20 8 ply	7.00/20 8 ply	6	6	224	6,045	2,180	
2	Ch (Tr.)	ACR-520	536 up	7.00/20 8 ply	7.00/20 8 ply	6	6	136	5,820	2,180	
2	Ch	AC-550	983 up	7.50/20 8 ply	7.50/20 8 ply	6	6	136	5,790	2,195	
2 1/2	Ch	AC-600	006 up	7.50/20 8 ply	7.50/20 8 ply	6	6	136	6,480	2,185	
2 1/2	Ch (Tr.)	ACR-620	203 up	7.50/20 8 ply	7.50/20 8 ply	6	6	136	7,130	2,270	
2 1/2	Ch	AC-650	589 up	8.25/20 10 ply	8.25/20 10 ply	6	6	136	6,980	2,260	
3 1/2	Ch	AC-700	078 up	8.25/20 10 ply	8.25/20 10 ply	6	6	136	7,550	2,470	
3 1/2	Ch (Tr.)	ACR-720	005 up	8.25/20 10 ply	8.25/20 10 ply	6	6	136	8,030	2,400	
3 1/2	Ch (Tr.)	ACR-750	042 up	8.25/20 10 ply	8.25/20 10 ply	6	6	136	8,900	2,445	
4	Ch (Dump)	AC-773	133 up	9.00/20 10 ply	9.00/20 10 ply	6	6	136	8,620	2,495	
4	Ch	AC-800	145 up	9.00/20 10 ply	9.00/20 10 ply	6	6	136	8,930	2,500	
5	Ch	AC-850	018 up	9.00/20 10 ply	9.00/20 10 ply	6	6	136	9,480	2,565	
5	Ch (dump)	ACX-874	017 up	9.00/20 10 ply	9.00/20 10 ply	6	6	166	10,465	2,618	
6	Ch (dump)	ACX-894		11.00/24 12 ply	11.00/24 12 ply	6	6	166	12,775	2,730	

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				
1 1/2	Ch (6 x 2)	CCT-352	001 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	157 1/4	5,820	\$1,580
1 1/2	Ch/Cowl/w/s (6 x 2)	CCT-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157 1/4	5,850	1,595
1 1/2	Ch/Cb (6 x 2)	CCT-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157 1/4	6,210	1,680
1 1/2	Ch (6 x 4)	CCW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157 1/4	6,290	1,990
1 1/2	Ch/Cowl/w/s	CCW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157 1/4	6,290	2,005
1 1/2	Ch/Cb (6 x 4)	CCW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157 1/4	6,650	2,090
1 1/2	Ch (6 x 2)	CCT-353		6.00/20 6 ply	5.00/20 6 ply	10	6	157 1/4	5,930	1,610
1 1/2	Ch/Cowl/w/s (6 x 2)	CCT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181 1/4	5,960	1,625
1 1/2	Ch/Cb (6 x 2)	CCT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181 1/4	6,320	1,710
1 1/2	Ch (6 x 4)	CCW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181 1/4	6,360	2,020
1 1/2	Ch/Cowl/w/s (6 x 4)	CCW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181 1/4	6,390	2,035
1 1/2	Ch/Cb (6 x 4)	CCW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181 1/4	6,750	2,120
1 1/2	Ch (6 x 2)	CCT-354		6.00/20 6 ply	6.00/20 6 ply	10	6	199 1/4	6,030	1,625
1 1/2	Ch/Cowl/w/s (6 x 2)	CCT-354		6.00/20 6 ply	6.00/20 6 ply	10	6	199 1/4	6,060	1,640
1 1/2	Ch/Cb (6 x 2)	CCT-354		6.00/20 6 ply	6.00/20 6 ply	10	6	199 1/4	6,420	1,725
1 1/2	Ch (6 x 4)	CCW-354		6.00/20 6 ply	6.00/20 6 ply	10	6	199 1/4	6,500	2,035
1 1/2	Ch/Cowl/w/s (6 x 4)	CCW-354		6.00/20 6 ply	6.00/20 6 ply	10	6	199 1/4	6,530	2,050
1 1/2	Ch/Cb (6 x 4)	CCW-354		6.00/20 6 ply	6.00/20 6 ply	10	6	199 1/4	6,890	2,135
1 1/2	Ch (6 x 2)	CCT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157 1/4	5,920	1,665
1 1/2	Ch/Cowl/w/s (6 x 2)	CCT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157 1/4	5,950	1,680
1 1/2	Ch/Cb (6 x 2)	CCT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157 1/4	6,310	1,765
1 1/2	Ch (6 x 4)	CCW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157 1/4	6,330	2,075
1 1/2	Ch/Cowl/w/s (6 x 4)	CCW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157 1/4	6,360	2,090
1 1/2	Ch/Cb (6 x 4)	CCW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157 1/4	6,720	2,175
1 1/2	Ch (6 x 2)	CCT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181 1/4	6,010	1,695
1 1/2	Ch/Cowl/w/s (6 x 2)	CCT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181 1/4	6,040	1,710
1 1/2	Ch/Cb (6 x 2)	CCT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181 1/4	6,400	1,795
1 1/2	Ch (6 x 4)	CCW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181 1/4	6,440	2,105
1 1/2	Ch/Cowl/w/s (6 x 4)	CCW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181 1/4	6,510	2,120
1 1/2	Ch/Cb (6 x 4)	CCW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181 1/4	6,870	2,205
1 1/2	Ch (6 x 2)	CCT-404		6.00/20 6 ply	6.00/20 6 ply	10	6	199 1/4	6,110	1,710
1 1/2	Ch/Cowl/w/s (6 x 2)	CCT-404		6.00/20 6 ply	6.00/20 6 ply	10	6	199 1/4	6,140	1,725
1 1/2	Ch/Cb (6 x 2)	CCT-404		6.00/20 6 ply	6.00/20 6 ply	10	6	199 1/4	6,500	1,810
1 1/2	Ch (6 x 4)	CCW-404	001 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	199 1/4	6,550	2,120
1 1/2	Ch/Cowl/w/s (6 x 4)	CCW-404		6.00/20 6 ply	6.00/20 6 ply	10	6	199 1/4	6,580	2,135
1 1/2	Ch/Cb (6 x 4)	CCW-404		6.00/20 6 ply	6.00/20 6 ply	10	6	199 1/4	6,940	2,220
2	Ch (6 x 2)	ACT-500	1590 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	1159	7,560	2,435
2	Ch (6 x 2)	ACT-600	583 and up	7.50/20 8 ply	7.50/20 8 ply	10	6	1183	9,040	3,325
2 1/2	Ch (6 x 4)	ACW-600		7.50/20 8 ply	7.50/20 8 ply	10	6	1183	9,180	3,735
3 1/2	Ch (6 x 2)	ACT-700	589 and up	8.25/20 10 ply	8.25/20 10 ply	10	6	1184	10,770	5,255
3 1/2	Ch (6 x 4)	ACW-700		8.25/20 10 ply	8.25/20 10 ply	10	6	1184	10,860	6,295
4	Ch (6 x 4)	ACW-800	133 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	1184	12,820	8,120
5	Ch (6 x 2)	ACT-850	145 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	1186	12,560	8,120
5	Ch (6 x 4)	ACW-850		9.00/20 10 ply	9.00/20 10 ply	10	6	1186	14,290	8,980

CONVENTIONAL—(DIESEL)

2	Ch	ADC-500	678 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	1136	6,510	\$3,150
2	Ch (Tr.)	ADCR-520	002 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	1136	6,950	3,480
2 1/2	Ch	ADC-600	079 and up	7.50/20 8 ply	7.50/20 8 ply	6	3	1136	7,370	3,775
2 1/2	Ch (Tr.)	ADCR-620	001 and up	7.50/20 8 ply	7.50/20 8 ply	6	4	1136	8,130	4,535
3 1/2	Ch	ADC-700	093 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	1136	8,600	5,445
3 1/2	Ch (Tr.)	ADCR-720	008 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	1136	8,830	5,625
3 1/2	Ch (Tr.)	ADCR-750	005 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	1136	9,670	6,290
4	Ch (dump)	ADC-773	001 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	1160	9,785	6,380
4	Ch	ADC-800	046 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	1136	9,730	6,665
4	Ch	ADC-850	022 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	1136	10,280	7,140
6	Ch (dump)	ADCX-874	012 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	1166	11,325	7,755
6	Ch (dump)	ADCX-894	001 and up	11.00/24 12 ply	11.00/24 12 ply	6	4	1166	13,640	8,925
5	Ch	ADC-900	025 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	1150	11,030	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	1184	13,550	\$9,770
5	Ch (6 x 2)	ADCT-850	022 and up	9.00/20 10 ply	9.00/20 10 ply	10	4	1186	13,290	9,690
5	Ch (6 x 4)	ADCW-850		9.00/20 10 ply	9.00/20 10 ply	10	4	1222	15,020	10,550
5	Ch (6 x 2)	ADCT-950	013 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	1176	14,750	10,780
5	Ch (6 x 4)	ADCW-950		9.00/20 10 ply	9.00/20 10 ply	10	6	1174	14,300	10,970
5	Ch (6 x 4)	ADCW-970	002 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	1176	15,450	11,505

CAB OVER ENGINE

1	Ch	AF-241	128 to 221	7.00/16 6 ply	7.00/16 6 ply	4	6	112	2,630	\$920
1	Dly	AF-241		7.00/16 6 ply	7.00/16 6 ply	4	6	112	4,795	1,430
1	Ch	AFP-241	173 to 522	7.00/16 6 ply	7.00/16 6 ply	4	6	100	2,700	945
1	Dly	AFP-241		7.00/16 6 ply	7.00/16 6 ply	4	6	100	4,835	1,560
1 1/2	Ch/Cowl	CF-301	001 to 2803	6.00/20 6 ply	32 x 6 8 ply	4	6	109 1/4	3,850	740
1 1/2	Ch/Cowl/w/s	CF-301		6.00/20 6 ply	32 x 6 8 ply	4	6	109 1/4	3,880	765
1 1/2	Ch/Cb	CF-301		6.00/20 6 ply	32 x 6 8 ply	4	6	109 1/4	4,200	895
1 1/2	Platform	CF-301		6.00/20 6 ply	32 x 6 8 ply	4	6	109 1/4	4,770	950
1 1/2	Stake (Std. Racks)	CF-301		6.00/20 6 ply	32 x 6 8 ply	4	6	109 1/4	5,020	975
1 1/2	Ch/Cowl	CF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	132 1/4	3,910	774
1 1/2	Ch/Cowl/w/s	CF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	132 1/4	3,940	790
1 1/2	Ch/Cb	CF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	132 1/4	4,260	920
1 1/2	Platform	CF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	132 1/4	5,000	990
1 1/2	Stake (Std. Racks)	CF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	132 1/4	5,295	1,030
1 1/2	Stake/Exp.	CF-302		6.00/20 6 ply	32 x 6 8 ply	4	6	132 1/4	5,380	1,045
1 1/2	Ch/Cowl	CF-303		6.00/20 6 ply	32 x 6 8 ply	4	6	158 1/4	3,970	799
1 1/2	Ch/Cowl/w/s	CF-303		6.00/20 6 ply	32 x 6 8 ply	4	6	158 1/4	4,000	815
1 1/2	Ch/Cb	CF-303		6.00/20 6 ply	32 x 6 8 ply	4	6	158 1/4	4,320	945
1 1/2	Ch/Cowl	CF-351	001 to 194	6.00/20 6 ply	32 x 6 8 ply	4	6	109 1/4	4,450	1,034
1 1/2	Ch/Cowl/w/s	CF-351		6.00/20 6 ply	32 x 6 8 ply	4	6	109 1/4	4,180	1,050
1 1/2	Ch/Cb	CF-351		6.00/20 6 ply	32 x 6 8 ply	4	6	109 1/4	4,800	1,180
1 1/2	Ch/Cowl	CF-352		6.00/20 6 ply	32 x 6 8 ply	4	6	134 1/4	4,510	1,064

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 Inches	Base weight Pounds	F. o. b. list price	
				Front	Rear	Number					
1 1/2	Ch/Cowl/w/s	CF-352	131 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	1347 1/2	4,540	\$1,080	
1 1/2	Ch/Cb	CF-352		6.00/20 6 ply	32 x 6 8 ply	4	6	1347 1/2	4,860	1,210	
1 1/2	Ch/Cowl	CF-353		6.00/20 6 ply	32 x 6 8 ply	4	6	1587 1/2	4,570	1,070	
1 1/2	Ch/Cowl/w/s	CF-353		6.00/20 6 ply	32 x 6 8 ply	4	6	1587 1/2	4,600	1,065	
1 1/2	Ch/Cb	CF-353		6.00/20 6 ply	32 x 6 8 ply	4	6	1587 1/2	4,920	1,225	
1 1/2	Ch/Cowl	CF-354		6.00/20 6 ply	32 x 6 8 ply	4	6	1767 1/2	4,680	1,104	
1 1/2	Ch/Cowl/w/s	CF-354		6.00/20 6 ply	32 x 6 8 ply	4	6	1767 1/2	4,710	1,120	
1 1/2	Ch/Cb	CF-354		6.00/20 6 ply	32 x 6 8 ply	4	6	1767 1/2	5,030	1,250	
1 1/2	Ch/Cowl	CF-355		6.00/20 6 ply	32 x 6 8 ply	4	6	1947 1/2	4,820	1,154	
1 1/2	Ch/Cowl/w/s	CF-355		6.00/20 6 ply	32 x 6 8 ply	4	6	1947 1/2	4,850	1,170	
1 1/2	Ch/Cb	CF-355		6.00/20 6 ply	32 x 6 8 ply	4	6	1947 1/2	5,170	1,305	
1 1/2	Ch/Cowl	AF-361		6.00/20 6 ply	32 x 6 8 ply	4	6	1077 1/2	4,430	984	
1 1/2	Ch/Cowl/w/s	AF-361		6.00/20 6 ply	32 x 6 8 ply	4	6	1077 1/2	4,460	1,000	
1 1/2	Ch/Cb	AF-361		6.00/20 6 ply	32 x 6 8 ply	4	6	1077 1/2	4,780	1,120	
1 1/2	Ch/Cowl	AF-362		6.00/20 6 ply	32 x 6 8 ply	4	6	1333 1/2	4,460	1,014	
1 1/2	Ch/Cowl/w/s	AF-362		6.00/20 6 ply	32 x 6 8 ply	4	6	1333 1/2	4,520	1,030	
1 1/2	Ch/Cb	AF-362		6.00/20 6 ply	32 x 6 8 ply	4	6	1333 1/2	4,640	1,159	
1 1/2	Ch/Cowl	AF-362		6.00/20 6 ply	32 x 6 8 ply	4	6	1573 1/2	4,550	1,029	
1 1/2	Ch/Cowl/w/s	AF-363		6.00/20 6 ply	32 x 6 8 ply	4	6	1573 1/2	4,580	1,045	
1 1/2	Ch/Cb	AF-363		6.00/20 6 ply	32 x 6 8 ply	4	6	1573 1/2	4,900	1,171	
1 1/2	Ch/Cowl	AF-364	6.00/20 6 ply	32 x 6 8 ply	4	6	1753 1/2	4,670	1,054		
1 1/2	Ch/Cowl/w/s	AF-364	6.00/20 6 ply	32 x 6 8 ply	4	6	1753 1/2	4,700	1,070		
1 1/2	Ch/Cb	AF-364	6.00/20 6 ply	32 x 6 8 ply	4	6	1753 1/2	5,020	1,199		
1 1/2	Ch/Cowl	AF-365	6.00/20 6 ply	32 x 6 8 ply	4	6	1933 1/2	4,800	1,104		
1 1/2	Ch/Cowl/w/s	AF-365	6.00/20 6 ply	32 x 6 8 ply	4	6	1933 1/2	4,830	1,120		
1 1/2	Ch/Cb	AF-365	6.00/20 6 ply	32 x 6 8 ply	4	6	1933 1/2	5,150	1,249		
1 1/2	Ch/Cowl	AF-411	122 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	1077 1/2	4,650	1,100	
1 1/2	Ch/Cowl/w/s	AF-411		6.00/20 6 ply	6.00/20 6 ply	6	6	1077 1/2	4,680	1,185	
1 1/2	Ch/Cb	AF-411		6.00/20 6 ply	6.00/20 6 ply	6	6	1077 1/2	5,000	1,311	
1 1/2	Ch/Cowl	AF-412		6.00/20 6 ply	6.00/20 6 ply	6	6	1333 1/2	4,720	1,199	
1 1/2	Ch/Cowl/w/s	AF-412		6.00/20 6 ply	6.00/20 6 ply	6	6	1333 1/2	4,750	1,215	
1 1/2	Ch/Cb	AF-412		6.00/20 6 ply	6.00/20 6 ply	6	6	1333 1/2	5,070	1,344	
1 1/2	Ch/Cowl	AF-413		6.00/20 6 ply	6.00/20 6 ply	6	6	1573 1/2	4,820	1,214	
1 1/2	Ch/Cowl/w/s	AF-413		6.00/20 6 ply	6.00/20 6 ply	6	6	1573 1/2	4,850	1,230	
1 1/2	Ch/Cb	AF-413		6.00/20 6 ply	6.00/20 6 ply	6	6	1573 1/2	5,170	1,359	
1 1/2	Ch/Cowl	AF-414		6.00/20 6 ply	6.00/20 6 ply	6	6	1753 1/2	4,860	1,239	
1 1/2	Ch/Cowl/w/s	AF-414		6.00/20 6 ply	6.00/20 6 ply	6	6	1753 1/2	4,890	1,255	
1 1/2	Ch/Cb	AF-414		6.00/20 6 ply	6.00/20 6 ply	6	6	1753 1/2	5,210	1,384	
1 1/2	Ch/Cowl	AF-415		6.00/20 6 ply	6.00/20 6 ply	6	6	1933 1/2	4,930	1,264	
1 1/2	Ch/Cowl/w/s	AF-415		6.00/20 6 ply	6.00/20 6 ply	6	6	1933 1/2	4,960	1,280	
1 1/2	Ch/Cb	AF-415		6.00/20 6 ply	6.00/20 6 ply	6	6	1933 1/2	5,280	1,419	
1 1/2	Ch/Cowl	CF-401		001 to 318	6.00/20 6 ply	6.00/20 6 ply	6	6	1093 1/2	4,670	1,220
1 1/2	Ch/Cowl/w/s	CF-401			6.00/20 6 ply	6.00/20 6 ply	6	6	1093 1/2	4,700	1,245
1 1/2	Ch/Cb	CF-401			6.00/20 6 ply	6.00/20 6 ply	6	6	1093 1/2	5,020	1,375
1 1/2	Ch/Cowl	CF-402			6.00/20 6 ply	6.00/20 6 ply	6	6	1347 1/2	4,740	1,259
1 1/2	Ch/Cowl/w/s	CF-402			6.00/20 6 ply	6.00/20 6 ply	6	6	1347 1/2	4,770	1,275
1 1/2	Ch/Cb	CF-402	6.00/20 6 ply		6.00/20 6 ply	6	6	1347 1/2	5,090	1,403	
1 1/2	Ch/Cowl	CF-403	6.00/20 6 ply		6.00/20 6 ply	6	6	1583 1/2	4,840	1,274	
1 1/2	Ch/Cowl/w/s	CF-403	6.00/20 6 ply		6.00/20 6 ply	6	6	1583 1/2	4,870	1,290	
1 1/2	Ch/Cb	CF-403	6.00/20 6 ply		6.00/20 6 ply	6	6	1583 1/2	5,190	1,420	
1 1/2	Ch/Cowl	CF-404	6.00/20 6 ply		6.00/20 6 ply	6	6	1763 1/2	4,880	1,299	
1 1/2	Ch/Cowl/w/s	CF-404	6.00/20 6 ply		6.00/20 6 ply	6	6	1763 1/2	4,910	1,315	
1 1/2	Ch/Cb	CF-404	6.00/20 6 ply		6.00/20 6 ply	6	6	1763 1/2	5,230	1,445	
1 1/2	Ch/Cowl	CF-405	6.00/20 6 ply		6.00/20 6 ply	6	6	1943 1/2	4,950	1,321	
1 1/2	Ch/Cowl/w/s	CF-405	6.00/20 6 ply		6.00/20 6 ply	6	6	1943 1/2	4,980	1,340	
1 1/2	Ch/Cb	CF-405	6.00/20 6 ply		6.00/20 6 ply	6	6	1943 1/2	5,300	1,470	
1 1/2	Ch/Cowl	CF-451	001 to 158		6.50/20 6 ply	6.50/20 6 ply	6	6	1093 1/2	4,920	1,424
1 1/2	Ch/Cowl/w/s	CF-451			6.50/20 6 ply	6.50/20 6 ply	6	6	1093 1/2	4,950	1,440
1 1/2	Ch/Cb	CF-451			6.50/20 6 ply	6.50/20 6 ply	6	6	1093 1/2	5,270	1,570
1 1/2	Ch/Cowl	CF-452			6.50/20 6 ply	6.50/20 6 ply	6	6	1347 1/2	5,010	1,454
1 1/2	Ch/Cowl/w/s	CF-452			6.50/20 6 ply	6.50/20 6 ply	6	6	1347 1/2	5,040	1,470
1 1/2	Ch/Cb	CF-452		6.50/20 6 ply	6.50/20 6 ply	6	6	1347 1/2	5,360	1,600	
1 1/2	Ch/Cowl	CF-453		6.50/20 6 ply	6.50/20 6 ply	6	6	1583 1/2	5,100	1,489	
1 1/2	Ch/Cowl/w/s	CF-453		6.50/20 6 ply	6.50/20 6 ply	6	6	1583 1/2	5,130	1,485	
1 1/2	Ch/Cb	CF-453		6.50/20 6 ply	6.50/20 6 ply	6	6	1583 1/2	5,450	1,615	
1 1/2	Ch/Cowl	CF-454		6.50/20 6 ply	6.50/20 6 ply	6	6	1763 1/2	5,150	1,494	
1 1/2	Ch/Cowl/w/s	CF-454		6.50/20 6 ply	6.50/20 6 ply	6	6	1763 1/2	5,180	1,510	
1 1/2	Ch/Cb	CF-454		6.50/20 6 ply	6.50/20 6 ply	6	6	1763 1/2	5,500	1,640	
1 1/2	Ch/Cowl	CF-455		6.50/20 6 ply	6.50/20 6 ply	6	6	1943 1/2	5,220	1,519	
1 1/2	Ch/Cowl/w/s	CF-455		6.50/20 6 ply	6.50/20 6 ply	6	6	1943 1/2	5,250	1,535	
1 1/2	Ch/Cb	CF-455		6.50/20 6 ply	6.50/20 6 ply	6	6	1943 1/2	5,570	1,665	
1 1/2	Ch/Cowl	AF-461		090 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	1073 1/2	4,900	1,354
1 1/2	Ch/Cowl/w/s	AF-461			6.50/20 6 ply	6.50/20 6 ply	6	6	1073 1/2	4,930	1,370
1 1/2	Ch/Cb	AF-461			6.50/20 6 ply	6.50/20 6 ply	6	6	1073 1/2	5,250	1,499
1 1/2	Ch/Cowl	AF-462			6.50/20 6 ply	6.50/20 6 ply	6	6	1333 1/2	4,990	1,384
1 1/2	Ch/Cowl/w/s	AF-462			6.50/20 6 ply	6.50/20 6 ply	6	6	1333 1/2	5,020	1,400
1 1/2	Ch/Cb	AF-462	6.50/20 6 ply		6.50/20 6 ply	6	6	1333 1/2	5,340	1,529	
1 1/2	Ch/Cowl	AF-463	6.50/20 6 ply		6.50/20 6 ply	6	6	1573 1/2	5,060	1,399	
1 1/2	Ch/Cowl/w/s	AF-463	6.50/20 6 ply		6.50/20 6 ply	6	6	1573 1/2	5,110	1,415	
1 1/2	Ch/Cb	AF-463	6.50/20 6 ply		6.50/20 6 ply	6	6	1573 1/2	5,430	1,544	
1 1/2	Ch/Cowl	AF-464	6.50/20 6 ply		6.50/20 6 ply	6	6	1753 1/2	5,130	1,424	
1 1/2	Ch/Cowl/w/s	AF-464	6.50/20 6 ply		6.50/20 6 ply	6	6	1753 1/2	5,160	1,440	
1 1/2	Ch/Cb	AF-464	6.50/20 6 ply		6.50/20 6 ply	6	6	1753 1/2	5,480	1,569	
1 1/2	Ch/Cowl	AF-465	6.50/20 6 ply		6.50/20 6 ply	6	6	1933 1/2	5,200	1,469	
1 1/2	Ch/Cowl/w/s	AF-465	6.50/20 6 ply		6.50/20 6 ply	6	6	1933 1/2	5,230	1,485	
1 1/2	Ch/Cb	AF-465	6.50/20 6 ply		6.50/20 6 ply	6	6	1933 1/2	5,550	1,614	
2	Ch	AF-500	266 and up		7.00/20 8 ply	7.00/20 8 ply	6	6	1108	5,520	2,740
2	Ch (Tr.)	AFR-520	032 and up		7.00/20 8 ply	7.00/20 8 ply	6	6	1108	6,040	2,955
2	Ch	AF-580	074 and up		7.50/20 8 ply	7.50/20 8 ply	6	6	1108	5,970	2,735
2 1/2	Ch	AF-600	164 and up		7.50/20 8 ply	7.50/20 8 ply	6	6	1108	6,430	2,930
2 1/2	Ch (Tr.)	AFR-620	015 and up		7.50/20 8 ply	7.50/20 8 ply	6	6	1108	7,130	3,075
2 1/2	Ch	AF-650	042 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	1108	6,920	2,855	
3 1/2	Ch	AF-700	273 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	1108	7,710	3,705	
3 1/2	Ch/Cb	AY-700	006 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	1120	10,500	4,990	
3 1/2	Ch (Tr.)	AFR-720	023 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	1108	8,190	3,815	
3 1/2	Ch (Tr.)	AFR-750	002 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	1108	8,970	4,160	
3 1/2	Ch	AF-800	063 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	1108	9,020	4,255	
4	Ch/Cb	AY-800	016 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	1120			

(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				
1 1/2	Ch/Cowl (6 x 2)	AFT-362	131 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	155 3/4	5,990	\$1,694
1 1/2	Ch/Cowl/w/s (6 x 2)	AFT-362		6.00/20 6 ply	6.00/20 6 ply	10	6	155 3/4	6,020	1,710
1 1/2	Ch/Cb	AFT-362		6.00/20 6 ply	6.00/20 6 ply	10	6	155 3/4	6,340	1,830
1 1/2	Ch/Cowl (6 x 4)	AFW-362		6.00/20 6 ply	6.00/20 6 ply	10	6	155 3/4	N. A.	2,684
1 1/2	Ch/Cowl/w/s (6 x 4)	AFW-362		6.00/20 6 ply	6.00/20 6 ply	10	6	155 3/4	N. A.	2,100
1 1/2	Ch/Cb (6 x 4)	AFW-362		6.00/20 6 ply	6.00/20 6 ply	10	6	155 3/4	N. A.	2,229
1 1/2	Ch/Cowl (6 x 2)	AFT-363		6.00/20 6 ply	6.00/20 6 ply	10	6	179 3/4	6,220	1,709
1 1/2	Ch/Cowl/w/s (6 x 2)	AFT-363		6.00/20 6 ply	6.00/20 6 ply	10	6	179 3/4	6,250	1,725
1 1/2	Ch/Cb (6 x 2)	AFT-363		6.00/20 6 ply	6.00/20 6 ply	10	6	179 3/4	6,570	1,854
1 1/2	Ch/Cowl (6 x 4)	AFW-363		6.00/20 6 ply	6.00/20 6 ply	10	6	179 3/4	N. A.	2,099
1 1/2	Ch/Cowl/w/s (6 x 4)	AFW-363		6.00/20 6 ply	6.00/20 6 ply	10	6	179 3/4	N. A.	2,115
1 1/2	Ch/Cb (6 x 4)	AFW-363		6.00/20 6 ply	6.00/20 6 ply	10	6	179 3/4	N. A.	2,244
1 1/2	Ch/Cowl (6 x 2)	CFT-352	001 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	156 1/4	6,130	1,779
1 1/2	Ch/Cowl/w/s (6 x 2)	CFT-352		6.00/20 6 ply	6.00/20 6 ply	10	6	156 1/4	6,160	1,795
1 1/2	Ch/Cb (6 x 2)	CFT-352		6.00/20 6 ply	6.00/20 6 ply	10	6	156 1/4	6,480	1,925
1 1/2	Ch/Cowl (6 x 4)	CFW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	156 1/4	6,570	2,159
1 1/2	Ch/Cowl/w/s (6 x 4)	CFW-352	131 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	156 1/4	6,600	2,205
1 1/2	Ch/Cb (6 x 4)	CFW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	156 1/4	6,920	2,335
1 1/2	Ch/Cowl (6 x 2)	CFT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	180 3/4	6,250	1,794
1 1/2	Ch/Cowl/w/s (6 x 2)	CFT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	180 3/4	6,280	1,810
1 1/2	Ch/Cb (6 x 2)	CFT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	180 3/4	6,600	1,940
1 1/2	Ch/Cowl (6 x 4)	CFW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	180 3/4	6,720	2,204
1 1/2	Ch/Cowl/w/s (6 x 4)	CFW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	180 3/4	6,750	2,220
1 1/2	Ch/Cb (6 x 4)	CFW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	180 3/4	7,070	2,350
1 1/2	Ch/Cowl (6 x 2)	AFT-412	122 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	155 3/4	6,160	1,844
1 1/2	Ch/Cowl/w/s (6 x 2)	AFT-412		6.00/20 6 ply	6.00/20 6 ply	10	6	155 3/4	6,190	1,860
1 1/2	Ch/Cb (6 x 2)	AFT-412		6.00/20 6 ply	6.00/20 6 ply	10	6	155 3/4	6,510	1,989
1 1/2	Ch/Cowl (6 x 4)	AFW-412		6.00/20 6 ply	6.00/20 6 ply	10	6	155 3/4	6,620	2,234
1 1/2	Ch/Cowl/w/s (6 x 4)	AFW-412		6.00/20 6 ply	6.00/20 6 ply	10	6	155 3/4	6,650	2,250
1 1/2	Ch/Cb (6 x 4)	AFW-412		6.00/20 6 ply	6.00/20 6 ply	10	6	155 3/4	6,970	2,379
1 1/2	Ch/Cowl (6 x 2)	AFT-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179 3/4	6,300	1,859
1 1/2	Ch/Cowl/w/s (6 x 2)	AFT-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179 3/4	6,330	1,875
1 1/2	Ch/Cb (6 x 2)	AFT-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179 3/4	6,650	2,004
1 1/2	Ch/Cowl (6 x 4)	AFW-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179 3/4	6,760	2,249
1 1/2	Ch/Cowl/w/s (6 x 4)	AFW-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179 3/4	6,790	2,265
1 1/2	Ch/Cb (6 x 4)	AFW-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179 3/4	7,110	2,394
1 1/2	Ch/Cowl (6 x 2)	CFT-402	001 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	156 1/4	6,200	1,939
1 1/2	Ch/Cowl/w/s (6 x 2)	CFT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	156 1/4	6,230	1,955
1 1/2	Ch/Cb (6 x 2)	CFT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	156 1/4	6,550	2,085
1 1/2	Ch/Cowl (6 x 4)	CFW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	156 1/4	6,650	2,349
1 1/2	Ch/Cowl/w/s (6 x 4)	CFW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	156 1/4	6,680	2,365
1 1/2	Ch/Cb (6 x 4)	CFW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	156 1/4	7,000	2,495
1 1/2	Ch/Cowl (6 x 2)	CFT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	180 3/4	6,340	1,954
1 1/2	Ch/Cowl/w/s (6 x 2)	CFT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	180 3/4	6,370	1,970
1 1/2	Ch/Cb (6 x 2)	CFT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	180 3/4	6,690	2,100
1 1/2	Ch/Cowl (6 x 4)	CFW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	180 3/4	6,790	2,364
1 1/2	Ch/Cowl/w/s (6 x 4)	CFW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	180 3/4	6,820	2,380
1 1/2	Ch/Cb (6 x 4)	CFW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	180 3/4	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	1159	7,850	\$2,650
2 1/2	Ch (6 x 2)	AFT-600	104 and up	7.50/20 8 ply	7.50/20 8 ply	10	6	1159	9,130	\$3,530
2 1/2	Ch (6 x 4)	AFW-600		7.50/20 8 ply	7.50/20 8 ply	10	6	1159	9,300	3,940
3 1/2	Ch (6 x 2)	AFT-700	273 and up	8.25/20 10 ply	8.25/20 10 ply	10	6	1160	10,860	\$5,490
3 1/2	Ch (6 x 4)	AFW-700		8.25/20 10 ply	8.25/20 10 ply	10	6	1160	11,020	\$6,530
4	Ch (6 x 2)	AFW-800	063 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	1162	12,850	\$6,360
4	Ch (6 x 2)	AFT-850	175 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	1162	12,540	\$8,240
5	Ch (6 x 4)	AFW-850		9.00/20 10 ply	9.00/20 10 ply	10	6	1162	14,270	\$9,093

CAB OVER ENGINE—(DIESEL)

2	Ch	ADF-500	021 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	1108	6,740	\$3,335
2	Ch (Tr.)	ADFR-520	002 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	1108	7,090	\$3,665
2 1/2	Ch	ADF-600	044 and up	7.50/20 8 ply	7.50/20 8 ply	6	3	1108	7,320	\$3,980
2 1/2	Ch (Tr.)	ADFR-620	001 and up	7.50/20 8 ply	7.50/20 8 ply	6	4	1108	8,150	\$4,740
3 1/2	Ch	ADF-700	025 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	1108	8,670	\$5,680
3 1/2	Ch (Tr.)	ADFR-720	009 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	1108	8,900	\$5,890
3 1/2	Ch (Tr.)	ADFR-750	001 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	1108	9,700	\$6,475
4	Ch	ADF-800	008 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	1108	9,840	\$6,905
5	Ch	ADF-850	071 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	1108	10,250	\$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	1160	13,590	\$10,000
5	Ch (6 x 2)	ADFT-850	071 and up	9.00/20 10 ply	9.00/20 10 ply	10	4	1162	13,250	\$9,810
6	Ch (6 x 4)	ADFW-850		9.00/20 10 ply	9.00/20 10 ply	10	4	1162	15,210	\$10,670

(8) 1942

CONVENTIONAL

1 1/2	Ch	CC-101	10636 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	115	2,360	\$508
1 1/2	Ch/Cowl/w/s	CC-101		6.00/16 4 ply	6.00/16 4 ply	4	6	115	2,390	523
1 1/2	Ch/Cb	CC-101		6.00/16 4 ply	6.00/16 4 ply	4	6	115	2,750	608
1 1/2	Pick-up	CC-101		6.00/16 4 ply	6.00/16 4 ply	4	6	115	2,985	641
1 1/2	Pick-up/Stk	CC-101		6.00/16 4 ply	6.00/16 4 ply	4	6	115	3,050	659
1 1/2	Canopy Exp.	CC-101		6.00/16 4 ply	6.00/16 4 ply	4	6	115	3,215	758
1 1/2	Canopy (screen sides)	CC-101		6.00/16 4 ply	6.00/16 4 ply	4	6	115	3,280	783
1 1/2	Panel	CC-101		6.00/16 4 ply	6.00/16 4 ply	4	6	115	3,215	723
1 1/2	Suburban	CC-101		6.00/16 4 ply	6.00/16 4 ply	4	6	115	3,380	875
1 1/2	Ch	CC-102		6.00/16 4 ply	6.00/16 4 ply	4	6	125 1/4	2,410	523
1 1/2	Ch/Cowl/w/s	CC-102		6.00/16 4 ply	6.00/16 4 ply	4	6	125 1/4	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.

(2) 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				
1 1/2	Ch/Cb	CC-102		6.00/16 4 ply	6.00/16 4 ply	4	6	125 1/4	2,805	\$623
1 1/2	Pick-up	CC-102		6.00/16 4 ply	6.00/16 4 ply	4	6	125 1/4	3,070	688
1 1/2	Pick-up/stk	CC-102		6.00/16 4 ply	6.00/16 4 ply	4	6	125 1/4	3,145	688
1 1/2	Panel	CC-102		6.00/16 4 ply	6.00/16 4 ply	4	6	124 1/4	3,325	768
1 1/2	Stake (Std. Racks)	CC-102		6.00/16 4 ply	6.00/16 4 ply	4	6	125 1/4	3,350	673
1 1/2	Dly	CCV-101	225 and up	6.00/16 6 ply	6.00/16 6 ply	4	6	115	3,810	1,100
1 1/2	Ch	CC-152	5354 and up	7.00/15 6 ply	7.00/15 6 ply	4	6	125 1/4	2,435	583
1 1/2	Ch/Cowl/w/s	CC-152		7.00/15 6 ply	7.00/15 6 ply	4	6	125 1/4	2,465	598
1 1/2	Ch/Cb	CC-152		7.00/15 6 ply	7.00/15 6 ply	4	6	125 1/4	2,825	683
1 1/2	Pick-up	CC-152		7.00/15 6 ply	7.00/15 6 ply	4	6	125 1/4	3,085	728
1 1/2	Pick-up/Stk	CC-152		7.00/15 6 ply	7.00/15 6 ply	4	6	125 1/4	3,170	748
1 1/2	Panel	CC-152		7.00/15 6 ply	7.00/15 6 ply	4	6	125 1/4	3,320	828
1 1/2	Stake (Std. Racks)	CC-152		7.00/15 6 ply	7.00/15 6 ply	4	6	125 1/4	3,375	753
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	125 1/2	2,775	620
1	Ch/Cowl/w/s	CC-X-252		7.00/16 6 ply	7.00/16 6 ply	4	6	125 1/2	2,805	635
1	Ch/Cb	CC-X-252		7.00/16 6 ply	7.00/16 6 ply	4	6	125 1/2	3,165	720
1	Ch/Cowl	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134 1/2	2,800	620
1	Ch/Cowl/w/s	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134 1/2	2,830	635
1	Ch/Cb	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134 1/2	3,190	720
1	Pick-up	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134 1/2	3,505	860
1	Pick-up/Stk	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134 1/2	3,595	822
1	Canopy Exp	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134 1/2	3,780	940
1	Canopy (Screen Sides)	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134 1/2	3,865	967
1	Panel	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134 1/2	3,820	900
1	Platform	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134 1/2	3,760	775
1	Stake (Std. Racks)	CC-252		7.00/16 6 ply	7.00/16 6 ply	4	6	134 1/2	4,010	800
1	Ch/Cowl	CC-262	1531 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	134 1/2	3,270	635
1	Ch/Cowl/w/s	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134 1/2	3,300	650
1	Ch/Cb	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134 1/2	3,660	735
1	Pick-up	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134 1/2	3,975	815
1	Pick-up/Stk	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134 1/2	4,065	837
1	Canopy Exp	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134 1/2	4,250	955
1	Canopy (Screen Sides)	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134 1/2	4,335	982
1	Panel	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134 1/2	4,290	915
1	Platform	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134 1/2	4,230	790
1	Stake (Std. Racks)	CC-262		6.00/20 6 ply	6.00/20 6 ply	4	6	134 1/2	4,480	815
1 1/2	Ch	CC-302	16277 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	134 1/2	3,500	645
1 1/2	Ch/Cowl/w/s	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134 1/2	3,530	660
1 1/2	Ch/Cb	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134 1/2	3,890	745
1 1/2	Pick-up	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134 1/2	4,205	825
1 1/2	Pick-up/Stk	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134 1/2	4,295	847
1 1/2	Canopy Exp	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134 1/2	4,480	965
1 1/2	Canopy (Screen Sides)	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134 1/2	4,565	992
1 1/2	Panel	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134 1/2	4,520	925
1 1/2	Platform	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134 1/2	4,460	800
1 1/2	Stake (Std. Racks)	CC-302		6.00/20 6 ply	32 x 6 8 ply	4	6	134 1/2	4,710	825
1 1/2	Ch/Cowl	CC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,750	675
1 1/2	Ch/Cowl/w/s	CC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	160	3,780	690
1 1/2	Ch/Cb	CC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	160	4,140	775
1 1/2	Platform	CC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	160	4,880	845
1 1/2	Stake (Std. Racks)	CC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	160	5,175	885
1 1/2	Stake Exp	CC-303		6.00/20 6 ply	32 x 6 8 ply	4	6	160	5,260	900
1 1/2	Ch/Cowl	CC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	178 3/4	3,910	725
1 1/2	Ch/Cowl/w/s	CC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	178 3/4	3,940	740
1 1/2	Ch/Cb	CC-304		6.00/20 6 ply	32 x 6 8 ply	4	6	178 3/4	4,300	825
1 1/2	Ch (School bus)	CCS-304		6.50/20 32 x 6 8 ply	6.50/20 32 x 6 8 ply	6	6	178 3/4	4,045	795
1 1/2	Ch (School Bus)	CCS-305		6.50/20 32 x 6 8 ply	6.50/20 32 x 6 8 ply	6	6	195 1/4	4,225	805
1 1/2	Ch/Cowl	CC-352	1322 and up	6.00/20 6 ply	6.50/20 32 x 6 8 ply	4	6	135 1/4	4,230	865
1 1/2	Ch/Cowl/w/s	CC-352		6.00/20 6 ply	6.50/20 32 x 6 8 ply	4	6	135 1/4	4,260	880
1 1/2	Ch/Cb	CC-352		6.00/20 6 ply	6.50/20 32 x 6 8 ply	4	6	135 1/4	4,620	965
1 1/2	Ch/Cowl	CC-353		6.00/20 6 ply	6.50/20 32 x 6 8 ply	4	6	150 1/4	4,290	895
1 1/2	Ch/Cowl/w/s	CC-353		6.00/20 6 ply	6.50/20 32 x 6 8 ply	4	6	150 1/4	4,320	910
1 1/2	Ch/Cb	CC-353		6.00/20 6 ply	6.50/20 32 x 6 8 ply	4	6	150 1/4	4,680	995
1 1/2	Ch/Cowl	CC-354		6.00/20 6 ply	6.50/20 32 x 6 8 ply	4	6	177 1/4	4,410	910
1 1/2	Ch/Cowl/w/s	CC-354		6.00/20 6 ply	6.50/20 32 x 6 8 ply	4	6	177 1/4	4,440	925
1 1/2	Ch/Cb	CC-354		6.00/20 6 ply	6.50/20 32 x 6 8 ply	4	6	177 1/4	4,800	1,010
1 1/2	Ch/Cowl	CC-355		6.00/20 6 ply	6.50/20 32 x 6 8 ply	4	6	195 1/4	4,540	960
1 1/2	Ch/Cowl/w/s	CC-355		6.00/20 6 ply	6.50/20 32 x 6 8 ply	4	6	195 1/4	4,580	975
1 1/2	Ch/Cb	CC-355		6.00/20 6 ply	6.50/20 32 x 6 8 ply	4	6	195 1/4	4,930	1,060
1 1/2	Ch (School Bus)	CCS-356		6.00/20 6 ply	6.00/20 6 ply	6	6	207 1/4	4,795	1,025
1 1/2	Ch (School Bus)	CCS-357		6.00/20 6 ply	6.00/20 6 ply	6	6	222 1/4	4,845	1,050
1 1/2	Ch/Cowl (4 x 4)	ACK-352	001 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	133 3/4	4,650	2,110
1 1/2	Ch/Cowl/w/s (4 x 4)	ACK-352		6.00/20 6 ply	6.00/20 6 ply	6	6	133 3/4	4,680	2,125
1 1/2	Ch/Cb (4 x 4)	ACK-352		6.00/20 6 ply	6.00/20 6 ply	6	6	133 3/4	5,040	2,210
1 1/2	Ch/Cowl (4 x 4)	ACK-353		6.00/20 6 ply	6.00/20 6 ply	6	6	157 3/4	4,720	2,140
1 1/2	Ch/Cowl/w/s (4 x 4)	ACK-353		6.00/20 6 ply	6.00/20 6 ply	6	6	157 3/4	4,750	2,155
1 1/2	Ch/Cb (4 x 4)	ACK-353		6.00/20 6 ply	6.00/20 6 ply	6	6	157 3/4	5,110	2,240
1 1/2	Ch/Cowl	CC-402	1913 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	135 1/4	4,440	985
1 1/2	Ch/Cowl/w/s	CC-402		6.00/20 6 ply	6.00/20 6 ply	6	6	135 1/4	4,470	1,000
1 1/2	Ch/Cb	CC-402		6.00/20 6 ply	6.00/20 6 ply	6	6	135 1/4	4,830	1,085
1 1/2	Ch/Cowl	CC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	150 1/4	4,570	1,015
1 1/2	Ch/Cowl/w/s	CC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	150 1/4	4,600	1,030

(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				
1 1/2	Ch/Cb	CC-403		6.00/20 6 ply	6.00/20 6 ply	6	6	159 1/4	4,960	\$1,115
1 1/2	Ch/Cowl	CC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	177 1/4	4,610	1,030
1 1/2	Ch/Cowl/w/s	CC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	177 1/4	4,640	1,045
1 1/2	Ch/Cb	CC-404		6.00/20 6 ply	6.00/20 6 ply	6	6	177 1/4	5,000	1,130
1 1/2	Ch/Cowl	CC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	195 1/4	4,820	1,055
1 1/2	Ch/Cowl/w/s	CC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	195 1/4	4,850	1,070
1 1/2	Ch/Cb	CC-405		6.00/20 6 ply	6.00/20 6 ply	6	6	195 1/4	5,210	1,155
1 1/2	Ch (School Bus)	CCS-406		6.00/20 6 ply	6.00/20 6 ply	6	6	207 1/4	4,990	1,125
1 1/2	Ch (School Bus)	CCS-407		6.00/20 6 ply	6.00/20 6 ply	6	6	222 1/4	5,045	1,150
1 1/2	Ch/Cowl	CC-452	1271 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	135 1/4	4,730	1,225
1 1/2	Ch/Cowl/w/s	CC-452		6.50/20 6 ply	6.50/20 6 ply	6	6	135 1/4	4,760	1,240
1 1/2	Ch/Cb	CC-452		6.50/20 6 ply	6.50/20 6 ply	6	6	135 1/4	5,120	1,325
1 1/2	Ch/Cowl	CC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	159 1/4	4,860	1,255
1 1/2	Ch/Cowl/w/s	CC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	159 1/4	4,890	1,270
1 1/2	Ch/Cb	CC-453		6.50/20 6 ply	6.50/20 6 ply	6	6	159 1/4	5,250	1,355
1 1/2	Ch/Cowl	CC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	177 1/4	4,900	1,285
1 1/2	Ch/Cowl/w/s	CC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	177 1/4	4,930	1,300
1 1/2	Ch/Cb	CC-454		6.50/20 6 ply	6.50/20 6 ply	6	6	177 1/4	5,290	1,370
1 1/2	Ch/Cowl	CC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	195 1/4	5,110	1,295
1 1/2	Ch/Cowl/w/s	CC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	195 1/4	5,140	1,310
1 1/2	Ch/Cb	CC-455		6.50/20 6 ply	6.50/20 6 ply	6	6	195 1/4	5,500	1,395
1 1/2	Ch (School Bus)	CCS-457	001 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	222 1/4	5,335	1,435
1 1/2	Ch (School Bus)	CCS-458		6.50/20 6 ply	6.50/20 6 ply	6	6	251 1/2	5,345	1,460
2	Ch	AC-500	1590 up	7.00/20 8 ply	7.00/20 8 ply	6	6	1136	5,690	2,160
2	Ch (School Bus)	ACS-500	1590 up	7.00/20 8 ply	7.00/20 8 ply	6	6	1224	6,045	2,180
2	Ch (Tr.)	ACR-520	126 up	7.00/20 8 ply	7.00/20 8 ply	6	6	1136	5,820	2,180
2	Ch	AC-550	536 up	7.50/20 8 ply	7.50/20 8 ply	6	6	1136	5,790	2,155
2	Ch	AC-600	983 up	7.50/20 8 ply	7.50/20 8 ply	6	6	1136	6,480	2,185
2 1/2	Ch (Tr.)	ACR-620	006 up	7.50/20 8 ply	7.50/20 8 ply	6	6	1136	7,130	2,870
2 1/2	Ch	AC-650	203 up	8.25/20 10 ply	8.25/20 10 ply	6	6	1136	6,980	2,650
3 1/2	Ch	AC-700	589 up	8.25/20 10 ply	8.25/20 10 ply	6	6	1136	7,650	3,470
3 1/2	Ch (Tr.)	ACR-720	078 up	8.25/20 10 ply	8.25/20 10 ply	6	6	1136	8,030	4,080
3 1/2	Ch (Tr.)	ACR-750	005 up	8.25/20 10 ply	8.25/20 10 ply	6	6	1136	8,960	4,945
4	Ch (dump)	AC-773	042 up	9.00/20 10 ply	9.00/20 10 ply	6	6	1160	8,620	4,405
4	Ch	AC-800	133 up	9.00/20 10 ply	9.00/20 10 ply	6	6	1136	8,930	5,020
5	Ch	AC-850	145 up	9.00/20 10 ply	9.00/20 10 ply	6	6	1136	9,480	5,565
5	Ch (dump)	ACX-874	018 up	9.00/20 10 ply	9.00/20 10 ply	6	6	1166	10,465	6,180
6	Ch (dump)	ACX-894	017 up	11.00/24 12 ply	11.00/24 12 ply	6	6	1166	12,775	7,350

CONVENTIONAL—(3D AXLE)

1 1/2	Ch (6 x 2)	CCT-352	001 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	157 1/4	5,820	\$1,580
1 1/2	Cb/Cowl/w/s (6 x 2)	CCT-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157 1/4	5,850	1,595
1 1/2	Ch/Cb (6 x 2)	CCW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157 1/4	6,210	1,680
1 1/2	Ch (6 x 4)	CCW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157 1/4	6,260	1,990
1 1/2	Ch/Cowl/w/s (6 x 4)	CCW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157 1/4	6,220	2,005
1 1/2	Ch/Cb (6 x 4)	CCW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	157 1/4	6,650	2,030
1 1/2	Ch (6 x 2)	CCT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181 1/4	5,930	1,610
1 1/2	Ch/Cowl/w/s (6 x 2)	CCT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181 1/4	5,960	1,625
1 1/2	Ch/Cb (6 x 2)	CCT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181 1/4	6,320	1,710
1 1/2	Ch (6 x 4)	CCW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181 1/4	6,360	2,020
1 1/2	Ch/Cowl/w/s (6 x 4)	CCW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181 1/4	6,300	2,035
1 1/2	Ch/Cb (6 x 4)	CCW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	181 1/4	6,750	2,120
1 1/2	Ch (6 x 2)	CCT-354		6.00/20 6 ply	6.00/20 6 ply	10	6	199 1/4	6,630	1,625
1 1/2	Ch/Cowl/w/s (6 x 2)	CCT-354		6.00/20 6 ply	6.00/20 6 ply	10	6	199 1/4	6,060	1,640
1 1/2	Ch/Cb (6 x 2)	CCT-354		6.00/20 6 ply	6.00/20 6 ply	10	6	199 1/4	6,420	1,725
1 1/2	Ch (6 x 4)	CCW-354		6.00/20 6 ply	6.00/20 6 ply	10	6	199 1/4	6,500	2,035
1 1/2	Ch/Cowl/w/s (6 x 4)	CCW-354		6.00/20 6 ply	6.00/20 6 ply	10	6	199 1/4	6,530	2,050
1 1/2	Ch/Cb (6 x 4)	CCW-354		6.00/20 6 ply	6.00/20 6 ply	10	6	199 1/4	6,890	2,135
1 1/2	Ch (6 x 2)	CCT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157 1/4	5,920	1,665
1 1/2	Ch/Cowl/w/s (6 x 2)	CCT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157 1/4	5,950	1,680
1 1/2	Ch/Cb (6 x 2)	CCT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157 1/4	6,310	1,765
1 1/2	Ch (6 x 4)	CCW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157 1/4	6,330	2,075
1 1/2	Ch/Cowl/w/s (6 x 4)	CCW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157 1/4	6,360	2,090
1 1/2	Ch/Cb (6 x 4)	CCW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	157 1/4	6,720	2,175
1 1/2	Ch (6 x 2)	CCT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181 1/4	6,010	1,695
1 1/2	Ch/Cowl/w/s (6 x 2)	CCT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181 1/4	6,040	1,710
1 1/2	Ch/Cb (6 x 2)	CCT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181 1/4	6,400	1,795
1 1/2	Ch (6 x 4)	CCW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181 1/4	6,480	2,105
1 1/2	Ch/Cowl/w/s (6 x 4)	CCW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181 1/4	6,510	2,120
1 1/2	Ch/Cb (6 x 4)	CCW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	181 1/4	6,870	2,205
1 1/2	Ch (6 x 2)	CCT-404		6.00/20 6 ply	6.00/20 6 ply	10	6	199 1/4	6,110	1,710
1 1/2	Ch/Cowl/w/s (6 x 2)	CCT-404		6.00/20 6 ply	6.00/20 6 ply	10	6	199 1/4	6,140	1,725
1 1/2	Ch/Cb (6 x 2)	CCT-404		6.00/20 6 ply	6.00/20 6 ply	10	6	199 1/4	6,500	1,810
1 1/2	Ch (6 x 4)	CCW-404		6.00/20 6 ply	6.00/20 6 ply	10	6	199 1/4	6,550	2,120
1 1/2	Ch/Cowl/w/s (6 x 4)	CCW-404		6.00/20 6 ply	6.00/20 6 ply	10	6	199 1/4	6,580	2,135
1 1/2	Ch/Cb (6 x 4)	CCW-404		6.00/20 6 ply	6.00/20 6 ply	10	6	199 1/4	6,940	2,220
2	Ch (6 x 2)	ACT-500	1590 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	1159	7,560	2,435
2	Ch (6 x 2)	ACT-600	983 and up	7.50/20 8 ply	7.50/20 8 ply	10	6	1183	9,040	3,325
2 1/2	Ch (6 x 4)	ACW-600		7.50/20 8 ply	7.50/20 8 ply	10	6	1183	9,180	3,735
3 1/2	Ch (6 x 2)	ACT-700	589 and up	8.25/20 10 ply	8.25/20 10 ply	10	6	1184	10,770	5,255
3 1/2	Ch (6 x 4)	ACW-700		8.25/20 10 ply	8.25/20 10 ply	10	6	1184	10,860	6,235
4	Ch (6 x 4)	ACW-800	133 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	1184	12,820	8,120
5	Ch (6 x 2)	ACT-850	145 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	1186	12,560	9,120
5	Ch (6 x 4)	ACW-850		9.00/20 10 ply	9.00/20 10 ply	10	6	1186	14,290	8,980

CONVENTIONAL—(DIESEL)

2	Ch	ADC-500	078 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	1136	6,510	\$3,150
2	Ch (Tr.)	ADC-520	002 and up	7.00/20 8 ply	7.00/20 8 ply	6	3	1136	6,950	3,480
2 1/2	Ch	ADC-600	079 and up	7.50/20 8 ply	7.50/20 8 ply	6	3	1136	7,370	3,775
2 1/2	Ch (Tr.)	ADC-620	001 and up	7.50/20 8 ply	7.50/20 8 ply	6	4	1136	8,130	4,535
3 1/2	Ch	ADC-750	093 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	1136	8,600	5,445
3 1/2	Ch (Tr.)	ACDR-720	008 and up	8.25/20 10 ply	8.25/20 10 ply	6	4	1136	8,830	5,625

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

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				
3½	Ch (Tr.)	ADCR-70	005 and up	8.25/20 10 ply.	8.25/20 10 ply.	6	4	1136	9,670	\$6,290
4	Ch (dump)	ADC-773	001 and up	9.00/20 10 ply.	9.00/20 10 ply.	6	4	1160	9,785	\$6,581
4	Ch	ADC-800	046 and up	9.00/20 10 ply.	9.00/20 10 ply.	6	4	1136	9,730	\$6,665
5	Ch	ADC-850	022 and up	9.00/20 10 ply.	9.00/20 10 ply.	6	4	1130	10,280	\$7,140
6	Ch (dump)	ADCX-874	012 and up	9.00/20 10 ply.	9.00/20 10 ply.	6	4	1166	11,325	\$7,755
6	Ch (dump)	ADCX-894	001 and up	11.00/24 12 ply.	11.00/24 12 ply.	6	4	1166	13,640	\$8,925
5	Ch	ADC-900	025 and up	9.00/20 10 ply.	9.00/20 10 ply.	6	6	1150	11,030	\$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	1184	13,550	\$9,770
5	Ch (6 x 2)	ADCT-850	022 and up	9.00/20 10 ply.	9.00/20 10 ply.	10	4	1186	13,290	\$9,681
5	Ch (6 x 4)	ADCW-850		9.00/20 10 ply.	9.00/20 10 ply.	10	4	1222	15,020	\$10,550
5	Ch (6 x 2)	ADCT-950	013 and up	9.00/20 10 ply.	9.00/20 10 ply.	10	6	1176	14,750	\$10,780
5	Ch (6 x 4)	ADCW-950		9.00/20 10 ply.	9.00/20 10 ply.	10	6	1174	14,300	\$10,970
5	Ch (6 x 4)	ADCW-970	002 and up	9.00/20 10 ply.	9.00/20 10 ply.	10	6	1176	15,450	\$11,500

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	1,431
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.	6.50/26 32 x 6 8 ply.	4	6	100½	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	109½	3,880	765
1½	Ch/Cb	CF-301		6.00/26 6 ply.	6.50/20 32 x 6 8 ply.	4	6	109½	4,200	895
1½	Platform	CF-301		6.00/20 6 ply.	6.50/20 32 x 6 8 ply.	4	6	109½	4,770	950
1½	Stake (Std. Racks)	CF-301		6.00/20 6 ply.	6.50/20 32 x 6 8 ply.	4	6	109½	5,020	975
1½	Ch/Cowl	CF-302		6.00/20 6 ply.	6.50/20 32 x 6 8 ply.	4	6	132½	3,910	774
1½	Ch/Cowl/w/s	CF-302		6.00/20 6 ply.	6.50/20 32 x 6 8 ply.	4	6	132½	3,940	790
1½	Ch/Cb	CF-302		6.00/20 6 ply.	6.50/20 32 x 6 8 ply.	4	6	132½	4,260	920
1½	Platform	CF-302		6.00/20 6 ply.	6.50/20 32 x 6 8 ply.	4	6	132½	5,000	960
1½	Stake (Std. Racks)	CF-302		6.00/20 6 ply.	6.50/20 32 x 6 8 ply.	4	6	132½	5,295	1,030
1½	Stake Exp	CF-302		6.00/20 6 ply.	6.50/20 32 x 6 8 ply.	4	6	132½	5,380	1,045
1½	Ch/Cowl	CF-303		6.00/20 6 ply.	6.50/20 32 x 6 8 ply.	4	6	158½	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	158½	4,000	815
1½	Ch/Cb	CF-303		6.00/20 6 ply.	6.50/20 32 x 6 8 ply.	4	6	158½	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	109½	4,450	1,034
1½	Ch/Cowl/w/s	CF-351		6.00/20 6 ply.	6.50/20 32 x 6 8 ply.	4	6	109½	4,450	1,050
1½	Ch/Cb	CF-351		6.00/20 6 ply.	6.50/20 32 x 6 8 ply.	4	6	109½	4,800	1,180
1½	Ch/Cowl	CF-352		6.00/20 6 ply.	6.50/20 32 x 6 8 ply.	4	6	134½	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	134½	4,540	1,080
1½	Ch/Cb	CF-352		6.00/20 6 ply.	6.50/20 32 x 6 8 ply.	4	6	134½	4,860	1,210
1½	Ch/Cowl	CF-353		6.00/20 6 ply.	6.50/20 32 x 6 8 ply.	4	6	158½	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	158½	4,600	1,095
1½	Ch/Cb	CF-353		6.00/20 6 ply.	6.50/20 32 x 6 8 ply.	4	6	158½	4,920	1,225
1½	Ch/Cowl	CF-354		6.00/20 6 ply.	6.50/20 32 x 6 8 ply.	4	6	176½	4,680	1,101
1½	Ch/Cowl/w/s	CF-354		6.00/20 6 ply.	6.50/20 32 x 6 8 ply.	4	6	176½	4,710	1,120
1½	Ch/Cb	CF-354		6.00/20 6 ply.	6.50/20 32 x 6 8 ply.	4	6	176½	5,030	1,250
1½	Ch/Cowl	CF-355		6.00/20 6 ply.	6.50/20 32 x 6 8 ply.	4	6	194½	4,820	1,154
1½	Ch/Cowl/w/s	CF-355		6.00/20 6 ply.	6.50/20 32 x 6 8 ply.	4	6	194½	4,850	1,170
1½	Ch/Cb	CF-355		6.00/20 6 ply.	6.50/20 32 x 6 8 ply.	4	6	194½	5,170	1,300
1½	Ch/Cowl	CF-401	319 and up	6.00/20 6 ply.	6.00/20 6 ply.	6	6	109½	4,670	1,229
1½	Ch/Cowl/w/s	CF-401		6.00/20 6 ply.	6.00/20 6 ply.	6	6	109½	4,700	1,245
1½	Ch/Cb	CF-401		6.00/20 6 ply.	6.00/20 6 ply.	6	6	109½	5,020	1,375
1½	Ch/Cowl	CF-402		6.00/20 6 ply.	6.00/20 6 ply.	6	6	134½	4,740	1,259
1½	Ch/Cowl/w/s	CF-402		6.00/20 6 ply.	6.00/20 6 ply.	6	6	134½	4,770	1,275
1½	Ch/Cb	CF-402		6.00/20 6 ply.	6.00/20 6 ply.	6	6	134½	5,090	1,405
1½	Ch/Cowl	CF-403		6.00/20 6 ply.	6.00/20 6 ply.	6	6	158½	4,840	1,274
1½	Ch/Cowl/w/s	CF-403		6.00/20 6 ply.	6.00/20 6 ply.	6	6	158½	4,870	1,290
1½	Ch/Cb	CF-403		6.00/20 6 ply.	6.00/20 6 ply.	6	6	158½	5,190	1,420
1½	Ch/Cowl	CF-404		6.00/20 6 ply.	6.00/20 6 ply.	6	6	176½	4,880	1,290
1½	Ch/Cowl/w/s	CF-404		6.00/20 6 ply.	6.00/20 6 ply.	6	6	176½	4,910	1,315
1½	Ch/Cb	CF-404		6.00/20 6 ply.	6.00/20 6 ply.	6	6	176½	5,230	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				
1½	Ch/Cowl	CF-405	319 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	1947 ¹ / ₈	4,950	\$1,324
1½	Ch/Cowl/w/s	CF-405		6.00/20 6 ply	6.00/20 6 ply	6	6	1947 ¹ / ₈	4,980	1,340
1½	Ch/Cb	CF-405		6.00/20 6 ply	6.00/20 6 ply	6	6	1947 ¹ / ₈	5,300	1,470
1½	Ch/Cowl	CF-451	159 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	109 ¹ / ₈	4,920	1,424
1½	Ch/Cowl/w/s	CF-451		6.50/20 6 ply	6.50/20 6 ply	6	6	109 ¹ / ₈	4,950	1,440
1½	Ch/Cb	CF-451		6.50/20 6 ply	6.50/20 6 ply	6	6	109 ¹ / ₈	5,270	1,570
1½	Ch/Cowl	CF-452		6.50/20 6 ply	6.50/20 6 ply	6	6	134 ¹ / ₈	5,010	1,454
1½	Ch/Cowl/w/s	CF-452		6.50/20 6 ply	6.50/20 6 ply	6	6	134 ¹ / ₈	5,040	1,470
1½	Ch/Cb	CF-452		6.50/20 6 ply	6.50/20 6 ply	6	6	134 ¹ / ₈	5,360	1,600
1½	Ch/Cowl	CF-453		6.50/20 6 ply	6.50/20 6 ply	6	6	158 ¹ / ₈	5,100	1,463
1½	Ch/Cowl/w/s	CF-453		6.50/20 6 ply	6.50/20 6 ply	6	6	158 ¹ / ₈	5,130	1,485
1½	Ch/Cb	CF-453		6.50/20 6 ply	6.50/20 6 ply	6	6	158 ¹ / ₈	5,450	1,615
1½	Ch/Cowl	CF-454		6.50/20 6 ply	6.50/20 6 ply	6	6	176 ¹ / ₈	5,160	1,494
1½	Ch/Cowl/w/s	CF-454		6.50/20 6 ply	6.50/20 6 ply	6	6	176 ¹ / ₈	5,180	1,510
1½	Ch/Cb	CF-454		6.50/20 6 ply	6.50/20 6 ply	6	6	176 ¹ / ₈	5,500	1,640
1½	Ch/Cowl	CF-455		6.50/20 6 ply	6.50/20 6 ply	6	6	1947 ¹ / ₈	5,220	1,513
1½	Ch/Cowl/w/s	CF-455		6.50/20 6 ply	6.50/20 6 ply	6	6	1947 ¹ / ₈	5,250	1,535
1½	Ch/Cb	CF-455		6.50/20 6 ply	6.50/20 6 ply	6	6	1947 ¹ / ₈	5,570	1,665
2	Ch	AF-500	266 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	1108	5,920	\$1,790
2	Ch (Tr.)	AFR-520	032 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	1108	6,040	\$1,995
2	Ch	AF-550	074 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	1108	5,970	\$2,135
2½	Ch	AF-600	164 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	1108	6,430	\$2,390
2½	Ch (Tr.)	AFR-620	015 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	1108	7,130	\$3,075
2½	Ch	AF-650	042 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	1108	6,920	\$2,855
2½	Ch	AF-700	273 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	1108	7,710	\$3,705
3½	Ch/Cb	AY-700	006 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	1120	10,500	4,990
3½	Ch/Cb (Tr.)	AYR-720	023 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	1108	8,190	\$4,315
3½	Ch (Tr.)	AFR-750	002 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	1108	8,970	\$5,130
3½	Ch	AF-800	063 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	1108	9,020	\$5,255
4	Ch/Cb	AY-800	016 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	1120	11,980	6,425
5	Ch	AF-850	175 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	1222	9,450	\$5,650
5	Ch/Cb	AY-850	010 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	1120	12,320	7,150

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	155 ³ / ₈	5,990	\$1,694
1½	Ch/Cowl/w/s (6 x 2)	AFT-362		6.00/20 6 ply	6.00/20 6 ply	10	6	155 ³ / ₈	6,020	1,710
1½	Ch/Cb (6 x 2)	AFT-362		6.00/20 6 ply	6.00/20 6 ply	10	6	155 ³ / ₈	6,340	1,839
1½	Ch/Cowl (6 x 4)	AFW-362		6.00/20 6 ply	6.00/20 6 ply	10	6	155 ³ / ₈	N. A.	2,084
1½	Ch/Cowl/w/s (6 x 4)	AFW-362		6.00/20 6 ply	6.00/20 6 ply	10	6	155 ³ / ₈	N. A.	2,100
1½	Ch/Cb (6 x 4)	AFW-362		6.00/20 6 ply	6.00/20 6 ply	10	6	155 ³ / ₈	N. A.	2,239
1½	Ch/Cowl (6 x 2)	AFT-363		6.00/20 6 ply	6.00/20 6 ply	10	6	179 ³ / ₈	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	179 ³ / ₈	6,250	1,725
1½	Ch/Cb (6 x 2)	AFT-363		6.00/20 6 ply	6.00/20 6 ply	10	6	179 ³ / ₈	6,570	1,854
1½	Ch/Cowl (6 x 4)	AFW-363		6.00/20 6 ply	6.00/20 6 ply	10	6	179 ³ / ₈	N. A.	2,099
1½	Ch/Cowl/w/s (6 x 4)	AFW-363		6.00/20 6 ply	6.00/20 6 ply	10	6	179 ³ / ₈	N. A.	2,115
1½	Ch/Cb (6 x 4)	AFW-363		6.00/20 6 ply	6.00/20 6 ply	10	6	179 ³ / ₈	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	156 ³ / ₈	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	156 ³ / ₈	6,160	1,795
1½	Ch/Cb (6 x 2)	CFT-352		6.00/20 6 ply	6.00/20 6 ply	10	6	156 ³ / ₈	6,480	1,925
1½	Ch/Cowl (6 x 4)	CFW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	156 ³ / ₈	6,570	2,159
1½	Ch/Cowl/w/s (6 x 4)	CFW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	156 ³ / ₈	6,600	2,205
1½	Ch/Cb (6 x 4)	CFW-352		6.00/20 6 ply	6.00/20 6 ply	10	6	156 ³ / ₈	6,920	2,335
1½	Ch/Cowl (6 x 2)	CFT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	180 ³ / ₈	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	180 ³ / ₈	6,280	1,810
1½	Ch/Cb (6 x 2)	CFT-353		6.00/20 6 ply	6.00/20 6 ply	10	6	180 ³ / ₈	6,600	1,940
1½	Ch/Cowl (6 x 4)	CFW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	180 ³ / ₈	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	180 ³ / ₈	6,750	2,220
1½	Ch/Cb (6 x 4)	CFW-353		6.00/20 6 ply	6.00/20 6 ply	10	6	180 ³ / ₈	6,700	2,240
1½	Ch/Cowl (6 x 2)	AFT-412	122 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	155 ³ / ₈	6,190	1,884
1½	Ch/Cowl/w/s (6 x 2)	AFT-412		6.00/20 6 ply	6.00/20 6 ply	10	6	155 ³ / ₈	6,510	1,989
1½	Ch/Cb (6 x 2)	AFT-412		6.00/20 6 ply	6.00/20 6 ply	10	6	155 ³ / ₈	6,620	2,234
1½	Ch/Cowl (6 x 4)	AFW-412		6.00/20 6 ply	6.00/20 6 ply	10	6	155 ³ / ₈	6,650	2,250
1½	Ch/Cowl/w/s (6 x 4)	AFW-412		6.00/20 6 ply	6.00/20 6 ply	10	6	155 ³ / ₈	6,970	2,379
1½	Ch/Cb (6 x 4)	AFW-412		6.00/20 6 ply	6.00/20 6 ply	10	6	155 ³ / ₈	6,300	1,859
1½	Ch/Cowl (6 x 2)	AFT-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179 ³ / ₈	6,300	1,875
1½	Ch/Cowl/w/s (6 x 2)	AFT-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179 ³ / ₈	6,650	2,004
1½	Ch/Cb (6 x 2)	AFT-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179 ³ / ₈	6,760	2,249
1½	Ch/Cowl (6 x 4)	AFW-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179 ³ / ₈	6,790	2,255
1½	Ch/Cowl/w/s (6 x 4)	AFW-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179 ³ / ₈	7,110	2,394
1½	Ch/Cb (6 x 4)	AFW-413		6.00/20 6 ply	6.00/20 6 ply	10	6	179 ³ / ₈	6,200	1,939
1½	Ch/Cowl (6 x 2)	CFT-402	001 and up	6.00/20 6 ply	6.00/20 6 ply	10	6	156 ³ / ₈	6,290	1,955
1½	Ch/Cowl/w/s (6 x 2)	CFT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	156 ³ / ₈	6,550	2,085
1½	Ch/Cb (6 x 2)	CFT-402		6.00/20 6 ply	6.00/20 6 ply	10	6	156 ³ / ₈	6,650	2,344
1½	Ch/Cowl (6 x 4)	CFW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	156 ³ / ₈	6,680	2,365
1½	Ch/Cowl/w/s (6 x 4)	CFW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	156 ³ / ₈	7,000	2,495
1½	Ch/Cb (6 x 4)	CFW-402		6.00/20 6 ply	6.00/20 6 ply	10	6	156 ³ / ₈	6,340	1,934
1½	Ch/Cowl (6 x 2)	CFT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	180 ³ / ₈	6,370	1,970
1½	Ch/Cowl/w/s (6 x 2)	CFT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	180 ³ / ₈	6,690	2,100
1½	Ch/Cb (6 x 2)	CFT-403		6.00/20 6 ply	6.00/20 6 ply	10	6	180 ³ / ₈	6,790	2,364
1½	Ch/Cowl (6 x 4)	CFW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	180 ³ / ₈	6,820	2,390
1½	Ch/Cowl/w/s (6 x 4)	CFW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	180 ³ / ₈	7,140	2,510
1½	Ch/Cb (6 x 4)	CFW-403		6.00/20 6 ply	6.00/20 6 ply	10	6	180 ³ / ₈	7,850	\$2,650
2	Ch (6 x 2)	AFT-500	266 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	1159	9,130	\$3,530
2	Ch (6 x 2)	AFT-600	164 and up	7.50/20 8 ply	7.50/20 8 ply	10	6	1159	9,300	\$3,940
2½	Ch (6 x 4)	AFW-600		7.50/20 8 ply	7.50/20 8 ply	10	6	1159	10,860	\$5,490
3½	Ch (6 x 2)	AFT-700	273 and up	8.25/20 10 ply	8.25/20 10 ply	10	6	1160	11,020	\$6,530
3½	Ch (6 x 4)	AFW-700		8.25/20 10 ply	8.25/20 10 ply	10	6	1160	12,850	\$8,360
4	Ch (6 x 4)	AFW-800	046 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	1162	12,540	\$8,240
5	Ch (6 x 2)	AFT-850	175 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	1162	14,270	\$9,095
5	Ch (6 x 4)	AFW-850		9.00/20 10 ply	9.00/20 10 ply	10	6	1162		

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				
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	7,090	² 3,665
2½	Ch	ADF-600	044 and up	7.50/20 8 ply	7.50/20 8 ply	6	3	¹ 108	7,330	² 3,980
2½	Ch (Tr)	ADFR-620	001 and up	7.50/20 8 ply	7.50/20 8 ply	6	4	¹ 108	8,150	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 6,905
5	Ch	ADF-850	071 and up	9.00/20 10 ply	9.00/20 10 ply	6	4	¹ 108	10,250	² 7,255

CAB OVER ENGINE—(DIESEL—3D AXLE)

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

(o) HUDSON

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

(1) 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				
1½	Ch	89	8928566 to 8956040	6.00/16 4 ply	6.00/16 4 ply	5	6	¹ 112		\$495
1½	Ch/Cb	89		6.00/16 4 ply	6.00/16 4 ply	5	6	¹ 112	2,375	593
1½	Pickup	89		6.00/16 4 ply	6.00/16 4 ply	5	6	¹ 112	2,750	625
1½	Panel	89		6.00/16 4 ply	6.00/16 4 ply	5	6	¹ 112	2,975	774

(2) 1939

CONVENTIONAL

1½	Ch	90	90101 to 9054902	5.50/16 4 ply	5.50/16 4 ply	5	6	112	2,025	\$516
1½	Ch/Cb	90		5.50/16 4 ply	5.50/16 4 ply	5	6	112	2,369	615
1½	Pickup	90		5.50/16 4 ply	5.50/16 4 ply	5	6	112	2,770	651
1½	Panel	90		5.50/16 4 ply	5.50/16 4 ply	5	6	112	2,922	808
1½	Ch	98	98101 to 9854902	6.00/16 4 ply	6.00/16 4 ply	5	6	119	2,155	547
1½	Ch/Cb	98		6.00/16 4 ply	6.00/16 4 ply	5	6	119	2,556	652
1½	Pickup	98		6.00/16 4 ply	6.00/16 4 ply	5	6	119	2,940	695
1½	Panel-Del. Custom	98		6.00/16 4 ply	6.00/16 4 ply	5	6	119	3,072	864
1½	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

1½	Ch/Cb	40	40101 to 4089192	6.00/16 4 ply	6.00/16 4 ply	5	6	113	2,575	\$635
1½	Pickup	40		6.00/16 4 ply	6.00/16 4 ply	5	6	113	2,945	671
1½	Panel	40		6.00/16 4 ply	6.00/16 4 ply	5	6	113	3,225	828
1½	Ch/Cb	48	48101 to 4889192	6.00/16 4 ply	6.00/16 4 ply	5	6	125	2,675	672
1½	Pickup	48		6.00/16 4 ply	6.00/16 4 ply	5	6	125	3,045	715
1½	Panel	48		6.00/16 4 ply	6.00/16 4 ply	5	6	125	3,310	884

(4) 1941

CONVENTIONAL

1½	Ch/Cb	10	C-101101 to C-1092988	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,575	\$697
1½	Pickup	10		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,935	732
1½	Coach Utility	10		6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,900	782
1½	Coupe Utility	10	C-101101 to C-1092988	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,890	724
1½	Dly	10		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,120	1,118
1½	Ch/Cb	18	C-18101 to C-1892988	6.00/16 4 ply	6.00/16 4 ply	5	6	128	2,670	737
1½	Pickup	18		6.00/16 4 ply	6.00/16 4 ply	5	6	128	3,040	775
1½	Sed. Carryall	18		6.00/16 4 ply	6.00/16 4 ply	5	6	128	3,200	1,022

(5) 1942

CONVENTIONAL

1½	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
1½	Coach Utility	T-20		5.50/16 4 ply	5.50/16 4 ply	4	6	116	2,905	867
1½	Pickup	C-20		6.00/16 4 ply	6.00/16 4 ply	4	6	116	2,910	828
1½	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) 1034

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				
1 1/2	Ch/Cowl	D-1	15200 and up	5.25/18	5.25/18	4	6	113	2,180	\$360
1 1/2	Ch/Cb	D-1		5.25/18	5.25/18	4	6	113	2,540	455
1 1/2	Pick-up	D-1		5.25/18	5.25/13	4	6	113	2,788	475
1 1/2	Panel	D-1		5.25/18	5.25/18	4	6	113	3,070	565
1 1/2	Ch/Cowl	C-1	501-15257	6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,205	445
1 1/2	Ch/Cb	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,630	545
1 1/2	Pick-up	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,890	565
1 1/2	Canopy	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,105	690
1 1/2	Panel	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,140	655
1 1/2	Sta. Wagon	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,130	775
1 1/2	Ch/Cowl	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,250	470
1 1/2	Ch/Cb	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,675	570
1 1/2	Pick-up	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,995	580
1 1/2	Panel	C-1		6.00/16 4 ply	6.00/15 4 ply	4	6	125	3,205	692
3 1/2	Ch/Cowl	C-10	501-552	6.00/20	6.00/20	4	4	133	3,089	575
3 1/2	Ch/Cb	C-10		6.00/20	6.00/20	4	4	133	3,514	692
3 1/2	Ch/Cowl	C-10		6.00/20	6.00/20	4	4	157	3,254	610
3 1/2	Ch/Cb	C-10		6.00/20	6.00/20	4	4	157	3,669	727
1	Ch/Cowl	C-20	501-2941	6.00/20	6.00/20	4	4	133	3,089	575
1	Ch/Cb	C-20		6.00/20	6.00/20	4	4	133	3,511	692
1	Ch/Cowl	C-20		6.00/20	6.00/20	4	4	157	3,254	610
1	Ch/Cb	C-20		6.00/20	6.00/20	4	4	157	3,669	727
1	Ch/Cowl	M-2	975-1496	6.50/20	6.50/20	4	4	118	3,180	850
1	Milk Dly. Panel	M-2		6.50/20	6.50/20	4	4	118	4,480	1,250
1 1/2	Ch/Cowl	C-30	501-2139	30 x 5-F	32 x 6-TT	4	6	133	3,210	650
1 1/2	Ch/Cb	C-30		30 x 5-F	32 x 6-TT	4	6	133	3,635	755
1 1/2	Panel, 9'	C-30		30 x 5-F	32 x 6-TT	4	6	133	4,380	1,005
1 1/2	Ch/Cowl	C-30		30 x 5-TT	32 x 6-TT	4	6	157	3,385	685
1 1/2	Ch/Cb	C-30		30 x 5-TT	32 x 6-TT	4	6	157	3,810	790
1 1/2	Panel-AA-12'	C-30		30 x 5-TT	32 x 6-TT	4	6	157	4,950	1,160
1 1/2	Stk. (Std. Racks)	C-30		30 x 5-TT	32 x 6-TT	4	6	157	4,860	910
1 1/2	Ch/Cowl	B-3	9346 and up	30 x 5-TT	32 x 6-TT	4	6	136	3,385	695
1 1/2	Ch/Cb	B-3		30 x 5-TT	32 x 6-TT	4	6	126	3,510	812
1 1/2	Ch/Cowl	B-3		30 x 5-TT	32 x 6-TT	4	6	160	3,455	740
1 1/2	Ch/Cb	B-3		30 x 5-TT	32 x 6-TT	4	6	160	3,880	857
1 1/2	Ch/Cowl	C-35	501-7122	30 x 5-TT	32 x 6-TT	4	6	136	3,594	795
1 1/2	Ch/Cb	C-35		30 x 5-TT	32 x 6-TT	4	6	136	4,019	912
1 1/2	Ch/Cowl	C-35		30 x 5-TT	32 x 6-TT	4	6	160	3,769	840
1 1/2	Ch/Cb	C-35		30 x 5-TT	32 x 6-TT	4	6	160	4,194	957
1 1/2	Ch/Cowl	C-35		30 x 5-TT	32 x 6-TT	4	6	175	3,804	865
1 1/2	Ch/Cowl	C-35-B	501-573	30 x 5-TT	32 x 6-TT	4	6	198	3,829	915
2	Ch/Cowl	B-4	5922 and up	6.50/20	6.50/20	6	6	145	2,045	1,045
2	Ch/Cb	B-4		6.50/20	6.50/20	6	6	145	2,445	1,162
2	Ch/Cowl	B-4		6.50/20	6.50/20	6	6	155	2,070	1,060
2	Ch/Cb	B-4		6.50/20	6.50/20	6	6	155	2,470	1,177
2	Ch/Cowl	B-4		6.50/20	6.50/20	6	6	170	2,120	1,075
2	Ch/Cb	B-4		6.50/20	6.50/20	6	6	170	2,520	1,192
2	Ch/Cowl	B-4		6.50/20	6.50/20	6	6	185	2,150	1,090
2	Ch/Cb	B-4		6.50/20	6.50/20	6	6	185	2,550	1,207
2-3	Ch/Cowl	C-40	501-3652	6.50/20	6.50/20	6	6	145	4,362	1,145
2-3	Ch/Cb	C-40		6.50/20	6.50/20	6	6	145	4,787	1,262
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	8	155	4,822	1,277
2-3	Ch/Cowl	C-40		6.50/20	6.50/20	6	6	170	4,449	1,175
2-3	Ch/Cb	C-40		6.50/20	6.50/20	6	6	170	4,874	1,292
2-3	Ch/Cowl	C-40		6.50/20	6.50/20	6	6	185	4,501	1,190
2-3	Ch/Cb	C-40		6.50/20	6.50/20	6	6	185	4,926	1,307
3-4	Ch/Cowl	C-50	501-812	32 x 6-TT	32 x 6-TT	6	6	145	5,650	1,705
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	145	6,075	1,650
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	1,975
3-4	Ch/Cowl	C-50		32 x 6-TT	32 x 6-TT	6	6	170	5,818	1,845
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	170	6,243	2,000
3-4	Ch/Cowl	C-50		32 x 6-TT	32 x 6-TT	6	6	185	5,918	1,870
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	185	6,343	2,025
3 1/2-4 1/2	Ch/Cowl	C-55	501-922	34 x 7	34 x 7	6	6	140	6,606	2,450
3 1/2-4 1/2	Ch/Cb	C-55		34 x 7	34 x 7	6	6	140	7,031	2,605
3 1/2-4 1/2	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	156	6,681	2,450
3 1/2-4 1/2	Ch/Cb	C-55		34 x 7	34 x 7	6	6	156	7,106	2,605
3 1/2-4 1/2	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	170	6,746	2,475
3 1/2-4 1/2	Ch/Cb	C-55		34 x 7	34 x 7	6	6	170	7,171	2,630
3 1/2-4 1/2	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	190	6,839	2,500
3 1/2-4 1/2	Ch/Cb	C-55		34 x 7	34 x 7	6	6	190	7,264	2,655
3 1/2-4 1/2	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	210	6,932	2,525
3 1/2-4 1/2	Ch/Cb	C-55		34 x 7	34 x 7	6	6	210	7,357	2,680
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	140	6,685	2,575
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	140	7,110	2,730
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	156	6,760	2,575
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	156	7,185	2,730
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	170	6,825	2,600
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	170	7,250	2,755
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	190	6,918	2,625
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	190	7,343	2,780
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	210	7,011	2,650
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	210	7,436	2,805
3 1/2	Ch/Cowl (DR)	W-2	588-621	36 x 8	36 x 8	6	6	130	8,250	3,300
3 1/2	Ch/Cb (DR)	W-2		36 x 8	36 x 8	6	6	130	8,665	3,530
3 1/2	Ch/Cowl (DR)	W-2		36 x 8	36 x 8	6	6	148	8,460	3,300
3 1/2	Ch/Cb (DR)	W-2		36 x 8	36 x 8	6	6	148	8,875	3,530
3 1/2	Ch/Cowl (DR)	W-2		36 x 8	36 x 8	6	6	170	8,715	3,350
3 1/2	Ch/Cb (DR)	W-2		36 x 8	36 x 8	6	6	170	9,330	3,580
3 1/2	Ch/Cowl (DR)	W-2		36 x 8	36 x 8	6	6	185	8,765	3,400
3 1/2	Ch/Cb (DR)	W-2		36 x 8	36 x 8	6	6	185	9,380	3,630
3 1/2	Ch/Cowl (DR)	W-2		36 x 8	36 x 8	6	6	200	8,815	3,450
3 1/2	Ch/Cb (DR)	W-2		36 x 8	36 x 8	6	6	200	9,430	3,680
5-7 1/2	Ch/Cowl (DR)	A-7	600-606	9.75/20 12 ply	9.75/20 12 ply	6	6	160	11,500	6,500
5-7 1/2	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,205	6,825
5-7 1/2	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	180	11,820	6,550
5-7 1/2	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,435	6,875

(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				
5-7 1/2	Ch/Cowl (DR)	A-7	639-683	9.75/20 12 ply	9.75/20 12 ply	6	6	Inches 200	Pounds 11,990	\$8,600
5-7 1/2	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	200	12,605	6,925
5-7 1/2	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,240	6,650
5-7 1/2	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,655	6,975
7 1/2	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,035	6,600
7 1/2	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,650	6,925
7 1/2	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,265	6,650
7 1/2	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,880	6,975
7 1/2	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	500	12,435	6,700
7 1/2	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	200	13,050	7,025
7 1/2	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,685	6,750
7 1/2	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

1 1/2	Ch/Cowl	C-1	15258-44136	6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,205	\$400
1 1/2	Ch/Cb	C-1	501-767	6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,630	505
1 1/2	Pick-up	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,890	530
1 1/2	Canopy	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,105	639
1 1/2	Panel	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,140	640
1 1/2	Station Wagon	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,130	730
1 1/2	Ch/Cowl	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,250	425
1 1/2	Ch/Cb	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,675	520
1 1/2	Pick-up	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,995	570
1 1/2	Canopy	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,225	670
1 1/2	Panel	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,205	677
1 1/2	Ch/Cowl	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,205	400
1 1/2	Ch/Cb	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,630	505
1 1/2	Pick-up	C-5	6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,890	530	
1 1/2	Canopy	C-5	6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,105	639	
1 1/2	Panel	C-5	6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,140	640	
1 1/2	Station Wagon	C-5	6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,130	730	
1 1/2	Ch/Cowl	C-5	6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,250	425	
1 1/2	Ch/Cb	C-5	6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,675	530	
1 1/2	Pick-up	C-5	6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,995	570	
1 1/2	Canopy	C-5	6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,225	670	
1 1/2	Panel	C-5	6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,205	677	
1 1/2	Ch/Cowl	C-10	533-733	6.00/20	6.00/20	4	4	133	3,089	585
1 1/2	Ch/Cb	C-10	6.00/20	6.00/20	4	4	133	3,514	695	
1 1/2	Canopy	C-10	6.00/20	6.00/20	4	4	133	N. A.	900	
1 1/2	Panel	C-10	6.00/20	6.00/20	4	4	133	4,259	930	
1 1/2	Ch/Cowl	C-10	6.00/20	6.00/20	4	4	157	3,254	620	
1 1/2	Ch/Cb	C-10	6.00/20	6.00/20	4	4	157	3,669	730	
1 1/2	Panel, AA-12'	C-10	6.00/20	6.00/20	4	4	157	4,819	1,095	
1	Ch/Cowl	C-20	2942-6149	6.00/20	6.00/20	4	4	133	3,089	585
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	4,259	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	730	
1	Panel, AA-12'	C-20	6.00/20	6.00/20	4	4	157	4,819	1,095	
1	Ch/Cowl	M-2	1497 and up	6.50/20	6.50/20	4	4	118	3,180	550
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	6.50/20	4	6	118	3,280	830
1	Milk Dly. Panel	M-3	6.50/20	6.50/20	4	6	118	4,580	1,200	
1 1/2	Ch/Cowl	C-30	2140-23530	30 x 5-TT	32 x 6-TT	4	6	133	3,210	650
1 1/2	Ch/Cb	C-30	30 x 5-TT	32 x 6-TT	4	6	133	3,635	760	
1 1/2	Canopy	C-30	30 x 5-TT	32 x 6-TT	4	6	133	N. A.	965	
1 1/2	Panel	C-30	30 x 5-TT	32 x 6-TT	4	6	133	4,380	995	
1 1/2	Ch/Cowl	C-30	30 x 5-TT	32 x 6-TT	4	6	157	3,285	685	
1 1/2	Ch/Cb	C-30	30 x 5-TT	32 x 6-TT	4	6	157	3,810	795	
1 1/2	Panel, AA-12'	C-30	30 x 5-TT	32 x 6-TT	4	6	157	4,950	1,160	
1 1/2	Ch/Cowl	C-30	30 x 5-TT	32 x 6-TT	4	6	172	3,550	670	
1 1/2	Ch/Cb	C-30	30 x 5-TT	32 x 6-TT	4	6	172	3,975	780	
1 1/2	Ch/Cowl (2SRA)	CS-30	501-896	30 x 5-TT	32 x 5-TT	4	6	133	3,293	705
1 1/2	Ch/Cb (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	133	3,718	815	
1 1/2	Canopy (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	133	4,463	1,020	
1 1/2	Panel (2SRA)	CS-30	30 x 5-TT	32 x 5-TT	4	6	133	4,463	1,050	
1 1/2	Stk. (Std. Racks) (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	133	4,593	915	
1 1/2	Ch/Cowl (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	157	3,468	740	
1 1/2	Ch/Cb (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	157	3,893	850	
1 1/2	Panel (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	157	4,608	1,135	
1 1/2	Stk. (Std. Racks) (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	157	4,960	970	
1 1/2	Ch/Cowl (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	172	3,633	765	
1 1/2	Ch/Cb (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	172	3,758	875	
1 1/2	Ch/Cowl	C-35	7123-15382	30 x 5-TT	32 x 6-TT	4	6	136	3,594	795
1 1/2	Ch/Cb	C-35	30 x 5-TT	32 x 6-TT	4	6	136	4,019	905	
1 1/2	Canopy	C-35	30 x 5-TT	32 x 6-TT	4	6	136	N. A.	1,110	
1 1/2	Panel	C-35	30 x 5-TT	32 x 6-TT	4	6	136	4,764	1,140	
1 1/2	Ch/Cowl	C-35	30 x 5-TT	32 x 6-TT	4	6	160	3,769	840	
1 1/2	Ch/Cb	C-35	30 x 5-TT	32 x 6-TT	4	6	160	4,194	950	
1 1/2	Panel, AA-12'	C-35	30 x 5-TT	32 x 6-TT	4	6	160	5,334	1,315	
1 1/2	Ch/Cowl	C-35	30 x 5-TT	32 x 6-TT	4	6	175	3,804	865	
1 1/2	Ch/Cb	C-35	30 x 5-TT	32 x 6-TT	4	6	175	4,229	975	
1 1/2	Ch/Cowl	C-35-B	574-840	30 x 5-TT	32 x 6-TT	4	6	198	3,829	915
1 1/2	Ch/Cowl (2SRA)	CS-35	501-921	30 x 5-TT	32 x 6-TT	4	6	136	3,712	800
1 1/2	Ch/Cb (2SRA)	CS-35	30 x 5-TT	32 x 6-TT	4	6	136	4,137	1,040	
1 1/2	Canopy (2SRA)	CS-35	30 x 5-TT	32 x 6-TT	4	6	136	N. A.	1,205	
1 1/2	Panel (2SRA)	CS-35	30 x 5-TT	32 x 6-TT	4	6	136	4,882	1,235	
1 1/2	Stk. (Std. Racks) (2SRA)	CS-35	30 x 5-TT	32 x 6-TT	4	6	136	5,012	1,140	
1 1/2	Ch/Cowl (2SRA)	CS-35	30 x 5-TT	32 x 6-TT	4	6	160	3,887	935	
1 1/2	Ch/Cb (2SRA)	CS-35	30 x 5-TT	32 x 6-TT	4	6	160	4,312	1,045	
1 1/2	Canopy (2SRA)	CS-35	30 x 5-TT	32 x 6-TT	4	6	160	N. A.	1,310	
1 1/2	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				
1½-2	Stk. (Std. Racks) (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	Inches 160 Pounds 8,362	\$1,205	
1½-2	Ch/Cowl (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	175	3,922	960
1½-2	Ch/Cb (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	175	4,347	1,070
1½-2	Ch/Cowl (2SRA)	CS-35-B	501-508	30 x 5-TT	32 x 6-TT	4	6	198	3,947	1,010
2-3	Ch/Cowl	C-40	3653-10098	6.50/20	6.50/20	6	6	145	4,362	1,145
2-3	Ch/Cb	C-40		6.50/20	6.50/20	6	6	145	4,787	1,295
2-3	Ch/Cowl	C-40		6.50/20	6.50/20	6	6	155	4,397	1,160
2-3	Ch/Cb	C-40		6.50/20	6.50/20	6	6	155	4,822	1,310
2-3	Ch/Cowl	C-40		6.50/20	6.50/20	6	6	170	4,449	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
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	928-1590	34 x 7	34 x 7	6	6	140	6,005	2,450
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	140	7,031	2,600
3½-4½	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	156	6,681	2,450
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	156	7,106	2,600
3½-4½	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	170	6,746	2,475
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	170	7,171	2,625
3½-4½	Ch/Cowl	C-55	1916 and up	34 x 7	34 x 7	6	6	190	6,839	2,500
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	190	7,264	2,655
3½-4½	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	190	6,839	2,540
3½-4½	Ch/Cb	C-55		34 x 7	34 x 7	6	6	190	7,264	2,690
3½-4½	Ch/Cowl	C-55	923-1590	34 x 7	34 x 7	6	6	210	6,932	2,525
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		34 x 7	34 x 7	6	6	140	6,685	2,575
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	140	7,110	2,725
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	156	6,760	2,575
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	156	7,185	2,725
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	170	6,825	2,600
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	170	7,250	2,750
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	190	6,918	2,625
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	190	7,343	2,775
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	210	7,011	2,650
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	210	7,436	2,800
3½-4	Ch/Cowl (DR)	W-2	622 and up	36 x 8	36 x 8	6	6	130	8,250	3,300
3½-4	Ch/Cb (DR)	W-2		36 x 8	36 x 8	6	6	130	8,865	3,530
3½-4	Ch/Cowl (DR)	W-2		36 x 8	36 x 8	6	6	148	8,450	3,300
3½-4	Ch/Cb (DR)	W-2		36 x 8	36 x 8	6	6	148	9,065	3,530
3½-4	Ch/Cowl (DR)	W-2		36 x 8	36 x 8	6	6	170	8,715	3,350
3½-4	Ch/Cb (DR)	W-2		36 x 8	36 x 8	6	6	170	9,330	3,580
3½-4	Ch/Cowl (DR)	W-2		36 x 8	36 x 8	6	6	185	8,765	3,400
3½-4	Ch/Cb (DR)	W-2		36 x 8	36 x 8	6	6	185	9,380	3,630
3½-4	Ch/Cowl (DR)	W-2		36 x 8	36 x 8	6	6	200	8,815	3,450
3½-4	Ch/Cb (DR)	W-2		36 x 8	36 x 8	6	6	200	9,430	3,680
5-7½	Ch/Cowl (DR)	A-7	607-612	9.75/20 12 ply	9.75/20 12 ply	6	6	160	11,590	6,500
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,205	6,825
5-7½	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	150	11,820	6,550
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,435	6,875
5-7½	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	200	11,980	6,600
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	200	12,605	6,925
5-7½	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,240	6,650
5-7½	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,655	6,975
7½	Ch/Cowl (DR)	A-8	684-721	9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,035	6,600
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,650	6,925
7½	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,265	6,650
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,880	6,975
7½	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	200	12,435	6,700
7½	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	200	13,050	7,025
7½	Ch/Cowl	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,685	6,750
7½	Ch/Cb	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	225	13,300	7,075

CONVENTIONAL—(3D AXLE)

1½-4	Ch/Cowl (6 x 2)	C-35-T	501-540	6.50/20	6.50/20	10	6	168	5,410	\$1,575
1½-4	Ch/Cb (6 x 2)	C-35-T		6.50/20	6.50/20	10	6	168	5,835	1,725
1½-4	Ch/Cowl (6 x 2)	C-35-T		6.50/20	6.50/20	10	6	186	5,590	1,575
1½-4	Ch/Cb (6 x 2)	C-35-T		6.50/20	6.50/20	10	6	186	5,985	1,725
1½-4	Ch/Cowl (6 x 2-2SRA)	CS-35-T	501-536	6.50/20	6.50/20	10	6	168	5,440	1,670
1½-4	Ch/Cb (6 x 2-2SRA)	CS-35-T		6.50/20	6.50/20	10	6	168	5,865	1,820
1½-4	Ch/Cowl (6 x 2-2SRA)	CS-35-T		6.50/20	6.50/20	10	6	186	5,590	1,670
1½-4	Ch/Cb (6 x 2-2SRA)	CS-35-T		6.50/20	6.50/20	10	6	186	6,015	1,820
2-5	Ch/Cowl (6 x 2)	C-40-T	501-543	7.50/20	7.50/20	10	6	168	6,490	2,200
2-5	Ch/Cb (6 x 2)	C-40-T		7.50/20	7.50/20	10	6	168	6,915	2,350
2-5	Ch/Cowl (6 x 2)	C-40-T		7.50/20	7.50/20	10	6	186	6,580	2,200
2-5	Ch/Cb (6 x 2)	C-40-T		7.50/20	7.50/20	10	6	186	7,005	2,350
2-5	Ch/Cowl (6 x 2)	C-40-T	501-543	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	501-519	7.50/20	7.50/20	10	6	168	7,200	2,675
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	2,675
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
3-6	Ch/Cowl (6 x 2)	C-50-T		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

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(2) 1935—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. h. list price
				Front	Rear	Number				
3 1/2-7	Ch/Cowl (6 x 2)	C-55-T	501-508	9.00/20	9.00/20	10	6	170	9,315	\$3,950
3 1/2-7	Ch/Cb (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	170	9,740	4,100
3 1/2-7	Ch/Cowl (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	206	9,750	3,950
3 1/2-7	Ch/Cb (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	206	10,175	4,100
3 1/2-7	Ch/Cowl (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	224	9,965	3,950
3 1/2-7	Ch/Cb (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	224	10,390	4,100
3 1/2-7	Ch/Cowl (6 x 4)	C-55-F	501-576	9.00/20	9.00/20	10	6	170	10,170	4,950
3 1/2-7	Ch/Cb (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	170	10,595	5,100
3 1/2-7	Ch/Cowl (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	206	10,550	4,950
3 1/2-7	Ch/Cb (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	206	10,975	5,100
3 1/2-7	Ch/Cowl (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	224	10,755	4,950
3 1/2-7	Ch/Cb (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	224	11,180	5,100
3 1/2-7	Ch/Cowl (6 x 2-DR)	C-60-T	501-508	9.00/20	9.00/20	10	6	170	9,395	4,075
3 1/2-7	Ch/Cb (6 x 2-DR)	C-60-T		9.00/20	9.00/20	10	6	170	9,820	4,225
3 1/2-7	Ch/Cowl (6 x 2-DR)	C-60-T		9.00/20	9.00/20	10	6	206	9,830	4,075
3 1/2-7	Ch/Cb (6 x 2-DR)	C-60-T		9.00/20	9.00/20	10	6	206	10,255	4,225
3 1/2-7	Ch/Cowl (6 x 2-DR)	C-60-T		9.00/20	9.00/20	10	6	224	10,045	4,075
3 1/2-7	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

1 1/2	Ch/Cowl	C-1	44137-73742	6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,205	\$415
1 1/2	Ch/Cb	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,630	520
1 1/2	Pick-up	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,890	545
1 1/2	Canopy	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,105	645
1 1/2	Panel	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,140	655
1 1/2	Station Wagon	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,130	745
1 1/2	CM/Milk	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	N. A.	755
1 1/2	Ch/Cowl	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,250	440
1 1/2	Ch/Cb	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,675	545
1 1/2	Pick-up	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,995	585
1 1/2	Canopy	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,225	685
1 1/2	Panel	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,205	692
1 1/2	Ch/Cowl	C-5	765-3978	6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,205	415
1 1/2	Ch/Cb	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,630	520
1 1/2	Pick-up	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,890	545
1 1/2	Canopy	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,105	645
1 1/2	Panel	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,140	655
1 1/2	Station Wagon	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,130	745
1 1/2	CM/Milk	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	N. A.	755
1 1/2	Ch/Cowl	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,250	440
1 1/2	Ch/Cb	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,675	545
1 1/2	Pick-up	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,995	585
1 1/2	Canopy	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,225	685
1 1/2	Panel	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,205	692
1 1/2	Ch/Cowl	C-10	734-8027	6.00/20	6.00/20	4	4	133	3,059	590
1 1/2	Ch/Cb	C-10		6.00/20	6.00/20	4	4	133	3,415	700
1 1/2	Pick-up	C-10		6.00/20	6.00/20	4	4	133	N. A.	905
1 1/2	Panel	C-10		6.00/20	6.00/20	4	4	133	4,259	900
1 1/2	Ch/Cowl	C-10		6.00/20	6.00/20	4	4	157	3,254	625
1 1/2	Ch/Cb	C-10		6.00/20	6.00/20	4	4	157	3,669	735
1 1/2	Panel	C-10		6.00/20	6.00/20	4	4	157	4,819	1,020
1 1/2	Ch/Cowl	C-12	501-691	30 x 6-TT	32 x 6-TT	4	4	133	3,210	650
1 1/2	Ch/Cb	C-12		30 x 6-TT	32 x 6-TT	4	4	133	3,635	760
1 1/2	Pick-up	C-12		30 x 6-TT	32 x 6-TT	4	4	157	3,385	685
1 1/2	Ch/Cowl	C-12		30 x 6-TT	32 x 6-TT	4	4	157	3,810	795
1 1/2	Ch/Cb	C-12		30 x 6-TT	32 x 6-TT	4	4	157	4,235	885
1 1/2	Ch/Cowl	C-15	501-5201	7.00/16 6 ply	7.00/16 6 ply	4	6	136	2,746	545
1 1/2	Ch/Cb	C-15		7.00/16 6 ply	7.00/16 6 ply	4	6	136	3,171	650
1 1/2	Panel	C-15		7.00/16 6 ply	7.00/16 6 ply	4	6	136	3,916	855
1	Ch/Cowl	C-20	6150-8070	6.00/20	6.00/20	4	4	133	3,089	590
1	Ch/Cb	C-20		6.00/20	6.00/20	4	4	133	3,514	700
1	Canopy	C-20		6.00/20	6.00/20	4	4	133	N. A.	905
1	Panel	C-20		6.00/20	6.00/20	4	4	133	4,259	900
1	Ch/Cowl	C-20		6.00/20	6.00/20	4	4	157	3,254	625
1	Ch/Cb	C-20		6.00/20	6.00/20	4	4	157	3,669	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
1 1/2	Ch/Cowl	C-30	23531-49573	30 x 5-TT	32 x 6-TT	4	6	133	3,210	610
1 1/2	Ch/Cb	C-30		30 x 5-TT	32 x 6-TT	4	6	133	3,635	720
1 1/2	Canopy	C-30		30 x 5-TT	32 x 6-TT	4	6	133	N. A.	925
1 1/2	Panel	C-30		30 x 5-TT	32 x 6-TT	4	6	133	4,380	900
1 1/2	Ch/Cowl	C-30		30 x 5-TT	32 x 6-TT	4	6	157	3,385	645
1 1/2	Ch/Cb	C-30		30 x 5-TT	32 x 6-TT	4	6	157	3,810	755
1 1/2	Panel-AA-12'	C-30		30 x 5-TT	32 x 6-TT	4	6	157	4,950	1,040
1 1/2	Ch/Cowl	C-30		30 x 5-TT	32 x 6-TT	4	6	172	3,550	670
1 1/2	Ch/Cb	C-30		30 x 5-TT	32 x 6-TT	4	6	172	3,975	780
1 1/2	Ch/Cowl (2SRA)	CS-30	897-3970	30 x 5-TT	32 x 6-TT	4	5	133	3,293	705
1 1/2	Ch/Cb (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	133	3,718	815
1 1/2	Canopy (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	133	4,463	1,020
1 1/2	Panel (2SRA)	CS-30	897-3970	30 x 5-TT	32 x 6-TT	4	6	133	4,463	995
1 1/2	Stk. (Std. Racks) (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	133	4,593	915
1 1/2	Ch/Cowl (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	157	3,460	740
1 1/2	Ch/Cb (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	157	3,885	850
1 1/2	Panel (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	157	4,068	1,135
1 1/2	Stk. (Std. Racks) (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	157	4,960	970
1 1/2	Ch/Cowl (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	172	3,633	765
1 1/2	Ch/Cb (2SRA)	CS-30		30 x 5-TT	32 x 6-TT	4	6	172	3,758	875
1 1/2-2	Ch/Cowl	C-35	15888-23726	30 x 5-TT	32 x 6-TT	4	6	136	3,594	795
1 1/2-2	Ch/Cb	C-35		30 x 5-TT	32 x 6-TT	4	6	136	4,019	945
1 1/2-2	Canopy	C-35		30 x 5-TT	32 x 6-TT	4	6	136	N. A.	1,110
1 1/2-2	Panel	C-35		30 x 5-TT	32 x 6-TT	4	6	136	4,764	1,105
1 1/2-2	Ch/Cowl	C-35		30 x 5-TT	32 x 6-TT	4	6	160	3,769	840
1 1/2-2	Ch/Cb	C-35		30 x 5-TT	32 x 6-TT	4	6	160	4,194	990

(p) INTERNATIONAL HARVESTER COMPANY—Continued

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

(3) 1938—Continued

CONVENTIAL—Continued

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. h. list price
				Front	Rear	Number				
1 1/2-2	Panel-AA-12'	C-35		30 x 5-TT	32 x 6-TT	4	6	160	\$1,245	
1 1/2-2	Ch/Cowl	C-35		30 x 5-TT	32 x 6-TT	4	6	175	865	
1 1/2-2	Ch/Cb	C-35		30 x 5-TT	32 x 6-TT	4	6	175	4,229	
1 1/2-2	Ch/Cowl	C-35-B	850-1198	30 x 5-TT	32 x 6-TT	4	6	198	3,829	
1 1/2-2	Ch/Cowl (2SRA)	CS-35	922-5086	30 x 5-TT	32 x 6-TT	4	6	136	3,712	
1 1/2-2	Ch/Cb (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	136	4,137	
1 1/2-2	Canopy (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	136	N. A.	
1 1/2-2	Canopy (Screen Sides) (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	136	4,882	
1 1/2-2	Panel (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	136	5,012	
1 1/2-2	Ch/Cowl (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	160	3,887	
1 1/2-2	Ch/Cb (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	160	4,312	
1 1/2-2	Canopy (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	160	N. A.	
1 1/2-2	Panel (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	160	5,087	
1 1/2-2	Stk. (Std. Racks) (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	160	5,362	
1 1/2-2	Ch/Cowl (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	175	3,922	
1 1/2-2	Ch/Cb (2SRA)	CS-35		30 x 5-TT	32 x 6-TT	4	6	175	4,347	
1 1/2-2	Ch/Cowl (2SRA)	CS-35-B	509-524	30 x 5-TT	32 x 6-TT	4	6	198	3,947	
2-3	Ch/Cowl	C-40	10099-17017	6.50/20	6.50/20	6	6	145	4,362	
2-3	Ch/Cb	C-40		6.50/20	6.50/20	6	6	145	4,787	
2-3	Ch/Cowl	C-40		6.50/20	6.50/20	6	6	155	4,397	
2-3	Ch/Cb	C-40		6.50/20	6.50/20	6	6	155	4,822	
2-3	Ch/Cowl	C-40		6.50/20	6.50/20	6	6	170	4,449	
2-3	Ch/Cb	C-40		6.50/20	6.50/20	6	6	170	4,874	
2-3	Ch/Cowl	C-40		6.50/20	6.50/20	6	6	185	4,501	
2-3	Ch/Cb	C-40		6.50/20	6.50/20	6	6	185	4,926	
2-3	Ch/Cowl (2SRA)	CS-40	501-2338	6.50/20	6.50/20	6	6	145	4,448	
2-3	Ch/Cb (2SRA)	CS-40		6.50/20	6.50/20	6	6	145	4,873	
2-3	Ch/Cowl (2SRA)	CS-40		6.50/20	6.50/20	6	6	155	4,483	
2-3	Ch/Cb (2SRA)	CS-40		6.50/20	6.50/20	6	6	155	4,908	
2-3	Ch/Cowl (2SRA)	CS-40		6.50/20	6.50/20	6	6	170	4,535	
2-3	Ch/Cb (2SRA)	CS-40		6.50/20	6.50/20	6	6	170	4,960	
2-3	Ch/Cowl (2SRA)	CS-40		6.50/20	6.50/20	6	6	185	4,587	
2-3	Ch/Cb (2SRA)	CS-40		6.50/20	6.50/20	6	6	185	5,012	
2-4	Ch/Cowl	C-50	1309-3835	32 x 6-TT	32 x 6-TT	6	6	145	5,650	
2-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	145	6,075	
2-4	Ch/Cowl	C-50		32 x 6-TT	32 x 6-TT	6	6	156	5,724	
2-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	156	6,149	
2-4	Ch/Cowl	C-50		32 x 6-TT	32 x 6-TT	6	6	170	5,818	
2-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	170	6,243	
2-4	Ch/Cowl	C-50		32 x 6-TT	32 x 6-TT	6	6	185	5,918	
2-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	185	6,343	
2-4	Ch/Cowl (2SRA)	CS-50	501-625	32 x 6-TT	32 x 6-TT	6	6	145	5,725	
2-4	Ch/Cb (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	145	6,150	
2-4	Ch/Cowl (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	156	5,799	
2-4	Ch/Cb (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	156	6,224	
2-4	Ch/Cowl (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	170	5,893	
2-4	Ch/Cb (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	170	6,318	
2-4	Ch/Cowl (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	185	5,993	
2-4	Ch/Cb (2SRA)	CS-50		32 x 6-TT	32 x 6-TT	6	6	185	6,418	
3 1/2-4 1/2	Ch/Cowl	C-55	1591-1915	34 x 7	34 x 7	6	6	140	6,606	
3 1/2-4 1/2	Ch/Cb	C-55		34 x 7	34 x 7	6	6	140	7,031	
3 1/2-4 1/2	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	156	6,681	
3 1/2-4 1/2	Ch/Cb	C-55		34 x 7	34 x 7	6	6	156	7,106	
3 1/2-4 1/2	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	170	6,746	
3 1/2-4 1/2	Ch/Cb	C-55		34 x 7	34 x 7	6	6	170	7,171	
3 1/2-4 1/2	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	190	6,839	
3 1/2-4 1/2	Ch/Cb	C-55		34 x 7	34 x 7	6	6	190	7,264	
3 1/2-4 1/2	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	210	6,932	
3 1/2-4 1/2	Ch/Cb	C-55		34 x 7	34 x 7	6	6	210	7,357	
4-5	Ch/Cowl (DR)	C-60	1591-2866	34 x 7	34 x 7	6	6	140	6,685	
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	140	7,110	
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	156	6,760	
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	156	7,185	
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	170	6,825	
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	170	7,250	
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	190	6,918	
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	190	7,343	
4-5	Ch/Cowl (DR)	C-60		34 x 7	34 x 7	6	6	210	7,011	
4-5	Ch/Cb (DR)	C-60		34 x 7	34 x 7	6	6	210	7,436	
5-7 1/2	Ch/Cowl (DR)	A-7	613-621	9.75/20 12 ply	9.75/20 12 ply	6	6	160	11,690	
5-7 1/2	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,205	
5-7 1/2	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	180	11,820	
5-7 1/2	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,435	
5-7 1/2	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	200	11,690	
5-7 1/2	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	200	12,605	
5-7 1/2	Ch/Cowl (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,240	
5-7 1/2	Ch/Cb (DR)	A-7		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,655	
7 1/2	Ch/Cowl (DR)	A-8	722-998	9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,035	
7 1/2	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,650	
7 1/2	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,265	
7 1/2	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,880	
7 1/2	Ch/Cowl (DR)	A-8	722-998	9.75/20 12 ply	9.75/20 12 ply	6	6	200	12,435	
7 1/2	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	200	13,050	
7 1/2	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,685	
7 1/2	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	225	13,300	

CONVENTIONAL—(3D AXLE)

1 1/2-4	Ch/Cowl (6 x 2)	C-35-T	541-593	6.50/20	6.50/20	10	6	168	\$1,575
1 1/2-4	Ch/Cb (6 x 2)	C-35-T		6.50/20	6.50/20	10	6	168	1,725
1 1/2-4	Ch/Cowl (6 x 2)	C-35-T		6.50/20	6.50/20	10	6	186	5,550
1 1/2-4	Ch/Cb (6 x 2)	C-35-T		6.50/20	6.50/20	10	6	186	5,985
1 1/2-4	Ch/Cowl (6 x 2-2SRA)	CS-35-T	537-665	6.50/20	6.50/20	10	6	168	5,440
1 1/2-4	Ch/Cb (6 x 2-2SRA)	CS-35-T		6.50/20	6.50/20	10	6	168	5,865
1 1/2-4	Ch/Cowl (6 x 2-2SRA)	CS-35-T		6.50/20	6.50/20	10	6	186	5,590
1 1/2-4	Ch/Cb (6 x 2-2SRA)	CS-35-T		6.50/20	6.50/20	10	6	186	6,015

(P) INTERNATIONAL HARVESTER COMPANY—Continued
 [Manufacturers: International Harvester Company. Principal plant: Springfield, Ohio]
 (3) 1936—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				
2-5	Cb/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
3 1/2-7	Ch/Cowl (6 x 2)	C-55-T	509-523	9.00/20	9.00/20	10	6	170	9,315	3,950
3 1/2-7	Ch/Cb (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	170	9,740	4,100
3 1/2-7	Ch/Cowl (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	206	9,750	3,950
3 1/2-7	Ch/Cb (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	206	10,175	4,100
3 1/2-7	Ch/Cowl (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	224	9,965	3,950
3 1/2-7	Ch/Cb (6 x 2)	C-55-T		9.00/20	9.00/20	10	6	224	10,390	4,100
3 1/2-7	Ch/Cowl (6 x 4)	C-55-F	577-704	9.00/20	9.00/20	10	6	170	10,170	4,950
3 1/2-7	Ch/Cb (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	170	10,595	5,100
3 1/2-7	Ch/Cowl (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	206	10,550	4,950
3 1/2-7	Ch/Cb (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	206	10,975	5,100
3 1/2-7	Ch/Cowl (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	224	10,755	4,950
3 1/2-7	Ch/Cb (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	224	11,180	5,100
3 1/2-7	Ch/Cowl (6 x 2-1Dr)	C-60-T	509-548	9.00/20	9.00/20	10	6	170	9,395	4,075
3 1/2-7	Ch/Cb (6 x 2-1Dr)	C-60-T		9.00/20	9.00/20	10	6	170	9,820	4,225
3 1/2-7	Ch/Cowl (6 x 2-1Dr)	C-60-T		9.00/20	9.00/20	10	6	206	9,830	4,075
3 1/2-7	Ch/Cb (6 x 2-1Dr)	C-60-T		9.00/20	9.00/20	10	6	206	10,255	4,225
3 1/2-7	Ch/Cowl (6 x 2-1Dr)	C-60-T		9.00/20	9.00/20	10	6	224	10,045	4,075
3 1/2-7	Ch/Cb (6 x 2-1Dr)	C-60-T		9.00/20	9.00/20	10	6	224	10,470	4,225
5-7 1/2	Ch/Cowl (6 x 4)	A-7-F	501-512	9.75/20	9.75/20	10	6	190	13,750	8,950
5-7 1/2	Ch/Cb (6 x 4)	A-7-F		9.75/20	9.75/20	10	6	190	14,365	9,275
5-7 1/2	Ch/Cowl (6 x 4)	A-7-F		9.75/20	9.75/20	10	6	208	13,925	8,950
5-7 1/2	Ch/Cb (6 x 4)	A-7-F		9.75/20	9.75/20	10	6	208	14,540	9,275
5-7 1/2	Ch/Cowl (6 x 4)	A-7-F		9.75/20	9.75/20	10	6	226	14,110	8,950
5-7 1/2	Ch/Cb (6 x 4)	A-7-F		9.75/20	9.75/20	10	6	226	14,725	9,275

CAB OVER ENGINE

1 1/2	Ch/Cowl	C-300	501-1172	30 x 5-TT	32 x 6-TT	4	6	99	3,345	\$695
1 1/2	Ch/Cb	C-300		30 x 5-TT	32 x 6-TT	4	6	99	4,145	1,020
1 1/2	Ch/Cowl	C-300		30 x 5-TT	32 x 6-TT	4	6	117	3,450	730
1 1/2	Ch/Cb	C-300		30 x 5-TT	32 x 6-TT	4	6	117	4,250	1,055

(4) 1937

CONVENTIONAL

3 1/2	Cb/Cowl	C-1	73743 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,205	\$415
3 1/2	Ch/Cb	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,630	520
3 1/2	Pick-up	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,890	545
3 1/2	Canopy	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,105	645
3 1/2	Panel	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,140	655
3 1/2	Station Wagon	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,130	745
3 1/2	CM-Milk	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	113	N. A.	755
3 1/2	Ch/Cowl	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,250	440
3 1/2	Ch/Cb	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,675	545
3 1/2	Pick-up	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,995	585
3 1/2	Canopy	C-1		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,225	685
3 1/2	Panel	C-1	73743 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,205	692
3 1/2	Ch/Cowl	C-5	3979 and up	6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,205	415
3 1/2	Ch/Cb	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,630	520
3 1/2	Pick-up	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,890	545
3 1/2	Canopy	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,105	655
3 1/2	Panel	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,140	665
3 1/2	Station Wagon	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,130	745
3 1/2	CM-Milk	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	N. A.	755
3 1/2	Ch/Cowl	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,250	440
3 1/2	Ch/Cb	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,675	545
3 1/2	Pick-up	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,995	585
3 1/2	Canopy	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,225	685
3 1/2	Panel	C-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,205	692
3 1/2	Ch/Cowl	D-2	501-36077	6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,240	475
3 1/2	Ch/Cb	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,675	610
3 1/2	Pick-up	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,953	653
3 1/2	Panel	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,160	750
3 1/2	Milk (DM) Body	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,345	860
3 1/2	Station Wagon	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,340	930

(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				
1 1/2	Ch/Cowl	D-2	501-2416	6.00/16 4 ply	6.00/16 4 ply	4	6	125	\$500	
1 1/2	Ch/Cb	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,290	
1 1/2	Pick-up	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,725	
1 1/2	Panel	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,033	
1 1/2	Stk. (Std. Racks)	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,290	
1 1/2	Ch/Cowl	D-5		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,256	
1 1/2	Ch/Cb	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,120	
1 1/2	Pick-up	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,555	
1 1/2	Panel	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,833	
1 1/2	D-M (Milk)	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,050	
1 1/2	Ch/Cowl	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,170	
1 1/2	Ch/Cb	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,195	
1 1/2	Pick-up	D-5	6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,630		
1 1/2	Panel	D-5	6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,938		
1 1/2	Stk. (Std. Racks)	D-5	6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,195		
1 1/2	Ch/Cowl	D-5	6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,161		
1 1/2	Ch/Cb	C-10	8028 and up	6.00/20	6.00/20	4	4	133	590	
1 1/2	Ch/Cb	C-10		6.00/20	6.00/20	4	4	133	3,089	
1 1/2	Canopy	C-10		6.00/20	6.00/20	4	4	133	3,514	
1 1/2	Panel	C-10		6.00/20	6.00/20	4	4	133	N. A.	
1 1/2	Ch/Cowl	C-10		6.00/20	6.00/20	4	4	133	905	
1 1/2	Ch/Cb	C-10		6.00/20	6.00/20	4	4	133	4,259	
1 1/2	Panel	C-10		6.00/20	6.00/20	4	4	157	3,254	
1 1/2	Ch/Cb	C-10		6.00/20	6.00/20	4	4	157	3,669	
1 1/2	Panel	C-10		6.00/20	6.00/20	4	4	157	4,819	
1 1/2	Ch/Cowl	C-12		6.00/20	6.00/20	4	4	133	1,020	
1 1/2	Ch/Cb	C-12		30 x 5-TT	32 x 6-TT	4	4	133	650	
1 1/2	Ch/Cowl	C-12		30 x 5-TT	32 x 6-TT	4	4	133	3,210	
1 1/2	Ch/Cb	C-12	30 x 5-TT	32 x 6-TT	4	4	133	3,635		
1 1/2	Panel	C-12	30 x 5-TT	32 x 6-TT	4	4	157	760		
1 1/2	Stk. (Std. Racks)	C-12	30 x 5-TT	32 x 6-TT	4	4	157	3,385		
1 1/2	Ch/Cowl	C-15	5202 and up	7.00/16 6 ply	7.00/16 6 ply	4	4	136	885	
1 1/2	Ch/Cb	C-15		7.00/16 6 ply	7.00/16 6 ply	4	6	136	3,810	
1 1/2	Panel	C-15		7.00/16 6 ply	7.00/16 6 ply	4	6	136	2,746	
1 1/2	Ch/Cowl	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	136	3,171	
1 1/2	Ch/Cb	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,916	
1 1/2	Pick-up	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	2,720	
1 1/2	D. M. (Milk)	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,155	
1 1/2	Ch/Cowl	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,433	
1 1/2	Ch/Cb	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	740	
1 1/2	Pick-up	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	783	
1 1/2	Panel	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,835	
1 1/2	Stk. (Std. Racks)	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	1,000	
1 1/2	Ch/Cowl	D-29	501-580	7.00/16 6 ply	7.00/16 6 ply	4	6	130	605	
1 1/2	Ch/Cb	D-29		7.00/16 6 ply	7.00/16 6 ply	4	6	130	2,800	
1 1/2	Panel	D-29		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,235	
1 1/2	Ch/Cowl	D-29		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,606	
1 1/2	Ch/Cb	D-29		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,606	
1 1/2	Pick-up	D-29		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,606	
1 1/2	Panel	D-29		7.00/16 6 ply	7.00/16 6 ply	4	6	130	4,000	
1 1/2	Stk. (Std. Racks)	D-29		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,859	
1 1/2	Ch/Cowl	D-29		30 x 5-TT	32 x 6-TT	4	6	128	650	
1 1/2	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	128	3,410	
1 1/2	Panel	D-29		30 x 5-TT	32 x 6-TT	4	6	128	3,845	
1 1/2	Ch/Cowl	D-29		30 x 5-TT	32 x 6-TT	4	6	155	3,595	
1 1/2	Ch/Cb	D-29	30 x 5-TT	32 x 6-TT	4	6	155	4,030		
1 1/2	Panel	D-29	30 x 5-TT	32 x 6-TT	4	6	173	685		
1 1/2	Stk. (Std. Racks)	D-29	30 x 5-TT	32 x 6-TT	4	6	173	3,685		
1 1/2	Ch/Cowl	C-20	8071 and up	6.00/20	6.00/20	4	4	133	4,120	
1 1/2	Ch/Cb	C-20		6.00/20	6.00/20	4	4	133	590	
1 1/2	Canopy	C-20		6.00/20	6.00/20	4	4	133	3,089	
1 1/2	Panel	C-20		6.00/20	6.00/20	4	4	133	3,514	
1 1/2	Ch/Cowl	C-20		6.00/20	6.00/20	4	4	133	N. A.	
1 1/2	Ch/Cb	C-20		6.00/20	6.00/20	4	4	133	905	
1 1/2	Panel	C-20		6.00/20	6.00/20	4	4	157	4,259	
1 1/2	Ch/Cowl	C-20		6.00/20	6.00/20	4	4	157	3,254	
1 1/2	Ch/Cb	C-20		6.00/20	6.00/20	4	4	157	3,669	
1 1/2	Panel	C-20		6.00/20	6.00/20	4	4	157	4,819	
1 1/2	Ch/Cowl	M-3		6.00/20	6.00/20	4	6	118	1,020	
1 1/2	Milk	M-3		6.50/20	6.50/20	4	6	118	850	
1 1/2	Ch/Cowl	C-30	49574 and up	6.50/20	6.50/20	4	6	118	3,280	
1 1/2	Ch/Cb	C-30		30 x 5-TT	32 x 6-TT	4	6	118	4,580	
1 1/2	Canopy	C-30		30 x 5-TT	32 x 6-TT	4	6	133	3,210	
1 1/2	Panel	C-30		30 x 5-TT	32 x 6-TT	4	6	133	610	
1 1/2	Ch/Cowl	C-30		30 x 5-TT	32 x 6-TT	4	6	133	3,635	
1 1/2	Ch/Cb	C-30		30 x 5-TT	32 x 6-TT	4	6	133	720	
1 1/2	Panel	C-30		30 x 5-TT	32 x 6-TT	4	6	133	N. A.	
1 1/2	Ch/Cowl	C-30		30 x 5-TT	32 x 6-TT	4	6	133	925	
1 1/2	Ch/Cb	C-30		30 x 5-TT	32 x 6-TT	4	6	133	4,380	
1 1/2	Panel	C-30		30 x 5-TT	32 x 6-TT	4	6	157	3,385	
1 1/2	Stk. (Std. Racks)	C-30		30 x 5-TT	32 x 6-TT	4	6	157	3,810	
1 1/2	Ch/Cowl	C-30		30 x 5-TT	32 x 6-TT	4	6	157	4,950	
1 1/2	Ch/Cb	C-30	30 x 5-TT	32 x 6-TT	4	6	172	1,040		
1 1/2	Panel	C-30	30 x 5-TT	32 x 6-TT	4	6	172	3,550		
1 1/2	Ch/Cowl (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	172	3,975		
1 1/2	Ch/Cb (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	133	780		
1 1/2	Canopy (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	133	3,293		
1 1/2	Panel (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	133	3,718		
1 1/2	Stk. (Std. Racks) (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	133	4,463		
1 1/2	Ch/Cowl (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	133	1,020		
1 1/2	Ch/Cb (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	133	815		
1 1/2	Panel (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	133	4,463		
1 1/2	Stk. (Std. Racks) (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	133	995		
1 1/2	Ch/Cowl (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	133	4,593		
1 1/2	Ch/Cb (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	157	3,468		
1 1/2	Panel (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	157	3,893		
1 1/2	Stk. (Std. Racks) (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	157	4,668		
1 1/2	Ch/Cowl (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	157	4,960		
1 1/2	Ch/Cb (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	157	970		
1 1/2	Panel (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	172	3,633		
1 1/2	Stk. (Std. Racks) (2SRA)	CS-30	30 x 5-TT	32 x 6-TT	4	6	172	3,768		
1 1/2	Ch/Cowl	D-30	501-29023	30 x 5-TT	32 x 6-TT	4	6	128	875	
1 1/2	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	128	3,410	
1 1/2	Panel (AA) 9'	D-30		30 x 5-TT	32 x 6-TT	4	6	128	3,845	
1 1/2	Stk. (Std. Racks) 9'	D-30		30 x 5-TT	32 x 6-TT	4	6	128	4,910	
1 1/2	Ch/Cowl	D-30		30 x 5-TT	32 x 6-TT	4	6	128	1,175	
1 1/2	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	128	885	
1 1/2	Panel (AA) 12'	D-30		30 x 5-TT	32 x 6-TT	4	6	155	4,720	
1 1/2	Stk. (Std. Racks) 12'	D-30		30 x 5-TT	32 x 6-TT	4	6	155	3,595	
1 1/2	Ch/Cowl	D-30		30 x 5-TT	32 x 6-TT	4	6	155	4,030	
1 1/2	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	155	5,295	
1 1/2	Panel (AA) 12'	D-30		30 x 5-TT	32 x 6-TT	4	6	155	5,080	
1 1/2	Stk. (Std. Racks) 12'	D-30		30 x 5-TT	32 x 6-TT	4	6	173	3,685	
1 1/2	Ch/Cowl	D-30	30 x 5-TT	32 x 6-TT	4	6	173	4,120		
1 1/2	Ch/Cb	D-30	30 x 5-TT	32 x 6-TT	4	6	173	5,320		
1 1/2	Panel (AA) 9' (2SRA)	DS-30	501-3438	30 x 5-TT	32 x 6-TT	4	6	128	845	
1 1/2	Ch/Cowl (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	3,510	
1 1/2	Ch/Cb (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	995	
1 1/2	Panel (AA) 9' (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	765	
1 1/2	Stk. (Std. Racks) 9' (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	3,945	
1 1/2	Ch/Cowl (2SRA)	DS-30		30 x						

(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				
1 1/2-2	Canopy	C-35		30 x 5-TT	32 x 6-TT	4	6	136	N. A.	\$1,110
1 1/2-2	Panel	C-35		30 x 5-TT	32 x 6-TT	4	6	136	N. A.	1,105
1 1/2-2	Ch/Cowl	C-35		30 x 5-TT	32 x 6-TT	4	6	160	3,769	849
1 1/2-2	Ch/Cb	C-35		30 x 5-TT	32 x 6-TT	4	6	160	4,154	990
1 1/2-2	Panel (AA) 12'	C-35		30 x 5-TT	32 x 6-TT	4	6	160	5,234	1,245
1 1/2-2	Ch/Cowl	C-35		30 x 5-TT	32 x 6-TT	4	6	175	3,804	865
1 1/2-2	Ch/Cb	C-35		30 x 5-TT	32 x 6-TT	4	6	175	4,229	1,015
1 1/2-2	Ch/Cowl	C-35-B	1198 and up	30 x 5-TT	32 x 6-TT	4	6	178	3,820	917
1 1/2-2	Ch/Cowl (2SRA)	C-35	5087 and up	30 x 5-TT	32 x 6-TT	4	6	136	3,712	890
1 1/2-2	Ch/Cb (2SRA)	C-35		30 x 5-TT	32 x 6-TT	4	6	136	4,137	1,041
1 1/2-2	Canopy (2SRA)	C-35		30 x 5-TT	32 x 6-TT	4	6	136	N. A.	1,205
1 1/2-2	Panel (2SRA)	C-35		30 x 5-TT	32 x 6-TT	4	6	136	4,882	1,200
1 1/2-2	Stk. (Std. Racks) (2SRA)	C-35		30 x 5-TT	32 x 6-TT	4	6	126	5,012	1,149
1 1/2-2	Ch/Cowl (2 SRA)	C-35		30 x 5-TT	32 x 6-TT	4	6	160	3,887	935
1 1/2-2	Ch/Cb (2SRA)	C-35		30 x 5-TT	32 x 6-TT	4	6	160	4,312	1,085
1 1/2-2	Canopy (2SRA)	C-35		39 x 5-TT	32 x 6-TT	4	6	160	N. A.	1,310
1 1/2-2	Panel (2SRA)	C-35		30 x 5-TT	32 x 6-TT	4	6	160	5,087	1,330
1 1/2-2	Stk. (Std. Racks) (2SRA)	C-35		30 x 5-TT	32 x 6-TT	4	6	160	5,362	1,205
1 1/2-2	Ch/Cowl (2SRA)	C-35		30 x 5-TT	32 x 6-TT	4	6	175	3,922	960
1 1/2-2	Ch/Cb (2SRA)	C-35		30 x 5-TT	32 x 6-TT	4	6	175	4,347	1,110
1 1/2-2	Ch/Cowl (2SRA)	C-35-B	725 and up	30 x 5-TT	32 x 6-TT	4	6	198	3,947	1,010
1 1/2-2	Ch/Cowl	D-35	501-11318	6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,035	970
1 1/2-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,470	1,115
1 1/2-2	Ch/Cowl	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,160	1,015
1 1/2-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	3,595	1,161
1 1/2-2	Ch/Cowl	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,185	1,040
1 1/2-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,620	1,185
1 1/2-2	Ch/Cowl	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,220	1,055
1 1/2-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,655	1,200
1 1/2-2	Ch/Cowl	D-35-B	501-678	6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,220	1,170
1 1/2-2	Ch/Cowl (2SRA)	D-35	501-3462	6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,145	1,085
1 1/2-2	Ch/Cb (2SRA)	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,580	1,230
1 1/2-2	Ch/Cowl (2SRA)	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,270	1,135
1 1/2-2	Ch/Cb (2SRA)	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,705	1,275
1 1/2-2	Ch/Cowl (2SRA)	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,295	1,155
1 1/2-2	Ch/Cb (2SRA)	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,730	1,300
1 1/2-2	Ch/Cowl (2SRA)	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,330	1,170
1 1/2-2	Ch/Cb (2SRA)	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,765	1,315
1 1/2-2	Ch/Cowl	D-39	501-516	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,805	1,365
1 1/2-2	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,240	1,510
1 1/2-2	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,830	1,380
1 1/2-2	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,265	1,525
1 1/2-2	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,855	1,395
1 1/2-2	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,290	1,540
1 1/2-2	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	4,805	1,410
1 1/2-2	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-49	17018 and up	6.50/20	6.50/20	6	6	145	4,362	1,145
2-3	Ch/Cb	C-49		6.50/20	6.50/20	6	6	145	4,787	1,295
2-3	Ch/Cowl	C-49		6.50/20	6.50/20	6	6	155	4,397	1,160
2-3	Ch/Cb	C-49		6.50/20	6.50/20	6	6	155	4,822	1,310
2-3	Ch/Cowl	C-49		6.50/20	6.50/20	6	6	170	4,449	1,175
2-3	Ch/Cb	C-49		6.50/20	6.50/20	6	6	170	4,874	1,325
2-3	Ch/Cowl	C-49		6.50/20	6.50/20	6	6	185	4,501	1,190
2-3	Ch/Cb	C-49		6.50/20	6.50/20	6	6	185	4,926	1,340
2-3	Ch/Cowl (2SRA)	C-50	2339 and up	6.50/20	6.50/20	6	6	145	4,448	1,280
2-3	Ch/Cb (2SRA)	C-50		6.50/20	6.50/20	6	6	145	4,873	1,430
2-3	Ch/Cowl (2SRA)	C-50		6.50/20	6.50/20	6	6	155	4,483	1,295
2-3	Ch/Cb (2SRA)	C-50		6.50/20	6.50/20	6	6	155	4,908	1,445
2-3	Ch/Cowl (2SRA)	C-50		6.50/20	6.50/20	6	6	170	4,525	1,310
2-3	Ch/Cb (2SRA)	C-50		6.50/20	6.50/20	6	6	170	4,960	1,460
2-3	Ch/Cowl (2SRA)	C-50		6.50/20	6.50/20	6	6	185	4,587	1,325
2-3	Ch/Cb (2SRA)	C-50		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	1,365
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,240	1,510
2-3	Ch/Cowl	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,830	1,380
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,265	1,525
2-3	Ch/Cowl	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,855	1,395
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,290	1,540
2-3	Ch/Cowl	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	4,895	1,410
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,330	1,555
2-3	Ch/Cowl (2SRA)	D-40	501-614	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,930	1,370
2-3	Ch/Cb (2SRA)	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,365	1,695
2-3	Ch/Cowl (2SRA)	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,955	1,385
2-3	Ch/Cb (2SRA)	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,390	1,710
2-3	Ch/Cowl (2SRA)	D-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)	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,415	1,725
2-3	Ch/Cowl (2SRA)	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,020	1,595
2-3	Ch/Cb (2SRA)	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,455	1,740
3-4	Ch/Cowl	C-50	3837 and up	32 x 6-TT	32 x 6-TT	6	6	145	5,650	1,835
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	145	6,075	1,960
3-4	Ch/Cowl	C-50		32 x 6-TT	32 x 6-TT	6	6	156	5,724	1,800
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	156	6,149	2,040
3-4	Ch/Cowl	C-50		32 x 6-TT	32 x 6-TT	6	6	170	5,818	1,855
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	170	6,243	2,095
3-4	Ch/Cowl	C-50		32 x 6-TT	32 x 6-TT	6	6	185	5,918	1,910
3-4	Ch/Cb	C-50		32 x 6-TT	32 x 6-TT	6	6	185	6,343	2,060
3-4	Ch/Cowl (2SRA)	C-50	626 and up	32 x 6-TT	32 x 6-TT	6	6	145	5,725	1,885
3-4	Ch/Cb (2SRA)	C-50		32 x 6-TT	32 x 6-TT	6	6	145	6,150	2,135
3-4	Ch/Cowl (2SRA)	C-50		32 x 6-TT	32 x 6-TT	6	6	156	5,759	2,010
3-4	Ch/Cb (2SRA)	C-50		32 x 6-TT	32 x 6-TT	6	6	156	6,224	2,160
3-4	Ch/Cowl (2SRA)	C-50		32 x 6-TT	32 x 6-TT	6	6	170	5,833	2,035
3-4	Ch/Cb (2SRA)	C-50		32 x 6-TT	32 x 6-TT	6	6	170	6,318	2,185
3-4	Ch/Cowl (2SRA)	C-50		32 x 6-TT	32 x 6-TT	6	6	185	5,993	2,090
3-4	Ch/Cb (2SRA)	C-50		32 x 6-TT	32 x 6-TT	6	6	185	6,418	2,210
3-4	Ch/Cowl	D-50	501-1787	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,245	1,975
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,780	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	6,205	2,060
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,740	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					
3-4	Ch/Cowl	D-50	501-504	7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,365	\$2,060	
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,800	2,205	
3-4	Ch/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,380	2,140	
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,815	2,285	
3-4	Ch/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,410	2,175	
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,845	2,320	
3-4	Ch/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,440	2,200	
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,875	2,345	
3-4	Ch/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,500	2,225	
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,935	2,370	
3 1/2-4 1/2	Ch/Cowl	C-55	1916 and up	34 x 7	34 x 7	6	6	149	6,606	2,490	
3 1/2-4 1/2	Ch/Cb	C-55		34 x 7	34 x 7	6	6	140	7,031	2,640	
3 1/2-4 1/2	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	156	6,681	2,490	
3 1/2-4 1/2	Ch/Cb	C-55		34 x 7	34 x 7	6	6	156	7,106	2,640	
3 1/2-4 1/2	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	170	6,746	2,515	
3 1/2-4 1/2	Ch/Cb	C-55		34 x 7	34 x 7	6	6	170	7,171	2,665	
3 1/2-4 1/2	Ch/Cowl	C-55		34 x 7	34 x 7	6	6	210	6,032	2,565	
3 1/2-4 1/2	Ch/Cb	C-55		34 x 7	34 x 7	6	6	210	7,357	2,715	
4-5	Ch/Cowl (DR)	C-60		2867 and up	34 x 7	34 x 7	6	6	140	6,685	2,615
4-5	Ch/Cb (DR)	C-60			34 x 7	34 x 7	6	6	140	7,110	2,765
4-5	Ch/Cowl (DR)	C-60	34 x 7		34 x 7	6	6	156	6,760	2,615	
4-5	Ch/Cb (DR)	C-60	34 x 7		34 x 7	6	6	156	7,185	2,765	
4-5	Ch/Cowl (DR)	C-60	34 x 7		34 x 7	6	6	170	6,825	2,640	
4-5	Ch/Cb (DR)	C-60	34 x 7		34 x 7	6	6	170	7,250	2,790	
4-5	Ch/Cowl (DR)	C-60	34 x 7		34 x 7	6	6	190	6,918	2,665	
4-5	Ch/Cb (DR)	C-60	34 x 7		34 x 7	6	6	190	7,343	2,815	
4-5	Ch/Cowl (DR)	C-60	34 x 7		34 x 7	6	6	210	7,011	2,690	
4-5	Ch/Cb (DR)	C-60	34 x 7		34 x 7	6	6	210	7,436	2,840	
3 1/2-4 1/2	Ch/Cowl	D-60	501-767	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,190	2,795	
3 1/2-4 1/2	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,625	2,940	
3 1/2-4 1/2	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,265	2,820	
3 1/2-4 1/2	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,700	2,965	
3 1/2-4 1/2	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,320	2,845	
3 1/2-4 1/2	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,755	2,990	
3 1/2-4 1/2	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,375	2,870	
3 1/2-4 1/2	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		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	2,985		
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	36 x 8 12 ply	36 x 8 12 ply	6	6	149	8,100	4,195	
4-6	Ch/Cb (DR)	DR-70		32 x 8 12 ply	36 x 8 12 ply	6	6	149	8,535	4,340	
4-6	Ch/Cowl (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	161	8,175	4,220	
4-6	Ch/Cb (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	161	8,610	4,365	
4-6	Ch/Cowl (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	179	8,230	4,245	
4-6	Ch/Cb (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	179	8,665	4,390	
4-6	Ch/Cowl (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	197	8,285	4,270	
4-6	Ch/Cb (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	197	8,720	4,415	
5-7 1/2	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
5-7 1/2	Ch/Cb (DR)	A-7			9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,205	6,825
5-7 1/2	Ch/Cowl (DR)	A-7	9.75/20 12 ply		9.75/20 12 ply	6	6	180	11,820	6,550	
5-7 1/2	Ch/Cb (DR)	A-7	9.75/20 12 ply		9.75/20 12 ply	6	6	180	12,435	6,875	
5-7 1/2	Ch/Cowl (DR)	A-7	9.75/20 12 ply		9.75/20 12 ply	6	6	200	11,900	6,600	
5-7 1/2	Ch/Cb (DR)	A-7	9.75/20 12 ply		9.75/20 12 ply	6	6	200	12,605	6,925	
5-7 1/2	Ch/Cowl (DR)	A-7	9.75/20 12 ply		9.75/20 12 ply	6	6	225	12,240	6,650	
5-7 1/2	Ch/Cb (DR)	A-7	9.75/20 12 ply		9.75/20 12 ply	6	6	225	12,655	6,975	
7-12	Ch/Cowl (DR)	A-8	799-919		9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,035	6,600
7-12	Ch/Cb (DR)	A-8			9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,650	6,925
7-12	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,265	6,650	
7-12	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,880	6,975	
7-12	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	200	12,435	6,700	
7-12	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	200	13,050	7,025	
7-12	Ch/Cowl	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,685	6,750	
7-12	Ch/Cb	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	225	13,300	7,075	

CONVENTIONAL (3D AXLE)

1 1/2-3 1/2	Ch/Cowl (6 x 2)	D-186-T	501-506	6.50/20 6 ply	6.50/20 6 ply	10	6	148	5,390	\$1,475	
1 1/2-3 1/2	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	
1 1/2-3 1/2	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	
1 1/2-3 1/2	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	
1 1/2-3 1/2	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	
1 1/2-3 1/2	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	
1 1/2-3 1/2	Ch/Cowl (6 x 2-2SRA)	DS-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	148	5,450	1,590	
1 1/2-3 1/2	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	
1 1/2-3 1/2	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	
1 1/2-3 1/2	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	
1 1/2-3 1/2	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		
1 1/2-3 1/2	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		
1 1/2-4	Ch/Cowl (6 x 2)	C-35-T	594 and up	6.50/20 6 ply	6.50/20 6 ply	10	6	168	5,410	1,575	
1 1/2-4	Ch/Cb (6 x 2)	C-35-T		6.50/20 6 ply	6.50/20 6 ply	10	6	168	5,835	1,725	
1 1/2-4	Ch/Cowl (6 x 2)	C-37-T		6.50/20 6 ply	6.50/20 6 ply	10	6	186	5,560	1,575	
1 1/2-4	Ch/Cb (6 x 2)	C-35-T		6.50/20 6 ply	6.50/20 6 ply	10	6	186	5,985	1,725	
1 1/2-4	Ch/Cowl (6 x 2-2SRA)	CS-35-T		6.50/20 6 ply	6.50/20 6 ply	10	6	168	5,440	1,670	
1 1/2-4	Ch/Cb (6 x 2-2SRA)	CS-35-T		6.50/20 6 ply	6.50/20 6 ply	10	6	168	5,865	1,820	
1 1/2-4	Ch/Cowl (6 x 2-2SRA)	CS-35-T		6.50/20 6 ply	6.50/20 6 ply	10	6	186	5,590	1,670	
1 1/2-4	Ch/Cb (6 x 2-2SRA)	CS-35-T		6.50/20 6 ply	6.50/20 6 ply	10	6	186	6,015	1,820	
2-4	Ch/Cowl (6 x 2)	D-216-T		501-540	7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,370	1,760
2-4	Ch/Cb (6 x 2)	D-216-T			7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,805	1,895
2-4	Ch/Cowl (6 x 2)	D-216-T	7.00/20 8 ply		7.00/20 8 ply	10	6	194	6,430	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	1,910	
2-4	Ch/Cowl (6 x 2-2SRA)	DS-216-T	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	A-8	7.00/20 8 ply		7.00/20 8 ply	10	6	225	12,685	6,750	
2-4	Ch/Cb	A-8	7.00/20 8 ply		7.00/20 8 ply	10	6	225	13,300	7,075	

(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					
2-4	Ch/Cb (6 x 2-2SRA)	DS-216-T	631 and up	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		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	708 and up	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		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	7,250	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	
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	Ch/Cowl (6 x 4)	D-246-F	7.50/20 8 ply		7.50/20 8 ply	10	6	161	8,470	3,300	
2 1/2-5	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	
2 1/2-5	Ch/Cowl (6 x 4)	D-246-F	501-666	7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,595	3,325	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	Ch/Cb (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,595	3,510	
3-4	Ch/Cowl (6 x 2)	C-50-T		550 and up	8.25/20	8.25/20	10	6	170	7,905	3,300
3-4	Ch/Cb (6 x 2)	C-50-T			8.25/20	8.25/20	10	6	170	8,330	3,450
3-4	Ch/Cowl (6 x 2)	C-50-T			8.25/20	8.25/20	10	6	188	8,125	3,300
3-4	Ch/Cb (6 x 2)	C-50-T			8.25/20	8.25/20	10	6	188	8,550	3,450
3-4	Ch/Cowl (6 x 2)	C-50-T	8.25/20		8.25/20	10	6	206	8,345	3,300	
3-4	Ch/Cb (6 x 2)	C-50-T	8.25/20		8.25/20	10	6	206	8,770	3,450	
3-4	Ch/Cowl (6 x 2-2SRA)	CS-50-T	8.25/20		8.25/20	10	6	170	7,980	3,450	
3-4	Ch/Cb (6 x 2-2SRA)	CS-50-T	8.25/20		8.25/20	10	6	170	8,405	3,600	
3-4	Ch/Cowl (6 x 2-2SRA)	CS-50-T	8.25/20		8.25/20	10	6	188	8,200	3,450	
3-4	Ch/Cb (6 x 2-2SRA)	CS-50-T	8.25/20		8.25/20	10	6	188	8,625	3,600	
3-4	Ch/Cowl (6 x 2-2SRA)	CS-50-T	523 and up	8.25/20	8.25/20	10	6	206	8,420	3,450	
3-4	Ch/Cb (6 x 2-2SRA)	CS-50-T		8.25/20	8.25/20	10	6	206	8,845	3,600	
3-4	Ch/Cowl (6 x 4)	C-50-F		8.25/20	8.25/20	10	6	170	8,405	3,950	
3-4	Ch/Cb (6 x 4)	C-50-F		8.25/20	8.25/20	10	6	170	8,880	4,100	
3-4	Ch/Cowl (6 x 4)	C-50-F		8.25/20	8.25/20	10	6	188	8,605	3,950	
3-4	Ch/Cb (6 x 4)	C-50-F		8.25/20	8.25/20	10	6	188	9,030	4,100	
3-4	Ch/Cowl (6 x 4)	C-50-F		8.25/20	8.25/20	10	6	206	8,810	3,950	
3-4	Ch/Cb (6 x 4)	C-50-F		8.25/20	8.25/20	10	6	206	9,235	4,100	
3 1/2-7	Ch/Cowl (6 x 2)	C-55-T		524 and up	9.00/20	9.00/20	10	6	170	9,315	3,950
3 1/2-7	Ch/Cb (6 x 2)	C-55-T			9.00/20	9.00/20	10	6	170	9,740	4,100
3 1/2-7	Ch/Cowl (6 x 2)	C-55-T	9.00/20		9.00/20	10	6	206	9,750	3,950	
3 1/2-7	Ch/Cb (6 x 2)	C-55-T	9.00/20		9.00/20	10	6	206	10,175	4,100	
3 1/2-7	Ch/Cowl (6 x 2)	C-55-T	9.00/20		9.00/20	10	6	224	9,965	3,950	
3 1/2-7	Ch/Cb (6 x 2)	C-55-T	9.00/20		9.00/20	10	6	224	10,390	4,100	
3 1/2-7	Ch/Cowl (6 x 4)	C-55-F	9.00/20		9.00/20	10	6	170	10,170	4,950	
3 1/2-7	Ch/Cb (6 x 4)	C-55-F	9.00/20		9.00/20	10	6	170	10,595	5,100	
3 1/2-7	Ch/Cowl (6 x 4)	C-55-F	9.00/20		9.00/20	10	6	206	10,550	4,950	
3 1/2-7	Ch/Cb (6 x 4)	C-55-F	9.00/20		9.00/20	10	6	206	10,975	5,100	
3 1/2-7	Ch/Cowl (6 x 4)	C-55-F	549 and up	9.00/20	9.00/20	10	6	224	10,755	4,950	
3 1/2-7	Ch/Cb (6 x 4)	C-55-F		9.00/20	9.00/20	10	6	224	11,180	5,100	
3 1/2-7	Ch/Cowl (6 x 2-DR)	C-60-T		9.00/20	9.00/20	10	6	170	9,395	4,075	
3 1/2-7	Ch/Cb (6 x 2-DR)	C-60-T		9.00/20	9.00/20	10	6	170	9,820	4,225	
3 1/2-7	Ch/Cowl (6 x 2-DR)	C-60-T		9.00/20	9.00/20	10	6	206	9,830	4,075	
3 1/2-7	Ch/Cb (6 x 2-DR)	C-60-T		9.00/20	9.00/20	10	6	206	10,255	4,225	
3 1/2-7	Ch/Cowl (6 x 2-DR)	C-60-T		9.00/20	9.00/20	10	6	224	10,045	4,075	
3 1/2-7	Ch/Cb (6 x 2-DR)	C-60-T		9.00/20	9.00/20	10	6	224	10,470	4,225	
3 1/2-7	Ch/Cowl (6 x 2-DR)	DR-346-T		9.00/20 10 ply	9.00/20 10 ply	10	6	161	10,245	5,000	
3 1/2-7	Ch/Cb (6 x 2-DR)	DR-346-T		9.00/20 10 ply	9.00/20 10 ply	10	6	161	10,670	5,135	
3 1/2-7	Ch/Cowl (6 x 2-DR)	DR-346-T	501-519	9.00/20 10 ply	9.00/20 10 ply	10	6	197	10,515	5,025	
3 1/2-7	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	
3 1/2-7	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	
3 1/2-7	Ch/Cb (6 x 2-DR)	DR-346-T		9.00/20 10 ply	9.00/20 10 ply	10	6	215	11,080	5,185	
3 1/2-7	Ch/Cowl (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	10	6	161	11,200	5,900	
3 1/2-7	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	
3 1/2-7	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	
3 1/2-7	Ch/Cb (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	10	6	197	12,135	6,060	
3 1/2-7	Ch/Cowl (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	10	6	215	12,060	5,920	
3 1/2-7	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	171	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	
5-7 1/2	Ch/Cowl (6 x 4)	A-7-F		9.75/20 12 ply	9.75/20 12 ply	10	6	190	13,750	8,950	
5-7 1/2	Ch/Cb (6 x 4)	A-7-F		9.75/20 12 ply	9.75/20 12 ply	10	6	190	14,265	9,275	
5-7 1/2	Ch/Cowl (6 x 4)	A-7-F		9.75/20 12 ply	9.75/20 12 ply	10	6	204	13,925	8,950	
5-7 1/2	Ch/Cb (6 x 4)	A-7-F		9.75/20 12 ply	9.75/20 12 ply	10	6	204	14,440	9,275	
5-7 1/2	Ch/Cowl (6 x 4)	A-7-F	9.75/20 12 ply	9.75/20 12 ply	10	6	226	14,110	8,950		
5-7 1/2	Ch/Cb (6 x 4)	A-7-F	9.75/20 12 ply	9.75/20 12 ply	10	6	226	14,725	9,275		
10-15	Ch/Cowl (6 x 4)	AR-426-F	501-537	9.75/24 12 ply	9.75/24 12 ply	10	6	180	18,355	12,500	
10-15	Ch/Cb (6 x 4)	AR-426-F		9.75/24 12 ply	9.75/24 12 ply	10	6	180	18,970	12,825	
10-15	Ch/Cowl (6 x 4)	AR-426-F		9.75/24 12 ply	9.75/24 12 ply	10	6	253	17,700	12,500	
10-15	Ch/Cb (6 x 4)	AR-426-F		9.75/24 12 ply	9.75/24 12 ply	10	6	253	19,385	12,825	

(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	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
1½	Ch/Cowl	C-300	1173 and up	30 x 5-TT	32 x 6-TT	4	6	99	3,345	\$695
1½	Ch/Cb	C-300		30 x 5-TT	32 x 6-TT	4	6	99	4,145	1,020
1½	Ch/Cowl	C-300		30 x 5-TT	32 x 6-TT	4	6	117	3,450	730
1½	Ch/Cb	C-300		30 x 5-TT	32 x 6-TT	4	6	117	4,250	1,055
1½-2	Ch/Cowl	D-300	501-2225	30 x 5-TT	32 x 6-TT	4	6	99	3,345	750
1½-2	Ch/Cowl & w/s Fr. Sect.	D-300		30 x 5-TT	32 x 6-TT	4	6	99	N. A.	955
1½-2	Ch/Cb	D-300		30 x 5-TT	32 x 6-TT	4	6	99	4,025	1,075
1½-2	Ch/Cowl	D-300		30 x 5-TT	32 x 6-TT	4	6	117	3,450	785
1½-2	Ch/Cowl & w/s	D-300		30 x 5-TT	32 x 6-TT	4	6	117	N. A.	990
1½-2	Ch/Cb	D-300		30 x 5-TT	32 x 6-TT	4	6	117	4,130	1,110
1½-2	Ch/Cowl (2SRA)	DS-300	501-005	30 x 5-TT	32 x 6-TT	4	6	99	3,445	865
1½-2	Ch/Cowl & w/s (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	99	N. A.	1,070
1½-2	Ch/Cb (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	99	4,125	1,190
1½-2	Ch/Cowl (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	117	3,550	900
1½-2	Ch/Cowl & w/s (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	117	N. A.	1,105
1½-2	Ch/Cb (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	117	4,230	1,225

(5) 1938

CONVENTIONAL

1½	Ch/Cowl	D-2	35078-52010	6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,240	\$475
1½	Ch/Cb	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,675	583
1½	Pick-up	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,953	620
1½	Canopy	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,340	775
1½	Panel	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,160	713
1½	DM-(Milk)	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,345	860
1½	Station Wagon	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,340	980
1½	Ch/Cowl	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,250	500
1½	Ch/Cb	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,725	608
1½	Pick-up	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,033	660
1½	Canopy	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,415	810
1½	Panel	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,290	750
1½	Stk. (Std. Racks)	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,256	668
1½	Ch. Cowl	D-5	2417-2868	6.00/16 4 ply	6.00/16 4 ply	4	4	103	2,120	450
1½	Ch/Cb	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,555	558
1½	Pick-up	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,833	595
1½	Canopy	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,220	750
1½	Panel	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,050	688
1½	DM-(Milk)	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,170	835
1½	Ch/Cowl	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,195	475
1½	Ch/Cb	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,630	583
1½	Pick-up	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,938	635
1½	Canopy	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,295	785
1½	Panel	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,195	725
1½	Stk. (Std. Racks)	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,161	643
1½-1	Ch/Cowl	D-15	903S-16829	7.00/16 6 ply	7.00/16 6 ply	4	6	113	2,720	605
1½-1	Ch/Cb	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,155	712
1½-1	Pick-up	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,433	750
1½-1	DM-(Milk)	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,835	1,000
1½-1	Ch/Cowl	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	2,800	605
1½-1	Ch/Cb	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,235	713
1½-1	Pick-up	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,606	785
1½-1	Canopy	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,975	950
1½-1	Panel	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	4,000	873
1½-1	Stk. (Std. Racks)	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,859	788
1½	Ch/Cowl	D-29	581-655	30 x 5-TT	32 x 6-TT	4	6	128	3,410	650
1½	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	128	3,845	758
1½	Ch/Cowl	D-29		30 x 5-TT	33 x 6-TT	4	6	155	3,595	685
1½	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	155	4,030	793
1½	Ch/Cowl	D-29		30 x 5-TT	32 x 6-TT	4	6	173	3,685	710
1½	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	173	4,120	818
1½	Ch/Cowl	D-30	29024-45611	30 x 5-TT	32 x 6-TT	4	6	128	3,410	650
1½	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	128	3,845	758
1½	Panel, AA-9'	D-30		30 x 5-TT	32 x 6-TT	4	6	128	4,910	1,175
1½	Stk. (Std. Racks) 9'	D-30		30 x 5-TT	32 x 6-TT	4	6	128	4,720	858
1½	Ch/Cowl	D-30	29024-45611	30 x 5-TT	32 x 6-TT	4	6	155	3,595	685
1½	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	155	4,030	793
1½	Panel, AA-12'	D-30		30 x 5-TT	32 x 6-TT	4	6	155	5,295	1,235
1½	Stk. (Std. Racks) 12'	D-30		30 x 5-TT	32 x 6-TT	4	6	155	5,680	913
1½	Ch/Cowl	D-30		30 x 5-TT	32 x 6-TT	4	6	173	3,685	710
1½	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	173	4,120	818
1½	Stk. (Std. Racks) 14'	D-30		30 x 5-TT	32 x 6-TT	4	6	173	5,320	968
1½	Ch/Cowl	D-30-B	501-770	30 x 5-TT	32 x 6-TT	4	6	155	3,595	785
1½	Ch/Cowl	D-30-B		30 x 5-TT	32 x 6-TT	4	6	173	3,685	810
1½	Ch/Cowl (2SRA)	DS-30	3439-4722	30 x 5-TT	32 x 6-TT	4	6	128	3,510	765
1½	Ch/Cb (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	3,945	873
1½	Panel, AA-9' (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	4,010	1,200
1½	Stk. (Std. Racks) 9' (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	4,820	973
1½	Ch/Cowl (2SRA)	DS-30		30 x 5	32 x 6	4	6	155	3,695	800
1½	Ch/Cb (2SRA)	DS-30		30 x 5	32 x 6	4	6	155	4,130	908
1½	Panel, AA-12' (2SRA)	DS-30		30 x 5	32 x 6	4	6	155	5,150	1,350
1½	Stk. (Std. Racks) 12' (2SRA)	DS-30		30 x 5	32 x 6	4	6	155	5,330	1,028
1½	Ch/Cowl (2SRA)	DS-30		30 x 5	32 x 6	4	6	173	3,785	825
1½	Ch/Cb (2SRA)	DS-30		30 x 5	32 x 6	4	6	173	4,220	933
1½	Stk. (Std. Racks) 14' (2SRA)	DS-30		30 x 5	32 x 6	4	6	173	5,420	1,083
1½	Ch/Cowl	D-35	11319-15673	6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,035	970
1½	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,470	1,115
1½-2	Ch/Cowl	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,160	1,015
1½-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	140	4,595	1,160
1½-2	Ch/Cowl	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,185	1,040
1½-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,620	1,185
1½-2	Ch/Cowl	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,220	1,020
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	4,220	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				
1 1/2-2	Ch/Cowl (2SRA)	DS-35	3463-4685	6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,145	\$1,055
1 1/2-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,580	1,230
1 1/2-2	Ch/Cowl (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,270	1,130
1 1/2-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,705	1,275
1 1/2-2	Ch/Cowl (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,295	1,155
1 1/2-2	Ch/Ch (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,730	1,300
1 1/2-2	Ch/Cowl (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,330	1,170
1 1/2-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,765	1,315
1 1/2-2	Ch/Cowl (2SRA)	DS-35-B		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,330	1,285
1 1/2	Ch/Cowl	D-39	517-539	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,805	1,365
1 1/2	Ch/Ch	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,240	1,510
1 1/2	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,830	1,380
1 1/2	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,265	1,525
1 1/2	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,855	1,395
1 1/2	Ch/Ch	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,290	1,540
1 1/2	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	4,895	1,410
1 1/2	Ch/Ch	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,330	1,550
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/Ch	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,240	1,510
2-3	Ch/Cowl	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,830	1,380
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,265	1,525
2-3	Ch/Cowl	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,855	1,395
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,290	1,540
2-3	Ch/Cowl	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	4,895	1,410
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,330	1,555
2-3	Ch/Cowl (2SRA)	DS-40	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	1,605
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/Ch (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/Ch (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,415	1,725
2-3	Ch/Cowl (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,020	1,595
2-3	Ch/Cb (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,455	1,740
3-4	Ch/Cowl	D-50	1788-2348	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,245	1,775
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/Ch	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	2,265
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	2,140
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,815	2,285
3-4	Ch/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,410	2,175
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,845	2,320
3-4	Ch/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,440	2,200
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,875	2,345
3-4	Ch/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,500	2,225
3-4	Ch/Ch (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,935	2,370
3 1/2-4 1/2	Ch/Cowl	D-60	768-842	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,190	2,795
3 1/2-4 1/2	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,625	2,940
3 1/2-4 1/2	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,265	2,820
3 1/2-4 1/2	Ch/Ch	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,700	2,965
3 1/2-4 1/2	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,320	2,845
3 1/2-4 1/2	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,755	2,990
3 1/2-4 1/2	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,375	2,870
3 1/2-4 1/2	Ch/Ch	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	7,265	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/Ch (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/Ch (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/Ch (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/Ch (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	179	8,665	4,360
4-6	Ch/Cowl (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	197	8,285	4,270
7-6	Ch/Ch (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	6	197	8,720	4,415
4 1/2	Ch/Cowl (DR)	A-8	920-1022	9.75/20	9.75/20	6	6	160	12,035	6,200
7 1/2	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	160	12,650	6,525
7 1/2	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	180	12,265	6,250
7 1/2	Ch/Ch (DR)	A-8		9.75/20	9.75/20	6	6	180	12,880	6,575
7 1/2	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	200	12,435	6,300
7 1/2	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	200	13,050	6,625
7 1/2	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	225	12,685	6,350
7 1/2	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	225	13,300	6,675

CONVENTIONAL—(3D AXLE)

1 1/2-3 1/2	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
1 1/2-3 1/2	Ch/Cb (6 x 2)	D-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	148	5,825	1,585
1 1/2-3 1/2	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
1 1/2-3 1/2	Ch/Cb (6 x 2)	D-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	173	5,955	1,700
1 1/2-3 1/2	Ch/Cowl (6 x 2)	D-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	5,585	1,705
1 1/2-3 1/2	Ch/Cb (6 x 2)	D-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	6,020	1,815

(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				
1 1/2-3 1/2	Ch/Cowl (6 x 2-2SRA)	DS-186-T	529-542	6.50/20 6 ply	6.50/20 6 ply	10	6	148	5,490	\$1,590
1 1/2-3 1/2	Ch/Cb (6 x 2-2SRA)	DS-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	148	5,925	1,698
1 1/2-3 1/2	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
1 1/2-3 1/2	Ch/Ch (6 x 2-2SRA)	DS-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	173	6,055	1,713
1 1/2-3 1/2	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
1 1/2-3 1/2	Ch/Cb (6 x 2-2SRA)	DS-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	6,120	1,728
2-4	Ch/Cowl (6 x 2)	D-216-T	541-588	7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,370	1,760
2-4	Ch/Ch (6 x 2)	D-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,805	1,905
2-4	Ch/Cowl (6 x 2)	D-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,430	1,775
2-4	Ch/Cb (6 x 2)	D-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,865	1,920
2-4	Ch/Cowl (6 x 2-2SRA)	DS-216-T	550-618	7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,370	1,945
2-4	Ch/Cb (6 x 2-2SRA)	DS-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,805	2,090
2-4	Ch/Cowl (6 x 2-2SRA)	DS-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,430	1,960
2-4	Ch/Cb (6 x 2-2SRA)	DS-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,865	2,105
2 1/2-5	Ch/Cowl (6 x 2)	D-246-T	544-568	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,215	2,350
2 1/2-5	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
2 1/2-5	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
2 1/2-5	Ch/Ch (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,770	3,020
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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
2 1/2-5	Ch/Cowl (6 x 2-2SRA)	DS-246-T	501-506	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,215	3,069
2 1/2-5	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
2 1/2-5	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
2 1/2-5	Ch/Ch (6 x 2-2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,770	3,230
2 1/2-5	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
2 1/2-5	Ch/Ch (6 x 2-2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,970	3,255
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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
2 1/2-5	Ch/Cb (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,970	3,185
2 1/2-5	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
2 1/2-5	Ch/Ch (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,765	3,160
2 1/2-5	Ch/Cowl (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,535	3,065
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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
2 1/2-5	Ch/Cowl (6 x 4)	D-246-F	667-800	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,470	3,300
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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
2 1/2-5	Ch/Ch (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	197	9,315	3,495
2 1/2-5	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
2 1/2-5	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
3 1/2-7	Ch/Cowl (6 x 2-DR)	DR-346-T	520-536	9.00/20 10 ply	9.00/20 10 ply	10	6	161	10,245	5,000
3 1/2-7	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
3 1/2-7	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
3 1/2-7	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
3 1/2-7	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
3 1/2-7	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
3 1/2-7	Ch/Cowl (6 x 4)	D-346-F	599-641	9.00/20 10 ply	9.00/20 10 ply	10	6	161	11,200	5,900
3 1/2-7	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
3 1/2-7	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
3 1/2-7	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
3 1/2-7	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
3 1/2-7	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	14,300	7,550
5-8	Ch/Cb (6 x 4-DR)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	10	6	233	14,735	7,695
10-15	Ch/Cowl (6 x 4)	AR-426-F	538-541-F	9.75/20 12 ply	9.75/20 12 ply	10	6	180	18,355	12,500
10-15	Ch/Cb (6 x 4)	AR-426-F		9.75/24 12 ply	9.75/24 12 ply	10	6	180	18,970	12,825
10-15	Ch/Cowl (6 x 4)	AR-426-F		9.75/24 12 ply	9.75/24 12 ply	10	6	253	18,770	12,800
10-15	Ch/Cb (6 x 4)	AR-426-F		9.75/24 12 ply	9.75/24 12 ply	10	6	253	19,385	12,825

CONVENTIONAL—(DIESEL)

3-4	Ch/Cowl	DI-50	501-504	7.50/20	7.50/20	6	4	137	7,205	\$3,975
3-4	Ch/Cowl	DI-50		7.50/20	7.50/20	6	4	149	7,235	4,010
3-4	Ch/Cowl	DI-50		7.50/20	7.50/20	6	4	161	7,265	4,035
3-4	Ch/Cowl	DI-50		7.50/20	7.50/20	6	4	179	7,325	4,060
3 1/2-4 1/2	Ch/Cowl (DR)	DRD-60	501-502	9.00/20	9.00/20	6	4	149	8,045	4,945
3 1/2-4 1/2	Ch/Cowl (DR)	DRD-60		9.00/20	9.00/20	6	4	161	8,120	4,970
3 1/2-4 1/2	Ch/Cowl (DR)	DRD-60		9.00/20	9.00/20	6	4	179	8,175	4,995
3 1/2-4 1/2	Ch/Cowl (DR)	DRD-60		9.00/20	9.00/20	6	4	197	8,230	5,020
4-6	Ch/Cowl (DR)	DRD-70	501-508	36 x 8	36 x 8	6	4	149	9,215	6,195
4-6	Ch/Cowl (DR)	DRD-70		36 x 8	36 x 8	6	6	149	9,695	6,695
4-6	Ch/Cowl (DR)	DRD-70		36 x 8	36 x 8	6	4	161	9,290	6,220
4-6	Ch/Cowl (DR)	DRD-70		36 x 8	36 x 8	6	6	161	9,770	6,720
4-6	Ch/Cowl (DR)	DRD-70		36 x 8	36 x 8	6	4	179	9,345	6,245
4-6	Ch/Cowl (DR)	DRD-70		36 x 8	36 x 8	6	6	179	9,825	6,745
4-6	Ch/Cowl (DR)	DRD-70		36 x 8	36 x 8	6	4	197	9,400	6,270
4-6	Ch/Cowl (DR)	DRD-70		36 x 8	36 x 8	6	6	197	9,880	6,770
5-7 1/2	Ch/Cowl (DR)	AD-8	501-502	9.75/20	9.75/20	6	6	160	12,485	8,250
5-7 1/2	Ch/Cowl (DR)	AD-8		9.75/20	9.75/20	6	6	180	12,715	8,300
5-7 1/2	Ch/Cowl (DR)	AD-8		9.75/20	9.75/20	6	6	200	12,885	8,350
5-7 1/2	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				
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	7,509
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	7,550
3½-7	Ch/Cowl (6 x 4)	DD-346-F	501-504	9.00/20	9.00/20	10	6	161	12,400	8,400
3½-7	Ch/Cowl (6 x 4)	DD-346-F		9.00/20	9.00/20	10	6	161	12,400	7,240
3½-7	Ch/Cowl (6 x 4)	DD-346-F	505-511	9.00/20	9.00/20	10	6	197	13,000	8,425
3½-7	Ch/Cowl (6 x 4)	DD-346-F	501-504	9.00/20	9.00/20	10	6	215	13,300	8,450
3½-7	Ch/Cowl (6 x 4-DR)	DRD-426-F		9.75/20	9.75/20	10	6	161	14,700	10,001
5-8	Ch/Cowl (6 x 4-DR)	DRD-426-F	501-503	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
5-8	Ch/Cowl (6 x 4-DR)	DRD-426-F		9.75/24	9.75/24	10	6	180	18,500	14,520
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	1,040
	Ch/Cowl	D-300		30 x 5-TT	32 x 6-TT	4	6	99	3,345	715
	Ch/Cowl & w/s (Fr. Sect.)	D-300		30 x 5-TT	32 x 6-TT	4	6	99	N. A.	920
	Ch/Cb	D-300		30 x 5-TT	32 x 6-TT	4	6	99	4,025	1,040
	Ch/Cowl	D-300		30 x 5-TT	32 x 6-TT	4	6	117	3,450	750
	Ch/Cowl & w/s (Fr. Sect.)	D-300		30 x 5-TT	32 x 6-TT	4	6	117	N. A.	955
	Ch/Cb	D-300		30 x 5-TT	32 x 6-TT	4	6	117	4,130	1,065
	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	839
	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	865
	Ch/Cowl & w/s (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	117	N. A.	1,070
	Ch/Ch (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	117	4,230	1,190

(6) 1939

CONVENTIONAL

1½	Ch/Cowl	D-2	52011-80168	6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,240	\$475
1½	Ch/Ch	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,675	583
1½	Pick-up	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,953	620
1½	Canopy	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,340	775
1½	Panel	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,160	713
1½	DM (Milk)	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,345	860
1½	Station Wagon	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,340	930
1½	Ch/Cowl	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,290	500
1½	Ch/Cb	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,725	608
1½	Pick-up	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,033	640
1½	Canopy	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,415	810
1½	Panel	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,290	750
1½	Stk. (Std. Racks)	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,256	668
1½	Ch/Cowl	D-5	2860-3851	6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,120	499
1½	Ch/Cb	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,555	598
1½	Pick-up	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,833	635
1½	Canopy	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,220	790
1½	Panel	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,050	728
1½	DM-Milk	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	113	3,170	875
1½	Ch/Cowl	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,195	515
1½	Ch/Cb	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,630	623
1½	Pick-up	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	2,938	675
1½	Canopy	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,295	825
1½	Panel	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,195	765
1½	Stk. (Std. Racks)	D-5		6.00/16 4 ply	6.00/16 4 ply	4	4	125	3,161	683
1½	Ch/Cowl	D-15	16830-26709	7.00/16 6 ply	7.00/16 6 ply	4	6	113	2,720	605
1½	Ch/Cb	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,155	712
1½	Pick-up	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,433	750
1½	DM (Milk)	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,835	1,000
1½	Ch/Cowl	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	2,800	605
1½	Ch/Cb	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,235	713
1½	Pick-up	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,606	785
1½	Canopy	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,975	930
1½	Panel	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	4,000	873
1½	Stk. (Std. Racks)	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,859	785
1½	Ch/Cowl	D-29	656-687	30 x 5-TT	32 x 6-TT	4	6	128	3,410	650
1½	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	128	3,845	758
1½	Ch/Cowl	D-29		30 x 5-TT	32 x 6-TT	4	6	155	3,595	685
1½	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	155	4,030	793
1½	Ch/Cowl	D-29		30 x 5-TT	32 x 6-TT	4	6	173	3,685	710
1½	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	173	4,120	818
1½	Ch/Cowl	D-30	45612-70639	30 x 5-TT	32 x 6-TT	4	6	128	3,410	650
1½	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	128	3,845	758
1½	Panel AA-9'	D-30		30 x 5-TT	32 x 6-TT	4	6	128	4,910	1,175
1½	Stk. (Std. Racks) 9'	D-30		30 x 5-TT	32 x 6-TT	4	6	128	4,720	858
1½	Ch/Cowl	D-30		30 x 5-TT	32 x 6-TT	4	6	155	3,595	685
1½	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	155	4,030	793
1½	Panel AA-12'	D-30		30 x 5-TT	32 x 6-TT	4	6	155	5,295	1,235
1½	Stk. (Std. Racks) 12'	D-30		30 x 5-TT	32 x 6-TT	4	6	155	5,080	913
1½	Ch/Cowl	D-30		30 x 5-TT	32 x 6-TT	4	6	173	3,685	710
1½	Ch/Ch	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				
1 1/2	Ch/Cowl	D-30-B	771-953	30 x 5-TT	32 x 6-TT	4	6	155	3,595	\$785
1 1/2	Ch/Cb	D-30-B		30 x 5-TT	32 x 6-TT	4	6	173	3,685	810
1 1/2	Ch/Cowl (2SRA)	DS-30	4723-8392	30 x 5-TT	32 x 6-TT	4	6	128	3,510	765
1 1/2	Ch/Cb (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	3,945	873
1 1/2	Panel AA-9' (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	4,010	1,290
1 1/2	Stk. (Std. Racks) 9' (2 SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	4,820	973
1 1/2	Ch/Cowl (2SRA)	DS-30		30 x 5-TT Fr.	32 x 6-TT Rr.	4	6	155	3,695	800
1 1/2	Ch/Cb (2SRA)	DS-30		30 x 5-TT Fr.	32 x 6-TT Rr.	4	6	155	4,130	908
1 1/2	Panel, AA-12' (2SRA)	DS-30		30 x 5-TT Fr.	32 x 6-TT Rr.	4	6	155	5,180	1,350
1 1/2	Stk. (Std. Racks) 12' (2 SRA)	DS-30		30 x 5-TT Fr.	32 x 6-TT Rr.	4	6	155	5,330	1,028
1 1/2	Ch/Cowl (2SRA)	DS-30		30 x 5-TT Fr.	32 x 6-TT Rr.	4	6	173	3,785	825
1 1/2	Ch/Cb (2SRA)	DS-30		30 x 5-TT Fr.	32 x 6-TT Rr.	4	6	173	4,220	933
1 1/2	Stk. (Std. Racks) 14' (2 SRA)	DS-30		30 x 5-TT Fr.	32 x 6-TT Rr.	4	6	173	5,420	1,083
1 1/2-2	Ch/Cowl	D-35	15674-22454	6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,035	970
1 1/2-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,470	1,115
1 1/2-2	Ch/Cowl	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,160	1,015
1 1/2-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,595	1,160
1 1/2-2	Ch/Cowl	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,185	1,040
1 1/2-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,620	1,185
1 1/2-2	Ch/Cowl	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,220	1,055
1 1/2-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,655	1,200
1 1/2-2	Ch/Cowl	D-35-B	782-926	6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,220	1,170
1 1/2-2	Ch/Cb (2SRA)	DS-35	4686-8154	6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,145	1,085
1 1/2-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,580	1,230
1 1/2-2	Ch/Cowl (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,270	1,130
1 1/2-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,705	1,275
1 1/2-2	Ch/Cowl (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,295	1,155
1 1/2-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,730	1,300
1 1/2-2	Ch/Cowl (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,320	1,170
1 1/2-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,765	1,315
1 1/2-2	Ch/Cowl (2SRA)	DS-35-B	502-514	6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,330	1,285
1 1/2-2	Ch/Cowl	D-39	540-575	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,805	1,365
1 1/2-2	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,240	1,510
1 1/2-2	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,830	1,380
1 1/2-2	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,265	1,525
1 1/2-2	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,855	1,395
1 1/2-2	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,290	1,540
1 1/2-2	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	4,895	1,410
1 1/2-2	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,330	1,555
1 1/2-2	Ch/Cowl (2SRA)	DS-39	501-504	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,930	1,550
1 1/2-2	Ch/Cb (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,365	1,605
1 1/2-2	Ch/Cowl (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,955	1,565
1 1/2-2	Ch/Cb (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,390	1,710
1 1/2-2	Ch/Cowl (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,980	1,580
1 1/2-2	Ch/Cb (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,415	1,725
1 1/2-2	Ch/Cowl (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,020	1,595
1 1/2-2	Ch/Cb (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,455	1,740
1 1/2-2	Ch/Cowl (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,805	1,365
2-3	Ch/Cowl	D-40	10912-15906	7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,240	1,510
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,675	1,665
2-3	Ch/Cowl	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,830	1,380
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,265	1,525
2-3	Ch/Cowl	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,855	1,395
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,290	1,540
2-3	Ch/Cowl	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	4,895	1,410
2-3	Ch/Cb	D-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,330	1,555
2-3	Ch/Cowl (2SRA)	DS-40	898-2462	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	176	5,020	1,595
2-3	Ch/Cb (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,455	1,740
3-4	Ch/Cowl	D-50	2344-3306	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,245	1,975
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,680	2,120
3-4	Ch/Cowl	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	143	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	2,050
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	565-966	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	890-1395	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,380	2,140
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,815	2,285
3-4	Ch/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	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
3 1/2-4 1/2	Ch/Cowl	D-60	843-972	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,190	2,795
3 1/2-4 1/2	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,625	2,940
3 1/2-4 1/2	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,265	2,820
3 1/2-4 1/2	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,700	2,965
3 1/2-4 1/2	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,320	2,845
3 1/2-4 1/2	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,755	2,990
3 1/2-4 1/2	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,375	2,870
3 1/2-4 1/2	Ch/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 Inches	Base weight Pounds	F. o. b. list price
				Front	Rear	Number				
3 1/2-4 1/2	Ch/Cowl (2SRA)	DS-60	501-505	9.00/20 10 ply	9.00/20 10 ply	6	149	7,590	\$3,195	
3 1/2-4 1/2	Ch/Cb (2SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	149	8,025	3,340	
3 1/2-4 1/2	Ch/Cowl (2SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	161	7,665	3,221	
3 1/2-4 1/2	Ch/Cb (2SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	161	8,100	3,365	
3 1/2-4 1/2	Ch/Cowl (2SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	179	7,720	3,245	
3 1/2-4 1/2	Ch/Cb (2SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	179	8,155	3,360	
3 1/2-4 1/2	Ch/Cowl (2SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	197	7,775	3,270	
3 1/2-4 1/2	Ch/Cb (2SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	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	149	7,265	2,945	
4-5	Ch/Cb (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	149	7,700	3,090	
4-5	Ch/Cowl (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	161	7,340	2,970	
4-5	Ch/Cb (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	161	7,775	3,115	
4-5	Ch/Cowl (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	179	7,395	2,995	
4-5	Ch/Cb (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	179	7,830	3,140	
4-5	Ch/Cowl (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	6	197	7,450	3,020	
4-5	Ch/Cb (DR)	DR-60		9.00/20 10 ply	9.00/20 10 ply	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	149	8,100	4,195	
4-6	Ch/Cb (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	149	8,535	4,340	
4-6	Ch/Cowl (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	161	8,175	4,220	
4-6	Ch/Cb (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	161	8,610	4,365	
4-6	Ch/Cowl (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	179	8,230	4,245	
4-6	Ch/Cb (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	179	8,665	4,390	
4-6	Ch/Cowl (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	197	8,285	4,270	
4-6	Ch/Cb (DR)	DR-70		36 x 8 12 ply	36 x 8 12 ply	6	197	8,720	4,415	
7 1/2	Ch/Cowl (DR)	A-8	1023-1047	9.75/20	9.75/20	6	160	12,035	6,200	
7 1/2	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	160	12,650	6,525	
7 1/2	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	180	12,265	6,250	
7 1/2	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	180	12,880	6,575	
7 1/2	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	200	12,455	6,309	
7 1/2	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	200	13,050	6,625	
7 1/2	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	225	12,685	6,350	
7 1/2	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	225	13,300	6,675	

CONVENTIONAL—(3D AXLE)

1 1/2-3 1/2	Ch/Cowl (6 x 2)	D186T	513-520	6.50/20 6 ply	6.50/20 6 ply	10	6	148	5,390	\$1,475
1 1/2-3 1/2	Ch/Cb (6 x 2)	D186T		6.50/20 6 ply	6.50/20 6 ply	10	6	148	5,825	1,583
1 1/2-3 1/2	Ch/Cowl (6 x 2)	D186T		6.50/20 6 ply	6.50/20 6 ply	10	6	173	5,520	1,490
1 1/2-3 1/2	Ch/Cb (6 x 2)	D186T		6.50/20 6 ply	6.50/20 6 ply	10	6	173	5,955	1,598
1 1/2-3 1/2	Ch/Cowl (6 x 2)	D186T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	5,585	1,595
1 1/2-3 1/2	Ch/Cb (6 x 2)	D186T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	6,020	1,613
1 1/2-3 1/2	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
1 1/2-3 1/2	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
1 1/2-3 1/2	Ch/Cowl (6 x 2-2SRA)	DS-186T		6.50/20 6 ply	6.50/20 6 ply	10	6	173	5,620	1,615
1 1/2-3 1/2	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
1 1/2-3 1/2	Ch/Cowl (6 x 2-2SRA)	DS-186T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	5,685	1,620
1 1/2-3 1/2	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	1,915
2-4	Ch/Cowl (6 x 2)	D-216T		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-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	1,915
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	151	6,620	2,185
2-4	Ch/Cb (6 x 4)	D-216-F		7.00/20 8 ply	7.00/20 8 ply	10	6	151	7,055	2,330
2-4	Ch/Cowl (6 x 4)	D-216-F		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,650	2,200
2-4	Ch/Cb (6 x 4)	D-216-F		7.00/20 8 ply	7.00/20 8 ply	10	6	176	7,085	2,345
2-4	Ch/Cowl (6 x 4)	D-216-F		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,710	2,215
2-4	Ch/Cb (6 x 4)	D-216-F		7.00/20 8 ply	7.00/20 8 ply	10	6	194	7,145	2,360
2 1/2-5	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
2 1/2-5	Ch/Cb (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,650	2,915
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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	3,070
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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
2 1/2-5	Ch/Cb (6 x 2-DR)	DR-246-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,970	3,185
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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
2 1/2-5 1/2	Ch/Cowl (6 x 4)	D-246-F	801-1011	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,470	3,150
2 1/2-5 1/2	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
2 1/2-5 1/2	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
2 1/2-5 1/2	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
2 1/2-5 1/2	Ch/Cowl (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,880	3,260
2 1/2-5 1/2	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
2 1/2-5 1/2	Ch/Cowl (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,160	3,225
2 1/2-5 1/2	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
3 1/2-7	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
3 1/2-7	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
3 1/2-7	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
3 1/2-7	Ch/Cb (6 x 2-DR)	DR-346-T		9.00/20 10 ply	9.00/20 10 ply	10	6	197		

(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				
3 1/2-7	Ch/Cowl (6 x 4)	D-346-F	642-670	9.00/20 10 ply	9.00/20 10 ply	10	6	161	11,200	\$5,750
3 1/2-7	Ch/Cb (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	10	6	161	11,635	5,895
3 1/2-7	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
3 1/2-7	Ch/Cb (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	10	6	197	12,135	5,920
3 1/2-7	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
3 1/2-7	Ch/Cb (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	10	6	215	12,435	5,945
5-8	Ch/Cowl (6 x 4-DR)	DR-426-F	562-565	9.75/20 12 ply	9.75/20 12 ply	10	6	161	13,200	7,500
5-8	Ch/Cb (6 x 4-DR)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	10	6	161	13,635	7,645
5-8	Ch/Cowl (6 x 4-DR)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	10	6	215	13,500	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	14,300	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	14,335	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	233	14,735	7,695
10-15	Ch/Cowl (6 x 4)	AR-426-F	542-546	9.75/24 12 ply	9.75/24 12 ply	10	6	180	18,355	12,500
10-15	Ch/Cb (6 x 4)	AR-426-F		9.75/24 12 ply	9.75/24 12 ply	10	6	180	18,970	12,825
10-15	Ch/Cowl (6 x 4)	AR-426-F		9.75/24 12 ply	9.75/24 12 ply	10	6	253	18,770	12,560
10-15	Ch/Cb (6 x 4)	AR-426-F		9.75/24 12 ply	9.75/24 12 ply	10	6	253	19,385	12,825

CONVENTIONAL—(DIESEL)

3-4	Ch/Cowl	DD-50	505-553	7.50/20 8 ply	7.50/20 8 ply	6	4	137	7,205	\$3,275
3-4	Ch/Cowl	DD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	149	7,235	3,310
3-4	Ch/Cowl	DD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	161	7,265	3,335
3-4	Ch/Cowl	DD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	179	7,325	3,360
3-4	Ch/Cowl (2 SRA)	DSD-50	501-511	7.50/20 8 ply	7.50/20 8 ply	6	4	137	7,205	3,485
3-4	Ch/Cowl (2 SRA)	DSD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	149	7,235	3,520
3-4	Ch/Cowl (2 SRA)	DSD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	161	7,265	3,545
3-4	Ch/Cowl (2 SRA)	DSD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	179	7,325	3,570
3-4	Ch/Cowl (DR)	DRD-50	501-507	7.50/20 8 ply	7.50/20 8 ply	6	4	137	7,340	3,440
3-4	Ch/Cowl (DR)	DRD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	149	7,370	3,475
3-4	Ch/Cowl (DR)	DRD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	161	7,400	3,500
3-4	Ch/Cowl (DR)	DRD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	179	7,460	3,525
3 1/2-4 1/2	Ch/Cowl	DD-60	501-503	9.00/20 8 ply	9.00/20 8 ply	6	4	149	8,045	4,095
3 1/2-4 1/2	Ch/Cowl	DD-60		9.00/20 8 ply	9.00/20 8 ply	6	4	161	8,120	4,120
3 1/2-4 1/2	Ch/Cowl	DD-60		9.00/20 8 ply	9.00/20 8 ply	6	4	179	8,175	4,145
3 1/2-4 1/2	Ch/Cowl (DR)	DRD-60	503-511	9.00/20 8 ply	9.00/20 8 ply	6	4	137	8,230	4,170
3 1/2-4 1/2	Ch/Cowl (DR)	DRD-60		9.00/20 8 ply	9.00/20 8 ply	6	4	149	8,045	4,245
3 1/2-4 1/2	Ch/Cowl (DR)	DRD-60		9.00/20 8 ply	9.00/20 8 ply	6	4	161	8,120	4,270
3 1/2-4 1/2	Ch/Cowl (DR)	DRD-60		9.00/20 8 ply	9.00/20 8 ply	6	4	179	8,175	4,295
3 1/2-4 1/2	Ch/Cowl (DR)	DRD-60		9.00/20 8 ply	9.00/20 8 ply	6	4	197	8,230	4,320
4-6	Ch/Cowl (DR)	DRD-70	509-530	36 x 8 8 ply	36 x 8 8 ply	6	4	149	9,215	5,495
4-6	Ch/Cowl (DR)	DRD-70		36 x 8 8 ply	36 x 8 8 ply	6	4	149	9,695	5,725
4-6	Ch/Cowl (DR)	DRD-70		36 x 8 8 ply	36 x 8 8 ply	6	4	161	9,290	5,520
4-6	Ch/Cowl (DR)	DRD-70		36 x 8 8 ply	36 x 8 8 ply	6	4	161	9,770	5,750
4-6	Ch/Cowl (DR)	DRD-70		36 x 8 8 ply	36 x 8 8 ply	6	4	179	9,345	5,545
4-6	Ch/Cowl (DR)	DRD-70		36 x 8 8 ply	36 x 8 8 ply	6	6	179	9,825	5,775
4-6	Ch/Cowl (DR)	DRD-70		36 x 8 8 ply	36 x 8 8 ply	6	4	197	9,400	5,570
4-6	Ch/Cowl (DR)	DRD-70		36 x 8 8 ply	36 x 8 8 ply	6	6	197	9,880	5,800
5-7 1/2	Ch/Cowl (DR)	AD-8	502-509	9.75/20 8 ply	9.75/20 8 ply	6	6	160	12,455	7,185
5-7 1/2	Ch/Cowl (DR)	AD-8		9.75/20 8 ply	9.75/20 8 ply	6	6	180	12,715	7,235
5-7 1/2	Ch/Cowl (DR)	AD-8		9.75/20 8 ply	9.75/20 8 ply	6	6	200	12,885	7,295
5-7 1/2	Ch/Cowl (DR)	AD-8		9.75/20 8 ply	9.75/20 8 ply	6	6	225	13,135	7,355

CONVENTIONAL—(DIESEL—3D—AXLE)

2 1/2-5	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
2 1/2-5	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
2 1/2-5	Ch/Cowl (6 x 2)	DD-246-T		7.50/20 8 ply	7.50/20 8 ply	6	4	197	9,495	4,200
2 1/2-5	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
2 1/2-5	Ch/Cowl (6 x 4)	DD-246-F	502-506	7.50/20 8 ply	7.50/20 8 ply	6	4	161	9,290	4,450
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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
3 1/2-7	Ch/Cowl (6 x 2-DR)	DRD-346-T	502-508	9.00/20 8 ply	9.00/20 8 ply	6	6	161	11,850	6,530
3 1/2-7	Ch/Cowl (6 x 2-DR)	DRD-346-T		9.00/20 8 ply	9.00/20 8 ply	6	6	197	12,400	6,565
3 1/2-7	Ch/Cowl (6 x 2-DR)	DRD-346-T		9.00/20 8 ply	9.00/20 8 ply	6	6	215	12,700	6,580
3 1/2-7	Ch/Cowl (6 x 4)	DD-346-F	505-511	9.00/20 8 ply	9.00/20 8 ply	6	6	197	13,000	7,305
3 1/2-7	Ch/Cowl (6 x 4)	DD-346-F		9.00/20 8 ply	9.00/20 8 ply	6	6	215	13,300	7,330
5-8	Ch/Cowl (6 x 4-DR)	DRD-426-F	504-505	9.75/20 8 ply	9.75/20 8 ply	6	6	161	14,700	9,030
5-8	Ch/Cowl (6 x 4-DR)	DRD-426-F		9.75/20 8 ply	9.75/20 8 ply	6	6	215	15,100	9,055
5-8	Ch/Cowl (6 x 4-DR)	DRD-426-F		9.75/20 8 ply	9.75/20 8 ply	6	6	233	15,200	9,080
10-15	Ch/Cowl (6 x 4)	ARD-626-F	504	9.75/24 8 ply	9.75/20 8 ply	6	6	180	18,500	13,485
10-15	Ch/Cowl (6 x 4)	ARD-626-F		9.75/24 8 ply	9.75/20 8 ply	6	6	253	19,300	13,485

METROPOLITAN

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

CAB OVER ENGINE

1 1/2-2	Ch/Cowl	D-300	3136-4276	30/5-TT	32/6-TT	4	6	87	3,270	\$715
1 1/2-2	Ch/Cowl and w/s	D-300		30/5-TT	32/6-TT	4	6	87	N. A.	920
1 1/2-2	Ch/Cab	D-300		30/5-TT	32/6-TT	4	6	87	3,950	1,040
1 1/2-2	Ch/Cowl	D-300		30/5-TT	32/6-TT	4	6	99	3,345	715
1 1/2-2	Ch/Cowl and w/s	D-300		30/5-TT	32/6-TT	4	6	99	N. A.	920
1 1/2-2	Ch/Cb	D-300		30/5-TT	32/6-TT	4	6	99	4,025	1,040
1 1/2-2	Ch/Cowl	D-300		30/5-TT	32/6-TT	4	6	117	3,450	750
1 1/2-2	Ch/Cowl and w/s	D-300		30/5-TT	32/6-TT	4	6	117	N. A.	955
1 1/2-2	Ch/Cb	D-300		30/5-TT	32/6-TT	4	6	117	4,130	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				
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	501-616	30/5-TT	32/6-TT	4	6	117	4,230	1,190
3-4 T	Ch/Cowl	D-500		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	7,390	2,590
3-4 T	Ch/Cowl	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	6,350	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	105	6,350	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	2,735
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	105	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	105	7,155	2,600
3-4	Ch/Cs (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	105	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		36 x 8 12 ply	36 x 8 12 ply	6	6	94	9,090	4,600
4-6	Ch/Cowl (DR)	DR-700		36 x 8 12 ply	36 x 8 12 ply	6	6	105	7,975	4,275
4-6	Ch/Cowl & w/s (DR)	DR-700		36 x 8 12 ply	36 x 8 12 ply	6	6	105	8,445	4,475
4-6	Ch/Cb (DR)	DR-700		36 x 8 12 ply	36 x 8 12 ply	6	6	105	9,205	4,625
4-6	Ch/Cowl (DR)	DR-700		36 x 8 12 ply	36 x 8 12 ply	6	6	124	8,085	4,300
4-6	Ch/Cowl & w/s (DR)	DR-700		36 x 8 12 ply	36 x 8 12 ply	6	6	124	8,755	4,500
4-6	Ch/Cb (DR)	DR-700		36 x 8 12 ply	36 x 8 12 ply	6	6	142	9,315	4,650
4-6	Ch/Cowl (DR)	DR-700		36 x 8 12 ply	36 x 8 12 ply	6	6	142	8,260	4,325
4-6	Ch/Cowl & w/s (DR)	DR-700		36 x 8 12 ply	36 x 8 12 ply	6	6	142	8,930	4,525
4-6	Ch/Cb (DR)	DR-700		36 x 8 12 ply	36 x 8 12 ply	6	6	142	9,490	4,675

(7) 1940

CONVENTIONAL

1½	Ch/Cowl	D-2	80169 and up	6.00/16 4 p	6.00/16 4 ply	4	6	113	2,240	\$175	
1½	Ch/Cb	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,675	583	
1½	Pick-up	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,953	620	
1½	Canopy	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,340	775	
1½	Panel	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,160	713	
1½	DM (Milk)	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	2,345	860	
1½	Station Wagon	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,340	950	
1½	Ch/Cowl	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,290	500	
1½	Ch/Cb	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	2,725	608	
1½	Pick-up	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,093	660	
1½	Canopy	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,415	810	
1½	Panel	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,290	750	
1½	Stk. (Std. Racks)	D-2		6.00/16 4 ply	6.00/16 4 ply	4	6	125	3,256	663	
1½	Ch/Cowl	D-5		3552 and up	6.00/16 4 ply	6.00/16 4 ply	4	4	113	2,120	490
1½	Ch/Cb	D-5	6.00/16 4 ply		6.00/16 4 ply	4	4	113	2,555	598	
1½	Pick-up	D-5	6.00/16 4 ply		6.00/16 4 ply	4	4	113	2,833	635	
1½	Canopy	D-5	6.00/16 4 ply		6.00/16 4 ply	4	4	113	3,220	790	
1½	Panel	D-5	6.00/16 4 ply		6.00/16 4 ply	4	4	113	3,050	728	
1½	Dm (Milk)	D-5	6.00/16 4 ply		6.00/16 4 ply	4	4	113	3,170	875	
1½	Ch/Cowl	D-5	6.00/16 4 ply		6.00/16 4 ply	4	4	125	2,195	515	
1½	Ch/Cb	D-5	6.00/16 4 ply		6.00/16 4 ply	4	4	125	2,630	623	
1½	Pick-up	D-5	6.00/16 4 ply		6.00/16 4 ply	4	4	125	2,938	675	
1½	Canopy	D-5	6.00/16 4 ply		6.00/16 4 ply	4	4	125	3,295	825	
1½	Panel	D-5	6.00/16 4 ply		6.00/16 4 ply	4	4	125	3,195	765	
1½	Stk. (Std. Racks)	D-5	6.00/16 4 ply		6.00/16 4 ply	4	4	125	3,161	683	
1½	Ch/Cowl	K-1	501-5468		6.00/16-PC	6.00/16-PC	4	6	113	2,250	440
1½	Ch/Cb	K-1			6.00/16-PC	6.00/16-PC	4	6	113	2,645	598
1½	Pick-up	K-1		6.00/16-PC	6.00/16-PC	4	6	113	2,923	640	
1½	Panel	K-1		6.00/16-PC	6.00/16-PC	4	6	113	3,170	733	
1½	Station Wagon	K-1		6.00/16-PC	6.00/16-PC	4	6	113	3,350	1,000	
1½	Ch/Cowl	K-1		6.00/16-PC	6.00/16-PC	4	6	125	2,275	510	
1½	Ch/Cb	K-1		6.00/16-PC	6.00/16-PC	4	6	125	2,670	618	
1½	Pick-up	K-1		6.00/16-PC	6.00/16-PC	4	6	125	2,978	675	
1½	Panel	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,275	765	
1½	Stk. (Std. Racks)	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,201	678	
1½	Ch/Cowl	K-2		501-3001	6.00/16-PC	6.00/16-PC	4	6	125	2,285	520
1½	Ch/Cb	K-2			6.00/16-PC	6.00/16-PC	4	6	125	2,680	628
1½	Pick-up	K-2			6.00/16-PC	6.00/16-PC	4	6	125	2,988	685
1½	Panel	K-2			6.00/16-PC	6.00/16-PC	4	6	125	3,285	775
1½	Stk. (Std. Racks)	K-2	6.00/16-PC		6.00/16-PC	4	6	125	3,211	688	
1½	Ch/Cowl	D-15	26500 and up		7.00/16 6 ply	7.00/16 6 ply	4	6	113	2,720	605
1½	Ch/Cb	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,155	712	
1½	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 Inches	Base weight Pounds	F. o. b. list price
				Front	Rear	Number				
3 1/2-1	Dm (Milk)	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	113	3,835	\$1,000
1 1/2-1	Ch/Cowl	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	2,800	605
3 1/2-1	Ch/Cb	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,235	713
3 1/2-1	Pick-up	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,606	785
3 1/2-1	Canopy	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,975	930
3 1/2-1	Panel	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	4,000	873
3 1/2-1	Stk. (Std. Racks)	D-15		7.00/16 6 ply	7.00/16 6 ply	4	6	130	3,859	788
3 1/2-1	Ch/Cowl	D-29	688 and up	30 x 5-TT	32 x 6-TT	4	6	128	3,410	650
3 1/2-1	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	128	3,845	758
3 1/2-1	Ch/Cowl	D-29		30 x 5-TT	32 x 6-TT	4	6	155	3,565	685
3 1/2-1	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	155	4,030	793
3 1/2-1	Ch/Cowl	D-29		30 x 5-TT	32 x 6-TT	4	6	173	3,685	710
3 1/2-1	Ch/Cb	D-29		30 x 5-TT	32 x 6-TT	4	6	173	4,120	818
1	Ch/Cowl	K-3	501-2308	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	728
1	Pick-up	K-3		6.00/16-TT	6.00/16-TT	4	6	113	3,673	770
1	Ch/Cowl	K-3		6.00/16-TT	6.00/16-TT	4	6	130	3,030	620
1	Ch/Cb	K-3		6.00/16-TT	6.00/16-TT	4	6	130	3,425	728
1	Pick-up	K-3		6.00/16-TT	6.00/16-TT	4	6	130	3,796	805
1	Panel	K-3		6.00/16-TT	6.00/16-TT	4	6	130	4,230	893
1	Stk. (Std. Racks)	K-3		6.00/16-TT	6.00/16-TT	4	6	130	4,049	803
1 1/2-1	Ch/Cowl	K-4	501-1264	6.50/20-TT	6.50/20-TT	4	6	113	3,250	645
1 1/2-1	Ch/Cb	K-4		6.50/20-TT	6.50/20-TT	4	6	113	3,644	753
1 1/2-1	Ch/Cowl	K-4		6.50/20-TT	6.50/20-TT	4	6	125	3,300	645
1 1/2-1	Ch/Cb	K-4		6.50/20-TT	6.50/20-TT	4	6	125	3,695	753
1 1/2-1	Platform 9'	K-4		6.50/20-TT	6.50/20-TT	4	6	125	N. A.	828
1 1/2-1	Stk. (Std. Racks) 9'	K-4		6.50/20-TT	6.50/20-TT	4	6	125	4,570	853
1 1/2-1	Ch/Cowl	K-4		6.50/20-TT	6.50/20-TT	4	6	147	3,360	665
1 1/2-1	Ch/Cb	K-4		6.50/20-TT	6.50/20-TT	4	6	147	3,755	773
1 1/2-1	Platform 9'	K-4		6.50/20-TT	6.50/20-TT	4	6	147	N. A.	848
1 1/2-1	Stk. (Std. Racks) 9'	K-4		6.50/20-TT	6.50/20-TT	4	6	147	4,630	873
1 1/2-1	Ch/Cowl	K-4		6.50/20-TT	6.50/20-TT	4	6	159	3,410	685
1 1/2-1	Ch/Cb	K-4		6.50/20-TT	6.50/20-TT	4	6	159	3,805	793
1 1/2-1	Platform 12'	K-4		6.50/20-TT	6.50/20-TT	4	6	159	N. A.	883
1 1/2-1	Stk. (Std. Racks) 12'	K-4		6.50/20-TT	6.50/20-TT	4	6	159	4,855	913
1 1/2-1	Ch/Cowl	D-30	70530 and up	30 x 5-TT	32 x 6-TT	4	6	128	3,410	650
1 1/2-1	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	128	3,845	758
1 1/2-1	Panel AA-9'	D-30		30 x 5-TT	32 x 6-TT	4	6	128	4,910	1,175
1 1/2-1	Stk. (Std. Racks) 9'	D-30		30 x 5-TT	32 x 6-TT	4	6	128	4,720	858
1 1/2-1	Ch/Cowl	D-30		30 x 5-TT	32 x 6-TT	4	6	155	3,595	685
1 1/2-1	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	155	4,030	793
1 1/2-1	Panel AA-12'	D-30		30 x 5-TT	32 x 6-TT	4	6	155	5,295	1,235
1 1/2-1	Stk. (Std. Racks) 12'	D-30		30 x 5-TT	32 x 6-TT	4	6	155	5,080	913
1 1/2-1	Ch/Cowl	D-30		30 x 5-TT	32 x 6-TT	4	6	173	3,655	710
1 1/2-1	Ch/Cb	D-30		30 x 5-TT	32 x 6-TT	4	6	173	4,120	818
1 1/2-1	Stk. (Std. Racks) 14'	D-30		30 x 5-TT	32 x 6-TT	4	6	173	5,320	968
1 1/2-1	Ch/Cowl	D-30-B	954 and up	30 x 5-TT	32 x 6-TT	4	6	155	3,565	785
1 1/2-1	Ch/Cb	D-30-B		30 x 5-TT	32 x 6-TT	4	6	173	3,685	810
1 1/2-1	Ch/Cowl (2SRA)	DS-30	8393 and up	30 x 5-TT	32 x 6-TT	4	6	128	3,510	765
1 1/2-1	Ch/Cb (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	3,945	873
1 1/2-1	Panel AA-9' (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	4,010	1,290
1 1/2-1	Stk. (Std. Racks) 9' (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	128	4,820	973
1 1/2-1	Ch/Cowl (2SRA)	DS-30	8393 and up	30 x 5-TT	32 x 6-TT	4	6	155	3,695	800
1 1/2-1	Ch/Cb (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	155	4,130	908
1 1/2-1	Panel AA-12' (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	155	5,180	1,350
1 1/2-1	Stk. (Std. Racks) 12' (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	155	5,330	1,028
1 1/2-1	Ch/Cowl (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	173	3,785	825
1 1/2-1	Ch/Cb (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	173	4,220	933
1 1/2-1	Stk. (Std. Racks) 14' (2SRA)	DS-30		30 x 5-TT	32 x 6-TT	4	6	173	5,420	1,083
1 1/2-1	Ch/Cowl	K-5	501-3668	6.00/20-TT	6.00/20-TT	6	6	135	3,660	690
1 1/2-1	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	135	4,055	798
1 1/2-1	Platform 9'	K-5		6.00/20-TT	6.00/20-TT	6	6	135	N. A.	873
1 1/2-1	Stk. (Std. Racks) 9'	K-5		6.00/20-TT	6.00/20-TT	6	6	135	4,930	898
1 1/2-1	Ch/Cowl	K-5		6.00/20-TT	6.00/20-TT	6	6	147	3,725	710
1 1/2-1	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	147	4,120	818
1 1/2-1	Panel 9'	K-5		6.00/20-TT	6.00/20-TT	6	6	147	N. A.	893
1 1/2-1	Platform 9'	K-5		6.00/20-TT	6.00/20-TT	6	6	147	4,995	918
1 1/2-1	Ch/Cowl	K-5		6.00/20-TT	6.00/20-TT	6	6	159	3,770	730
1 1/2-1	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	159	4,165	838
1 1/2-1	Platform 12'	K-5		6.00/20-TT	6.00/20-TT	6	6	159	N. A.	928
1 1/2-1	Stk. (Std. Racks) 12'	K-5		6.00/20-TT	6.00/20-TT	6	6	159	5,215	958
1 1/2-1	Ch/Cowl	K-5		6.00/20-TT	6.00/20-TT	6	6	177	3,820	750
1 1/2-1	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	177	4,215	858
1 1/2-1	Platform 14'	K-5		6.00/20-TT	6.00/20-TT	6	6	177	N. A.	978
1 1/2-1	Stk. (Std. Racks) 14'	K-5		6.00/20-TT	6.00/20-TT	6	6	177	5,415	1,068
1 1/2-1	Ch/Cowl (2SRA)	KS-5	501-1054	6.00/20-TT	6.00/20-TT	6	6	135	3,770	800
1 1/2-1	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	4,165	908
1 1/2-1	Platform 9' (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	N. A.	983
1 1/2-1	Stk. (Std. Racks) 9' (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	5,040	1,008
1 1/2-1	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	3,835	820
1 1/2-1	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	4,220	928
1 1/2-1	Platform 9' (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	N. A.	1,003
1 1/2-1	Stk. (Std. Racks) 9' (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	5,105	1,028
1 1/2-1	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	3,880	840
1 1/2-1	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	4,275	943
1 1/2-1	Platform 12' (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	N. A.	1,038
1 1/2-1	Stk. (Std. Racks) 12' (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	5,325	1,068
1 1/2-1	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	3,930	860
1 1/2-1	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	4,325	96
1 1/2-1	Platform (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	N. A.	1,08
1 1/2-1	Stk. (Std. Racks) (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	5,525	1,118
1 1/2-2	Ch/Cowl	D-35	22455 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,035	970
1 1/2-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,470	1,115
1 1/2-2	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				
1 1/2-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,595	\$1,160
1 1/2-2	Ch/Cowl	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,185	1,010
1 1/2-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,620	1,185
1 1/2-2	Ch/Cowl	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,220	1,055
1 1/2-2	Ch/Cb	D-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,655	1,200
1 1/2-2	Ch/Cowl	D-35-B	927 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,220	1,170
1 1/2-2	Ch/Cowl (2SRA)	DS-35	8155 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,145	1,085
1 1/2-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	137	4,580	1,230
1 1/2-2	Ch/Cowl (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,270	1,130
1 1/2-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	149	4,705	1,275
1 1/2-2	Ch/Cowl (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,295	1,155
1 1/2-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	161	4,730	1,300
1 1/2-2	Ch/Cowl (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,330	1,170
1 1/2-2	Ch/Cb (2SRA)	DS-35		6.50/20 6 ply	6.50/20 6 ply	6	6	179	4,765	1,315
1 1/2-2	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
1 1/2-2	Ch/Cowl	K-6	501-1325	6.50/20 6 ply	6.50/20 6 ply	6	6	134	4,475	1,065
1 1/2-2	Ch/Cb	K-6		6.50/20 6 ply	6.50/20 6 ply	6	6	134	4,935	1,170
1 1/2-2	Platform 9'	K-6		6.50/20 6 ply	6.50/20 6 ply	6	6	134	N. A.	1,245
1 1/2-2	Stk. (Std. Racks) 9'	K-6		6.50/20 6 ply	6.50/20 6 ply	6	6	134	5,810	1,270
1 1/2-2	Ch/Cowl	K-6		6.50/20 6 ply	6.50/20 6 ply	6	6	146	4,515	1,025
1 1/2-2	Ch/Cb	K-6		6.50/20 6 ply	6.50/20 6 ply	6	6	146	4,975	1,190
1 1/2-2	Platform 9'	K-6		6.50/20 6 ply	6.50/20 6 ply	6	6	146	N. A.	1,265
1 1/2-2	Stk. (Std. Racks) 9'	K-6		6.50/20 6 ply	6.50/20 6 ply	6	6	146	5,850	1,290
1 1/2-2	Ch/Cowl	K-6		6.50/20	6.50/20	6	6	158	4,500	1,045
1 1/2-2	Ch/Cb	K-6		6.50/20	6.50/20	6	6	158	5,020	1,210
1 1/2-2	Platform 12'	K-6		6.50/20	6.50/20	6	6	158	N. A.	1,300
1 1/2-2	Stk. (Std. Racks) 12'	K-6		6.50/20	6.50/20	6	6	158	6,070	1,330
1 1/2-2	Ch/Cowl	R-6		6.50/20	6.50/20	6	6	176	4,620	1,065
1 1/2-2	Ch/Cb	K-6		6.50/20	6.50/20	6	6	176	5,080	1,230
1 1/2-2	Platform 14'	K-6		6.50/20	6.50/20	6	6	176	N. A.	1,350
1 1/2-2	Stk. (Std. Racks) 14'	K-6		6.50/20	6.50/20	6	6	176	6,280	1,380
1 1/2-2	Ch/Cowl (2SRA)	KS-6	501-651	6.50/20	6.50/20	6	6	134	4,505	1,120
1 1/2-2	Ch/Cb (2SRA)	KS-6		6.50/20	6.50/20	6	6	134	4,965	1,285
1 1/2-2	Platform 9' (2SRA)	KS-6		6.50/20	6.50/20	6	6	134	N. A.	1,355
1 1/2-2	Stk. (Std. Racks) 9' (2SRA)	KS-6		6.50/20	6.50/20	6	6	134	5,840	1,385
1 1/2-2	Ch/Cowl (2SRA)	KS-6		6.50/20	6.50/20	6	6	146	4,545	1,140
1 1/2-2	Ch/Cb (2SRA)	KS-6		6.50/20	6.50/20	6	6	146	5,005	1,305
1 1/2-2	Platform (2SRA)	KS-6		6.50/20	6.50/20	6	6	146	N. A.	1,340
1 1/2-2	Stk. (Std. Racks) (2SRA)	KS-6		6.50/20	6.50/20	6	6	146	5,880	1,405
1 1/2-2	Ch/Cowl (2SRA)	KS-6		6.50/20	6.50/20	6	6	158	4,590	1,160
1 1/2-2	Ch/Cb (2SRA)	KS-6		6.50/20	6.50/20	6	6	158	5,050	1,325
1 1/2-2	Platform 12' (2SRA)	KS-6		6.50/20	6.50/20	6	6	158	N. A.	1,415
1 1/2-2	Stk. (Std. Racks) 12' (2SRA)	KS-6		6.50/20	6.50/20	6	6	158	6,100	1,445
1 1/2-2	Ch/Cb (2SRA)	KS-6		6.50/20	6.50/20	6	6	176	4,650	1,180
1 1/2-2	Ch/Cb (2SRA)	KS-6		6.50/20	6.50/20	6	6	176	5,110	1,345
1 1/2-2	Platform (2SRA)	KS-6		6.50/20	6.50/20	6	6	176	N. A.	1,465
1 1/2-2	Stk. (Std. Racks) (2SRA)	KS-6	501-651	6.50/20	6.50/20	6	6	176	6,310	1,495
1 1/2	Ch/Cowl	D-39	576 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,805	1,365
1 1/2	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,240	1,510
1 1/2	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,830	1,380
1 1/2	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,265	1,525
1 1/2	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,855	1,395
1 1/2	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,280	1,510
1 1/2	Ch/Cowl	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	4,895	1,410
1 1/2	Ch/Cb	D-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,330	1,535
1 1/2	Ch/Cowl (2SRA)	DS-39	505 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,930	1,530
1 1/2	Ch/Cb (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,365	1,695
1 1/2	Ch/Cowl (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,965	1,565
1 1/2	Ch/Cb (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,350	1,710
1 1/2	Ch/Cowl (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,980	1,580
1 1/2	Ch/Cb (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,415	1,725
1 1/2	Ch/Cowl (2SRA)	DS-39		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,020	1,595
1 1/2	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	1,340
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	5,280	1,510
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	1,530
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	4,965	1,565
2-3	Ch/Cb (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,390	1,710
2-3	Ch/Cowl (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,980	1,580
2-3	Ch/Cb (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,415	1,725
2-3	Ch/Cowl (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,020	1,595
2-3	Ch/Cb (2SRA)	DS-40		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,455	1,740
2-3	Ch/Cowl	K-7	501-1174	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,905	1,370
2-3	Ch/Cb	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,365	1,535
2-3	Platform 9'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	N. A.	1,610
2-3	Stk. (Std. Racks) 9'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	6,240	1,635
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,960	1,390
2-3	Ch/Cb	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,410	1,555
2-3	Platform 9'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	N. A.	1,630
2-3	Stk. (Std. Racks) 9'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	6,285	1,655
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	4,995	1,410
2-3	Ch/Cb	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,455	1,675
2-3	Platform 12'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	N. A.	1,665
2-3	Stk. (Std. Racks) 12'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	6,505	1,695
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,065	1,430
2-3	Ch/Cb	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,525	1,595
2-3	Platform 14'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	N. A.	1,715
2-3	Stk. (Std. Racks) 14'	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	6,725	1,745

(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				
2-3	Ch/Cowl (2SRA)	KS-7	501-510	7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,030	\$1,555
2-3	Ch/Cb (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,490	1,720
2-3	Platform (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	N. A.	1,795
2-3	Stk. (Std. Racks) (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	134	6,365	1,820
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,075	1,575
2-3	Ch/Ch (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,535	1,740
2-3	Platform 9' (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	N. A.	1,815
2-3	Stk. (Std. Racks) 9' (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	146	6,410	1,840
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,120	1,595
2-3	Ch/Cb (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	5,580	1,760
2-3	Platform 12' (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	N. A.	1,850
2-3	Stk. (Std. Racks) 12' (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	158	6,630	1,880
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,200	1,615
2-3	Ch/Cb (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	5,550	1,780
2-3	Platform 14' (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	N. A.	1,900
2-3	Stk. (Std. Racks) 14' (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	176	6,425	1,925
3-4	Ch/Cowl	D-50	3307 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,245	1,975
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,680	2,120
3-4	Ch/Cowl	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,275	2,010
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,710	2,155
3-4	Ch/Cowl	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,305	2,035
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,740	2,180
3-4	Ch/Cowl	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,365	2,060
3-4	Ch/Cb	D-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,800	2,205
3-4	Ch/Cowl (2SRA)	DS-50	967 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,245	2,185
3-4	Ch/Ch (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,680	2,330
3-4	Ch/Cowl (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,275	2,220
3-4	Ch/Cb (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,710	2,365
3-4	Ch/Cowl (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,305	2,245
3-4	Ch/Cb (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,740	2,390
3-4	Ch/Cowl (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,365	2,270
3-4	Ch/Cb (2SRA)	DS-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,800	2,415
3-4	Ch/Cowl (DR)	DR-50	1396 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,380	2,140
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,815	2,285
3-4	Ch/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,410	2,175
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,845	2,320
3-4	Ch/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,440	2,200
3-4	Ch/Ch (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,875	2,345
3-4	Cr/Cowl (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,500	2,225
3-4	Ch/Cb (DR)	DR-50		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,935	2,370
3-4	Ch/Cowl	K-8	501-615	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,250	1,910
3-4	Ch/Cb	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,710	2,075
3-4	Ch/Cowl	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,310	1,930
3-4	Ch/Cb	K-8	501-505	7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,770	2,095
3-4	Ch/Cowl	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,370	1,950
3-4	Ch/Cb	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,830	2,115
3-4	Ch/Cowl	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,460	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/Ch	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	6,385	2,050
3-4	Ch/Cowl (DR)	KR-8	501-533	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,845	2,215
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,445	2,070
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,905	2,235
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,505	2,030
3-4	Ch/Ch (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,955	2,255
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,595	2,110
3-4	Ch/Ch (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	7,055	2,275
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	6,685	2,150
3-4	Ch/Ch (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	7,145	2,295
3 1/2-4 1/2	Ch/Cowl	D-60	973 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	147	7,150	2,795
3 1/2-4 1/2	Ch/Ch	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,625	2,940
3 1/2-4 1/2	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,265	2,820
3 1/2-4 1/2	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,700	2,965
3 1/2-4 1/2	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,320	2,845
3 1/2-4 1/2	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,755	2,990
3 1/2-4 1/2	Ch/Cowl	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,375	2,870
3 1/2-4 1/2	Ch/Cb	D-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,810	3,015
3 1/2-4 1/2	Ch/Cowl (2 SRA)	DS-60	506 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,590	3,195
3 1/2-4 1/2	Ch/Cb (2 SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	149	8,025	3,340
3 1/2-4 1/2	Ch/Cowl (2 SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,665	3,220
3 1/2-4 1/2	Ch/Ch (2 SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	161	8,100	3,365
3 1/2-4 1/2	Ch/Cowl (2 SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,720	3,245
3 1/2-4 1/2	Ch/Cb (2 SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	179	8,155	3,390
3 1/2-4 1/2	Ch/Cowl (2 SRA)	DS-60		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,775	3,270
3 1/2-4 1/2	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	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/Ch (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
3 1/2-4 1/2	Ch/Cowl	K-10	501-511	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,195	2,760
3 1/2-4 1/2	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,655	2,845
3 1/2-4 1/2	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,250	2,720
3 1/2-4 1/2	Ch/Ch	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,710	2,885
3 1/2-4 1/2	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,330	2,740
3 1/2-4 1/2	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,790	2,905
3 1/2-4 1/2	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,415	2,790
3 1/2-4 1/2	Ch/Ch	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,875	2,925
3 1/2-4 1/2	Ch/Cowl (DR)	KR-10	501-519	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,235	2,850
3 1/2-4 1/2	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,700	3,015
3 1/2-4 1/2	Ch/Cowl (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,265	2,870
3 1/2-4 1/2	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,755	3,035
3 1/2-4 1/2	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					
3 1/2-4 1/2	Ch/Cb (DR)	KR-10	1094 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,835	\$3,055	
3 1/2-4 1/2	Ch/Cowl (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,460	2,910	
3 1/2-4 1/2	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		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	4,340	
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	4,365	
4-6	Ch/Cowl (DR)	DR-70		36/8 12 ply	36/8 12 ply	6	6	179	8,230	4,245	
4-6	Ch/Cb (DR)	DR-70		36/8 12 ply	36/8 12 ply	6	6	179	8,665	4,399	
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	3,960	
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	4,165	
4-6	Ch/Cowl (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	8,360	3,990	
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	8,820	4,125	
7 1/2	Ch/Cowl (DR)	A-8		1048-1072	9.75/20	9.75/20	6	6	160	12,035	6,200
7 1/2	Ch/Cb (DR)	A-8			9.75/20	9.75/20	6	6	160	12,650	6,525
7 1/2	Ch/Cowl (DR)	A-8	9.75/20		9.75/20	6	6	180	12,265	6,250	
7 1/2	Ch/Cb (DR)	A-8	9.75/20		9.75/20	6	6	180	12,880	6,575	
7 1/2	Ch/Cowl (DR)	A-8	9.75/20		9.75/20	6	6	200	12,435	6,300	
7 1/2	Ch/Cb (DR)	A-8	9.75/20		9.75/20	6	6	200	13,050	6,625	
7 1/2	Ch/Cowl (DR)	A-8	9.75/20		9.75/20	6	6	225	12,685	6,350	
7 1/2	Ch/Cb (DR)	A-8	9.75/20		9.75/20	6	6	225	13,300	6,675	

CONVENTIONAL—(3D AXLE)

1 1/2-3 1/2	Ch/Cowl (6 x 2)	D-180-T	521 and up	6.50/20 6 ply	6.50/20 6 ply	10	6	148	5,390	\$1,475	
1 1/2-3 1/2	Ch/Cb (6 x 2)	D-180-T		6.50/20 6 ply	6.50/20 6 ply	10	6	168	5,825	1,583	
1 1/2-3 1/2	Ch/Cowl (6 x 2)	D-180-T		6.50/20 6 ply	6.50/20 6 ply	10	6	173	5,520	1,490	
1 1/2-3 1/2	Ch/Cb (6 x 2)	D-180-T	522 and up	6.50/20 6 ply	6.50/20 6 ply	10	6	173	5,955	1,598	
1 1/2-3 1/2	Ch/Cowl (6 x 2)	D-180-T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	5,585	1,565	
1 1/2-3 1/2	Ch/Cb (6 x 2)	D-180-T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	6,020	1,613	
1 1/2-3 1/2	Ch/Cowl (6 x 2-2SRA)	DS-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	148	5,490	1,590	
1 1/2-3 1/2	Ch/Cb (6 x 2-2SRA)	DS-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	148	5,925	1,698	
1 1/2-3 1/2	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	
1 1/2-3 1/2	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	
1 1/2-3 1/2	Ch/Cowl (6 x 2-2SRA)	DS-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	5,665	1,630	
1 1/2-3 1/2	Ch/Cb (6 x 2-2SRA)	DS-186-T		6.50/20 6 ply	6.50/20 6 ply	10	6	191	6,120	1,738	
2-4	Ch/Cowl (6 x 2)	D-216-T		522 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	749 and up	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		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	2,020	
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	1,990	
2-4	Ch/Cb (6 x 2-2SRA)	DS-216-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,865	2,105	
2-4	Ch/Cowl (6 x 4)	D-216-F		509 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	151	6,620	2,185
2-4	Ch/Cb (6 x 4)	D-216-F			7.00/20 8 ply	7.00/20 8 ply	10	6	151	7,055	2,330
2-4	Ch/Cowl (6 x 4)	D-216-F			7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,650	2,200
2-4	Ch/Cb (6 x 4)	D-216-F			7.00/20 8 ply	7.00/20 8 ply	10	6	176	7,085	2,345
2-4	Ch/Cowl (6 x 4)	D-216-F			7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,710	2,215
2-4	Ch/Cb (6 x 4)	D-216-F	7.00/20 8 ply		7.00/20 8 ply	10	6	194	7,145	2,360	
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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
2 1/2-5	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
2 1/2-5	Ch/Cowl (6 x 2)	D-246-T		7.50/20 8 ply	7.50/20 8 ply	6	6	197	8,535	2,900	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	Ch/Cowl (6 x 2-2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	6	6	161	8,215	3,060	
2 1/2-5	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	
2 1/2-5	Ch/Cowl (6 x 2-2SRA)	DS-246-T	531 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	179	8,335	3,085	
2 1/2-5	Ch/Cb (6 x 2-2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	6	6	179	8,770	3,250	
2 1/2-5	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	
2 1/2-5	Ch/Cb (6 x 2-2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	6	6	197	8,970	3,255	
2 1/2-5	Ch/Cowl (6 x 2-2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	6	6	215	8,665	3,155	
2 1/2-5	Ch/Cb (6 x 2-2SRA)	DS-246-T		7.50/20 8 ply	7.50/20 8 ply	6	6	215	9,100	3,290	
2 1/2-5	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
2 1/2-5	Ch/Cb (6 x 2-DR)	DR-246-T			7.50/20 8 ply	7.50/20 8 ply	6	6	161	8,765	3,160
2 1/2-5	Ch/Cowl (6 x 2-DR)	DR-246-T			7.50/20 8 ply	7.50/20 8 ply	6	6	179	8,635	3,040
2 1/2-5	Ch/Cb (6 x 2-DR)	DR-246-T			7.50/20 8 ply	7.50/20 8 ply	6	6	179	9,070	3,185
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	Ch/Cowl (6 x 2-DR)	DR-246-T	7.50/20 8 ply		7.50/20 8 ply	6	6	215	8,770	3,090	
2 1/2-5	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	
2 1/2-5	Ch/Cowl (6 x 2-DR)	DR-246-T	1012 and up		7.50/20 8 ply	7.50/20 8 ply	6	6	161	8,470	3,150
2 1/2-5	Ch/Cb (6 x 2-DR)	DR-246-T			7.50/20 8 ply	7.50/20 8 ply	6	6	161	8,905	3,295
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	Ch/Cowl (6 x 4)	D-246-F		7.50/20 8 ply	7.50/20 8 ply	6	6	197	8,880	3,200	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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	
3 1/2-7	Ch/Cowl (6 x 2-DR)	DR-346-T		548 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	161	10,245	5,000
3 1/2-7	Ch/Cb (6 x 2-DR)	DR-346-T			9.00/20 10 ply	9.00/20 10 ply	6	6	161	10,680	5,145
3 1/2-7	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	
3 1/2-7	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	
3 1/2-7	Ch/Cowl (6 x 2-DR)	DR-346-T	9.00/20 10 ply		9.00/20 10 ply	6	6	215	10,645	5,050	
3 1/2-7	Ch/Cb (6 x 2-DR)	DR-346-T	9.00/20 10 ply		9.00/20 10 ply	6	6	215	11,080	5,195	
3 1/2-7	Ch/Cowl (6 x 4)	D-346-F	671 and up		9.00/20 10 ply	9.00/20 10 ply	6	6	161	11,200	5,750
3 1/2-7	Ch/Cb (6 x 4)	D-346-F			9.00/20 10 ply	9.00/20 10 ply	6	6	161	11,635	5,895
3 1/2-7	Ch/Cowl (6 x 4)	D-346-F			9.00/20 10 ply	9.00/20 10 ply	6	6	197	11,700	5,775
3 1/2-7	Ch/Cb (6 x 4)	D-346-F			9.00/20 10 ply	9.00/20 10 ply	6	6	197	12,135	5,920

(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. list price
				Front	Rear	Number				
3 1/2-7	Ch/Cowl (6 x 4)	D-346-F	566 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	215	12,000	\$5,800
3 1/2-7	Ch/Cb (6 x 4)	D-346-F		9.00/20 10 ply	9.00/20 10 ply	6	6	215	12,435	5,945
5-8	Ch/Cowl (6 x 4-DR)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	6	6	161	13,200	7,500
5-8	Ch/Cb (6 x 4-DR)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	6	6	161	13,635	7,645
5-8	Ch/Cowl (6 x 4-DR)	DR-426-F	547	9.75/20 12 ply	9.75/20 12 ply	6	6	215	13,900	7,525
5-8	Ch/Cb (6 x 4-DR)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	6	6	215	14,335	7,670
5-8	Ch/Cowl (6 x 4-DR)	DR-426-F		9.75/20 12 ply	9.75/20 12 ply	6	6	233	14,200	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	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	6	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	6	6	253	18,770	12,500
10-15	Ch/Cb (6 x 4)	AR-626-F		9.75/24 12 ply	9.75/24 12 ply	6	6	253	19,385	12,825

CONVENTIONAL—(DIESEL)

3-4	Ch/Cowl	DD-50	554 and up	7.50/20 8 ply	7.50/20 8 ply	6	4	137	7,205	\$3,275
3-4	Ch/Cowl	DD-50	512 and up	7.50/20 8 ply	7.50/20 8 ply	6	4	149	7,235	3,310
3-4	Ch/Cowl	DD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	161	7,265	3,335
3-4	Ch/Cowl	DD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	179	7,295	3,360
3-4	Ch/Cowl (2SRA)	DSD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	137	7,205	3,455
3-4	Ch/Cowl (2SRA)	DSD-50	508 and up	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	7,295	3,570
3-4	Ch/Cowl (DR)	DRD-50		7.50/20 8 ply	7.50/20 8 ply	6	4	137	7,240	3,440
3-4	Ch/Cowl (DR)	DRD-50	504 and up	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
3 1/2-4 1/2	Ch/Cowl	DD-60		9.00/20	9.00/20	6	4	149	8,045	4,095
3 1/2-4 1/2	Ch/Cowl	DD-60	512 and up	9.00/20	9.00/20	6	4	161	8,120	4,120
3 1/2-4 1/2	Ch/Cowl	DD-60		9.00/20	9.00/20	6	4	179	8,175	4,145
3 1/2-4 1/2	Ch/Cowl	DD-60		9.00/20	9.00/20	6	4	197	8,230	4,170
3 1/2-4 1/2	Ch/Cowl (DR)	DRD-60		9.00/20	9.00/20	6	4	149	8,045	4,245
3 1/2-4 1/2	Ch/Cowl (DR)	DRD-60	531 and up	9.00/20	9.00/20	6	4	161	8,120	4,270
3 1/2-4 1/2	Ch/Cowl (DR)	DRD-60		9.00/20	9.00/20	6	4	179	8,175	4,295
3 1/2-4 1/2	Ch/Cowl (DR)	DRD-60		9.00/20	9.00/20	6	4	197	8,230	4,320
3 1/2-4 1/2	Ch/Cowl (DR)	DRD-60		9.00/20	9.00/20	6	4	149	8,215	4,495
4-6	Ch/Cowl (DR)	DRD-70	531 and up	36/8	36/8	6	6	149	9,695	5,725
4-6	Ch/Cowl (DR)	DRD-70		36/8	36/8	6	6	161	9,290	5,520
4-6	Ch/Cowl (DR)	DRD-70		36/8	36/8	6	6	179	9,345	5,545
4-6	Ch/Cowl (DR)	DRD-70		36/8	36/8	6	6	197	9,400	5,570
4-6	Ch/Cowl (DR)	DRD-70	510-511	36/8	36/8	6	6	197	9,880	5,800
5-7 1/2	Ch/Cowl (DR)	AD-8		9.75/20	9.75/20	6	6	160	12,485	7,185
5-7 1/2	Ch/Cowl (DR)	AD-8		9.75/20	9.75/20	6	6	180	12,715	7,235
5-7 1/2	Ch/Cowl (DR)	AD-8		9.75/20	9.75/20	6	6	200	12,885	7,285
5-7 1/2	Ch/Cowl (DR)	AD-8	9.75/20	9.75/20	6	6	225	13,135	7,335	

CONVENTIONAL—(DIESEL—3D AXLE)

2 1/2-5	Ch/Cowl (6 x 2)	DD-246-T	505 and up	7.50/20	7.50/20	10	4	161	9,175	\$4,150
2 1/2-5	Ch/Cowl (6 x 2)	DD-246-T	507 and up	7.50/20	7.50/20	10	4	179	9,295	4,175
2 1/2-5	Ch/Cowl (6 x 2)	DD-246-T		7.50/20	7.50/20	10	4	197	9,495	4,200
2 1/2-5	Ch/Cowl (6 x 2)	DD-246-T		7.50/20	7.50/20	10	4	215	9,625	4,225
2 1/2-5	Ch/Cowl (6 x 4)	DD-246-F		7.50/20	7.50/20	10	4	161	9,290	4,450
2 1/2-5	Ch/Cowl (6 x 4)	DD-246-F	509 and up	7.50/20	7.50/20	10	4	179	9,415	4,475
2 1/2-5	Ch/Cowl (6 x 4)	DD-246-F		7.50/20	7.50/20	10	4	197	9,700	4,500
2 1/2-5	Ch/Cowl (6 x 4)	DD-246-F		7.50/20	7.50/20	10	4	215	9,980	4,525
3 1/2-7	Ch/Cowl (6 x 2-DR)	DRD-346-T		9.00/20	9.00/20	10	6	161	11,850	6,530
3 1/2-7	Ch/Cowl (6 x 2-DR)	DRD-346-T	512 and up	9.00/20	9.00/20	10	6	197	12,400	6,555
3 1/2-7	Ch/Cowl (6 x 2-DR)	DRD-346-T		9.00/20	9.00/20	10	6	215	12,700	6,580
3 1/2-7	Ch/Cowl (6 x 4)	DD-346-F		9.00/20	9.00/20	10	6	161	12,400	7,280
3 1/2-7	Ch/Cowl (6 x 4)	DD-346-F		9.00/20	9.00/20	10	6	197	13,060	7,305
3 1/2-7	Ch/Cowl (6 x 4)	DD-346-F	506 and up	9.00/20	9.00/20	10	6	215	13,300	7,330
5-8	Ch/Cowl (6 x 4-DR)	DRD-426-F		9.75/20	9.75/20	10	6	161	14,700	9,030
5-8	Ch/Cowl (6 x 4-DR)	DRD-426-F		9.75/20	9.75/20	10	6	215	15,100	9,055
5-8	Ch/Cowl (6 x 4-DR)	DRD-426-F		9.75/20	9.75/20	10	6	233	15,200	9,080
10-15	Ch/Cowl (6 x 4-DR)	ARD-626-F	505-531	9.75/24	9.75/24	10	6	180	18,500	13,485
10-15	Ch/Cowl (6 x 4-DR)	ARD-626-F	9.75/24	9.75/24	10	6	253	19,300	13,485	

METROPOLITAN

1 1/2	Panel	D-2-M	716-1591	6.00/16 4 ply	6.00/16 4 ply	4	6	102	3,620	\$1,100
1 1/2	Panel	D-2-M	797-2075	6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,805	1,170
3/4-1	Panel	D-15-M		7.00/16 6 ply	7.00/16 6 ply	4	6	102	3,900	1,240
3/4-1	Panel	D-15-M		7.00/16 6 ply	7.00/16 6 ply	4	6	113	4,175	1,310

CAB OVER ENGINE

1 1/2-2	Ch/Cowl	D-300	4277-5355	30/5-TT	32/6-TT	4	6	87	3,270	\$715
1 1/2-2	Ch/Cowl and w/s	D-300	827-1076	30/5-TT	32/6-TT	4	6	87	N. A.	920
1 1/2-2	Ch/Cb	D-300		30/6-TT	30/6-TT	4	6	87	3,950	1,040
1 1/2-2	Ch/Cowl	D-300		30/5-TT	32/6-TT	4	6	99	3,345	715
1 1/2-2	Ch/Cowl and w/s	D-300		30/5-TT	32/6-TT	4	6	99	N. A.	920
1 1/2-2	Ch/Cb	D-300	827-1076	30/5-TT	32/6-TT	4	6	99	4,025	1,040
1 1/2-2	Ch/Cowl	D-300		30/5-TT	32/6-TT	4	6	117	3,450	750
1 1/2-2	Ch/Cowl and w/s	D-300		30/5-TT	32/6-TT	4	6	117	N. A.	955
1 1/2-2	Ch/Cb	D-300		30/5-TT	32/6-TT	4	6	117	4,130	1,075
1 1/2-2	Ch/Cowl (2SRA)	DS-300	827-1076	30/5-TT	32/6-TT	4	6	87	3,370	830
1 1/2-2	Ch/Cowl and w/s (2SRA)	DS-300		30/5-TT	32/6-TT	4	6	87	N. A.	1,035
1 1/2-2	Ch/Cowl (2SRA)	DS-300		30/5-TT	32/6-TT	4	6	87	4,050	1,155
1 1/2-2	Ch/Cowl (2SRA)	DS-300		30/5-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				
1 1/2-2	Ch/Cowl (2SRA)	DS-300		30/5-TT	32/6-TT	4	6	99	3,445	\$830
1 1/2-2	Ch/Cowl and w/s (2SRA)	DS-300		30/5-TT	32/6-TT	4	6	99	N. A.	1,035
1 1/2-2	Ch/Cb (2SRA)	DS-300		30/5-TT	32/6-TT	4	6	99	4,125	1,155
1 1/2-2	Ch/Cowl (2SRA)	DS-300		30/5-TT	32/6-TT	4	6	117	3,550	865
1 1/2-2	Ch/Cowl and w/s (2SRA)	DS-300		30/5-TT	32/6-TT	4	6	117	N. A.	1,070
1 1/2-2	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	1,340
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	1,665
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	1,555
2-3	Ch/Cowl and w/s (2SRA)	DS-400		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,730	1,760
2-3	Ch/Cb (2SRA)	DS-400		7.00/20 8 ply	7.00/20 8 ply	6	6	117	6,080	1,880
2-3	Ch/Cowl	K-7-COE	501-519	7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,200	1,610
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,550	1,825
2-3	Platform 9'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	N. A.	1,900
2-3	Stk. (Std. Racks) 9'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	6,425	1,925
2-3	Ch/Cowl	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,270	1,630
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	1,965
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	1,855
2-3	Platform 14'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	N. A.	1,985
2-3	Stk. (Std. Racks) 14'	K-7-COE	501-519	7.00/20 8 ply	7.00/20 8 ply	6	6	117	6,905	2,015
2-3	Ch/Cowl (2SRA)	KS-7-COE	501-508	7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,325	1,795
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,675	2,010
2-3	Platform 9' (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	N. A.	2,085
2-3	Stk. (Std. Racks) 9' (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	6,550	2,110
2-3	Ch/Cowl (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,395	1,815
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,745	2,030
2-3	Platform (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	N. A.	2,120
2-3	Stk. (Std. Racks) (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	6,795	2,150
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	2,550
3-4	Ch/Cowl	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	6,350	2,235
3-4	Ch/Cowl & w/s	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,020	2,435
3-4	Ch/Cb	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,580	2,585
3-4	Ch/Cowl	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	6,510	2,290
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	2,240
3-4	Ch/Cowl & w/s (2SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,830	2,620
3-4	Ch/Cb (2SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,390	2,770
3-4	Ch/Cowl (2SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	6,350	2,445
3-4	Ch/Cowl & w/s (2SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,020	2,645
3-4	Ch/Cb (2SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,580	2,795
3-4	Ch/Cowl (2SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	6,510	2,470
3-4	Ch/Cowl & 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	2,750
3-4	Ch/Cowl (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	6,645	2,425
3-4	Ch/Cowl and w/s (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,315	2,625
3-4	Ch/Cb (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,875	2,775
4-6	Ch/Cowl (DR)	DR-700	515-572	36/8 12 ply	36/8 12 ply	6	6	94	7,860	4,250
4-6	Ch/Cowl and w/s (DR)	DR-700		36/8 12 ply	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	4,690
4-6	Ch/Cowl (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	106	7,975	4,275
4-6	Ch/Cowl and w/s (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	106	8,645	4,475
4-6	Ch/Cb (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	106	9,205	4,625
4-6	Ch/Cowl (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	124	8,085	4,390
4-6	Ch/Cowl and w/s (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	124	8,755	4,590
4-6	Ch/Cb (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	124	9,315	4,635
4-6	Ch/Cowl (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	142	8,260	4,325
4-6	Ch/Cowl and w/s (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	142	8,930	4,525
4-6	Ch/Cb (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	142	9,490	4,675

(P) INTERNATIONAL HARVESTER COMPANY—Continued
 [Manufacturers: International Harvester Company. Principal plant: Springfield, Ohio]
 (S) 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				
1 1/2	Ch/Cowl	K-1	5469-26400	6.00/16-PC	6.00/16-PC	4	6	113	2,250	\$550
1 1/2	Ch/Cb	K-1		6.00/16-PC	6.00/16-PC	4	6	113	2,645	663
1 1/2	Pick-up	K-1		6.00/16-PC	6.00/16-PC	4	6	113	2,923	710
1 1/2	Canopy	K-1		6.00/16-PC	6.00/16-PC	4	6	113	3,350	900
1 1/2	Panel	K-1		6.00/16-PC	6.00/16-PC	4	6	113	3,170	815
1 1/2	KM/Milk	K-1		6.00/16-PC	6.00/16-PC	4	6	113	3,255	970
1 1/2	Station Wagon	K-1		6.00/16-PC	6.00/16-PC	4	6	113	3,350	1,140
1 1/2	Ch/Cowl	K-1		6.00/16-PC	6.00/16-PC	4	6	125	2,275	570
1 1/2	Ch/Cb	K-1		6.00/16-PC	6.00/16-PC	4	6	125	2,670	683
1 1/2	Pick-up	K-1		6.00/16-PC	6.00/16-PC	4	6	125	2,978	745
1 1/2	Canopy	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,400	930
1 1/2	Panel	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,275	850
1 1/2	Stk. (Std. Racks)	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,201	753
1 1/2	KB/Bakery	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,280	1,015
3 1/2	Ch/Cowl	K-2	3092-13906	6.00/16-PC	6.00/16-PC	4	6	125	2,285	580
3 1/2	Ch/Cb	K-2		6.00/16-PC	6.00/16-PC	4	6	125	2,680	693
3 1/2	Pick-up	K-2		6.00/16-PC	6.00/16-PC	4	6	125	2,988	755
3 1/2	Canopy	K-2		6.00/16-PC	6.00/16-PC	4	6	125	3,410	940
3 1/2	Panel	K-2		6.00/16-PC	6.00/16-PC	4	6	125	3,285	860
3 1/2	Stk. (Std. Racks)	K-2		6.00/16-PC	6.00/16-PC	4	6	125	3,211	763
3 1/2	KB/Bakery	K-2		6.00/16-PC	6.00/16-PC	4	6	125	3,290	1,025
1	Ch/Cowl	K-3	2309-12617	6.00/16-TT	6.00/16-TT	4	6	113	3,600	690
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	810
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	3,796	875
1	Canopy	K-3		6.00/16-TT	6.00/16-TT	4	6	130	4,205	1,060
1	Panel	K-3		6.00/16-TT	6.00/16-TT	4	6	130	4,230	980
1	Stk. (Std. Racks)	K-3		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	1,120
1 1/4	Ch/Cowl	K-4	1265-4187	6.50/20-TT	6.50/20-TT	4	6	113	3,250	710
1 1/4	Ch/Cb	K-4		6.50/20-TT	6.50/20-TT	4	6	113	3,644	823
1 1/4	Ch/Cowl	K-4		6.50/20-TT	6.50/20-TT	4	6	135	3,300	710
1 1/4	Ch/Cb	K-4		6.50/20-TT	6.50/20-TT	4	6	135	3,695	823
1 1/4	Platform	K-4		6.50/20-TT	6.50/20-TT	4	6	135	N. A.	898
1 1/4	Stk. (Std. Racks) 9'	K-4		6.50/20-TT	6.50/20-TT	4	6	135	4,570	923
1 1/4	Ch/Cowl	K-4		6.50/20-TT	6.50/20-TT	4	6	147	3,360	739
1 1/4	Ch/Cb	K-4		6.50/20-TT	6.50/20-TT	4	6	147	3,755	843
1 1/4	Platform	K-4		6.50/20-TT	6.50/20-TT	4	6	147	N. A.	918
1 1/4	Stk. (Std. Racks) 9'	K-4		6.50/20-TT	6.50/20-TT	4	6	147	4,630	943
1 1/4	Ch/Cowl	K-4		6.50/20-TT	6.50/20-TT	4	6	159	3,410	750
1 1/4	Ch/Cb	K-4		6.50/20-TT	6.50/20-TT	4	6	159	3,805	863
1 1/4	Platform 12'	K-4		6.50/20-TT	6.50/20-TT	4	6	159	N. A.	953
1 1/4	Stk. (Std. Racks) 12'	K-4		6.50/20-TT	6.50/20-TT	4	6	159	4,855	983
1 1/4	Ch/Cowl (2SRA)	KS-4	501-666	6.50/20-TT	6.50/20-TT	4	6	135	3,355	810
1 1/4	Ch/Cb (2SRA)	KS-4		6.50/20-TT	6.50/20-TT	4	6	135	3,750	923
1 1/4	Platform (2SRA)	KS-4		6.50/20-TT	6.50/20-TT	4	6	135	N. A.	998
1 1/4	Stk. (Std. Racks) (2SRA)	KS-4		6.50/20-TT	6.50/20-TT	4	6	135	4,625	1,023
1 1/4	Ch/Cowl (2SRA)	KS-4		6.50/20-TT	6.50/20-TT	4	6	147	3,415	830
1 1/4	Ch/Cb (2SRA)	KS-4		6.50/20-TT	6.50/20-TT	4	6	147	3,810	943
1 1/4	Platform (2SRA)	KS-4		6.50/20-TT	6.50/20-TT	4	6	147	N. A.	1,018
1 1/4	Stk. (Std. Rack) (2SRA)	KS-4		6.50/20-TT	6.50/20-TT	4	6	147	4,685	1,043
1 1/4	Ch/Cowl (2SRA)	KS-4		6.50/20-TT	6.50/20-TT	4	6	159	3,465	850
1 1/4	Ch/Cb (2SRA)	KS-4		6.50/20-TT	6.50/20-TT	4	6	159	3,860	963
1 1/4	Platform (2SRA)	KS-4		6.50/20-TT	6.50/20-TT	4	6	159	N. A.	1,053
1 1/4	Stk. (Std. Racks) (2SRA)	KS-4		6.50/20-TT	6.50/20-TT	4	6	159	4,910	1,083
1 1/2	Ch/Cowl	K-5	3669-34740	6.00/20-TT	6.00/20-TT	6	6	135	3,660	770
1 1/2	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	135	4,055	883
1 1/2	Platform	K-5		6.00/20-TT	6.00/20-TT	6	6	135	N. A.	958
1 1/2	Stk. (Std. Racks) 9'	K-5		6.00/20-TT	6.00/20-TT	6	6	135	4,930	983
1 1/2	Ch/Cowl	K-5		6.00/20-TT	6.00/20-TT	6	6	147	3,725	790
1 1/2	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	147	4,120	903
1 1/2	Platform	K-5		6.00/20-TT	6.00/20-TT	6	6	147	N. A.	978
1 1/2	Stk. (Std. Racks) 9'	K-5		6.00/20-TT	6.00/20-TT	6	6	147	4,995	1,093
1 1/2	Ch/Cowl	K-5		6.00/20-TT	6.00/20-TT	6	6	159	3,770	810
1 1/2	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	159	4,165	923
1 1/2	Platform	K-5		6.00/20-TT	6.00/20-TT	6	6	159	N. A.	1,013
1 1/2	Stk. (Std. Racks) 12'	K-5		6.00/20-TT	6.00/20-TT	6	6	159	5,215	1,043
1 1/2	Ch/Cowl	K-5		6.00/20-TT	6.00/20-TT	6	6	177	3,820	830
1 1/2	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	177	4,215	943
1 1/2	Platform	K-5		6.00/20-TT	6.00/20-TT	6	6	177	N. A.	1,063
1 1/2	Stk. (Std. Racks) 14'	K-5		6.00/20-TT	6.00/20-TT	6	6	177	5,415	1,093
1 1/2	Ch/Cowl (2SRA)	KS-5	1055-9025	6.00/20-TT	6.00/20-TT	6	6	135	3,770	883
1 1/2	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	4,165	923
1 1/2	Platform (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	N. A.	1,098
1 1/2	Stk. (Std. Racks) (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	5,040	1,033
1 1/2	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	3,835	900
1 1/2	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	4,230	1,013
1 1/2	Platform (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	N. A.	1,088
1 1/2	Stk. (Std. Rack) (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	5,105	1,113
1 1/2	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	3,880	920
1 1/2	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	4,275	1,033
1 1/2	Platform (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	N. A.	1,123
1 1/2	Stk. (Std. Racks) (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	159	5,325	1,153
1 1/2	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	3,930	940
1 1/2	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	4,325	1,053
1 1/2	Platform (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	N. A.	1,173
1 1/2	Stk. (Std. Racks) (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	177	5,525	1,203
1 1/2-2	Ch/Cowl	K-6	1326-10601	6.50/20-TT	6.50/20-TT	6	6	134	4,475	1,125
1 1/2-2	Ch/Cb	K-6		6.50/20-TT	6.50/20-TT	6	6	134	4,935	1,295
1 1/2-2	Platform	K-6		6.50/20-TT	6.50/20-TT	6	6	134	N. A.	1,370
1 1/2-2	Stk. (Std. Racks) 9'	K-6		6.50/20-TT	6.50/20-TT	6	6	134	5,810	1,395
1 1/2-2	Ch/Cowl	K-6		6.50/20-TT	6.50/20-TT	6	6	146	4,515	1,145
1 1/2-2	Ch/Cb	K-6		6.50/20-TT	6.50/20-TT	6	6	146	4,975	1,315
1 1/2-2	Platform	K-6		6.50/20-TT	6.50/20-TT	6	6	146	N. A.	1,390
1 1/2-2	Stk. (Std. Racks) 9'	K-6		6.50/20-TT	6.50/20-TT	6	6	146	5,850	1,415
1 1/2-2	Ch/Cowl	K-6		6.50/20-TT	6.50/20-TT	6	6	153	4,560	1,165
1 1/2-2	Ch/Cb	K-6		6.50/20-TT	6.50/20-TT	6	6	153	5,020	1,335

(p) INTERNATIONAL HARVESTER COMPANY—Continued
[Manufacturers: International Harvester Company, Principal plant: Springfield, Ohio]

(8) 1941—Continued
CONVENTIONAL—Continued

Table with columns: Tonnage rating, Chassis and standard body type, Model, Serial No., Standard tire equipment (Front, Rear, Number), Number cylinders, Wheel base (Inches), Base weight (Pounds), F. o. b. list price. Rows list various tractor models like Platform, Stk. (Std. Racks), Ch/Cowl, Ch/Cb, etc., with their respective specifications and prices.

(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				
8-4	Ch/Cowl (DR)	KR-8	534-1900	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,385	\$2,205
8-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,545	2,465
8-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,445	2,315
8-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,905	2,485
8-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,505	2,335
8-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,965	2,505
8-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,595	2,355
8-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	7,055	2,525
8-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	6,685	2,375
8-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	7,145	2,545
3 1/2-4 1/2	Ch/Cowl	K-10	512-613	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,195	3,025
3 1/2-4 1/2	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	140	7,655	3,195
3 1/2-4 1/2	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,250	3,045
3 1/2-4 1/2	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,710	3,215
3 1/2-4 1/2	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,330	3,065
3 1/2-4 1/2	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,790	3,235
3 1/2-4 1/2	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,415	3,085
3 1/2-4 1/2	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,875	3,255
3 1/2-4 1/2	Ch/Cowl (2SRA)	KS-10	501-573	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,595	3,400
3 1/2-4 1/2	Ch/Cb (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	149	8,055	3,570
3 1/2-4 1/2	Ch/Cowl (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,650	3,420
3 1/2-4 1/2	Ch/Cb (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	8,110	3,590
3 1/2-4 1/2	Ch/Cowl (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,730	3,440
3 1/2-4 1/2	Ch/Cb (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	8,190	3,610
3 1/2-4 1/2	Ch/Cowl (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,815	3,460
3 1/2-4 1/2	Ch/Cb (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	8,275	3,630
8 1/2-4 1/2	Ch/Cowl (DR)	KR-10	520-1202	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,235	3,175
8 1/2-4 1/2	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,700	3,345
8 1/2-4 1/2	Ch/Cowl (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,295	3,195
8 1/2-4 1/2	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,755	3,365
8 1/2-4 1/2	Ch/Cowl (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,375	3,215
8 1/2-4 1/2	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,835	3,385
8 1/2-4 1/2	Ch/Cowl (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,460	3,235
8 1/2-4 1/2	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	8,595	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	4,600
4-6	Ch/Cowl (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	8,550	4,450
4-6	Ch/Cb (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	9,020	4,620
4-6	Ch/Cowl (DR)	KR-11	502-1043	9.00/20 12 ply	9.00/20 12 ply	6	6	149	8,195	4,225
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	149	8,655	4,395
4-6	Ch/Cowl (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	8,230	4,245
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	8,690	4,415
4-6	Ch/Cowl (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	8,295	4,265
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	8,755	4,435
4-6	Ch/Cowl (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	8,360	4,285
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	8,820	4,455
7 1/2-7 1/2	Ch/Cowl (DR)	A-8	1073-1081	9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,035	6,450
7 1/2-7 1/2	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	160	12,650	6,850
7 1/2-7 1/2	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,265	6,500
7 1/2-7 1/2	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	180	12,650	6,900
7 1/2-7 1/2	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	200	12,435	6,550
7 1/2-7 1/2	Ch/Cb (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	200	13,050	6,950
7 1/2-7 1/2	Ch/Cowl (DR)	A-8		9.75/20 12 ply	9.75/20 12 ply	6	6	225	12,635	6,600
7 1/2-7 1/2	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)

1 1/2	Ch/Cowl	K-5	3669-37740	6.00/20-TT	6.00/20-TT	6	6	195	3,895	\$820
1 1/2	Ch/Cowl (2SRA)	KS-5	1055-9025	6.00/20-TT	6.00/20-TT	6	6	195	4,030	930
1 1/2-2	Ch/Cowl	K-6	1326-10601	6.50/20-TT	6.50/20-TT	6	6	194	4,760	1,145
1 1/2-2	Ch/Cowl	K-6		6.50/20-TT	6.50/20-TT	6	6	212	5,050	1,185
1 1/2-2	Ch/Cowl (2SRA)	KS-6	652-6683	6.50/20-TT	6.50/20-TT	6	6	194	4,790	1,260
1 1/2-2	Ch/Cowl (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	212	5,080	1,300
2-3	Ch/Cowl	K-7	1175-7918	7.00/20 8 ply	7.00/20 8 ply	6	6	212	5,620	1,555
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	230	5,860	1,595
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	248	6,065	1,685
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	250	5,985	1,780
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	248	6,190	1,870
3-4	Ch/Cowl	K-8	616-2956	7.50/20 8 ply	7.50/20 8 ply	6	6	251	6,850	2,215
3-4	Ch/Cowl (2SRA)	KS-8	501-1705	7.50/20 8 ply	7.50/20 8 ply	6	6	251	6,895	2,335

CONVENTIONAL—(3D AXLE)

2-4	Ch/Cowl (6 x 2)	K-6-T	501-538	7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,370	\$1,995
2-4	Ch/Cb (6 x 2)	K-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,830	2,165
2-4	Ch/Cowl (6 x 2)	K-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,430	2,015
2-4	Ch/Cb (6 x 2)	K-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,890	2,185
2-4	Ch/Cowl (6 x 2-2 SRA)	KS-6-T	501-577	7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,495	2,180
2-4	Ch/Cb (6 x 2-2 SRA)	KS-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,955	2,350
2-4	Ch/Cowl (6 x 2-2 SRA)	KS-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,555	2,200
2-4	Ch/Cb (6 x 2-2 SRA)	KS-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	7,015	2,370
2-4	Ch/Cowl (6 x 4)	K-6-F	501-583	7.00/20 8 ply	7.00/20 8 ply	10	6	151	6,750	2,445
2-4	Ch/Cb (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	151	7,210	2,615
2-4	Ch/Cowl (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,875	2,465
2-4	Ch/Cb (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	176	7,335	2,635
2-4	Ch/Cowl (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	194	7,000	2,485
2-4	Ch/Cb (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	194	7,460	2,655
2 1/2-5	Ch/Cowl (6 x 2)	K-8-T	501-506	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,215	3,115
2 1/2-5	Ch/Cb (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,675	3,285
2 1/2-5	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
2 1/2-5	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
2 1/2-5	Ch/Cowl (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,355	3,155
2 1/2-5	Ch/Cb (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,905	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					
2 1/2-5	Ch/Cowl (6 x 2)	K-8-T	501-508	7.50/20 8 ply	7.50/20 8 ply	10	6	Inches 215	Pounds 8,665	\$3,175	
2 1/2-5	Ch/Ch (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,125	3,345	
2 1/2-5	Ch/Cowl (6 x 2-2 SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,260	3,295	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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	3,465	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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
2 1/2-5	Ch/Cb (6 x 4)	K8-F			7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,930	3,695
2 1/2-5	Ch/Cowl (6 x 4)	K8-F	7.50/20 8 ply		7.50/20 8 ply	10	6	179	8,600	3,545	
2 1/2-5	Ch/Cb (6 x 4)	K8-F	7.50/20 8 ply		7.50/20 8 ply	10	6	179	9,060	3,715	
2 1/2-5	Ch/Cowl (6 x 4)	K8-F	7.50/20 8 ply		7.50/20 8 ply	10	6	197	8,880	3,565	
2 1/2-5	Ch/Cb (6 x 4)	K8-F	7.50/20 8 ply		7.50/20 8 ply	10	6	197	9,340	3,735	
2 1/2-5	Ch/Cowl (6 x 4)	K8-F	7.50/20 8 ply		7.50/20 8 ply	10	6	215	9,166	3,585	
2 1/2-5	Ch/Cb (6 x 4)	K8-F	7.50/20 8 ply		7.50/20 8 ply	10	6	215	9,626	3,755	
3 1/2-7	Ch/Cowl (6 x 2-DR)	KR-11-T	501-503		9.00/20 10 ply	9.00/20 10 ply	10	6	161	10,450	4,785
3 1/2-7	Ch/Ch (6 x 2-DR)	KR-11-T			9.00/20 10 ply	9.00/20 10 ply	10	6	161	10,910	4,955
3 1/2-7	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	
3 1/2-7	Ch/Cb (6 x 2-DR)	KN-11-T		9.00/20 10 ply	9.00/20 10 ply	10	6	197	11,410	4,995	
3 1/2-7	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	4,845	
3 1/2-7	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	
3 1/2-7	Ch/Cowl (6 x 4)	K-11-F	501-518	9.00/20 10 ply	9.00/20 10 ply	10	6	161	10,925	5,420	
3 1/2-7	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	
3 1/2-7	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	
3 1/2-7	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	
3 1/2-7	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	
3 1/2-7	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	
3 1/2-7	Ch/Cowl (6 x 4)	AR-826 F		547	9.75/24 12 ply	9.75/24 12 ply	10	6	180	18,355	12,500
10-15	Ch/Cb (6 x 4)	AR-826 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-826 F			9.75/24 12 ply	9.75/24 12 ply	10	6	253	18,770	12,500
10-15	Ch/Cb (6 x 4)	AR-825 F			9.75/24 12 ply	9.75/24 12 ply	10	6	253	19,385	12,825

CONVENTIONAL—(DIESEL)

3-4	Ch/Cowl	KD-8	501-507	7.50/20	7.50/20	6	4	137	7,690	\$3,585	
3-4	Ch/Cowl	KD-8		7.50/20	7.50/20	6	4	149	7,750	3,605	
3-4	Ch/Cowl	KD-8		7.50/20	7.50/20	6	4	161	7,810	3,625	
3-4	Ch/Cowl	KD-8		7.50/20	7.50/20	6	4	179	7,905	3,645	
3-4	Ch/Cowl	KD-8	501-702	7.50/20	7.50/20	6	4	197	7,995	3,665	
3-4	Ch/Cowl (2SRA)	KSD-8		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		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	500-501	7.50/20	7.50/20	6	4	197	8,130	3,805	
3 1/2-4 1/2	Ch/Cowl	KD-10		9.00/20	9.00/20	6	4	149	8,855	4,435	
3 1/2-4 1/2	Ch/Cowl	KD-10		9.00/20	9.00/20	6	4	161	8,635	4,475	
3 1/2-4 1/2	Ch/Cowl	KD-10		9.00/20	9.00/20	6	4	179	8,690	4,495	
3 1/2-4 1/2	Ch/Cowl	KD-10		9.00/20	9.00/20	6	4	197	8,770	4,515	
3 1/2-4 1/2	Ch/Cowl (2SRA)	KSD-10		9.00/20	9.00/20	6	4	161	9,090	4,870	
3 1/2-4 1/2	Ch/Cowl (DR)	KRD-10		9.00/20	9.00/20	6	4	149	8,680	4,605	
3 1/2-4 1/2	Ch/Cowl (DR)	KRD-10		9.00/20	9.00/20	6	4	161	8,735	4,625	
3 1/2-4 1/2	Ch/Cowl (DR)	KRD-10		9.00/20	9.00/20	6	4	179	8,835	4,645	
3 1/2-4 1/2	Ch/Cowl (DR)	KRD-10		9.00/20	9.00/20	6	4	197	8,900	4,665	
3 1/2-7	Ch/Cowl (2SRA)	KSD-11	501	9.00/20 12 ply	9.00/20 12 ply	6	6	149	10,565	6,075	
3 1/2-7	Ch/Cowl (2SRA)	KSD-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	10,565	6,095	
3 1/2-7	Ch/Cowl (2SRA)	KSD-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	10,625	6,115	
3 1/2-7	Ch/Cowl (2SRA)	KSD-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	10,665	6,135	
3 1/2-7	Ch/Cowl (DR)	KRD-11		9.00/20 12 ply	9.00/20 12 ply	6	4	149	10,365	5,635	
3 1/2-7	Ch/Cowl (DR)	KRD-11		9.00/20 12 ply	9.00/20 12 ply	6	4	161	10,365	5,675	
3 1/2-7	Ch/Cowl (DR)	KRD-11		9.00/20 12 ply	9.00/20 12 ply	6	4	179	10,425	5,695	
3 1/2-7	Ch/Cowl (DR)	KRD-11		9.00/20 12 ply	9.00/20 12 ply	6	4	197	10,485	5,715	
5-7 1/2	Ch/Cowl (DR)	AD-8		512-515	9.75/20	9.75/20	6	6	160	12,485	7,155
5-7 1/2	Ch/Cowl (DR)	AD-8			9.75/20	9.75/20	6	6	180	12,715	7,235
5-7 1/2	Ch/Cowl (DR)	AD-8	9.75/20		9.75/20	6	6	200	12,885	7,285	
5-7 1/2	Ch/Cowl (DR)	AD-8	9.75/20		9.75/20	6	6	225	13,135	7,335	

CONVENTIONAL—(DIESEL—3D AXLE)

2 1/2-5	Ch/Cowl (6 x 2)	KD-8-T	500-501	7.50/20	7.50/20	10	4	161	9,655	\$4,445
2 1/2-5	Ch/Cowl (6 x 2)	KD-8-T		7.50/20	7.50/20	10	4	179	9,975	4,565
2 1/2-5	Ch/Cowl (6 x 2)	KD-8-T		7.50/20	7.50/20	10	4	197	9,975	4,585
2 1/2-5	Ch/Cowl (6 x 2)	KD-8-T		7.50/20	7.50/20	10	4	215	10,105	4,605
2 1/2-5	Ch/Cowl (6 x 4)	KD-8-F		7.50/20	7.50/20	10	4	161	9,910	4,955
2 1/2-5	Ch/Cowl (6 x 4)	KD-8-F		7.50/20	7.50/20	10	4	179	10,045	4,975
2 1/2-5	Ch/Cowl (6 x 4)	KD-8-F		7.50/20	7.50/20	10	4	197	10,320	4,985
2 1/2-5	Ch/Cowl (6 x 4)	KD-8-F		7.50/20	7.50/20	10	4	215	10,600	5,015
3 1/2-7	Ch/Cowl (6 x 4)	KD-11-F		9.00/20 10 ply	9.00/20 10 ply	10	6	161	13,635	6,470
3 1/2-7	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
3 1/2-7	Ch/Cowl (6 x 4)	KD-11-F	532-576	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		9.75/24	9.75/24	10	6	180	18,500	13,485
10-15	Ch/Cowl (6 x 4)	ARD-626 F		9.75/24	9.75/24	10	6	253	19,300	13,485

(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				
1 1/2	Panel	D-2-M	1592 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	102	3,620	\$1,100
1 1/2	Panel	D-2-M		6.00/16 4 ply	6.00/16 4 ply	4	6	113	3,805	1,170
1 1/2	Chassis	K-1-M	501-1959	6.00/16 P-C	6.00/16 P-C	4	6	102	2,150	560
1 1/2	Panel	K-1-M		6.00/16 P-C	6.00/16 P-C	4	6	102	3,800	1,170
1 1/2	Chassis	K-1-M		6.00/16 P-C	6.00/16 P-C	4	6	113	2,160	560
1 1/2	Panel	K-1-M		6.00/20 P-C	6.00/16 P-C	4	6	113	4,010	1,215
1 1/2-1	Panel	D-15-M	2076 and up	7.00/16 6 ply	7.00/16 6 ply	4	6	102	3,900	1,240
1 1/2-1	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	2,685	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

1 1/2-2	Ch/Cowl	D-300	5356 and up	30 x 5-TT	32 x 6-TT	4	6	87	3,270	\$715
1 1/2-2	Ch/Cowl/w/s Fr./Seet	D-300		30 x 5-TT	32 x 6-TT	4	6	87	N. A.	920
1 1/2-2	Ch/Cb	D-300		30 x 5-TT	32 x 6-TT	4	6	87	3,950	1,040
1 1/2-2	Ch/Cb	D-300		30 x 5-TT	32 x 6-TT	4	6	99	3,345	715
1 1/2-2	Ch/Cowl/w/s Fr. Sect	D-300		30 x 5-TT	32 x 6-TT	4	6	99	N. A.	920
1 1/2-2	Ch/Cb	D-300		30 x 5-TT	32 x 6-TT	4	6	99	4,025	1,040
1 1/2-2	Ch/Cowl	D-300		30 x 5-TT	32 x 6-TT	4	6	117	3,450	750
1 1/2-2	Ch/Cowl/w/s Fr. Sect	D-300		30 x 5-TT	32 x 6-TT	4	6	117	N. A.	955
1 1/2-2	Ch/Cb	D-300	1077 and up	30 x 5-TT	32 x 6-TT	4	6	117	4,130	1,075
1 1/2-2	Ch/Cowl (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	87	3,370	830
1 1/2-2	Ch/Cowl w/s (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	87	N. A.	1,035
1 1/2-2	Ch/Cb (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	87	4,050	1,155
1 1/2-2	Ch/Cowl (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	99	3,445	830
1 1/2-2	Ch/Cowl/w/s Fr. Sect. (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	99	N. A.	1,035
1 1/2-2	Ch/Cb (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	99	4,125	1,155
1 1/2-2	Ch/Cowl (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	117	3,550	865
1 1/2-2	Ch/Cowl/w/s Fr. Sect. (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	117	N. A.	1,070
1 1/2-2	Ch/Cb (2SRA)	DS-300		30 x 5-TT	32 x 6-TT	4	6	117	4,230	1,190
1 1/2-2T	Ch/Cowl	K-5-COE	501-1479	6.00/20-TT	6.00/20-TT	6	6	87	3,625	965
1 1/2-2T	Ch/Cb	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	87	3,975	1,140
1 1/2-2T	Platform	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	87	N. A.	1,215
1 1/2-2T	Stk. (Std. Racks) 9'	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	87	4,850	1,240
1 1/2-2T	Ch/Cowl	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	3,700	965
1 1/2-2T	Ch/Cb	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	4,050	1,140
1 1/2-2T	Platform	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	N. A.	1,230
1 1/2-2T	Stk. (Std. Racks) 12'	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	5,100	1,260
1 1/2-2T	Ch/Cowl	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	3,905	985
1 1/2-2T	Ch/Cb	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	4,155	1,160
1 1/2-2T	Platform	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	N. A.	1,280
1 1/2-2T	Stk. (Std. Racks) 14'	K-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	5,355	1,310
1 1/2-2	Ch/Cowl (2SRA)	KS-5-COE	501-602	6.00/20-TT	6.00/20-TT	6	6	87	3,735	1,075
1 1/2-2	Ch/Cb (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	87	4,085	1,250
1 1/2-2	Platform (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	87	N. A.	1,325
1 1/2-2	Stk. (Std. Racks) 9' (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	87	4,960	1,350
1 1/2-2	Ch/Cowl (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	3,810	1,075
1 1/2-2	Ch/Cb (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	4,160	1,250
1 1/2-2	Platform (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	N. A.	1,340
1 1/2-2	Stk. (Std. Racks) 12' (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	99	5,210	1,370
1 1/2-2	Ch/Cowl (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	3,915	1,095
1 1/2-2	Ch/Cb (2SRA)	KS-5-COE		7.00/20-TT	7.00/20-TT	6	6	117	4,265	1,270
1 1/2-2	Platform (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6	6	117	N. A.	1,390
1 1/2-2	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	D-400	960 and up	7.00/20	7.00/20	6	6	87	5,025	1,355
2-3	Ch/Cowl/w/s Fr. Sect	D-400		7.00/20	7.00/20	6	6	87	5,475	1,560
2-3	Ch/Cb	D-400		7.00/20	7.00/20	6	6	87	5,825	1,680
2-3	Ch/Cowl	D-400		7.00/20	7.00/20	6	6	99	5,000	1,340
2-3	Ch/Cowl/w/s Fr. Sect	D-400		7.00/20	7.00/20	6	6	99	5,450	1,545
2-3	Ch/Cb	D-400		7.00/20	7.00/20	6	6	99	5,860	1,665
2-3	Ch/Cowl (2SRA)	DS-400	708 and up	7.00/20	7.00/20	6	6	87	5,125	1,525
2-3	Ch/Cowl/w/s Fr. Sect. (2SRA)	DS-400		7.00/20	7.00/20	6	6	87	5,575	1,730
2-3	Ch/Cb (2SRA)	DS-400		7.00 x 20	7.00 x 20	6	6	87	5,925	1,850
2-3	Ch/Cowl (2SRA)	DS-400		7.00 x 20	7.00 x 20	6	6	99	5,150	1,540
2-3	Ch/Cowl/w/s Fr. Sect. (2SRA)	DS-400		7.00 x 20	7.00 x 20	6	6	99	5,600	1,745
2-3	Ch/Cb (2SRA)	DS-400		7.00 x 20	7.00 x 20	6	6	99	5,950	1,865
2-3	Ch/Cowl (2SRA)	DS-400		7.00 x 20	7.00 x 20	6	6	117	5,280	1,555
2-3	Ch/Cowl/w/s (2SRA)	DS-400		7.00 x 20	7.00 x 20	6	6	117	5,730	1,760
2-3	Ch/Cb (2SRA)	DS-400		7.00 x 20	7.00 x 20	6	6	117	6,080	1,880
2-3	Ch/Cowl	K-7-COE	520-1278	7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,200	1,730
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,550	1,965
2-3	Platform	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	N. A.	2,040
2-3	Stk. (Std. Racks) 9'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	6,425	2,065
2-3	Ch/Cowl	K-7-COE		7.00/20 8 ply	8.00/20 8 ply	6	6	99	5,270	1,750
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,620	1,985
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	2,155
2-3	Ch/Cowl	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	153	5,600	1,810
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	153	5,950	2,045
2-3	Ch/Cowl (2SRA)	KS-7-COE	509-754	7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,325	1,915
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,675	2,150
2-3	Platform (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	N. A.	2,225
2-3	Stk. (Std. Racks) 9' (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	6,550	2,250
2-3	Ch/Cowl (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,395	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				
2-3	Ch/Ch (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,745	\$2,170
2-3	Platform (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	N. A.	2,260
2-3	Stk. (Std. Racks) 12' (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	6,795	2,290
2-3	Ch/Cowl (2SRA)	KS-7-COE	500-754	7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,450	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	7,090	2,340
2-3	Ch/Cowl (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	153	5,725	1,995
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	153	6,075	2,230
3-4	Ch/Cowl	D-500	896 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,160	2,210
3-4	Ch/Cowl/w/s Fr. Sect.	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,830	2,410
3-4	Ch/Cb	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,390	2,560
3-4	Ch/Cowl	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	6,350	2,235
3-4	Ch/Cowl/w/s Fr. Sect.	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,020	2,435
3-4	Ch/Ch	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,580	2,585
3-4	Ch/Cowl	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	6,510	2,260
3-4	Ch/Cowl w/s	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,180	2,460
3-4	Ch/Cb	D-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,740	2,610
3-4	Ch/Cowl (2SRA)	DS-500	716 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,160	2,420
3-4	Ch/Cowl and w/s Fr. Sect. (2SRA)	DS-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,890	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/Ch (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)	DR-500	615 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,740	2,820
3-4	Ch/Cowl (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,295	2,375
3-4	Ch/Cowl and w/s Fr. Sect. (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,965	2,575
3-4	Ch/Cb (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,525	2,725
3-4	Ch/Cowl (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	6,485	2,400
3-4	Ch/Cowl and w/s Fr. Sect. (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,155	2,600
3-4	Ch/Cb (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,715	2,750
3-4	Ch/Cowl (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	6,045	2,425
3-4	Ch/Cowl and w/s Fr. Sect. (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,315	2,625
3-4	Ch/Cb (DR)	DR-500		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,875	2,775
3-4	Ch/Cowl	K-8-COE	501-631	7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,810	2,530
3-4	Ch/Cb	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,370	2,805
3-4	Ch/Cowl	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,000	2,550
3-4	Ch/Cb	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,560	2,825
3-4	Ch/Cowl	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,160	2,570
3-4	Ch/Cb	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,720	2,845
3-4	Ch/Cowl	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	7,330	2,700
3-4	Ch/Cb	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	7,890	2,845
3-4T	Ch/Cowl (2SRA)	KS-8-COE	501-536	7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,850	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	2,985
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/Ch (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	2,730
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/Ch (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/Ch (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	106	9,205	4,625
4-6T	Ch/Cowl (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	124	8,085	4,300
4-6T	Ch/Cowl and w/s Fr. Sect. (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	124	8,755	4,500
4-6T	Ch/Cb (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	124	9,315	4,650
4-6T	Ch/Cowl (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	142	8,260	4,325
4-6T	Ch/Cowl and w/s Fr. Sect. (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	142	8,930	4,525
4-6T	Ch/Cb (DR)	DR-700		36/8 12 ply	36/8 12 ply	6	6	142	9,490	4,675
4-6T	Ch/Cowl (DR)	KR-11-COE	501-625	9.00/20 12 ply	9.00/20 12 ply	6	6	94	8,530	4,650
4-6T	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	94	9,090	4,925
4-6T	Ch/Cowl (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	106	8,645	4,670
4-6T	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	106	9,205	4,945
4-6T	Ch/Cowl (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	124	8,755	4,690
4-6T	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	124	9,315	4,965
4-6	Ch/Cowl (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	124	8,930	4,710
4-6	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	124	9,490	4,985

GAS OVER ENGINE—(DIESEL)

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

(p) INTERNATIONAL HARVESTER COMPANY—Continued
 [Manufacturers: International Harvester Company. Principal plant: Springfield, Ohio]
 (9) 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												
1 1/4	Ch/Cowl	K-1	26491-28610	6.00/16-PC	6.00/16-PC	4	6	Inches 113	Pounds 2,250	\$550								
1 1/4	Ch/Cb	K-1		6.00/16-PC	6.00/16-PC	4					113	2,645	663					
1 1/4	Pick-Up	K-1		6.00/16-PC	6.00/16-PC	4					113	2,923	710					
1 1/4	Canopy	K-1		6.00/16-PC	6.00/16-PC	4					113	3,350	990					
1 1/4	Panel	K-1		6.00/16-PC	6.00/16-PC	4					113	3,170	815					
1 1/4	K M Milk Body	K-1		6.00/16-PC	6.00/16-PC	4					113	3,255	970					
1 1/4	Station Wagon	K-1		6.00/16-PC	6.00/16-PC	4					113	3,350	1,140					
1 1/4	Ch/Cowl	K-1		6.00/16-PC	6.00/16-PC	4					125	2,275	570					
1 1/4	Ch/Cb	K-1		6.00/16-PC	6.00/16-PC	4					125	2,670	683					
1 1/4	Pick-Up	K-1		6.00/16-PC	6.00/16-PC	4					125	2,978	745					
1 1/4	Canopy	K-1	6.00/16-PC	6.00/16-PC	4	125	3,400	930										
1 1/4	Panel	K-1	6.00/16-PC	6.00/16-PC	4	125	3,275	850										
1 1/4	Stk. (Std. Racks)	K-1	6.00/16-PC	6.00/16-PC	4	125	3,201	753										
1 1/4	K-B (Bakery)	K-1	6.00/16-PC	6.00/16-PC	4	125	3,280	1,015										
1 1/4	Ch/Cowl	K-2	13907-14455	6.00/16-PC	6.00/16-PC	4	6	125	2,285	580								
1 1/4	Ch/Cb	K-2		6.00/16-PC	6.00/16-PC	4					125	2,680	693					
1 1/4	Pick-Up	K-2		6.00/16-PC	6.00/16-PC	4					125	2,988	755					
1 1/4	Canopy	K-2		6.00/16-PC	6.00/16-PC	4					125	3,410	940					
1 1/4	Panel	K-2		6.00/16-PC	6.00/16-PC	4					125	3,285	860					
1 1/4	Stk. (Std. Racks)	K-2		6.00/16-PC	6.00/16-PC	4					125	3,211	763					
1 1/4	K-B (Bakery)	K-2		6.00/16-PC	6.00/16-PC	4					125	3,290	1,025					
1 1/4	Ch/Cowl	K-3		12618-13605	6.00/16-TT	6.00/16-TT					4	6	113	3,000	689			
1 1/4	Ch/Cb	K-3			6.00/16-TT	6.00/16-TT					4					113	3,395	792
1 1/4	Pick-Up	K-3			6.00/16-TT	6.00/16-TT					4					113	3,673	840
1 1/4	K-M (Milk)	K-3	6.00/16-TT		6.00/16-TT	4	113	4,005	1,110									
1 1/4	Ch/Cowl	K-3	6.00/16-TT		6.00/16-TT	4	130	3,030	680									
1 1/4	Ch/Cb	K-3	6.00/16-TT		6.00/16-TT	4	130	3,425	792									
1 1/4	Pick-Up	K-3	6.00/16-TT		6.00/16-TT	4	130	3,796	875									
1 1/4	Canopy	K-3	6.00/16-TT		6.00/16-TT	4	130	4,204	1,060									
1 1/4	Panel	K-3	6.00/16-TT		6.00/16-TT	4	130	4,230	980									
1 1/4	Stk. (Std. Racks)	K-3	6.00/16-TT		6.00/16-TT	4	130	4,049	873									
1 1/4	Station Wagon	K-3	6.00/16-TT	6.00/16-TT	4	130	4,330	1,520										
1 1/4	Ch/Cowl	K-4	4188-5111	6.50/20-TT	6.50/20-TT	4	6	113	3,250	710								
1 1/4	Ch/Cb	K-4		6.50/20-TT	6.50/20-TT	4					113	3,644	823					
1 1/4	Ch/Cowl	K-4		6.50/20-TT	6.50/20-TT	4					135	3,300	710					
1 1/4	Ch/Cb	K-4		6.50/20-TT	6.50/20-TT	4					135	3,695	823					
1 1/4	Platform	K-4		6.50/20-TT	6.50/20-TT	4					135	N. A.	898					
1 1/4	Stk. (Std. Racks) 9'	K-4		6.50/20-TT	6.50/20-TT	5					135	4,570	923					
1 1/4	Ch/Cowl	K-4		6.50/20-TT	6.50/20-TT	4					147	3,380	730					
1 1/4	Ch/Cb	K-4		6.50/20-TT	6.50/20-TT	4					147	3,755	843					
1 1/4	Platform	K-4		6.50/20-TT	6.50/20-TT	4					147	N. A.	918					
1 1/4	Stk. (Std. Racks) 9'	K-4		6.50/20-TT	6.50/20-TT	4					147	4,630	943					
1 1/4	Ch/Cowl	K-4	667-759	6.50/20-TT	6.50/20-TT	4	6	159	3,410	750								
1 1/4	Ch/Cb	KS-4		6.50/20-TT	6.50/20-TT	4					159	3,805	863					
1 1/4	Platform 12'	K-4		6.50/20-TT	6.50/20-TT	4					159	N. A.	953					
1 1/4	Stk. (Std. Racks) 12'	K-4		6.50/20-TT	6.50/20-TT	4					159	4,855	983					
1 1/4	Ch/Cowl (2SRA)	KS-4		6.50/20-TT	6.50/20-TT	4					135	3,355	810					
1 1/4	Ch/Cb (2SRA)	KS-4		6.50/20-TT	6.50/20-TT	4					135	3,750	923					
1 1/4	Platform (2SRA)	KS-4		6.50/20-TT	6.50/20-TT	4					135	N. A.	998					
1 1/4	Stk. (Std. Racks) (2 SRA)	KS-4		6.50/20-TT	6.50/20-TT	4					135	4,625	1,023					
1 1/4	Ch/Cowl (2SRA)	KS-4		6.50/20	6.50/20	4					6	147	3,415	830				
1 1/4	Ch/Cb (2SRA)	KS-4		6.50/20	6.50/20	4					6	147	3,810	943				
1 1/4	Platform (2SRA)	KS-4	6.50/20	6.50/20	4	6	147	N. A.	1,018									
1 1/4	Stk. (Std. Racks) (2 SRA)	KS-4	6.50/20	6.50/20	4	6	147	4,685	1,043									
1 1/4	Ch/Cowl (2SRA)	KS-4	6.50/20	6.50/20	4	6	159	3,465	850									
1 1/4	Ch/Cb (2SRA)	KS-4	6.50/20	6.50/20	4	6	159	3,860	953									
1 1/4	Platform (2SRA)	KS-4	6.50/20	6.50/20	4	6	159	N. A.	1,053									
1 1/4	Stk. (Std. Racks) (2 SRA)	KS-4	6.50/20	6.50/20	4	6	159	4,910	1,083									
1 1/4	Ch/Cowl	K-5	34741-44346	6.00/20-TT	6.00/20-TT	6	6	135	3,660	770								
1 1/4	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6					135	4,055	883					
1 1/4	Platform	K-5		6.00/20-TT	6.00/20-TT	6					135	N. A.	958					
1 1/4	Stk. (Std. Racks) 9'	K-5		6.00/20-TT	6.00/20-TT	6					135	4,930	983					
1 1/4	Ch/Cowl	K-5		6.00/20-TT	6.00/20-TT	6					147	3,725	790					
1 1/4	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6					147	4,120	903					
1 1/4	Platform 9'	K-5		6.00/20-TT	6.00/20-TT	6					147	N. A.	978					
1 1/4	Stk. (Std. Racks) 9'	K-5		6.00/20-TT	6.00/20-TT	6					147	4,695	1,003					
1 1/4	Ch/Cowl	K-5		6.00/20-TT	6.00/20-TT	6					159	3,770	810					
1 1/4	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6					159	4,165	923					
1 1/4	Platform	K-5	6.00/20-TT	6.00/20-TT	6	159	N. A.	1,013										
1 1/4	Stk. (Std. Racks) 12'	K-5	6.00/20-TT	6.00/20-TT	6	159	5,215	1,043										
1-1 1/4	Ch/Cowl	K-5	9026-13343	6.00/20-TT	6.00/20-TT	6	6	177	3,820	839								
1-1 1/4	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6					177	4,215	943					
1-1 1/4	Platform	K-5		6.00/20-TT	6.00/20-TT	6					177	N. A.	1,033					
1-1 1/4	Stk. (Std. Racks) 14'	K-5		6.00/20-TT	6.00/20-TT	6					177	5,415	1,093					
1 1/4	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6					135	3,770	880					
1 1/4	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6					135	4,165	923					
1 1/4	Platform (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6					135	N. A.	1,063					
1 1/4	Stk. (Std. Racks) (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6					135	5,140	1,093					
1 1/4	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6					6	147	3,835	900				
1 1/4	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6					6	147	4,230	1,013				
1 1/4	Platform (2SRA)	KS-5	6.00/20-TT	6.00/20-TT	6	6	147	N. A.	1,083									
1 1/4	Stk. (Std. Racks) (2SRA)	KS-5	6.00/20-TT	6.00/20-TT	6	6	147	5,105	1,113									
1 1/4	Ch/Cowl (2SRA)	KS-5	6.00/20-TT	6.00/20-TT	6	6	159	3,880	920									
1 1/4	Ch/Cb (2SRA)	KS-5	6.00/20-TT	6.00/20-TT	6	6	159	4,275	1,033									
1 1/4	Platform (2SRA)	KS-5	6.00/20-TT	6.00/20-TT	6	6	159	N. A.	1,123									
1 1/4	Stk. (Std. Racks) (2SRA)	KS-5	6.00/20-TT	6.00/20-TT	6	6	159	5,325	1,153									
1 1/4	Ch/Cowl (2SRA)	KS-5	6.00/20-TT	6.00/20-TT	6	6	177	3,930	940									
1 1/4	Ch/Cb (2SRA)	KS-5	6.00/20-TT	6.00/20-TT	6	6	177	4,325	1,053									
1 1/4	Platform (2SRA)	KS-5	6.00/20-TT	6.00/20-TT	6	6	177	N. A.	1,173									
1 1/4	Stk. (Std. Racks) (2SRA)	KS-5	6.00/20-TT	6.00/20-TT	6	6	177	5,525	1,203									
1 1/2-2	Ch/Cowl	K-6	10602-14571	6.50/20-TT	6.50/20-TT	6	6	134	4,475	1,125								
1 1/2-2	Ch/Cb	K-6		6.50/20-TT	6.50/20-TT	6					134	4,935	1,295					
1 1/2-2	Platform	K-6		6.50/20-TT	6.50/20-TT	6					134	N. A.	1,370					
1 1/2-2	Stk. (Std. Racks)	K-6		6.50/20-TT	6.50/20-TT	6					134	5,810	1,395					
1 1/2-2	Ch/Cowl	K-6	10602-14571	6.50/20-TT	6.50/20-TT	6	6	146	4,515	1,145								
1 1/2-2	Ch/Cb	K-6		6.50/20-TT	6.50/20-TT	6					146	4,915	1,265					

(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					
1 1/2-2	Ch/Cb	K-6	6684-9159	6.50/20-TT	6.50/20-TT	6	6	146	4,975	\$1,315	
1 1/2-2	Platform	K-6		6.50/20-TT	6.50/20-TT	6	6	146	N. A.	1,390	
1 1/2-2	Stk. (Std. Racks) 9'	K-6		6.50/20-TT	6.50/20-TT	6	6	146	5,850	1,415	
1 1/2-2	Ch/Cowl	K-6		6.50/20-TT	6.50/20-TT	6	6	158	4,560	1,165	
1 1/2-2	Ch/Cb	K-6		6.50/20-TT	6.50/20-TT	6	6	158	5,020	1,335	
1 1/2-2	Platform	K-6		6.50/20-TT	6.50/20-TT	6	6	158	N. A.	1,425	
1 1/2-2	Stk. (Std. Racks) 12'	K-6		6.50/20-TT	6.50/20-TT	6	6	158	6,070	1,455	
1 1/2-2	Ch/Cowl	K-6		6.50/20-TT	6.50/20-TT	6	6	176	4,620	1,185	
1 1/2-2	Ch/Cb	K-6		6.50/20-TT	6.50/20-TT	6	6	176	5,080	1,355	
1 1/2-2	Platform	K-6		6.50/20-TT	6.50/20-TT	6	6	176	N. A.	1,475	
1 1/2-2	Stk. (Std. Racks) 14'	K-6		6.50/20-TT	6.50/20-TT	6	6	176	6,280	1,505	
1 1/2-2	Ch/Cowl (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	134	4,505	1,240	
1 1/2-2	Ch/Cb (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	134	4,965	1,410	
1 1/2-2	Platform (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	134	N. A.	1,485	
1 1/2-2	Stk. (Std. Racks) 9' (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	134	5,840	1,510	
1 1/2-2	Ch/Cowl (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	146	4,545	1,260	
1 1/2-2	Ch/Cb (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	146	5,005	1,430	
1 1/2-2	Platform (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	146	N. A.	1,505	
1 1/2-2	Stk. (Std. Racks) 9' (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	146	5,880	1,630	
1 1/2-2	Ch/Cowl (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	158	4,590	1,280	
1 1/2-2	Ch/Cb (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	158	5,050	1,450	
1 1/2-2	Platform (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	158	N. A.	1,540	
1 1/2-2	Stk. (Std. Racks) 12' (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	158	6,100	1,570	
1 1/2-2	Ch/Cowl (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	176	4,650	1,300	
1 1/2-2	Ch/Cb (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	176	5,110	1,470	
1 1/2-2	Platform (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	176	N. A.	1,590	
1 1/2-2	Stk. (Std. Racks) (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	176	6,310	1,620	
2-3	Ch/Cowl	K-7		7919-11910	7.00/20 8 ply	7.00/20 8 ply	6	6	134	4,905	1,490
2-3	Ch/Cb	K-7			7.00/20 8 ply	7.00/20 8 ply	6	6	134	5,365	1,660
2-3	Platform	K-7			7.00/20 8 ply	7.00/20 8 ply	6	6	134	N. A.	1,735
2-3	Stk. (Std. Racks) 9'	K-7			7.00/20 8 ply	7.00/20 8 ply	6	6	134	6,240	1,760
2-3	Ch/Cowl	K-7			7.00/20 8 ply	7.00/20 8 ply	6	6	146	4,950	1,510
2-3	Ch/Cb	K-7			7.00/20 8 ply	7.00/20 8 ply	6	6	146	5,410	1,680
2-3	Platform	K-7	7.00/20 8 ply		7.00/20 8 ply	6	6	146	N. A.	1,755	
2-3	Stk. (Std. Racks) 9'	K-7	7.00/20 8 ply		7.00/20 8 ply	6	6	146	6,285	1,780	
2-3	Ch/Cowl	K-7	7.00/20 8 ply		7.00/20 8 ply	6	6	158	4,995	1,530	
2-3	Ch/Cb	K-7	7.00/20 8 ply		7.00/20 8 ply	6	6	158	5,455	1,700	
2-3	Platform	K-7	7.00/20 8 ply		7.00/20 8 ply	6	6	158	N. A.	1,790	
2-3	Stk. (Std. Racks) 12'	K-7	7.00/20 8 ply		7.00/20 8 ply	6	6	158	6,505	1,820	
2-3	Ch/Cowl	K-7	7.00/20 8 ply		7.00/20 8 ply	6	6	176	5,065	1,550	
2-3	Ch/Cb	K-7	7.00/20 8 ply		7.00/20 8 ply	6	6	176	5,525	1,720	
2-3	Platform	K-7	7.00/20 8 ply		7.00/20 8 ply	6	6	176	N. A.	1,840	
2-3	Stk. (Std. Racks) 14'	K-7	7.00/20 8 ply		7.00/20 8 ply	6	6	176	6,725	1,870	
2-3	Ch/Cowl (2SRA)	KS-7	7.00/20 8 ply		7.00/20 8 ply	6	6	134	5,030	1,675	
2-3	Ch/Cb (2SRA)	KS-7	7.00/20 8 ply		7.00/20 8 ply	6	6	134	5,490	1,845	
2-3	Platform (2SRA)	KS-7	7.00/20 8 ply		7.00/20 8 ply	6	6	134	N. A.	1,920	
2-3	Stk. (Std. Racks) 9' (2SRA)	KS-7	7.00/20 8 ply		7.00/20 8 ply	6	6	134	6,365	1,945	
2-3	Ch/Cowl (2SRA)	KS-7	7.00/20 8 ply		7.00/20 8 ply	6	6	146	5,075	1,695	
2-3	Ch/Cb (2SRA)	KS-7	7.00/20 8 ply		7.00/20 8 ply	6	6	146	5,535	1,865	
2-3	Platform (2SRA)	KS-7	7.00/20 8 ply		7.00/20 8 ply	6	6	146	N. A.	1,940	
2-3	Stk. (Std. Racks) (2SRA)	KS-7	7.00/20 8 ply		7.00/20 8 ply	6	6	146	6,410	1,965	
2-3	Ch/Cowl (2SRA)	KS-7	7.00/20 8 ply		7.00/20 8 ply	6	6	158	5,120	1,715	
2-3	Ch/Cb (2SRA)	KS-7	7.00/20 8 ply		7.00/20 8 ply	6	6	158	5,580	1,885	
2-3	Platform (2SRA)	KS-7	7.00/20 8 ply		7.00/20 8 ply	6	6	158	N. A.	1,975	
2-3	Stk. (Std. Racks) 12' (2SRA)	KS-7	7.00/20 8 ply		7.00/20 8 ply	6	6	158	6,630	2,005	
2-3	Ch/Cowl (2SRA)	KS-7	7.00/20 8 ply		7.00/20 8 ply	6	6	176	5,190	1,735	
2-3	Ch/Cb (2SRA)	KS-7	7.00/20 8 ply		7.00/20 8 ply	6	6	176	5,650	1,905	
2-3	Platform (2SRA)	KS-7	7.00/20 8 ply		7.00/20 8 ply	6	6	176	N. A.	2,025	
2-3	Stk. (Std. Racks) 14' (2SRA)	KS-7	7.00/20 8 ply		7.00/20 8 ply	6	6	176	6,850	2,055	
2-3	Ch/Cowl	K-7-spec	617-621		7.00/20	7.00/20	6	6	137	N. A.	1,770
2-3	Ch/Cb	K-7-spec		7.00/20	7.00/20	6	6	137	N. A.	1,940	
2-3	Ch/Cowl	K-7-spec		7.00/20	7.00/20	6	6	149	N. A.	1,790	
2-3	Ch/Cb	K-7-spec		7.00/20	7.00/20	6	6	149	N. A.	1,940	
2-3	Ch/Cowl	K-7-spec		7.00/20	7.00/20	6	6	161	N. A.	1,810	
2-3	Ch/Cb	K-7-spec		7.00/20	7.00/20	6	6	161	N. A.	1,980	
2-3	Ch/Cowl	K-7-spec		7.00/20	7.00/20	6	6	170	N. A.	1,830	
2-3	Ch/Cb	K-7-spec		7.00/20	7.00/20	6	6	170	N. A.	2,000	
2-3	Ch/Cowl	K-7-spec		7.00/20	7.00/20	6	6	197	N. A.	1,850	
2-3	Ch/Cb	K-7-spec		7.00/20	7.00/20	6	6	197	N. A.	2,020	
2-3	Ch/Cowl (2SRA)	KS-7-spec		7.00/20	7.00/20	6	6	137	N. A.	1,955	
2-3	Ch/Cb (2SRA)	KS-7-spec		7.00/20	7.00/20	6	6	137	N. A.	2,125	
2-3	Ch/Cowl (2SRA)	KS-7-spec		7.00/20	7.00/20	6	6	149	N. A.	1,975	
2-3	Ch/Cb (2SRA)	KS-7-spec		7.00/20	7.00/20	6	6	149	N. A.	2,145	
2-3	Ch/Cowl (2SRA)	KS-7-spec		7.00/20	7.00/20	6	6	161	N. A.	1,995	
2-3	Ch/Cb (2SRA)	KS-7-spec		7.00/20	7.00/20	6	6	161	N. A.	2,165	
2-3	Ch/Cowl (2SRA)	KS-7-spec		7.00/20	7.00/20	6	6	179	N. A.	2,015	
2-3	Ch/Cb (2SRA)	KS-7-spec		7.00/20	7.00/20	6	6	179	N. A.	2,185	
2-3	Ch/Cowl (2SRA)	KS-7-spec		7.00/20	7.00/20	6	6	197	N. A.	2,035	
2-3	Ch/Cb (2SRA)	KS-7-spec		7.00/20	7.00/20	6	6	197	N. A.	2,205	
3-4	Ch/Cowl	K-8		2957-3232	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,260	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	6,490	2,215
3-4	Ch/Cb	K-8			7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,950	2,385
3-4	Ch/Cowl	K-8			7.50/20 8 ply	7.50/20 8 ply	6	6	197	6,550	2,235
3-4	Ch/Cb	F-8			7.50/20 8 ply	7.50/20 8 ply	6	6	197	7,010	2,495
3-4	Ch/Cowl (2SRA)	KS-8			7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,295	2,355
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	140	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				
3-4	Ch/Cb (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	119	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	2,365
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	1901-2320	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,385	2,295
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,845	2,465
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,445	2,315
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,905	2,485
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,505	2,335
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,965	2,505
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,595	2,355
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	7,055	2,525
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	6,685	2,375
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	7,145	2,545
3 1/2-4 1/2	Ch/Cowl	K-10	619-640	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,195	3,025
3 1/2-4 1/2	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,655	3,195
3 1/2-4 1/2	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,250	3,045
3 1/2-4 1/2	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,710	3,215
3 1/2-4 1/2	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,330	3,065
3 1/2-4 1/2	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,790	3,235
3 1/2-4 1/2	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,415	3,085
3 1/2-4 1/2	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,875	3,255
3 1/2-4 1/2	Ch/Cowl (2SRA)	KS-10	571-617	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,595	3,400
3 1/2-4 1/2	Ch/Cb (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	149	8,055	3,570
3 1/2-4 1/2	Ch/Cowl (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,650	3,420
3 1/2-4 1/2	Ch/Cb (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	8,110	3,590
3 1/2-4 1/2	Ch/Cowl (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,730	3,440
3 1/2-4 1/2	Ch/Cb (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	8,190	3,610
3 1/2-4 1/2	Ch/Cowl (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,815	3,460
3 1/2-4 1/2	Ch/Cb (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	8,275	3,630
3 1/2-4 1/2	Ch/Cowl (DR)	KR-10	1203-1465	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,235	3,175
3 1/2-4 1/2	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,700	3,345
3 1/2-4 1/2	Ch/Cowl (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,295	3,195
3 1/2-4 1/2	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,755	3,365
3 1/2-4 1/2	Ch/Cowl (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,375	3,215
3 1/2-4 1/2	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,835	3,385
3 1/2-4 1/2	Ch/Cowl (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,460	3,235
3 1/2-4 1/2	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,920	3,405
4-6	Ch/Cowl (2SRA)	KS-11	511-513	9.00/20 12 ply	9.00/20 12 ply	6	6	149	8,395	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	4,600
4-6	Ch/Cowl (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	8,560	4,450
4-6	Ch/Cb (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	9,020	4,620
4-6	Ch/Cowl (DR)	KR-11	1044-1655	9.00/20 12 ply	9.00/20 12 ply	6	6	149	8,195	4,225
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	149	8,655	4,395
4-6	Ch/Cowl (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	8,230	4,245
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	8,690	4,415
4-6	Ch/Cowl (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	8,295	4,265
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	8,755	4,435
4-6	Ch/Cowl (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	8,360	4,285
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	8,820	4,455
7 1/2	Ch/Cowl (DR)	A-8	1082-1097	9.75/20	9.75/20	6	6	160	12,035	6,450
7 1/2	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	160	12,650	6,850
7 1/2	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	180	12,265	6,500
7 1/2	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	180	12,650	6,900
7 1/2	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	200	12,435	6,550
7 1/2	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	200	13,050	6,950
7 1/2	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	225	12,685	6,600
7 1/2	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	225	13,300	7,000

CONVENTIONAL—(SCHOOL BUS)

1 1/2	Ch/Cowl	K-5	37741-44346	6.00/20	6.00/20	6	6	195	3,895	\$82
1 1/2	Ch/Cowl (2SRA)	KS-5	9026-13343	6.00/20	6.00/20	6	6	195	4,480	930
1 1/2-2	Ch/Cowl	K-6	10602-14571	6.50/20	6.50/20	6	6	194	4,760	1,145
1 1/2-2	Ch/Cowl	K-6		6.50/20	6.50/20	6	6	212	5,050	1,185
1 1/2-2	Ch/Cowl (2SRA)	KS-6	6684-9159	6.50/20	6.50/20	6	6	194	4,770	1,260
1 1/2-2	Ch/Cowl (2SRA)	KS-6		6.50/20	6.50/20	6	6	212	5,040	1,300
2-3	Ch/Cowl	K-7	7919-11910	7.00/20 8 ply	7.00/20 8 ply	6	6	212	5,620	1,555
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	230	5,860	1,595
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	248	6,065	1,685
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	230	5,985	1,780
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	248	6,190	1,870
3-4	Ch/Cowl	K-8	2957-2332	7.50/20 8 ply	7.50/20 8 ply	6	6	251	6,850	2,215
3-4	Ch/Cowl (2SRA)	KS-8	1706-1901	7.50/20 8 ply	7.50/20 8 ply	6	6	251	6,895	2,395

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	2,145
2-4	Ch/Cowl (6 x 2)	K-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,430	2,015
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	6,890	2,185
2-4	Ch/Cowl (6 x 2-2SRA)	KS-6-T	578-592	7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,495	2,180
2-4	Ch/Cb (6 x 2-2SRA)	KS-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,955	2,350
2-4	Ch/Cowl (6 x 2-2SRA)	KS-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,555	2,300
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	584-611	7.00/20 8 ply	7.00/20 8 ply	10	6	151	6,750	2,445
2-4	Ch/Cb (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	151	7,210	2,615
2-4	Ch/Cowl (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,875	2,465

(P) INTERNATIONAL HARVESTER COMPANY—Continued
 (Manufacturers: International Harvester Company, Principal plant: Springfield, Ohio)

(9) 1942—Continued

CONVENTIONAL—(3D AXLE)—Con'

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					
2-4	Ch/Cb (6 x 4)	K-6-F	507-509	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	7,060	2,435	
2-4	Ch/Cb (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	194	7,460	2,655	
2 1/2-5	Ch/Cowl (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,215	3,115	
2 1/2-5	Ch/Cb (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,675	3,285	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	Ch/Cowl (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,535	3,155	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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		
2 1/2-5	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	3,295	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	Ch/Cowl (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,580	3,335	
2 1/2-5	Ch/Cb (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	9,040	3,505	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	Ch/Cowl (6 x 2-DR)	KR-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,350	3,255	
2 1/2-5	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	
2 1/2-5	Ch/Cowl (6 x 2-DR)	KR-8-T	507-506	7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,470	3,275	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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	
2 1/2-5	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
2 1/2-5	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
2 1/2-5	Ch/Cowl (6 x 4)	K-8-F			7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,600	3,545
2 1/2-5	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
2 1/2-8	Ch/Cowl (6 x 4)	K-8-F	7.50/20 8 ply		7.50/20 8 ply	10	6	197	8,880	3,565	
2 1/2-8	Ch/Cb (6 x 4)	K-8-F	7.50/20 8 ply		7.50/20 8 ply	10	6	197	9,340	3,735	
2 1/2-5	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	
2 1/2-5	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	
3 1/2-7	Ch/Cowl (6 x 2-DR)	KR-11-T	504 and up		9.00/20 10 ply	9.00/20 10 ply	10	6	161	10,450	4,785
3 1/2-7	Ch/Cb (6 x 2-DR)	KR-11-T			9.00/20 10 ply	9.00/20 10 ply	10	6	161	10,910	4,955
3 1/2-7	Ch/Cowl (6 x 2-DR)	KR-11-T		9.00/20 10 ply	9.00/20 10 ply	10	6	197	10,950	4,825	
3 1/2-7	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	
3 1/2-7	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	
3 1/2-7	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	
3 1/2-7	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
3 1/2-7	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
3 1/2-7	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
3 1/2-7	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
3 1/2-7	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	
3 1/2-7	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	12,560
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	\$3,585		
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	3,645		
3-4	Ch/Cowl	KD-8	703 and up	7.50/20	7.50/20	6	4	197	7,995	3,665		
3-4	Ch/Cowl (2SRA)	KSD-8		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		
3 1/2-4 1/2	Ch/Cowl	KD-10	501 and up		9.00/20 10 ply	9.00/20 10 ply	6	4	149	8,855	4,455	
3 1/2-4 1/2	Ch/Cowl	KD-10			9.00/20 10 ply	9.00/20 10 ply	6	4	161	8,635	4,475	
3 1/2-4 1/2	Ch/Cowl	KD-10	502 and up		9.00/20 10 ply	9.00/20 10 ply	6	4	179	8,690	4,495	
3 1/2-4 1/2	Ch/Cowl (DR)	KRD-10			9.00/20 10 ply	9.00/20 10 ply	6	4	149	8,680	4,605	
3 1/2-4 1/2	Ch/Cowl (DR)	KRD-10	511-556		9.00/20 10 ply	9.00/20 10 ply	6	4	161	8,735	4,625	
3 1/2-4 1/2	Ch/Cowl (DR)	KRD-10		9.00/20 10 ply	9.00/20 10 ply	6	4	179	8,815	4,645		
3 1/2-4 1/2	Ch/Cowl (DR)	KRD-10		9.00/20 10 ply	9.00/20 10 ply	6	4	197	8,900	4,665		
3 1/2-7	Ch/Cowl (2SRA)	KSD-11		502-503	9.00/20 10 ply	9.00/20 10 ply	6	6	149	10,505	6,075	
3 1/2-7	Ch/Cowl (2SRA)	KSD-11			9.00/20 10 ply	9.00/20 10 ply	6	6	161	10,565	6,095	
3 1/2-7	Ch/Cowl (2SRA)	KSD-11			9.00/20 10 ply	9.00/20 10 ply	6	6	179	10,625	6,115	
3 1/2-7	Ch/Cowl (2SRA)	KSD-11			9.00/20 10 ply	9.00/20 10 ply	6	6	197	10,695	6,135	
3 1/2-7	Ch/Cowl (DR)	KRD-11			523-525	9.00/20 12 ply	9.00/20 12 ply	6	6	149	10,305	5,655
3 1/2-7	Ch/Cowl (DR)	KRD-11				9.00/20 12 ply	9.00/20 12 ply	6	6	161	10,365	5,675
3 1/2-7	Ch/Cowl (DR)	KRD-11				9.00/20 12 ply	9.00/20 12 ply	4	6	179	10,425	5,695
3 1/2-7	Ch/Cowl (DR)	KRD-11	9.00/20 12 ply			9.00/20 12 ply	4	6	197	10,485	5,715	
5-7 1/2	Ch/Cowl (DR)	AD-8	516 and up			9.75/20 12 ply	9.75/20 12 ply	4	6	160	12,455	7,185
5-7 1/2	Ch/Cowl (DR)	AD-8				9.75/20 12 ply	9.75/20 12 ply	4	6	180	12,715	7,235
5-7 1/2	Ch/Cowl (DR)	AD-8		9.75/20 12 ply		9.75/20 12 ply	4	6	200	12,855	7,285	
5-7 1/2	Ch/Cowl (DR)	AD-8		9.75/20 12 ply		9.75/20 12 ply	4	6	225	13,135	7,335	

CONVENTIONAL—(DIESEL—3D AXLE)

2 1/2-5	Ch/Cowl (6 x 2)	KD-8-T	802-303	7.50/20	7.50/20	10	4	161	9,655	\$4,445
2 1/2-5	Ch/Cowl (6 x 2)	KD-8-T		7.50/20	7.50/20	10	4	179	9,775	4,505
2 1/2-5	Ch/Cowl (6 x 2)	KD-8-T		7.50/20	7.50/20	10	4	197	9,975	4,585
2 1/2-5	Ch/Cowl (6 x 2)	KD-8-T		7.50/20	7.50/20	10	4	215	10,105	4,605
2 1/2-5	Ch/Cowl (6 x 4)	KD-8-F	503-504	7.50/20	7.50/20	10	4	161	9,910	4,955
2 1/2-5	Ch/Cowl (6 x 4)	KD-8-F		7.50/20	7.50/20	10	4	179	10,045	4,975

FEDERAL REGISTER, Wednesday, November 14, 1945

13985

(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				
2 1/2-5	Ch/Cowl (6 x 4)	KD-8-F	503 and up	7.50/20	7.50/20	10	4	197	10,320	\$4,995
2 1/2-5	Ch/Cowl (6 x 4)	KD-8-F		7.50/20	7.50/20	10				
3 1/2-7	Cn/Cowl (6 x 4)	KD-11-F		9.00/20 10 ply	9.00/20 10 ply	10				
3 1/2-7	Ch/Cowl (6 x 4)	KD-11-F	502 and up	9.00/20 10 ply	9.00/20 10 ply	10	4	197	13,535	6,510
3 1/2-7	Ch/Cowl (6 x 4)	KD-11-F		9.00/20 10 ply	9.00/20 10 ply	10				
10-15	Ch/Cowl (6 x 4)	ARD-626-F	577	9.75/24	9.75/24	10	4	190	18,500	13,485
10-15	Ch/Cowl (6 x 4)	ARD-626-F		9.75/24	9.75/24	10				

METROPOLITAN

1 1/2	Ch	K-1-M	1960-2008	6.00/16-PC	6.00/16-PC	4	6	102	2,150	\$560
1 1/2	Panel	K-1-M		6.00/16-PC	6.00/16-PC	4				
1 1/2	Ch	K-1-M	2521-2650	6.00/16-PC	6.00/16-PC	4	6	113	2,160	560
1 1/2	Panel	K-1-M		6.00/16-PC	6.00/16-PC	4				
1	Ch	K-3-M	2521-2650	7.00/16-PC	7.00/16-PC	4	6	102	2,585	670
1	Panel	K-3-M		7.00/16-PC	7.00/16-PC	4				
1	Ch	K-3-M	2521-2650	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				

CAB OVER ENGINE

1 1/2-2	Ch/Cowl	K-5-COE	1480-1661	6.00/20-TT	6.00/20-TT	6	6	87	3,625	\$965
1 1/2-2	Ch/Cb	K-5-COE		6.00/20-TT	6.00/20-TT	6				
1 1/2-2	Platform	K-5-COE	1480-1661	6.00/20-TT	6.00/20-TT	6	6	87	N. A.	1,215
1 1/2-2	Stk. (Std. Racks) 9'	K-5-COE		6.00/20-TT	6.00/20-TT	6				
1 1/2-2	Ch/Cowl	K-5-COE	1480-1661	6.00/20-TT	6.00/20-TT	6	6	99	3,700	665
1 1/2-2	Ch/Cb	K-5-COE		6.00/20-TT	6.00/20-TT	6				
1 1/2-2	Platform	K-5-COE	1480-1661	6.00/20-TT	6.00/20-TT	6	6	99	N. A.	1,230
1 1/2-2	Stk. (Std. Racks) 12'	K-5-COE		6.00/20-TT	6.00/20-TT	6				
1 1/2-2	Ch/Cowl	K-5-COE	1480-1661	6.00/20-TT	6.00/20-TT	6	6	99	5,100	1,200
1 1/2-2	Ch/Cb	K-5-COE		6.00/20-TT	6.00/20-TT	6				
1 1/2-2	Platform	K-5-COE	1480-1661	6.00/20-TT	6.00/20-TT	6	6	117	3,805	985
1 1/2-2	Stk. (Std. Racks) 14'	K-5-COE		6.00/20-TT	6.00/20-TT	6				
1 1/2-2	Ch/Cowl (2SRA)	KS-5-COE	603-639	6.00/20-TT	6.00/20-TT	6	6	117	5,355	1,310
1 1/2-2	Ch/Cb (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6				
1 1/2-2	Platform (2SRA)	KS-5-COE	603-639	6.00/20-TT	6.00/20-TT	6	6	87	3,755	1,075
1 1/2-2	Stk. (High Racks) 9' (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6				
1 1/2-2	Ch/Cowl (2SRA)	KS-5-COE	603-639	6.00/20-TT	6.00/20-TT	6	6	87	4,085	1,250
1 1/2-2	Ch/Cb (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6				
1 1/2-2	Platform (2SRA)	KS-5-COE	603-639	6.00/20-TT	6.00/20-TT	6	6	87	N. A.	1,325
1 1/2-2	Stk. (High Racks) 9' (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6				
1 1/2-2	Ch/Cowl (2SRA)	KS-5-COE	603-639	6.00/20-TT	6.00/20-TT	6	6	99	3,810	1,075
1 1/2-2	Ch/Cb (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6				
1 1/2-2	Platform (2SRA)	KS-5-COE	603-639	6.00/20-TT	6.00/20-TT	6	6	99	N. A.	1,250
1 1/2-2	Stk. (Std. Racks) 12' (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6				
1 1/2-2	Ch/Cowl (2SRA)	KS-5-COE	603-639	6.00/20-TT	6.00/20-TT	6	6	117	3,915	1,095
1 1/2-2	Ch/Cb (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6				
1 1/2-2	Platform (2SRA)	KS-5-COE	603-639	6.00/20-TT	6.00/20-TT	6	6	117	N. A.	1,390
1 1/2-2	Stk. (Std. Racks) 12' (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6				
1 1/2-2	Ch/Cowl (2SRA)	KS-5-COE	603-639	6.00/20-TT	6.00/20-TT	6	6	117	5,465	1,420
1 1/2-2	Ch/Cb (2SRA)	KS-5-COE		6.00/20-TT	6.00/20-TT	6				
2-3	Ch/Cowl	K-7-COE	1279-1461	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				
2-3	Platform	K-7-COE	1279-1461	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				
2-3	Ch/Cowl	K-7-COE	1279-1461	7.00/20 8 ply	7.00/20 8 ply	6	6	99	6,425	2,065
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6				
2-3	Platform	K-7-COE	1279-1461	7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,270	1,750
2-3	Stk. (Std. Racks) 12'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6				
2-3	Ch/Cowl	K-7-COE	1279-1461	7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,620	1,985
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6				
2-3	Platform	K-7-COE	1279-1461	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				
2-3	Ch/Cowl	K-7-COE	1279-1461	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				
2-3	Platform	K-7-COE	1279-1461	7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,705	2,005
2-3	Stk. (Std. Racks) 14'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6				
2-3	Ch/Cowl	K-7-COE	1279-1461	7.00/20 8 ply	7.00/20 8 ply	6	6	117	N. A.	2,125
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6				
2-3	Platform	K-7-COE	1279-1461	7.00/20 8 ply	7.00/20 8 ply	6	6	117	6,905	2,155
2-3	Stk. (Std. Racks) 14'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6				
2-3	Ch/Cowl	K-7-COE	1279-1461	7.00/20 8 ply	7.00/20 8 ply	6	6	153	5,600	1,810
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6				
2-3	Platform	K-7-COE	1279-1461	7.00/20 8 ply	7.00/20 8 ply	6	6	153	5,950	2,045
2-3	Stk. (Std. Racks) 14'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6				
2-3	Ch/Cowl (2SRA)	KS-7-COE	755-826	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				
2-3	Platform (2SRA)	KS-7-COE	755-826	7.00/20 8 ply	7.00/20 8 ply	6	6	87	5,675	2,150
2-3	Stk. (Std. Racks) (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6				
2-3	Ch/Cowl (2SRA)	KS-7-COE	755-826	7.00/20 8 ply	7.00/20 8 ply	6	6	87	N. A.	2,225
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6				
2-3	Platform (2SRA)	KS-7-COE	755-826	7.00/20 8 ply	7.00/20 8 ply	6	6	87	6,550	2,250
2-3	Stk. (Std. Racks) (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6				
2-3	Ch/Cowl (2SRA)	KS-7-COE	755-826	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				
2-3	Platform (2SRA)	KS-7-COE	755-826	7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,745	2,170
2-3	Stk. (Std. Racks) (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6				
2-3	Ch/Cowl (2SRA)	KS-7-COE	755-826	7.00/20 8 ply	7.00/20 8 ply	6	6	99	N. A.	2,260
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6				
2-3	Platform (2SRA)	KS-7-COE	755-826	7.00/20 8 ply	7.00/20 8 ply	6	6	99	6,795	2,290
2-3	Stk. (Std. Racks) (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6				
2-3	Ch/Cowl (2SRA)	KS-7-COE	755-826	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				
2-3	Platform (2SRA)	KS-7-COE	755-826	7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,830	2,190
2-3	Stk. (Std. Racks) 14' (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6				
2-3	Ch/Cowl (2SRA)	KS-7-COE	755-826	7.00/20 8 ply	7.00/20 8 ply	6	6	117	N. A.	2,310
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6				
2-3	Platform (2SRA)	KS-7-COE	755-826	7.00/20 8 ply	7.00/20 8 ply	6	6	117	7,090	2,340
2-3	Stk. (Std. Racks) 14' (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6				
2-3	Ch/Cowl (2SRA)	KS-7-COE	632-639	7.00/20 8 ply	7.00/20 8 ply	6	6	153	7,585	1,995
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6				
3-4	Ch/Cowl	K-8-COE	632-639	7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,810	2,530
3-4	Ch/Cb	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6				
3-4	Platform	K-8-COE	632-639	7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,370	2,805
3-4	Stk. (Std. Racks)	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6				
3-4	Ch/Cowl	K-8-COE	632-639	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				
3-4	Platform	K-8-COE	632-639	7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,560	2,825
3-4	Stk. (Std. Racks)	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6				
3-4	Ch/Cowl	K-8-COE	632-639	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				
3-4	Platform	K-8-COE	632-639	7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,720	2,815
3-4	Stk. (Std. Racks)	K-8-COE		7.50/						

(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				
3-4	Ch/Cowl (DR)	KR-8-COE	540-611	7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,945	\$2,670
3-4	Ch/Cb (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,505	2,915
3-4	Ch/Cowl (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,135	2,690
3-4	Ch/Cb (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,695	2,965
3-4	Ch/Cowl (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,295	2,710
3-4	Ch/Cb (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,855	2,985
3-4	Ch/Cowl (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	7,465	2,730
3-4	Ch/Cb (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	8,025	3,005
4-6	Ch/Cowl (DR)	KR-11-COE	626-659	9.00/20 12 ply	9.00/20 12 ply	6	6	94	8,550	4,650
4-6	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	94	9,090	4,925
4-6	Ch/Cowl (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	106	8,645	4,670
4-6	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	106	9,205	4,945
4-6	Ch/Cowl (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	124	8,755	4,690
4-6	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	124	9,315	4,965
4-6	Ch/Cowl (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	142	8,930	4,710
4-6	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	142	9,490	4,985

CAB OVER ENGINE—(DIESEL)

3-4	Ch/Cowl (2SRA)	KSD-8-COE	504 and up	7.50/20	7.50/20	4	6	94	8,255	\$4,335
3-4	Ch/Cowl (2SRA)	KSD-8-COE		7.50/20	7.50/20	4	6	106	8,445	4,355
3-4	Ch/Cowl (2SRA)	KSD-8-COE		7.50/20	7.50/20	4	6	124	8,665	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

1 1/2	Ch/Cowl	K-1	28611 and up	6.00/16-PC	6.00/16-PC	4	6	N. A.	2,280	\$550
1 1/2	Ch/Cb	K-1		6.00/16-PC	6.00/16-PC	4	6	N. A.	2,645	663
1 1/2	Ch/Cb	K-1		6.00/16-PC	6.00/16-PC	4	6	N. A.	2,923	710
1 1/2	Canopy	K-1		6.00/16-PC	6.00/16-PC	4	6	N. A.	3,350	900
1 1/2	Panel	K-1		6.00/16-PC	6.00/16-PC	4	6	N. A.	3,170	815
1 1/2	KM—Milk Body	K-1		6.00/16-PC	6.00/16-PC	4	6	N. A.	3,255	970
1 1/2	Station Wagon	K-1		6.00/16-PC	6.00/16-PC	4	6	N. A.	3,350	1,140
1 1/2	Ch/Cowl	K-1		6.00/16-PC	6.00/16-PC	4	6	125	2,275	570
1 1/2	Ch/Cb	K-1		6.00/16-PC	6.00/16-PC	4	6	125	2,670	683
1 1/2	Pick-Up	K-1		6.00/16-PC	6.00/16-PC	4	6	125	2,978	745
1 1/2	Canopy	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,400	930
1 1/2	Panel	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,275	850
1 1/2	Stk. (Std. Racks)	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,201	753
1 1/2	K-B (Bakery)	K-1		6.00/16-PC	6.00/16-PC	4	6	125	3,280	1,015
1 1/2	Ch/Cowl	K-2	14456 and up	6.00/16-PC	6.00/16-PC	4	6	125	2,285	580
1 1/2	Ch/Cb	K-2		6.00/16-PC	6.00/16-PC	4	6	125	2,680	693
1 1/2	Pick-Up	K-2		6.00/16-PC	6.00/16-PC	4	6	125	2,988	755
1 1/2	Canopy	K-2		6.00/16-PC	6.00/16-PC	4	6	125	3,410	940
1 1/2	Panel	K-2		6.00/16-PC	6.00/16-PC	4	6	125	3,285	860
1 1/2	Stk. (Std. Racks)	K-2		6.00/16-PC	6.00/16-PC	4	6	125	3,211	793
1 1/2	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	3,000	680
1	Ch/Cb	K-3		6.00/16-TT	6.00/16-TT	4	6	113	3,395	793
1	Pick-Up	K-3		6.00/16-TT	6.00/16-TT	4	6	113	3,673	840
1	KM (Milk)	K-3		6.00/16-TT	6.00/16-TT	4	6	113	4,005	1,110
1	Ch/Cowl	K-3		6.00/16-TT	6.00/16-TT	4	6	130	3,030	680
1	Ch/Cb	K-3		6.00/16-TT	6.00/16-TT	4	6	130	3,425	793
1	Pick-Up	K-3		6.00/16-TT	6.00/16-TT	4	6	130	3,796	875
1	Canopy	K-3		6.00/16-TT	6.00/16-TT	4	6	130	4,205	1,060
1	Panel	K-3		6.00/16-TT	6.00/16-TT	4	6	130	4,230	990
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	1,120
1 1/4	Ch/Cowl	K-4	5112 and up	6.50/20-TT	6.00/20-TT	4	6	113	3,250	710
1 1/4	Ch/Cb	K-4		6.50/20-TT	6.00/20-TT	4	6	113	3,644	823
1 1/4	Ch/Cowl	K-4		6.50/20-TT	6.00/20-TT	4	6	135	3,300	710
1 1/4	Ch/Cb	K-4		6.50/20-TT	6.00/20-TT	4	6	135	3,695	823
1 1/4	Platform	K-4		6.50/20-TT	6.00/20-TT	4	6	135	3,695	823
1 1/4	Stk. (Std. Racks) 9'	K-4		6.50/20-TT	6.00/20-TT	4	6	135	N. A.	898
1 1/4	Ch/Cowl	K-4		6.50/20-TT	6.00/20-TT	4	6	147	4,570	923
1 1/4	Ch/Cb	K-4		6.50/20-TT	6.00/20-TT	4	6	147	3,350	730
1 1/4	Platform	K-4		6.50/20-TT	6.00/20-TT	4	6	147	3,755	843
1 1/4	Stk. (Std. Racks) 9'	K-4		6.50/20-TT	6.00/20-TT	4	6	147	N. A.	918
1 1/4	Ch/Cowl	K-4		6.50/20-TT	6.00/20-TT	4	6	159	4,630	943
1 1/4	Ch/Cb	K-4		6.50/20-TT	6.00/20-TT	4	6	159	3,410	750
1 1/4	Platform 12'	K-4		6.50/20-TT	6.00/20-TT	4	6	159	3,805	863
1 1/4	Stk. (Std. Racks) 12'	K-4		6.50/20-TT	6.00/20-TT	4	6	159	N. A.	953
1 1/4	Ch/Cowl (2SRA)	KS-4	760 and up	6.50/20-TT	6.00/20-TT	4	6	135	4,855	983
1 1/4	Ch/Cb (2SRA)	KS-4		6.50/20-TT	6.00/20-TT	4	6	135	3,355	810
1 1/4	Platform (2SRA)	KS-4	700 and up	6.50/20-TT	6.00/20-TT	4	6	135	3,750	923
1 1/4	Stk. (Std. Racks) (2SRA)	KS-4		6.50/20-TT	6.00/20-TT	4	6	135	N. A.	998
1 1/4	Ch/Cowl (2SRA)	KS-4		6.50/20-TT	6.00/20-TT	4	6	135	4,625	1,023
1 1/4	Platform (2SRA)	KS-4		6.50/20-TT	6.00/20-TT	4	6	147	3,415	830
1 1/4	Stk. (Std. Racks) (2SRA)	KS-4		6.50/20-TT	6.00/20-TT	4	6	147	3,810	913
1 1/4	Ch/Cowl (2SRA)	KS-4		6.50/20-TT	6.00/20-TT	4	6	147	N. A.	1,018
1 1/4	Platform (2SRA)	KS-4		6.50/20-TT	6.00/20-TT	4	6	147	4,685	1,043
1 1/4	Ch/Cowl (2SRA)	KS-4		6.50/20-TT	6.00/20-TT	4	6	159	3,465	850
1 1/4	Ch/Cb (2SRA)	KS-4		6.50/20-TT	6.00/20-TT	4	6	159	3,860	963
1 1/4	Platform (2SRA)	KS-4		6.50/20-TT	6.00/20-TT	4	6	159	N. A.	1,053
1 1/4	Stk. (Std. Racks) (2SRA)	KS-4		6.50/20-TT	6.00/20-TT	4	6	159	4,910	1,083
1 1/2	Ch/Cowl	K-5	44347 and up	6.00/20-TT	6.00/20-TT	6	6	135	3,660	770
1 1/2	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	135	4,055	883
1 1/2	Platform	K-5		6.00/20-TT	6.00/20-TT	6	6	135	N. A.	958
1 1/2	Stk. (Std. Racks) 9'	K-5		6.00/20-TT	6.00/20-TT	6	6	135	4,930	1,083
1 1/2	Ch/Cowl	K-5		6.00/20-TT	6.00/20-TT	6	6	147	3,725	790
1 1/2	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				
1 1/2	Platform	K-5	1334 and up	6.00/20-TT	6.00/20-TT	6	6	Inches 147	Pounds N. A.	\$978
1 1/2	Stk. (Std. Racks) 9'	K-5		6.00/20-TT	6.00/20-TT	6	6	147	4,995	1,003
1 1/2	Ch/Cowl	K-5		6.00/20-TT	6.00/20-TT	6	6	159	3,770	810
1 1/2	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	159	4,165	923
1 1/2	Platform	K-5		6.00/20-TT	6.00/20-TT	6	6	159	N. A.	1,013
1 1/2	Stk. (Std. Racks) 12'	K-5		6.00/20-TT	6.00/20-TT	6	6	159	5,215	1,043
1 1/2	Ch/Cowl	K-5		6.00/20-TT	6.00/20-TT	6	6	177	3,820	890
1 1/2	Ch/Cb	K-5		6.00/20-TT	6.00/20-TT	6	6	177	4,215	943
1 1/2	Platform	K-5		6.00/20-TT	6.00/20-TT	6	6	177	N. A.	1,063
1 1/2	Stk. (Std. Racks) 14'	K-5		6.00/20-TT	6.00/20-TT	6	6	177	5,415	1,063
1 1/2	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	3,770	880
1 1/2	Ch/Cb (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	4,165	993
1 1/2	Platform (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	N. A.	1,068
1 1/2	Stk. (Std. Rack) (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	135	5,040	1,093
1 1/2	Ch/Cowl (2SRA)	KS-5		6.00/20-TT	6.00/20-TT	6	6	147	3,835	900
1 1/2	Ch/Cb (2SRA)	KS-5	6.00/20-TT	6.00/20-TT	6	6	147	4,230	1,013	
1 1/2	Platform (2SRA)	KS-5	6.00/20-TT	6.00/20-TT	6	6	147	N. A.	1,088	
1 1/2	Stk. (Std. Rack) (2SRA)	KS-5	6.00/20-TT	6.00/20-TT	6	6	147	5,105	1,113	
1 1/2	Ch/Cowl (2SRA)	KS-5	6.00/20-TT	6.00/20-TT	6	6	159	3,880	920	
1 1/2	Ch/Cb (2SRA)	KS-5	6.00/20-TT	6.00/20-TT	6	6	159	4,275	1,033	
1 1/2	Platform (2SRA)	KS-5	6.00/20-TT	6.00/20-TT	6	6	159	N. A.	1,123	
1 1/2	Stk. (Std. Racks) (2SRA)	KS-5	6.00/20-TT	6.00/20-TT	6	6	159	5,325	1,153	
1 1/2	Ch/Cowl (2SRA)	KS-5	6.00/20-TT	6.00/20-TT	6	6	177	3,930	940	
1 1/2	Ch/Cb (2SRA)	KS-5	6.00/20-TT	6.00/20-TT	6	6	177	4,325	1,053	
1 1/2	Platform (2SRA)	KS-5	6.00/20-TT	6.00/20-TT	6	6	177	N. A.	1,173	
1 1/2	Stk. (Std. Racks) (2SRA)	KS-5	6.00/20-TT	6.00/20-TT	6	6	177	5,525	1,203	
1 1/2-2	Ch/Cowl	K-6	14572 and up	6.50/20-TT	6.50/20-TT	6	6	134	4,475	1,125
1 1/2-2	Ch/Cb	K-6		6.50/20-TT	6.50/20-TT	6	6	134	4,935	1,295
1 1/2-2	Platform	K-6		6.50/20-TT	6.50/20-TT	6	6	134	N. A.	1,370
1 1/2-2	Stk. (Std. Racks) 9'	K-6		6.50/20-TT	6.50/20-TT	6	6	134	5,810	1,395
1 1/2-2	Ch/Cowl	K-6		6.50/20-TT	6.50/20-TT	6	6	146	4,515	1,145
1 1/2-2	Ch/Cb	K-6		6.50/20-TT	6.50/20-TT	6	6	146	4,975	1,315
1 1/2-2	Platform	K-6		6.50/20-TT	6.50/20-TT	6	6	146	N. A.	1,390
1 1/2-2	Stk. (Std. Racks) 9'	K-6		6.50/20-TT	6.50/20-TT	6	6	146	5,850	1,415
1 1/2-2	Ch/Cowl	K-6		6.50/20-TT	6.50/20-TT	6	6	158	4,560	1,165
1 1/2-2	Ch/Cb	K-6		6.50/20-TT	6.50/20-TT	6	6	158	5,020	1,335
1 1/2-2	Platform	K-6		6.50/20-TT	6.50/20-TT	6	6	158	N. A.	1,425
1 1/2-2	Stk. (Std. Racks) 12'	K-6		6.50/20-TT	6.50/20-TT	6	6	158	6,070	1,455
1 1/2-2	Ch/Cowl	K-6		6.50/20-TT	6.50/20-TT	6	6	176	4,620	1,185
1 1/2-2	Ch/Cb	K-6		6.50/20-TT	6.50/20-TT	6	6	176	5,080	1,355
1 1/2-2	Platform	K-6		6.50/20-TT	6.50/20-TT	6	6	176	N. A.	1,475
1 1/2-2	Stk. (Std. Racks) 14'	K-6	6.50/20-TT	6.50/20-TT	6	6	176	6,280	1,505	
1 1/2-2	Ch/Cowl (2SRA)	KS-6	9160 and up	6.50/20-TT	6.50/20-TT	6	6	134	4,505	1,240
1 1/2-2	Ch/Cb (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	134	4,965	1,410
1 1/2-2	Platform (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	134	N. A.	1,485
1 1/2-2	Stk. (Std. Racks) 9'	KS-6		6.50/20-TT	6.50/20-TT	6	6	134	5,840	1,510
1 1/2-2	Ch/Cowl (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	146	4,545	1,260
1 1/2-2	Ch/Cb (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	146	5,005	1,430
1 1/2-2	Platform (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	146	N. A.	1,505
1 1/2-2	Stk. (Std. Racks) 9'	KS-6		6.50/20-TT	6.50/20-TT	6	6	146	5,880	1,630
1 1/2-2	Ch/Cowl (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	158	4,590	1,280
1 1/2-2	Ch/Cowl W/S (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	158	5,050	1,450
1 1/2-2	Platform (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	158	N. A.	1,540
1 1/2-2	Stk. (Std. Racks) 12'	KS-6		6.50/20-TT	6.50/20-TT	6	6	158	6,100	1,570
1 1/2-2	Ch/Cowl (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	176	4,650	1,300
1 1/2-2	Ch/Cab (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	176	5,110	1,470
1 1/2-2	Platform (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	176	N. A.	1,590
1 1/2-2	Stk. (Std. Racks) (2SRA)	KS-6	6.50/20-TT	6.50/20-TT	6	6	176	6,310	1,620	
2-3	Ch/Cowl	K-7	11911 and up	7.00/20, 8 ply	7.00/20, 8 ply	6	6	134	4,905	1,490
2-3	Ch/Cb	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	134	5,365	1,660
2-3	Platform	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	134	N. A.	1,735
2-3	Stk. (Std. Racks) 9'	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	134	6,240	1,760
2-3	Ch/Cowl	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	146	4,950	1,510
2-3	Ch/Cb	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	146	5,410	1,680
2-3	Platform	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	146	N. A.	1,755
2-3	Stk. (Std. Racks) 9'	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	146	6,285	1,780
2-3	Ch/Cowl	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	158	4,995	1,530
2-3	Ch/Cb	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	158	5,455	1,700
2-3	Platform	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	158	N. A.	1,790
2-3	Stk. (Std. Racks) 12'	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	158	6,505	1,820
2-3	Ch/Cowl	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	176	5,095	1,550
2-3	Ch/Cb	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	176	5,525	1,720
2-3	Platform	K-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	176	N. A.	1,840
2-3	Stk. (Std. Racks) 14'	K-7	7.00/20, 8 ply	7.00/20, 8 ply	6	6	176	6,725	1,870	
2-3	Ch/Cowl (2SRA)	KS-7	3340 and up	7.00/20, 8 ply	7.00/20, 8 ply	6	6	134	5,030	1,675
2-3	Ch/Cb (2SRA)	KS-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	134	5,490	1,845
2-3	Platform (2SRA)	KS-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	134	N. A.	1,920
2-3	Stk. (Std. Racks) 9'	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'	KS-7		7.00/20, 8 ply	7.00/20, 8 ply	6	6	158	6,630	2,005
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20-TT	7.00/20-TT	6	6	176	5,190	1,735
2-3	Ch/Cb (2SRA)	KS-7		7.00/20-TT	7.00/20-TT	6	6	176	5,650	1,905
2-3	Platform (2SRA)	KS-7		7.00/20-TT	7.00/20-TT	6	6	176	N. A.	2,025
2-3	Stk. (Std. Racks) 14'	KS-7	7.00/20-TT	7.00/20-TT	6	6	176	6,850	2,055	

(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		
2-3	Ch/Cowl	K-7 spec	622 and up	7.00/20	7.00/20	6	6	137	N. A.	\$1,770
2-3	Ch/Cb	K-7 spec		7.00/20	7.00/20	6	6	137	N. A.	1,940
2-3	Ch/Cowl	K-7 spec		7.00/20	7.00/20	6	6	149	N. A.	1,790
2-3	Ch/Cb	K-7 spec		7.00/20	7.00/20	6	6	149	N. A.	1,960
2-3	Ch/Cowl	K-7 spec		7.00/20	7.00/20	6	6	161	N. A.	1,810
2-3	Ch/Cb	K-7 spec		7.00/20	7.00/20	6	6	161	N. A.	1,980
2-3	Ch/Cowl	K-7 spec		7.00/20	7.00/20	6	6	179	N. A.	1,830
2-3	Ch/Cb	K-7 spec		7.00/20	7.00/20	6	6	179	N. A.	2,000
2-3	Ch/Cowl	K-7 spec		7.00/20	7.00/20	6	6	197	N. A.	1,850
2-3	Ch/Cb	K-7 spec		7.00/20	7.00/20	6	6	197	N. A.	2,020
2-3	Ch/Cowl (2SRA)	KS-7 spec		7.00/20	7.00/20	6	6	137	N. A.	1,955
2-3	Ch/Cb (2SRA)	KS-7 spec		7.00/20	7.00/20	6	6	137	N. A.	2,125
2-3	Ch/Cowl (2SRA)	KS-7 spec		7.00/20	7.00/20	6	6	149	N. A.	1,975
2-3	Ch/Cb (2SRA)	KS-7 spec		7.00/20	7.00/20	6	6	149	N. A.	2,145
2-3	Ch/Cowl (2SRA)	KS-7 spec		7.00/20	7.00/20	6	6	161	N. A.	1,995
2-3	Ch/Cb (2SRA)	KS-7 spec		7.00/20	7.00/20	6	6	161	N. A.	2,165
2-3	Ch/Cowl (2SRA)	KS-7 spec		7.00/20	7.00/20	6	6	179	N. A.	2,015
2-3	Ch/Cb (2SRA)	KS-7 spec		7.00/20	7.00/20	6	6	179	N. A.	2,185
2-3	Ch/Cowl (2SRA)	KS-7 spec		7.00/20	7.00/20	6	6	197	N. A.	2,035
2-3	Ch/Cb (2SRA)	KS-7 spec		7.00/20	7.00/20	6	6	197	N. A.	2,205
3-4	Ch/Cowl	K-8	3233 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,250	2,155
3-4	Ch/Cb	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,710	2,325
3-4	Ch/Cowl	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,310	2,175
3-4	Ch/Cb	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,770	2,345
3-4	Ch/Cowl	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,370	2,195
3-4	Ch/Cb	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,830	2,365
3-4	Ch/Cowl	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,460	2,215
3-4	Ch/Cb	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,920	2,385
3-4	Ch/Cowl	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	6,550	2,235
3-4	Ch/Cb	K-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	7,010	2,405
3-4	Ch/Cowl (2SRA)	KS-8	1602 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,295	2,335
3-4	Ch/Cb (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,755	2,505
3-4	Ch/Cowl (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,355	2,355
3-4	Ch/Cb (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,815	2,525
3-4	Ch/Cowl (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,415	2,375
3-4	Ch/Cb (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,875	2,545
3-4	Ch/Cowl (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,505	2,395
3-4	Ch/Cb (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,965	2,565
3-4	Ch/Cowl (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	6,595	2,415
3-4	Ch/Cb (2SRA)	KS-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	7,055	2,585
3-4	Ch/Cowl (DR)	KR-8	2321 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,385	2,285
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	137	6,845	2,465
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,445	2,315
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	149	6,905	2,485
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,505	2,335
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	161	6,965	2,505
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	6,595	2,355
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	179	7,055	2,525
3-4	Ch/Cowl (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	6,685	2,375
3-4	Ch/Cb (DR)	KR-8		7.50/20 8 ply	7.50/20 8 ply	6	6	197	7,145	2,545
3-4	Ch/Cowl	K-10	641 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,195	3,025
3-4	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,655	3,195
3-4	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,250	3,045
3-4	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,710	3,215
3-4	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,330	3,065
3-4	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,790	3,235
3-4	Ch/Cowl	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,415	3,085
3-4	Ch/Cb	K-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,875	3,255
3-4	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
3-4	Ch/Cb (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	149	8,055	3,570
3-4	Ch/Cowl (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,650	3,420
3-4	Ch/Cb (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	8,110	3,590
3-4	Ch/Cowl (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,730	3,440
3-4	Ch/Cb (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	8,190	3,610
3-4	Ch/Cowl (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,815	3,460
3-4	Ch/Cb (2SRA)	KS-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	8,275	3,630
3-4	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
3-4	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	149	7,700	3,345
3-4	Ch/Cowl (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,295	3,195
3-4	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	161	7,755	3,365
3-4	Ch/Cowl (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,375	3,215
3-4	Ch/Cb (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	179	7,835	3,385
3-4	Ch/Cowl (DR)	KR-10		9.00/20 10 ply	9.00/20 10 ply	6	6	197	7,460	3,235
3-4	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	4,600
4-6	Ch/Cowl (2SRA)	KS-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	8,550	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	4,245
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	8,690	4,415
4-6	Ch/Cowl (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	8,295	4,265
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	8,755	4,435
4-6	Ch/Cowl (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	8,360	4,285
4-6	Ch/Cb (DR)	KR-11		9.00/20 12 ply	9.00/20 12 ply	6	6	197	8,820	4,455
7-9	Ch/Cowl (DR)	A-8	1098 and up	9.75/20	9.75/20	6	6	160	12,035	6,450
7-9	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	160	12,650	6,500
7-9	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	180	12,265	6,000
7-9	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	180	12,650	6,500
7-9	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	200	12,435	6,550
7-9	Ch/Cb (DR)	A-8		9.75/20	9.75/20	6	6	200	13,050	6,600
7-9	Ch/Cowl (DR)	A-8		9.75/20	9.75/20	6	6	225	12,685	6,000
7-9	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 BUSES)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
1½	Ch/Cowl	K-5	44347 and up	6.00/20-TT	6.00/20-TT	6	6	195	3,895	\$820
1½	Ch/Cowl (2SRA)	KS-5	13344 and up	6.00/20-TT	6.00/20-TT	6	6	195	4,030	930
1½	Ch/Cowl	K-6	14572 and up	6.50/20-TT	6.50/20-TT	6	6	194	4,760	1,145
1½	Ch/Cowl	K-6		6.50/20-TT	6.50/20-TT	6	6	212	5,050	1,185
1½	Ch/Cowl (2SRA)	KS-6	9160 and up	6.50/20-TT	6.50/20-TT	6	6	194	4,790	1,260
1½	Ch/Cowl (2SRA)	KS-6		6.50/20-TT	6.50/20-TT	6	6	212	5,080	1,300
2-3	Ch/Cowl	K-7	11911 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	212	5,620	1,555
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	230	5,860	1,595
2-3	Ch/Cowl	K-7		7.00/20 8 ply	7.00/20 8 ply	6	6	248	6,065	1,685
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	230	5,985	1,780
2-3	Ch/Cowl (2SRA)	KS-7		7.00/20 8 ply	7.00/20 8 ply	6	6	248	6,190	1,870
3-4	Ch/Cowl	K-8	3233 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	251	6,850	2,215
3-4	Ch/Cowl (2SRA)	KS-8	1902 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	251	6,895	2,395

CONVENTIONAL—(3D AXLE)

2-4	Ch/Cowl (6 x 2)	K-6-T	548 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,370	\$1,995
2-4	Ch/Cb (6 x 2)	K-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,830	2,165
2-4	Ch/Cowl (6 x 2)	K-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,430	2,015
2-4	Ch/Cb (6 x 2)	K-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,890	2,185
2-4	Ch/Cowl (6 x 2-2SRA)	KS-6-T	593 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,495	2,180
2-4	Ch/Cb (6 x 2-2SRA)	KS-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,955	2,350
2-4	Ch/Cowl (6 x 2-2SRA)	KS-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	6,555	2,200
2-4	Ch/Cb (6 x 2-2SRA)	KS-6-T		7.00/20 8 ply	7.00/20 8 ply	10	6	194	7,015	2,370
2-4	Ch/Cowl (6 x 4)	K-6-F	612 and up	7.00/20 8 ply	7.00/20 8 ply	10	6	151	6,750	2,445
2-4	Ch/Cb (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	151	7,210	2,615
2-4	Ch/Cowl (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	176	6,875	2,465
2-4	Ch/Cb (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	176	7,335	2,635
2-4	Ch/Cowl (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	194	7,000	2,485
2-4	Ch/Cb (6 x 4)	K-6-F		7.00/20 8 ply	7.00/20 8 ply	10	6	194	7,460	2,655
2½-5	Ch/Cowl (6 x 2)	K-8-T	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	Ch/Cowl (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,535	3,155
2½-5	Ch/Cb (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,995	3,325
2½-5	Ch/Cowl (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	8,665	3,175
2½-5	Ch/Cb (6 x 2)	K-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,125	3,345
2½-5	Ch/Cowl (6 x 2-2SRA)	KS-8-T	528 and up	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,260	3,295
2½-5	Ch/Cb (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,720	3,465
2½-5	Ch/Cowl (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,380	3,315
2½-5	Ch/Cb (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,840	3,485
2½-5	Ch/Cowl (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,540	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	9,000	3,505
2½-5	Ch/Cowl (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	8,710	3,355
2½-5	Ch/Cb (6 x 2-2SRA)	KS-8-T		7.50/20 8 ply	7.50/20 8 ply	10	6	215	9,170	3,525
2½-5	Ch/Cowl (6 x 2-DR)	KR-8-T	507 and up	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 4)	K-8-F	873 and up	7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,470	3,525
2½-5	Ch/Cb (6 x 4)	K-8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	161	8,930	3,695
2½-5	Ch/Cowl (6 x 4)	K-8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	179	8,600	3,545
2½-5	Ch/Cb (6 x 4)	K-8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	179	9,060	3,715
2½-5	Ch/Cowl (6 x 4)	K-8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	197	8,880	3,565
2½-5	Ch/Cb (6 x 4)	K-8-F		7.50/20 8 ply	7.50/20 8 ply	10	6	197	9,340	3,735
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	3,755
2½-5	Ch/Cowl (6 x 4)	K-11-F	604 and up	9.00/20 10 ply	9.00/20 10 ply	10	6	161	10,925	5,420
2½-5	Ch/Cb (6 x 4)	K-11-F		9.00/20 10 ply	9.00/20 10 ply	10	6	161	11,385	5,590
2½-5	Ch/Cowl (6 x 4)	K-11-F		9.00/20 10 ply	9.00/20 10 ply	10	6	197	11,425	5,460
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	5,630
2½-5	Ch/Cowl (6 x 4)	K-11-F		9.00/20 10 ply	9.00/20 10 ply	10	6	215	11,725	5,480
2½-5	Ch/Cb (6 x 4)	K-11-F		9.00/20 10 ply	9.00/20 10 ply	10	6	215	12,185	5,650

CONVENTIONAL—(DIESEL)

3-4	Ch/Cowl	KD-8	553 and up	7.50/20	7.50/20	6	4	137	7,690	\$3,585
3-4	Ch/Cowl	KD-8		7.50/20	7.50/20	6	4	149	7,750	3,605
3-4	Ch/Cowl	KD-8		7.50/20	7.50/20	6	4	161	7,810	3,625
3-4	Ch/Cowl	KD-8		7.50/20	7.50/20	6	4	179	7,905	3,645
3-4	Ch/Cowl	KD-8	703 and up	7.50/20	7.50/20	6	4	197	7,995	3,665
3-4	Ch/Cowl (2SRA)	KSD-8		7.50/20	7.50/20	6	4	137	7,735	3,705
3-4	Ch/Cowl (DR)	KRD-8	561 and up	7.50/20	7.50/20	6	4	137	7,825	3,725
3-4	Ch/Cowl (DR)	KRD-8		7.50/20	7.50/20	6	4	149	7,885	3,745
3-4	Ch/Cowl (DR)	KRD-8		7.50/20	7.50/20	6	4	161	7,945	3,765
3-4	Ch/Cowl (DR)	KRD-8		7.50/20	7.50/20	6	4	179	8,040	3,785
3-4	Ch/Cowl (DR)	KRD-8		7.50/20	7.50/20	6	4	197	8,130	3,805
3½-4½	Ch/Cowl	KD-10	502 and up	9.00/20	9.00/20	6	4	197	8,770	4,515
3½-4½	Ch/Cowl (2SRA)	KS-D-10		9.00/20	9.00/20	6	4	149	9,035	4,830
3½-4½	Ch/Cowl (2SRA)	KS-D-10		9.00/20	9.00/20	6	4	179	9,170	4,870
3½-4½	Ch/Cowl (2SRA)	KS-D-10		9.00/20	9.00/20	6	4	197	9,255	4,890
3½-4½	Ch/Cowl (DR)	KRD-10	557 and up	9.00/20	9.00/20	6	4	149	8,680	4,605
3½-4½	Ch/Cowl (DR)	KRD-10		9.00/20	9.00/20	6	4	161	8,735	4,625
3½-4½	Ch/Cowl (DR)	KRD-10		9.00/20	9.00/20	6	4	179	8,815	4,645
3½-7	Ch/Cowl (2SRA)	KSD-11	503 and up	9.00/20 12 ply	9.00/20 12 ply	6	6	149	10,505	6,075
3½-7	Ch/Cowl (2SRA)	KSD-11		9.00/20 12 ply	9.00/20 12 ply	6	6	161	10,565	6,095
3½-7	Ch/Cowl (2SRA)	KSD-11		9.00/20 12 ply	9.00/20 12 ply	6	6	179	10,625	6,115
3½-7	Ch/Cowl (DR)	KRD-11	526 and up	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	10,485	6,715

(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				
2 1/2-5	Ch/Cowl (6 x 2)	KD-8-T	503 and up	7.50/20	7.50/20	10	4	179	9,775	\$4,565
2 1/2-5	Ch/Cowl (6 x 2)	KD-8-T		7.50/20	7.50/20	10	4	197	9,975	4,585
2 1/2-5	Ch/Cowl (6 x 2)	KD-8-T		7.50/20	7.50/20	10	4	215	10,105	4,605
2 1/2-5	Ch/Cowl (6 x 4)	KD-8-F	504 and up	7.50/20	7.50/20	10	4	161	9,910	4,955
2 1/2-5	Ch/Cowl (6 x 4)	KD-8-F		7.50/20	7.50/20	10	4	197	10,320	4,995
2 1/2-5	Ch/Cowl (6 x 4)	KD-8-F		7.50/20	7.50/20	10	4	215	10,600	5,015
10-15	Ch/Cowl (6 x 4)	ARD-626-F	578 and up	9.75/24	9.75/20	10	6	180	18,500	13,485
10-15	Ch/Cowl (6 x 4)	ARD-626-F		9.75/24	9.75/20	10	6	253	19,300	13,485

METROPOLITAN

1 1/2	Chassis	K-1-M	2009 and up	6.00/16-PC	6.00/16-PC	4	6	102	2,150	\$560
1 1/2	Panel	K-1-M		6.00/16-PC	6.00/16-PC	4	6	102	3,800	1,170
1 1/2	Chassis	K-1-M		6.00/16-PC	6.00/16-PC	4	6	113	2,160	560
1 1/2	Panel	K-1-M		6.00/16-PC	6.00/16-PC	4	6	113	4,010	1,215
1	Chassis	K-3-M	2651 and up	7.00/16-PC	7.00/16-PC	4	6	102	2,585	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

1 1/2-2	Ch/Cowl	K-5-COE	1662 and up	6.00/20 TT	6.00/20 TT	6	6	87	3,625	\$965
1 1/2-2	Ch/Cb	K-5-COE		6.00/20 TT	6.00/20 TT	6	6	87	3,975	1,140
1 1/2-2	Platform	K-5-COE		6.00/20 TT	6.00/20 TT	6	6	87	N. A.	1,215
1 1/2-2	Stk. (Std. Racks) 9'	K-5-COE		6.00/20 TT	6.00/20 TT	6	6	87	4,850	1,240
1 1/2-2	Ch/Cowl	K-5-COE		6.00/20 TT	6.00/20 TT	6	6	99	3,700	965
1 1/2-2	Ch/Cb	K-5-COE		6.00/20 TT	6.00/20 TT	6	6	99	4,050	1,140
1 1/2-2	Platform	K-5-COE		6.00/20 TT	6.00/20 TT	6	6	99	N. A.	1,220
1 1/2-2	Std. (Std. Racks) 12'	K-5-COE		6.00/20 TT	6.00/20 TT	6	6	99	5,100	1,260
1 1/2-2	Ch/Cowl	K-5-COE		6.00/20 TT	6.00/20 TT	6	6	117	3,805	985
1 1/2-2	Ch/Ch	K-5-COE		6.00/20 TT	6.00/20 TT	6	6	117	4,155	1,160
1 1/2-2	Platform	K-5-COE		6.00/20 TT	6.00/20 TT	6	6	117	N. A.	1,280
1 1/2-2	Stk. (Std. Racks)	K-5-COE		6.00/20 TT	6.00/20 TT	6	6	117	5,355	1,310
1 1/2-2	Ch/Cowl (2SRA)	KS-5-COE	640 and up	6.00/20 TT	6.00/20 TT	6	6	87	3,735	1,075
1 1/2-2	Ch/Cb (2SRA)	KS-5-COE		6.00/20 TT	6.00/20 TT	6	6	87	4,085	1,290
1 1/2-2	Platform (2SRA)	KS-5-COE		6.00/20 TT	6.00/20 TT	6	6	87	N. A.	1,325
1 1/2-2	Stk. (Std. Racks) 9' (2SRA)	KS-5-COE		6.00/20 TT	6.00/20 TT	6	6	87	4,960	1,350
1 1/2-2	Ch/Cowl (2SRA)	KS-5-COE		6.00/20 TT	6.00/20 TT	6	6	99	3,810	1,075
1 1/2-2	Ch/Cb (2SRA)	KS-5-COE		6.00/20 TT	6.00/20 TT	6	6	99	4,160	1,250
1 1/2-2	Platform (2SRA)	KS-5-COE		6.00/20 TT	6.00/20 TT	6	6	99	N. A.	1,340
1 1/2-2	Stk. (Std. Racks) 12' (2SRA)	KS-5-COE		6.00/20 TT	6.00/20 TT	6	6	99	5,210	1,370
1 1/2-2	Ch/Cowl (2SRA)	KS-5-COE		6.00/20 TT	6.00/20 TT	6	6	117	3,915	1,095
1 1/2-2	Ch/Cb (2SRA)	KS-5-COE		6.00/20 TT	6.00/20 TT	6	6	117	4,265	1,270
1 1/2-2	Platform (2SRA)	KS-5-COE		6.00/20 TT	6.00/20 TT	6	6	117	N. A.	1,390
1 1/2-2	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	1,965
2-3	Platform	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	N. A.	2,040
2-3	Stk. (Std. Racks) 9'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	87	6,425	2,065
2-3	Ch/Cowl	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,270	1,750
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	99	5,620	1,985
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/Ch	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	5,705	2,005
2-3	Platform	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	N. A.	2,125
2-3	Stk. (Std. Racks) 14'	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	117	6,905	2,155
2-3	Ch/Cowl	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	153	5,600	1,810
2-3	Ch/Cb	K-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	153	5,950	2,045
2-3	Ch/Cowl (2SRA)	KS-7-COE	1462 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	827 and up	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.	2,240
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	7,090	2,340
2-3	Ch/Cowl (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	153	5,725	1,995
2-3	Ch/Cb (2SRA)	KS-7-COE		7.00/20 8 ply	7.00/20 8 ply	6	6	153	6,075	2,220
3-4	Ch/Cowl	K-8-COE	640 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	84	6,810	2,530
3-4	Ch/Ch	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	84	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	7,500	2,825
3-4	Platform	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,160	2,570
3-4	Ch/Cowl	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,720	2,845
3-4	Ch/Cb	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	7,330	2,790
3-4	Platform	K-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	7,890	2,865
3-4	Stk. (Std. Racks) 12' (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	94	6,855	2,710
3-4	Ch/Cowl (2SRA)	KS-8-COE	540 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,415	2,985
3-4	Ch/Cb (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,045	2,750
3-4	Platform (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,605	3,005
3-4	Stk. (Std. Racks) 14' (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,205	2,770
3-4	Ch/Cowl (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,765	3,025
3-4	Ch/Cb (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	7,375	2,770
3-4	Platform (2SRA)	KS-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	7,935	3,015

(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				
3-4	Ch/Cowl (DR)	KR-8-COE	612 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	Inches 94	Pounds 6,945	\$2,670
3-4	Ch/Cb (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	94	7,505	2,945
3-4	Ch/Cowl (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,135	2,690
3-4	Ch/Cb (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	106	7,695	2,965
3-4	Ch/Cowl (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,295	2,710
3-4	Ch/Cb (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	124	7,855	2,985
3-4	Ch/Cowl (DR)	KR-8-COE	502 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	142	7,465	2,730
3-4	Ch/Cb (DR)	KR-8-COE		7.50/20 8 ply	7.50/20 8 ply	6	6	142	8,025	3,005
4-6	Ch/Cowl (2SRA)	KS-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	94	8,730	4,815
4-6	Ch/Cb (2SRA)	KS-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	94	9,290	5,080
4-6	Ch/Cowl (2SRA)	KS-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	106	8,845	4,835
4-6	Ch/Cb (2SRA)	KS-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	106	9,405	5,110
4-6	Ch/Cowl (2SRA)	KS-11-COE	660 and up	9.00/20 12 ply	9.00/20 12 ply	6	6	124	8,955	4,855
4-6	Ch/Cb (2SRA)	KS-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	124	9,515	5,130
4-6	Ch/Cowl (2SRA)	KS-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	142	9,130	4,875
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		9.00/20 12 ply	9.00/20 12 ply	6	6	94	8,530	4,650
4-6	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	94	9,090	4,925
4-6	Ch/Cowl (DR)	KR-11-COE	660 and up	9.00/20 12 ply	9.00/20 12 ply	6	6	106	8,645	4,670
4-6	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	106	9,205	4,945
4-6	Ch/Cowl (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	124	8,755	4,690
4-6	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	124	9,315	4,965
4-6	Ch/Cowl (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	142	8,930	4,710
4-6	Ch/Cb (DR)	KR-11-COE		9.00/20 12 ply	9.00/20 12 ply	6	6	142	9,490	4,985

(q) MACK
 [Manufacturer: Mack International Motor Truck Corp. Principal plant: Allentown, Pennsylvania]
 (1) 1935
 CONVENTIONAL—(CHAIN DRIVE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
	Ch.	AB	N. A. for any model	34 x 7	34 x 7	6	4	Inches 156	Pounds 6,900	\$4,000
	Tr. Ch.	AB		34 x 7	34 x 7	6	4	138	N. A.	4,150
	Ch.	BX		9.75/22	9.75/22	6	6	171	9,400	5,750
	Tr. Ch.	BX		9.75/22	9.75/22	6	6	136	N. A.	5,900
	Ch.	AC		36 x 6 solid	40 x 6 solid	6	4	174	10,200	5,750
	Tr. Ch.	AC		36 x 6 solid	40 x 6 solid	6	4	138	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	138	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	138	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	138	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	138	N. A.	4,850	
	Ch. (DR)	BX	N. A. for any model	9.75/22	9.75/22	6	6	171	9,400	5,600
	Tr. Ch. (DR)	BX		9.75/22	9.75/22	6	6	136	N. A.	5,750
	Ch.-(DR)	BQ		10.50/22	10.50/22	6	6	176	10,800	6,800
	Tr. Ch.-(DR)	BQ		10.50/22	10.50/22	6	6	141	N. A.	6,950
	Ch.-(DR)	AK		36 x 5 solid	36 x 5 solid	6	4	162	9,400	5,250
	Tr. Ch.-(DR)	AK		36 x 5 solid	36 x 5 solid	6	4	143	N. A.	5,400
	Ch.-(DR)	AK	10.50/22	10.50/22	6	6	174	N. A.	6,800	
	Tr. Ch.-(DR)	AK	10.50/22	10.50/22	6	6	155	N. A.	6,950	

CONVENTIONAL—(3d AXLE—GEAR DRIVE)

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

CAB OVER ENGINE—(GEAR DRIVE)

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

(2) 1936

CONVENTIONAL—(CHAIN DRIVE)

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

(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				
	Ch.-6 x 4.....	BX.....	N. A. for any model.....	8.25/22.....	8.25/22.....	10	6	Inches 178	Pounds N. A.	\$7.500

CONVENTIONAL—(GEAR DRIVE)

	Ch.-(SR).....	EH.....	N. A. for any model.....	7.00/20.....	7.00/20.....	6	6	146	N. A.	\$2.095
	Tr. Ch.-(SR).....	EH.....		7.00/20.....	7.00/20.....	6	6	139	N. A.	2.245
	Ch.-(SR).....	BG.....		32 x 6 8 ply.....	32 x 6 8 ply.....	6	6	138	N. A.	2.560
	Tr. Ch.-(SR).....	BG.....		32 x 6 8 ply.....	32 x 6 8 ply.....	6	6	148	N. A.	2.650
	Ch.-(DR).....	BF.....		8.25/20.....	8.25/20.....	6	6	144	N. A.	3.450
	Tr. Ch.-(DR).....	BF.....		8.25/20.....	8.25/20.....	6	6	138	N. A.	3.600
	Ch.-(DR).....	BM.....		9.00/20.....	9.00/20.....	6	6	157	N. A.	4.250
	Tr. Ch.-(DR).....	BM.....		9.00/20.....	9.00/20.....	6	6	138	N. A.	4.400
	Ch.-(DR).....	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	136	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).....	FC.....	N. A. for any model.....	32 x 6 8 ply.....	32 x 6 8 ply.....	6	6	108	N. A.	\$3.600
	Tr. Ch.-(SR).....	FC.....		32 x 6 8 ply.....	32 x 6 8 ply.....	6	6	96	N. A.	3.750
	Ch.-(DR).....	FB.....		8.25/20.....	8.25/20.....	6	6	108	N. A.	4.250
	Tr. Ch.-(DR).....	FB.....		8.25/20.....	8.25/20.....	6	6	96	N. A.	4.400
	Ch.-(DR).....	CH.....		9.00/20.....	9.00/20.....	6	6	119	N. A.	5.150
	Tr. Ch.-(DR).....	CH.....		9.00/20.....	9.00/20.....	6	6	98	N. A.	5.300
	Ch.-(DR).....	CJ.....		9.75/22.....	9.75/22.....	6	6	112	N. A.	6.100
	Tr. Ch.-(DR).....	CJ.....		9.75/22.....	9.75/22.....	6	6	98	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.	9,090
	Tr. Ch.....	AP.....		10.50/24.....	10.50/24.....	6	6	156	N. A.	9,150
	Ch.....	FC.....		10.50/24.....	10.50/24.....	6	6	N. A.	N. A.	9,250

CONVENTIONAL—(GEAR DRIVE)

	Ch.-(SR).....	EE.....	N. A. for any model.....	6.00/20.....	6.00/20.....	4	6	132	N. A.	\$955
	Tr. Ch.-(SR).....	EE.....		6.00/20.....	6.00/20.....	4	6	132	N. A.	1,135
	Ch.-(SR).....	EF.....		6.00/20.....	6.00/20.....	6	6	132	N. A.	1,195
	Tr. Ch.-(SR).....	EF.....		6.00/20.....	6.00/20.....	6	6	132	N. A.	1,245
	Ch.-(SR).....	EJ.....		6.50/20.....	6.50/20.....	6	6	146	N. A.	1,625
	Tr. Ch.-(SR).....	EJ.....		6.50/20.....	6.50/20.....	6	6	139	N. A.	1,775
	Ch.-(SR).....	EH.....		7.00/20.....	7.00/20.....	6	6	146	N. A.	2,095
	Tr. Ch.-(SR).....	EH.....		7.00/20.....	7.00/20.....	6	6	139	N. A.	2,245
	Ch.-(SR).....	EM.....		7.50/20.....	7.50/20.....	6	6	146	7,350	2,750
	Tr. Ch.-(SR).....	EM.....		7.50/20.....	7.50/20.....	6	6	141	N. A.	2,900
	Ch.-(DR).....	EQ.....		8.25/20.....	8.25/20.....	6	6	146	8,100	3,250
	Tr. Ch.-(DR).....	EQ.....		8.25/20.....	8.25/20.....	6	6	141	N. A.	3,400
	Ch.-(DR).....	BM.....		9.00/20.....	9.00/20.....	6	6	157	N. A.	4,250
	Tr. Ch.-(DR).....	BM.....		9.00/20.....	9.00/20.....	6	6	138	N. A.	4,400
	Ch.-(DR).....	BX.....		9.75/22.....	9.75/22.....	6	6	171	N. A.	5,250
	Tr. Ch.-(DR).....	BX.....		9.75/22.....	9.75/22.....	6	6	136	N. A.	5,400
	Ch.-(DR).....	BQ.....		10.50/24.....	10.50/24.....	6	6	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				
	Ch.-6 x 2-(DR)	BX	N. A. for any model	8.25/22	8.25/22	10	6	180	N. A.	\$7,000
	Ch.-6 x 4-(DR)	BX		8.25/22	8.25/22	10	6	178	N. A.	7,500
	Ch.-6 x 2-(DR)	BQ		9.75/22	9.75/22	10	6	187	N. A.	8,850
	Ch.-6 x 4-(DR)	BQ		9.75/22	9.75/22	10	6	185	N. A.	9,350

CAB OVER ENGINE—(Gear Drive)

	Ch-(SR)	EC	N. A. for any model	7.50/20	7.50/20	6	6	108	N. A.	\$3,000
	Tr. Ch-(SR)	EC		7.50/22	7.50/22	6	6	96	N. A.	3,750
	Ch-(DR)	EB		8.25/20	8.25/20	6	6	108	N. A.	4,250
	Tr. Ch-(DR)	EB		8.25/20	8.25/20	6	6	96	N. A.	4,400
	Ch-(DR)	CH		9.00/20	9.00/20	6	6	119	N. A.	5,150
	Tr. Ch-(DR)	CH		9.00/20	9.00/20	6	6	98	N. A.	5,300
	Ch-(DR)	CJ		9.75/22	9.75/22	6	6	119	N. A.	6,100
	Tr. Ch-(DR)	CJ		9.75/22	9.75/22	6	6	98	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

CONVENTIONAL—(CHAIN DRIVE)

	Ch	ER	N. A. for any model	8.25/20	8.25/20	6	6	146	N. A.	\$2,950
	Ch	ES		8.25/20	8.25/20	6	6	153	N. A.	4,000
	Tr. Ch	ES		8.25/20	8.25/20	6	6	158	N. A.	4,000
	Ch	BX		9.75/22	9.75/22	6	6	160	N. A.	6,250
	Tr. Ch	BX		9.75/22	9.75/22	6	6	136	N. A.	6,260
	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.	6,150
	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.	\$675
	Ch-(SR)	EE		6.00/20	6.00/20	4	6	132	4,650	985
	Tr. Ch-(SR)	EE		6.00/20	6.00/20	4	6	132	4,650	985
	Ch-(SR)	EF		6.00/20	6.00/20	6	6	132	4,900	1,195
	Tr. Ch-(SR)	EFT		6.00/20	6.00/20	6	6	132	N. A.	1,345
	Ch-(SR)	EG		6.50/20	6.50/20	6	6	132	5,150	1,495
	Tr. Ch-(SR)	EG		6.50/20	6.50/20	6	6	132	5,150	1,495
	Ch-(SR)	EH		7.00/20	7.00/20	6	6	146	N. A.	2,095
	Tr. Ch-(SR)	EH		7.00/20	7.00/20	6	6	139	N. A.	2,095
	Ch-(SR)	EM		7.50/20	7.50/20	6	6	146	N. A.	2,495
	Tr. Ch-(SR)	EM		7.50/20	7.50/20	6	6	141	N. A.	2,495
	Ch-(DR)	EQ		8.25/20	8.25/20	6	6	146	N. A.	2,995
	Tr. Ch-(DR)	EQ		8.25/20	8.25/20	6	6	141	N. A.	2,995
	Ch-(DR)	BM		9.00/20	9.00/20	6	6	153	N. A.	4,250
	Tr. Ch-(DR)	BM		9.00/20	9.00/20	6	6	134	N. A.	4,250
	Ch-(DR)	BX		9.75/22	9.75/22	6	6	171	N. A.	5,250
	Tr. Ch-(DR)	BX		9.75/22	9.75/22	6	6	133	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	8.25/22	8.25/22	10	6	178	N. A.	\$7,500
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CAB OVER ENGINE—(GEAR DRIVE)

	Ch-(SR)	EEU	N. A. for any model	6.00/20	6.00/20	4	6	107	4,800	\$1,180
	Tr. Ch-(SR)	EEU		6.00/20	6.00/20	4	6	107	4,800	1,180
	Ch-(SR)	EFU		6.00/20	6.00/20	6	6	107	5,000	1,390
	Tr. Ch-(SR)	EFUT		6.00/20	6.00/20	6	6	107	N. A.	1,540
	Ch-(SR)	EGU		6.50/20	6.50/20	6	6	107	5,200	1,690
	Tr. Ch-(SR)	EGU		6.50/20	6.50/20	6	6	107	5,200	1,690
	Ch-(SR)	EHU		7.00/20	7.00/20	6	6	108	N. A.	2,320
	Tr. Ch-(SR)	EHU		7.00/20	7.00/20	6	6	108	N. A.	2,320
	Ch-(SR)	EMU		7.50/20	7.50/20	6	6	108	N. A.	2,720
	Tr. Ch-(SR)	EMU		7.50/20	7.50/20	6	6	108	N. A.	2,720
	Ch-(SR)	EC		7.50/20	7.50/20	6	6	108	N. A.	3,600
	Tr. Ch-(SR)	EC		7.50/20	7.50/20	6	6	96	N. A.	3,600
	Ch-(DR)	RQU		8.25/20	8.25/20	6	6	108	N. A.	3,220
	Tr. Ch-(DR)	RQU		8.25/20	8.25/20	6	6	108	N. A.	3,220
	Ch-(DR)	EB		8.25/20	8.25/20	6	6	108	N. A.	4,250
	Tr. Ch-(DR)	EB		8.25/20	8.25/20	6	6	96	N. A.	4,250
	Ch-(DR)	CH		9.00/20	9.00/20	6	6	119	N. A.	5,150
	Tr. Ch-(DR)	CH		9.00/20	9.00/20	6	6	98	N. A.	5,150
	Ch-(DR)	CJ		9.75/22	9.75/22	6	6	119	N. A.	6,100
	Tr. Ch-(DR)	CJ		9.75/22	9.75/22	6	6	98	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
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(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				
	Ch.-(SR).....	ED.....	N. A. for any model.....	6.00/17.....	6.00/17.....	4	6	120	3,800	\$675
	Ch.-(SR).....	DE.....		6.00/20.....	6.00/20.....	4	6	136	N. A.	790
	Ch.-(SR).....	EE.....		6.00/20.....	6.00/20.....	4	6	132	4,800	985
	Ch. ^D -(SR).....	EED.....		6.00/20.....	6.00/20.....	4	4	132	5,350	1,785
	Ch. ^D -(SR).....	EED.....		6.00/20.....	6.00/20.....	4	6	132	5,350	2,385
	Ch.-(SR).....	EF.....		6.00/20.....	6.00/20.....	6	6	132	5,275	1,195
	Tr. Ch.-(SR).....	EFT.....		6.00/20.....	6.00/20.....	6	6	132	N. A.	1,345
	Ch. ^D -(SR).....	EFD.....		6.00/20.....	6.00/20.....	6	6	132	6,000	2,595
	Ch.-(SR).....	EG.....		6.50/20.....	6.50/20.....	6	6	132	5,500	1,495
	Tr. Ch.-(SR).....	EG.....		6.50/20.....	6.50/20.....	6	6	132	5,500	1,495
	Ch. ^D -(SR).....	EGD.....		6.50/20.....	6.50/20.....	6	6	132	6,250	2,995
	Ch.-(SR).....	EH.....		7.00/20.....	7.00/20.....	6	6	132	N. A.	2,095
	Tr. Ch.-(SR).....	EH.....		7.00/20.....	7.00/20.....	6	6	146	6,350	2,095
	Ch. ^D -(SR).....	EHD.....		7.00/20.....	7.00/20.....	6	6	159	N. A.	4,075
	Ch.-(SR).....	EM.....		7.50/20.....	7.50/20.....	6	6	146	7,850	2,495
	Tr. Ch.-(SR).....	EM.....		7.50/20.....	7.50/20.....	6	6	146	7,850	2,495
	Ch. ^D -(SR).....	EMD.....		7.50/20.....	7.50/20.....	6	6	141	N. A.	4,295
	Ch.-(DR).....	EQ.....		8.25/20.....	8.25/20.....	6	6	146	7,950	2,995
	Tr. Ch.-(DR).....	EQ.....		8.25/20.....	8.25/20.....	6	6	146	7,950	2,995
	Ch. ^D -(DR).....	EQD.....		8.25/20.....	8.25/20.....	6	6	146	8,850	4,725
	Ch.-(DR).....	BM.....		9.00/20.....	9.00/20.....	6	6	153	9,550	4,500
	Tr. Ch.-(DR).....	BM.....		9.00/20.....	9.00/20.....	6	6	134	N. A.	4,500
	Ch.-(DR).....	BX.....		9.75/22.....	9.75/22.....	6	6	171	N. A.	5,500
	Tr. Ch.-(DR).....	BX.....		9.75/22.....	9.75/22.....	6	6	136	N. A.	5,500

CONVENTIONAL—(3D AXLE—GEAR DRIVE)

Ch.-6x4-(DR).....	BX.....	N. A. for any model.....	8.25/22.....	8.25/22.....	10	6	178	14,500	\$7,800
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CAB OVER ENGINE—(GEAR DRIVE)

Ch.-(SR).....	EFU.....	N. A. for any model.....	6.00/20.....	6.00/20.....	4	6	107	5,125	\$1,180
Ch. ^D -(SR).....	EFUD.....		6.00/20.....	6.00/20.....	4	4	107	5,675	1,980
Ch. ^D -(SR).....	EFUD.....		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.	1,510
Ch. ^D -(SR).....	EFUD.....		6.00/20.....	6.00/20.....	6	6	107	6,260	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).....	EIU.....		7.00/20.....	7.00/20.....	6	6	108	6,500	2,320
Tr. Ch.-(SR).....	EIU.....		7.00/20.....	7.00/20.....	6	6	108	6,590	2,320
Ch. ^D -(SR).....	EHU.....		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	4,500
Ch.-(DR).....	EQ.....		8.25/20.....	8.25/20.....	6	6	108	8,000	3,220
Tr. Ch.-(DR).....	EQ.....		8.25/20.....	8.25/20.....	6	6	108	8,000	3,220
Ch. ^D -(DR).....	EQD.....		8.25/20.....	8.25/20.....	6	6	108	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	98	N. A.	5,150
Ch.-(DR).....	CJ.....		9.75/22.....	9.75/22.....	6	6	119	N. A.	6,100
Tr. Ch.-(DR).....	CJ.....		9.75/22.....	9.75/22.....	6	6	98	N. A.	6,100

CAB OVER ENGINE—(3D AXLE—GEAR DRIVE)

Ch. 6x4-(DR).....	CJ.....	N. A. for any model.....	8.25/22.....	8.25/22.....	10	6	134	N. A.	\$8,350
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(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	790
Ch.-(SR).....	EE.....		6.00/20.....	6.00/20.....	4	6	132	4,800	985
Ch. ^D -(SR).....	EED.....		6.00/20.....	6.00/20.....	4	4	132	5,350	1,825
Ch.-(SR).....	EF.....		6.00/20.....	6.00/20.....	6	6	132	5,275	1,195
Tr. Ch.-(SR).....	EFT.....		6.00/20.....	6.00/20.....	6	6	132	N. A.	1,450
Ch. ^D -(SR).....	EFD.....		6.00/20.....	6.00/20.....	6	6	132	6,000	2,595
Tr. Ch. ^D -(SR).....	EFTD.....		6.00/20.....	6.00/20.....	6	6	132	N. A.	3,000
Ch.-(SR).....	EG.....		6.50/20.....	6.50/20.....	6	6	132	5,500	1,495
Ch. ^D -(SR).....	EGD.....		6.50/20.....	6.50/20.....	6	6	132	6,250	3,045
Ch.-(SR).....	EH.....		7.00/20.....	7.00/20.....	6	6	146	6,350	2,995
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).....	EM.....		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	146	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	140	N. A.	4,350
Ch.-(DR).....	BM.....		9.00/20.....	9.00/20.....	6	6	153	9,500	4,500
Tr. Ch.-(DR).....	BM.....		9.00/20.....	9.00/20.....	6	6	134	N. A.	4,500
Ch.-(DR).....	LJ.....		10.00/20.....	10.00/20.....	6	6	176	N. A.	4,900
Tr. Ch.-(DR).....	LJT.....		10.00/20.....	10.00/20.....	6	6	140	N. A.	5,600
Ch.-(DR).....	LM.....		11.00/22.....	11.00/22.....	6	6	176	N. A.	6,150
Tr. Ch.-(DR).....	LMT.....		11.00/22.....	11.00/22.....	6	6	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—(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				
	Ch.-6 x 4-(DR).....	LF.....	N. A. for any model.....	9.00/20.....	9.00/20.....	10	6	Inches	Pounds	\$6,775
	Ch.-6 x 4-(DR).....	LM.....		9.75/20.....	9.75/20.....	10	6	165	N. A.	8,650

CAB OVER ENGINE—(GEAR DRIVE)

	Ch.-(SR).....	EEU.....	N. A. for any model.....	6.00/20.....	6.00/20.....	4	6	107	5,125	\$1,125
	Ch. ^D -(SR).....	EEUD.....		6.00/20.....	6.00/20.....	4	4	107	5,675	1,965
	Ch.-(SR).....	EFU.....		6.00/20.....	6.00/20.....	6	6	107	5,500	1,335
	Tr. Ch.-(SR).....	EFUT.....		6.00/20.....	6.00/20.....	6	6	107	N. A.	1,590
	Ch. ^D -(SR).....	EFUD.....		6.00/20.....	6.00/20.....	6	6	167	6,200	2,885
	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	108	6,500	2,265
	Tr. Ch.-(SR).....	EHUT.....		7.00/20.....	7.00/20.....	6	6	108	N. A.	2,370
	Ch. ^D -(SR).....	EHUD.....		7.00/20.....	7.00/20.....	6	6	108	7,150	4,321
	Tr. Ch. ^D -(SR).....	EHUTD.....		7.00/20.....	7.00/20.....	6	6	108	N. A.	4,425
	Ch.-(SR).....	EMU.....		7.50/20.....	7.50/20.....	6	6	108	7,775	2,665
	Tr. Ch.-(SR).....	EMUT.....		7.50/20.....	7.50/20.....	6	6	108	N. A.	2,870
	Ch. ^D -(SR).....	EMUD.....		7.50/20.....	7.50/20.....	6	6	108	8,525	4,545
	Tr. Ch. ^D -(SR).....	EMUTD.....		7.50/20.....	7.50/20.....	6	6	108	N. A.	4,950
	Ch.-(DR).....	EQU.....		8.25/20.....	8.25/20.....	6	6	108	8,000	3,165
	Ch. ^D -(DR).....	EQU ^D		8.25/20.....	8.25/20.....	6	6	108	8,900	5,020
	Ch.-(DR).....	CH.....		9.00/20.....	9.00/20.....	6	6	119	11,000	5,150
	Tr. Ch.-(DR).....	CH.....		9.00/20.....	9.00/20.....	6	6	98	N. A.	5,150
	Ch.-(DR).....	CJ.....		11.00/22.....	11.00/22.....	6	6	119	11,450	6,750
	Tr. Ch.-(DR).....	CJ.....		11.00/22.....	11.00/22.....	6	6	98	N. A.	6,750
	Ch.-6 x 4-(DR).....	CJ.....	N. A. for any model.....	10.00/20.....	10.00/20.....	10	6	134	N. A.	\$9,250

(7) 1941-42

CONVENTIONAL—(GEAR DRIVE)

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

CONVENTIONAL—(3D AXLE—GEAR DRIVE)

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

CAR OVER ENGINE (GEAR DRIVE)

	Ch.-(SR).....	EEU.....	N. A. for any model.....	6.00/20.....	6.00/20.....	4	6	107	5,125	\$1,165
	Ch.-(SR).....	EFU.....		6.00/20.....	6.00/20.....	6	6	107	5,500	1,385
	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	1,685
	Ch.-(SR).....	EHU.....		7.00/20.....	7.00/20.....	6	6	108	6,500	2,340
	Tr. Ch.-(SR).....	EHUT.....		7.00/20.....	7.00/20.....	6	6	108	N. A.	2,445
	Ch.-(SR).....	EMU.....		7.50/20.....	7.50/20.....	6	6	108	7,775	2,765
	Tr. Ch.-(SR).....	EMUT.....		7.50/20.....	7.50/20.....	6	6	108	N. A.	2,970
	Ch.-(DR).....	EQU.....		8.25/20.....	8.25/20.....	6	6	108	8,600	3,980
	Ch.-(DR).....	LJU.....		10.00/20.....	10.00/20.....	6	6	155	N. A.	5,550
	Tr. Ch.-(DR).....	LJUT.....		10.00/20.....	10.00/20.....	6	6	112	N. A.	6,300
	Ch.-(DR).....	LMU.....		11.00/22.....	11.00/22.....	6	6	135	N. A.	6,750
	Tr. Ch.-(DR).....	LMUT.....		11.00/22.....	11.00/22.....	6	6	112	N. A.	7,450

CAR OVER ENGINE—(3D AXLE—GEAR DRIVE)

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

FEDERAL REGISTER, Wednesday, November 14, 1945

(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				
	Sed. Dly.....	PJ.....	1039101 up..... L. A. 3151501 up.....	5.25/17 4 ply...	5.25/17 4 ply...	5	6	Inches 113	Pounds 2,735	\$635

(2) 1936

CONVENTIONAL—(COMMERCIAL)

	Sed. Dly.....	P1.....	1111701 up..... L. A. 3171151..... Evans 0000101 up.....	5.25/17 4 ply...	5.25/17 4 ply...	5	6	113	2,735	\$605
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(3) 1937

	Sed. Dly.....	PT50.....	8850101 up.....	6.00/16 4 ply...	6.00/16 4 ply...	5	6	116	2,750	\$628
	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	2,406	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	\$609
	Ch. Cb.....	PT57.....	L. A. 9283201 up.....	6.00/16 4 ply...	6.00/16 4 ply...	5	6	116	2,600	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. 9268851 up.....	6.00/16 4 ply...	6.00/16 4 ply...	5	6	116	2,600	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 3121386.	5.50/16, 4 ply...	5.50/16, 4 ply...	5	6	117	2,800	\$654
	Ch. Cb.....	PT105.....	8631001 to 8637311.....	6.00/16 4 ply...	6.00/16 4 ply...	5	6	116	2,600	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)

1/2	Panel.....	P11.....	15000101 to 15135031..... L. A. 3121501 to 3133563.	6.00/16 4 ply...	6.00/16 4 ply...	5	6	117	2,800	\$710
1/2	Ch. Cb.....	PT125.....	81000101 to 8106272 L. A.	6.00/16 4 ply...	6.00/16 4 ply...	5	6	116	2,600	563
1/2	Pickup.....	PT125.....	L. A. 9210101 to 9210701.....	6.00/16 4 ply...	6.00/16 4 ply...	5	6	116	2,800	598
1/2	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				
1/2	Ch.....	S4.....	SP-100 and up.....	6.25/16 4 ply...	6.25/16 4 ply...	4	6	Inches 117	Pounds 2,565	\$495
1/2	Ch.....	GAP.....	GAP.....	6.00/16 4 ply...	6.00/16 4 ply...	4	6	N. A.	2,250	445
3/4	Ch.....	BN.....	BN8860 and up.....			4	6	131	2,800	530
1	Ch.....	1BY.....	1BY-1573 and up.....	6.00/20 6 ply...	32/8 8 ply...	4	6	140	2,526	595
1	Ch.....	1B4Y.....	1-4BY-160 and up.....	6.00/20 6 ply...	32/8 8 ply...	4	6	129	2,885	595
1	Ch.....	1A4.....	1-4A-100 and up.....	6.00/20 6 ply...	6.00/20 6 ply...	4	6	139	2,805	535
1	Ch.....	1C4.....	1-4C-100 and up.....	6.00/20 6 ply...	6.00/20 6 ply...	4	6	165	2,930	575
1 1/2	Ch.....	1B.....	1B-26029 and up.....	6.00/20 6 ply...	32/8 8 ply...	4	6	140	3,260	595
1 1/2	Ch.....	1D.....	1D-45199 and up.....	6.00/20 6 ply...	32/8 8 ply...	4	6	164	3,360	635
1 1/2	Ch.....	1B4.....	1-4B-100 and up.....	6.00/20 6 ply...	32/8 8 ply...	4	6	139	3,298	595
1 1/2	Ch.....	1D4.....	1-4D-100 and up.....	6.00/20 6 ply...	32/8 8 ply...	4	6	166	3,383	655
2	Ch.....	2B.....	2B-5497 and up.....	6.50/20 6 ply...	6.50/20 6 ply...	6	6	N. A.	3,865	845
2	Ch.....	2D.....	2D-13208 and up.....	6.50/20 6 ply...	6.50/20 6 ply...	6	6	N. A.	4,015	890
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-160 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	820
2 1/2	Ch.....	2H.....	2H-1876 and up.....	7.00/20 8 ply...	7.00/20 8 ply...	6	6	N. A.	4,475	1,215
2 1/2	Ch.....	2J.....	2J-5272 and up.....	7.00/20 8 ply...	7.00/20 8 ply...	6	6	N. A.	4,650	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				
2 1/2	Ch	2K	2K-2957 and up	7.00/20 8 ply	7.00/20 8 ply	6	N. A.	4,765	\$1,265	
3	Ch	2HR	2HR-1478 and up	7.50/20 8 ply	7.50/20 8 ply	6	N. A.	4,865	1,575	
3	Ch	2JR	2JR-1670 and up	7.50/20 8 ply	7.50/20 8 ply	6	N. A.	5,040	1,625	
3	Ch	2KR	2KR-1198 and up	7.50/20 8 ply	7.50/20 8 ply	6	N. A.	5,255	1,695	
3	Ch	3H	3H-1630 and up	7.50/20 8 ply	7.50/20 8 ply	6	N. A.	5,125	1,795	
3	Ch	3J	3J-2483 and up	7.50/20 8 ply	7.50/20 8 ply	6	N. A.	5,285	1,845	
3	Ch	3K	3K-2692 and up	7.50/20 8 ply	7.50/20 8 ply	6	N. A.	5,400	1,895	
3	Ch	3M	3M-1360 and up	7.50/20 8 ply	7.50/20 8 ply	6	N. A.	5,540	1,975	
3	Ch	3I.C	3-I.C-1206 and up	8.25/20 10 ply	8.25/20 10 ply	6	N. A.	6,300	2,170	
3 1/2	Ch	3HR	3HR-1141 and up	8.25/20 10 ply	8.25/20 10 ply	6	N. A.	5,485	2,275	
3 1/2	Ch	3JR	3-JR-1176 and up	8.25/20 10 ply	8.25/20 10 ply	6	N. A.	5,645	2,325	
3 1/2	Ch	KR	3KR-1172 and up	8.25/20 10 ply	8.25/20 10 ply	6	N. A.	5,760	2,375	
3 1/2	Ch	MR	3MR-1132 and up	8.25/20 10 ply	8.25/20 10 ply	6	N. A.	5,900	2,450	
4	Ch	4H	4H-1498 and up	9.00/20 10 ply	9.00/20 10 ply	6	N. A.	6,210	2,595	
4	Ch	4J	4J-1515 and up	9.00/20 10 ply	9.00/20 10 ply	6	N. A.	6,340	2,670	
4	Ch	4K	4K-1731 and up	9.00/20 10 ply	9.00/20 10 ply	6	N. A.	6,455	2,745	
4	Ch	4M	4M-1206 and up	9.00/20 10 ply	9.00/20 10 ply	6	N. A.	6,570	2,865	
21-25 PS	Ch	3L-8	3L8-1177 and up	8.25/20 10 ply	8.25/20 10 ply	6	N. A.	6,515	2,755	
21-25 PS	Ch	3L-6	3L6-1585 and up	8.25/20 10 ply	8.25/20 10 ply	6	N. A.	6,375	2,425	

(2) 1936

CONVENTIONAL

1 1/2	Ch	6AP	6AP-573 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	118	2,060	\$445
1	Ch	1A4Y	1-4A Y-261 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	2,805	575
1 1/2	Ch	1A4	1-4A-5697 and up	6.00/20 6 ply	6.00/20 6 ply	4	6	139	2,805	595
1 1/2	Ch	1C4	1-4C-5681	6.00/20 6 ply	32/6 8 ply	4	6	166	2,910	635
1 1/2	Ch	1A4H	1-4H-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,070	641
1 1/2	Ch	1C4H	1-4CH-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	165	3,345	681
1 1/2	Ch	1B4H	1-4BH-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,328	775
1 1/2	Ch	1D4H	1-4DH-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,450	825
1 1/2	Ch	2B4	2-4B-2894	6.50/20 6 ply	6.50/20 6 ply	6	6	142	3,700	925
1 1/2	Ch	2D4	2-4D-11213	6.50/20 6 ply	6.50/20 6 ply	6	6	166	3,700	985
1 1/2	Ch	2D4R	2-4DR-144 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	142	3,815	1,104
1 1/2	Ch	2D4R	2-4DR-175 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	142	3,940	1,104
1 1/2	Ch	2H	2H-2262	7.00/20 8 ply	7.00/20 8 ply	6	6	142	4,875	1,435
1 1/2	Ch	2J	2J-7265	7.00/20 8 ply	7.00/20 8 ply	6	6	166	5,050	1,485
1 1/2	Ch	2K	2K-4235	7.00/20 8 ply	7.00/20 8 ply	6	6	184	5,165	1,580
2 1/2	Ch	2H5	2-5H-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	142	4,211	1,195
2 1/2	Ch	2J5	2-5J-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	166	4,338	1,265
2 1/2	Ch	2HR	2-HR-1651	7.50/20 8 ply	7.50/20 8 ply	6	6	142	4,950	1,740
2 1/2	Ch	2JR	2-JR-2405	7.50/20 8 ply	7.50/20 8 ply	6	6	166	5,125	1,790
2 1/2	Ch	2KR	2-KR-1405	7.50/20 8 ply	7.50/20 8 ply	6	6	184	5,240	1,865
3	Ch	3H	3H-2112	7.50/20 8 ply	7.50/20 8 ply	6	6	153	5,125	2,055
3	Ch	3J	3J-8734	7.50/20 8 ply	7.50/20 8 ply	6	6	170	N. A.	2,105
3	Ch	3K	3K-3767	7.50/20 8 ply	7.50/20 8 ply	6	6	185	N. A.	2,175
3	Ch	3M	3M-1609	7.50/20 8 ply	7.50/20 8 ply	6	6	205	N. A.	2,245
3	Ch	3H5	3-5H-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	153	5,300	1,745
3	Ch	3J5	3-5J-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	170	5,490	1,795
3	Ch	3K5	3-5K-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	185	5,500	1,865
3 1/2	Ch	3HR	3HR-1303	8.25/20 10 ply	8.25/20 10 ply	6	6	153	5,400	2,570
3 1/2	Ch	3JR	3JR-1332	8.25/20 10 ply	8.25/20 10 ply	6	6	170	5,560	2,620
3 1/2	Ch	3KR	3KR-1457	8.25/20 10 ply	7.25/20 10 ply	6	6	185	5,675	2,690
3 1/2	Ch	3MR	3MR-1202	8.25/20 10 ply	8.25/20 10 ply	6	6	190	5,815	2,760
3 1/2	Ch	3HR5	3-5HR-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	153	5,375	2,065
3 1/2	Ch	3JR5	3-5JR-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	170	5,475	2,115
3 1/2	Ch	3KR5	3-5KR-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	185	5,575	2,185
4	Ch	4H	4H-1727	9.00/20 10 ply	9.00/20 10 ply	6	8	150	6,280	3,080
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.	3,235
4	Ch	4M	4M-1501	9.00/20 10 ply	9.00/20 10 ply	6	8	205	N. A.	3,325
4	Ch	4H5	4-5H-101 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	156	6,400	2,775
4	Ch	4J5	4-5J-101 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	170	6,500	2,850
4	Ch	4K5	4-5K-101 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	190	6,600	2,930

BUS CHASSIS

1 1/2	Ch	1L5	1-5L-179	6.00/20 6 ply	6.00/20 6 ply	6	6	166 1/2	3,535	\$885
2	Ch	2L4	2-4L-3064	6.50/20 6 ply	6.50/20 6 ply	6	6	166	4,100	1,155
2	Ch	2LM	2-LM-629	7.00/20 8 ply	7.00/20 8 ply	6	6	166	4,200	1,350
2	Ch	2LH	2-LH-3064	7.00/20 8 ply	7.00/20 8 ply	6	6	166	4,350	1,420
2	Ch	2LMH	2-LMH-487	7.50/20 8 ply	7.50/20 8 ply	6	6	166	4,450	1,665
3	Ch	3L6	3L6-2265	8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,550	2,495
3	Ch	3L8	3L8-1353 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,750	2,825

CAB OVER ENGINE

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

(3) 1937

CONVENTIONAL

1 1/2	Ch. Cab	6AP	6AP-1415 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	118	2,060	\$445
1 1/2	Ch	4-50	4-50-101 to 470	6.00/16 4 ply	6.00/16 4 ply	4	4	114	1,973	545
1 1/2	Ch	4-50L	4-50L-101 to 183	6.00/16 4 ply	6.00/16 4 ply	4	4	120	2,053	570
1 1/2	Ch	6-50	6-50-101 to 870	6.00/16 4 ply	6.00/16 4 ply	4	6	114	2,053	545
1 1/2	Ch	6-50L	6-50L-101 to 896	6.00/16 4 ply	6.00/16 4 ply	4	6	120	2,133	570
2 1/2	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				
3/4	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
3/4	Ch.	6-75	6-75-101 to 164	6.50/16 4 ply	6.50/16 4 ply	4	6	114	2,185	645
3/4	Ch.	6-75L	6-75L-101 to 702	6.50/16 4 ply	6.50/16 4 ply	4	6	120	2,265	630
1	Ch.	1A4Y	14AY-276 to 2309	6.00/20 6 ply	32/6 8 ply	4	6	139	2,785	605
1	Ch.	1C4Y	14CY-133 to 2200	6.00/20 6 ply	32/6 8 ply	4	6	166	3,060	645
1	Ch.	1A4HY	14AHY-105 to 2204	6.00/20 6 ply	32/6 8 ply	4	6	139	3,070	645
1	Ch.	1C4HY	14CHY-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,345	685
1	Ch.	1B4Y	14BY 229 to 2299	6.00/20 6 ply	32/6 8 ply	4	6	139	3,240	695
1	Ch.	1D4Y	14DY 139 to 2199	6.00/20 6 ply	32/6 8 ply	4	6	166	3,325	745
1 1/2	Ch.	1A4	14A-6816 to 9436	6.00/20 6 ply	32/6 8 ply	4	6	139	2,785	605
1 1/2	Ch.	1C4	14C-6491 to 9124	6.00/20 6 ply	32/6 8 ply	4	6	166	3,060	645
1 1/2	Ch.	1A4H	14AH 215 to 2392	6.00/20 6 ply	32/6 8 ply	4	6	139	3,070	645
1 1/2	Ch.	1C4H	14CH 281 to 2602	6.00/20 6 ply	32/6 8 ply	4	6	166	3,345	685
1 1/2	Ch.	1B4	14B-14415 to 16821	6.00/20 6 ply	32/6 8 ply	4	6	139	3,240	695
1 1/2	Ch.	1D4	14D 23052 to 26197	6.00/20 6 ply	32/6 8 ply	4	6	166	3,325	745
1 1/2	Ch.	1B4H	14BH 145 to 2237	6.00/20 6 ply	32/6 8 ply	4	6	139	3,328	775
1 1/2	Ch.	1D4H	14DH 230 to 2464	6.00/20 6 ply	32/6 8 ply	4	6	166	3,450	825
2	Ch.	2B4	2-4B-2450 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	142	3,750	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 1/2	Ch.	2H5	2-5-H-169 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	142	4,286	1,195
2 1/2	Ch.	2J5	2-5-J-293 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166	4,410	1,265
3	Ch.	3H5	3-5-H-106 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	153	6,280	1,745
3	Ch.	3J5	3-5-J-143 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	170	6,160	1,795
3	Ch.	3K5	3-5-K-123 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	185	6,300	1,865
3 1/2	Ch.	3HR5	3-5HR-110 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	153	6,350	2,065
3 1/2	Ch.	3JR5	3-5JR-106 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	170	6,470	2,115
3 1/2	Ch.	3KR5	3-5KR-109 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	185	6,490	2,185
4	Ch.	4H5	4-5H-103 and up	8.25/20	8.25/20	6	6	156	7,150	2,775
4	Ch.	4J5	4-5J-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	2,930

BUS CHASSIS

1 1/2	Ch.	1L5	15L-103 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	166 1/2	3,535	\$795
2	Ch.	2L4	24L-3261 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166 1/2	4,100	1,155
2	Ch.	2LM	2LM-694 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166	4,250	1,350
2 1/2	Ch.	2L4M	2-4LM-3264 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	166 1/2	4,300	1,555
2 1/2	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	1,155

(4) 1938

CONVENTIONAL

1 1/2	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
1 1/2	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
1 1/2	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
1 1/2	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
1 1/2	Ch. Cab	4-75	4-75-124 and up	6.50/16 4 ply	6.50/16 4 ply	4	4	114	2,081	705
1 1/2	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	738
1 1/2	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
1 1/2	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	14AY-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	790
1	Ch.	1B4Y	14BY 2300 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,405	793
1	Ch.	1D4Y	14DY 2200 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,530	849
1 1/2	Ch.	1A4	14A-9437 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	2,930	700
1 1/2	Ch.	1C4	14C-9125 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,150	745
1 1/2	Ch.	1A4H	14AH-2393 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,315	745
1 1/2	Ch.	1C4H	14CH-2603 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,370	790
1 1/2	Ch.	1B4	14B-16822 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,405	793
1 1/2	Ch.	1D4	14D-26198 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,530	849
1 1/2	Ch.	1B4H	14BH-2248 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,425	883
1 1/2	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-14958 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166	3,935	1,168
2 1/2	Ch.	2H5	25H-2250 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	142	4,260	1,368
2 1/2	Ch.	2J5	25J-2527 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166	4,525	1,446
2 1/2	Ch.	2H5Z		6.50/20 6 ply	6.50/20 6 ply	6	6	142	4,260	1,317
2 1/2	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	6,300	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 1/2	Ch.	3HR5	35-HR127 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	153	6,470	2,338
3 1/2	Ch.	3JR5	35-JR-123 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	170	6,490	2,394
3 1/2	Ch.	3KR5	35-KR-122 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	185	6,535	2,472
4	Ch.	4H5	45H-128 and up	8.25/20	8.25/20	6	6	156	7,270	3,133
4	Ch.	4J5	45J-125 and up	8.25/20	8.25/20	6	6	170	7,320	3,216
4	Ch.	4K5	45K-115 and up	8.25/20	8.25/20	6	6	190	7,375	3,306

(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				
1 1/2	Ch	1-L-5	15L-2316 and up	6.00/20 6 ply	32/6 8 ply	4	6	166 1/2	3,535	\$912
1 1/2	Ch	1L5H	15LH-128 and up	6.00/20 6 ply	32/6 8 ply	4	6	166 1/2	3,850	957
2	Ch	2L4	24-L-5394 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166 1/2	4,100	1,327
2	Ch	2LM	2LM-725 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166	4,260	1,543
2	Ch	2L7M	2L7M-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	142	4,655	1,698
2	Ch	2L7MF	2L7MF-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	175	4,700	1,789
2 1/2	Ch	2L4H	24LH-5394 and up	7.00/20 6 ply	7.00/20 6 ply	6	6	166 1/2	4,560	1,777
2 1/2	Ch	2LMH	2LMH-534 and up	7.00/20 6 ply	7.00/20 6 ply	6	6	166	4,400	1,977
2 1/2	Ch	2L7MH	2L7MH-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	142	4,950	2,132
2 1/2	Ch	2L7MHF	2L7MHF-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	175	5,000	2,203
3	Ch	3L64	3L6H-2297 and up	8.25/20	8.25/20	6	6	188	6,400	3,062
3	Ch	3L6H	3L6HW-102 and up	8.25/20	8.25/20	6	6	188	6,800	3,535

CAB OVER ENGINE

1	Ch	1B7MY	1B7MY-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	105	3,915	\$967
1	Ch	1B7MY		6.00/20 6 ply	32/6 8 ply	4	6	125	4,015	1,002
1	Ch	1B7MY		6.00/20 6 ply	32/6 8 ply	4	6	147	4,040	1,037
1	Ch	1B7MY		6.00/20 6 ply	32/6 8 ply	4	6	166	4,065	1,072
1 1/2	Ch	1B7M	1B7M-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	105	3,915	962
1 1/2	Ch	1B7M		6.00/20 6 ply	32/6 8 ply	4	6	125	4,015	1,007
1 1/2	Ch	1B7M		6.00/20 6 ply	32/6 8 ply	4	6	147	4,040	1,037
1 1/2	Ch	1B7M		6.00/20 6 ply	32/6 8 ply	4	6	166	4,065	1,072
2 1/2	Ch	2B7M		6.50/20 6 ply	6.50/20 6 ply	6	6	105	4,095	1,269
2 1/2	Ch	2B7M		6.50/20 6 ply	6.50/20 6 ply	6	6	125	4,195	1,313
2 1/2	Ch	2B7M		6.50/20 6 ply	6.50/20 6 ply	6	6	147	4,270	1,349
2 1/2	Ch	2B7M		6.50/20 6 ply	6.50/20 6 ply	6	6	166	4,295	1,385

(5) 1939

CONVENTIONAL

3/4	Ch	4-50	4-50-998 and up	6.00/16 4 ply	6.00/16 4 ply	4	4	114	1,973	\$579
3/4	Ch	4-50L	4-50-L-257 and up	6.00/16 4 ply	6.00/16 4 ply	4	4	120	2,053	606
3/4	Ch	6-50	6-50-1604 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	114	2,063	613
3/4	Ch	6-50L	6-50-L-1569 and up	6.00/16 4 ply	6.00/16 4 ply	4	6	120	2,143	641
3/4	Ch	4-75	4-75-141 and up	6.50/16 4 ply	6.50/16 4 ply	4	4	114	2,081	661
3/4	Ch	4-75L	4-75-L-326 and up	6.50/16 4 ply	6.50/16 4 ply	4	4	120	2,161	689
3/4	Ch	6-75	6-75-241 and up	6.50/16 4 ply	6.50/16 4 ply	4	6	114	2,171	696
3/4	Ch	6-75L	6-75-L-1266 and up	6.50/16 4 ply	6.50/16 4 ply	4	6	120	2,251	723
1	Ch	1A4Y	14AY-2323 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	2,930	657
1	Ch	1C4Y	14CY-2202 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,150	711
1	Ch	1A4HY	14AHY-2209 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,315	702
1	Ch	1C4HY	14CHY-2693 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,370	756
1	Ch	1B4Y	14BY-2306 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,495	732
1	Ch	1D4Y	14DY-267 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,530	789
1 1/2	Ch	1A4	14A-10162 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	2,930	657
1 1/2	Ch	1C4	14C-9864 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,150	711
1 1/2	Ch	1A4H	14AH-2465 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,315	702
1 1/2	Ch	1C4H	14CH-2693 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,370	756
1 1/2	Ch	1B4	14B-17432 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,405	732
1 1/2	Ch	1D4	14D-27613 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,530	789
1 1/2	Ch	1B4H	14BH-2290 and up	6.00/20 6 ply	32/6 8 ply	4	6	139	3,425	822
1 1/2	Ch	1D4H	14DH-2625 and up	6.00/20 6 ply	32/6 8 ply	4	6	166	3,550	879
2	Ch	2B4	24B-7989 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	142	3,800	989
2	Ch	2D4	24D-15629 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166	3,935	1,061
2 1/2	Ch	2H5Z	25HZ-2318 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	142	4,260	1,317
2 1/2	Ch	2J5Z	25JZ-2754 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166	4,525	1,389
3	Ch	3H-5	35H-144 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	153	6,280	1,909
3	Ch	3J5	35J-216 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	170	6,300	1,965
3	Ch	3K5	35K-195 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	185	6,345	2,043
3 1/2	Ch	3HR5	35HR-138 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	153	6,470	2,266
3 1/2	Ch	3JR5	35JR-134 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	170	6,490	2,322
3 1/2	Ch	3KR5	35KR-130 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	185	6,535	2,400
4	Ch	4H5	45H-130 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	156	7,270	2,988
4	Ch	4J5	45J-134 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	170	7,320	3,072
4	Ch	4K5	45K-119 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	190	7,375	3,161

BUS CHASSIS

2	Ch	2L4C	24LC-2304 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166 1/2	3,850	\$1,206
2	Ch	2L4	24L-5593 and up	6.50/20 6 ply	6.50/20 6 ply	6	6	166 1/2	4,100	1,327
2	Ch	2L7M	2L7M-148 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	142	4,655	1,698
2	Ch	2L7MF	2L7MF-148 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	175	4,700	1,789
2 1/2	Ch	2L4H	24LH-5593 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	166 1/2	4,560	1,777
2 1/2	Ch	2L7MH	2L7MH-147 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	142	4,950	2,132
2 1/2	Ch	2L7MHF	2L7MHF-147 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	175	5,000	2,203
2 1/2	Ch	3L6H	3L6H-2308 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,400	3,062
2 1/2	Ch	3L6HW	3L6HW-104 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	188	6,800	3,472

CAB OVER ENGINE

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

(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				
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	924
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	941
2	Ch	20A	20A-101 and up	6.00/20 6 ply	6.00/20 6 ply	6	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	1,508
3	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	5,957	1,908
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	1,980
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	3,834	\$971
Ch	120C	120C-101 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	165	4,400	1,256
Ch	121D	121D-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	195	5,174	1,629
Ch	122E	122E-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	215	6,264	2,125
Ch	123F	123F-101 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	235	6,364	2,258

(7) 1941

CONVENTIONAL

1½	Ch	19A	19A-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	120	3,760	\$931
1½	Ch	19B	19B-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	145	3,933	964
1½	Ch	19C	19C-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	165	3,968	991
1½	Ch	19AR	19AR-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	120	3,860	981
1½	Ch	19BR	19BR-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	145	4,033	1,014
1½	Ch	19CR	19CR-101 and up	6.00/20 6 ply	32/6 8 ply	4	6	165	4,068	1,041
2	Ch	20A	20A-101 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	120	4,320	1,191
2	Ch	20B	20B-101 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	145	4,445	1,227
2	Ch	20C	20C-101 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	165	4,514	1,256
2½	Ch	21A	21A-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	120	4,820	1,500
2½	Ch	21B	21B-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	145	4,945	1,586
2½	Ch	21C	21C-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	165	5,014	1,614
2½	Ch	21AH	21AH-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	N. A.	1,673
2½	Ch	21AR	21AR-101 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	N. A.	1,657
3	Ch	22A	22A-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	120	5,825	1,988
3	Ch	22B	22B-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	145	5,957	2,025
3	Ch	22C	22C-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	165	6,034	2,054
3	Ch	22AH	22AH-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	N. A.	2,054
3	Ch	22AR	22AR-101 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	N. A.	2,097
4	Ch	23A	23A-101 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	120	6,525	2,591
4	Ch	23B	23B-101 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	145	6,657	2,628
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.	2,800
4-6	Ch	OSL41B	OSL-41-B 101 and up	9.00/20	9.00/20	6	6	145	6,250	2,729
4-6	Ch	OSL41C	OSL-41-C 101 and up	9.00/20	9.00/20	6	6	N. A.	N. A.	2,758
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	2,352

(8) 1942

CONVENTIONAL

1½	Ch	19A	19A-3124 and up	6.00/20 6 ply	32/6 8 ply	4	6	120	3,760	\$949
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	1,586
2½	Ch	21C	21C-3124 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	165	5,014	1,614
2½	Ch	21A	21A-5700 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	120	4,844	1,730
2½	Ch	21B	21B-5700 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	145	4,967	1,766
2½	Ch	21C	21C-5700 and up	7.00/20 8 ply	7.00/20 8 ply	6	6	165	5,030	1,794
3	Ch	22A	22A-3124 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	120	5,825	1,988
3	Ch	22B	22B-3124 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	145	5,957	2,025
3	Ch	22C	22C-3124 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	165	6,034	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	2,628

(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				
4	Ch	23C	23C-3124 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	165	\$2,657	
4-6	Ch	23AH	23AH-3124 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	120	3,050	
4-6	Ch	23BH	23BH-3124 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	145	3,987	
4-6	Ch	23CH	23CH-3124 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	165	3,116	
5-7	Ch	25A	25A-3124 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	120	3,768	
5-7	Ch	25B	25B-3124 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	145	3,806	
5-7	Ch	25C	25C-3124 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	165	3,837	
6-8	Ch	27A	27A-3124 and up	10.00/20 12 ply	10.00/20 12 ply	6	6	132	5,792	
6-8	Ch	27B	27B-3124 and up	10.00/20 12 ply	10.00/20 12 ply	6	6	157	5,831	
6-8	Ch	27C	27C-3124 and up	10.00/20 12 ply	10.00/20 12 ply	6	6	177	5,862	
3-5	Ch	OSL41B	OSL-41-B-3124 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	145	3,137	
3-5	Ch	OSL41C	OSL-41-C-3124 and up	9.00/20 10 ply	9.00/20 10 ply	6	6	165	3,168	
4-6	Ch	NWL41B	NWL-41-B-3124 and up	10.00/20 12 ply	10.00/20 12 ply	6	6	145	3,792	
4-6	Ch	NWL41C	NWL-41-C-3124 and up	10.00/20 12 ply	10.00/20 12 ply	6	6	165	3,823	

SCHOOL BUS

Ch	119B	119B-3124 and up	6.00/20 6 ply	22/6 S ply	4	6	145	3,843	\$1,073
Ch. Cowl	119B		6.00/20 6 ply	32/6 8 ply	4	6	145	3,843	1,119
Ch	120C	120C-2124 and up	6.00/20 6 ply	6.00/20 6 ply	6	6	165	4,440	1,383
Ch. Cowl	120C		6.00/20 6 ply	6.00/20 6 ply	6	6	165		1,429
Ch	121D	121D-3124 and up	7.00/20 6 ply	7.00/20 6 ply	6	6	195	5,174	1,849
Ch. Cowl	121D		7.00/20 6 ply	7.00/20 6 ply	6	6	195		1,895
Ch	122E	122E-3124 and up	7.50/20 8 ply	7.50/20 8 ply	6	6	215	6,264	2,384
Ch. Cowl	122E		7.50/20 8 ply	7.50/20 8 ply	6	6	215		2,330
Ch	123F	123F-3124 and up	8.25/20 10 ply	8.25/20 10 ply	6	6	235	6,364	2,550
Ch. Cowl	123F		8.25/20 10 ply	8.25/20 10 ply	6	6	235		2,596

(t) STERLING

[Manufacturer: Sterling Motor Truck Company, Incorporated. Principal plant: Milwaukee, Wisconsin]
 (1) 1935

CONVENTIONAL—(CHAIN DRIVE)

Tonnage rating	Chassis and standard body type	Model	Serial No.	Standard tire equipment			Number cylinders	Wheel base	Base weight	F. o. b. list price
				Front	Rear	Number				
5	Ch	FC-100	100C-629 to 648	9.75/20	9.75/20	6	6	N. A.	7,835	\$4,375
5	Ch	FC-100-D		9.75/20	9.75/20	6	6	N. A.	8,935	7,135
5	Ch	FC-100-H		9.75/20	9.75/20	6	6	N. A.	9,210	7,965
5	Ch	HC-100		9.75/20	9.75/20	6	6	N. A.	8,085	4,595
6	Ch	FC-135	135C-687 to 6123	9.75/20	9.75/20	6	6	N. A.	8,835	4,905
6	Ch	FC-135-H		9.75/20	9.75/20	6	6	N. A.	9,535	8,070
7	Ch	HC-140	140C-648 to 670	9.75/20	9.75/20	6	6	N. A.	9,485	5,295
7	Ch	HC-140-D		9.75/22	9.75/22	6	6	N. A.	10,585	7,800
9	Ch	HC-170	170C-609 to 613	10.50/22	10.50/22	6	6	N. A.	10,485	7,175
9	Ch	HC-170-H		10.50/22	10.50/22	6	6	N. A.	11,085	9,345

CONVENTIONAL—(CHAIN DRIVE—3D AXLE)

12	Ch	FCT-200	200C-615 to 626	9.75/20	9.75/20	10	6	N. A.	11,985	\$7,645
12	Ch	FCT-200-H		9.75/20	9.75/20	10	6	N. A.	12,985	10,640
12	Ch	FCS-210	200CS-617 to 621	40 x 8	40 x 8	10	6	N. A.	14,435	10,435
12	Ch	HCS-210-H		40 x 8	40 x 8	10	6	N. A.	15,285	12,990

CONVENTIONAL—(GEAR DRIVE)

2	Ch./De L	FB-50	50B-608S to 609S	7.00/20	7.00/20	6	6	N. A.	4,900	\$1,905
2 1/2	Ch./De L	FB-60	60B-629S to 635S	7.00/20	7.00/20	6	6	N. A.	5,150	2,055
3	Ch./De L	FB-70	70B-609S to 643S	7.50/20	7.50/20	6	6	N. A.	5,475	2,305
3 1/2	Ch./De L	FB-80	80B-649 to 657	8.25/20	8.25/20	6	6	N. A.	6,525	2,915
4	Ch./De L	FD-90	90D-628 to 636	9.00/20	9.00/20	6	6	N. A.	7,175	3,175
5	Ch./De L	FD-97	97D-652 to 660	9.75/20	9.75/20	6	6	N. A.	8,235	4,825
5	Ch./De L	FD-97-D		9.75/20	9.75/20	6	6	N. A.	8,985	7,155
5	Ch./De L	FD-97-H		9.75/20	9.75/20	6	6	N. A.	9,335	7,585
5	Ch./De L	FD-115	115D-683 to 693	9.75/20	9.75/20	6	6	N. A.	8,685	5,225
6	Ch./De L	FD-115-H		9.75/20	9.75/20	6	6	N. A.	9,685	8,220

CONVENTIONAL—(GEAR DRIVE—3D AXLE)

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

(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				
4½	Ch.	FC-95	95C-601 to 602, 95D-601 to 610	9.75/20	9.75/20	6	6	Inches 177	Pounds 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	7,947
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	5,295
9	Ch.	HC-170	170C-613 to 628	10.50/22	10.50/22	6	6	155	16,485	7,175
9	Ch.	HC-170-H		10.50/22	10.50/22	6	6	155	11,085	9,315

CONVENTIONAL—(GEAR DRIVE)

2	Ch./De L.	FB-50	50B-609 ⁸ to 614S	7.00/20	7.00/20	6	6	162	4,900	\$1,905
2½	Ch./De L.	FB-60	60B-635S to 647S	7.00/20	7.00/20	6	6	162	5,150	2,055
3	Ch./De L.	FB-70	70B-643S to 670S	7.50/20	7.50/20	6	6	162	5,475	2,305
3½	Ch./De L.	FB-80	80B-657 to 670	8.25/20	8.25/20	6	6	155	6,525	2,915
4	Ch./De L.	FD-90	90C-608 to 618	9.00/20	9.00/20	6	6	155	7,175	3,175
			90D-636 to 647							
5	Ch./De L.	FD-97	97D-660 to 677	9.75/20	9.75/20	6	6	151	8,235	4,825
5	Ch./De L.	FD-97-H		9.75/20	9.75/20	6	6	161	9,335	7,947
6	Ch./De L.	FD-115	115D-693 to 698	9.75/20	9.75/20	6	6	151	8,385	5,225
6	Ch./De L.	FD-115-H		9.75/20	9.75/20	6	6	161	9,685	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	\$4,640
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(3) 1937

CONVENTIONAL—(CHAIN DRIVE)

4	Ch.	FC-90	90C-618 to 627	8.25/20	8.25/20	6	6	177	6,775	\$3,255
4½	Ch.	FC-95	95C-602 to 617	9.75/20	9.75/20	6	6	177	7,775	4,035
			95D-610 to 617							
5	Ch.	FC-100	100C-672 to 6110	9.75/20	9.75/20	6	6	195	8,185	5,240
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	5,559
9	Ch.	HC-170	170C-628 to 640	10.50/22	10.50/22	6	6	199	10,235	6,730
9	Ch.	HC-170-H		10.50/22	10.50/22	6	6	199	11,085	9,625
12	Ch.	HC-250-H	250C-601 to 604	11.25/24	13.50/24	6	6	177	18,000	12,735

CONVENTIONAL—(CHAIN DRIVE—3D AXLE)

12	Ch.	HCS-210	210CS-628 to 635	40 x 8	40 x 8	10	6	182	14,535	\$11,595
12	Ch.	HCS-210-H		40 x 8	40 x 8	10	6	182	15,285	13,520

CONVENTIONAL—(GEAR DRIVE)

2	Ch.	FB-50	50B-614S to 620S	7.00/20	7.00/20	6	6	177	4,900	\$1,915
2½	Ch.	FB-60	60B-647S to 650S	7.00/20	7.00/20	6	6	177	5,150	2,065
3	Ch.	FB-70	70B-670S to 684S	7.50/20	7.50/20	6	6	177	5,540	2,315
			70D-621 to 626							
3½	Ch.	FB-80	80D-670 to 676	8.25/20	8.25/20	6	6	177	6,525	3,070
4	Ch.	FD-90	90D-647 to 666	9.00/20	9.00/20	6	6	177	7,175	3,390
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	8,860
6	Ch.	FD-115	115D-608 to 6102	9.75/20	9.75/20	6	6	195	8,725	5,550
6	Ch.	FD-115-H		9.75/20	9.75/20	6	6	203	9,685	8,615
7	Ch.	FD-140	140D-507 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	\$4,105
8	Ch.	FBT-152-WS	152WS-606 to 614	9.00/20	9.00/20	10	6	154	9,475	4,590
10	Ch.	FBS-180	180DS-601	9.75/20	9.75/20	10	6	181	13,504	8,490

(4) 1938

CONVENTIONAL—(CHAIN DRIVE)

4	Ch.	FC-90	90C-628 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	5,245
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	5,550
9	Ch.	HC-185	185HC-601 and up	10.50/24	12.00/24	6	6	195	11,785	9,450
9	Ch.	HC-200	200HC-601 and up	10.50/24	12.75/24	6	6	195	14,985	11,090
9	Ch.	HC-250	250HC-605 and up	11.25/24	13.50/24	6	6	177	16,985	11,510

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

CONVENTIONAL—(GEAR DRIVE)

2	Ch	FB-50	50B-261S and up	7.00/20	7.00/20	6	6	177	4,900	\$1,915
2½	Ch	FB-60	60B-651S and up	7.00/20	7.00/20	6	6	177	5,150	2,065
3	Ch	FB-70	70B-683S and up	7.50/20	7.50/20	6	6	177	5,470	2,315
3½	Ch	FB-80	80B-677 and up	8.25/20	8.25/20	6	6	177	6,525	3,070
4	Ch	FD-90	90D-667 and up	9.00/20	9.00/20	6	6	177	7,175	3,340
4½	Ch	FD-95	95D-613 and up	9.75/20	9.75/20	6	6	177	8,325	3,840
5	Ch	FD-97	97D-698 and up	9.75/20	9.75/20	6	6	195	8,235	5,300
6	Ch	FD-115	115D-6103 and up	9.75/20	9.75/20	6	6	195	8,825	5,745
7	Ch	FD-140	140D-610 and up	10.50/20	10.50/20	6	6	195	9,850	6,860

CONVENTIONAL—(GEAR DRIVE—3D AXLE)

8	Ch	FBS-152	152BT-616 and up	9.00/20	9.00/20	10	6	177	9,515	\$4,105
8	Ch	FWS-152	152SW-615 and up	9.00/20	9.00/20	10	6	177	9,865	4,560
8	Ch	FDS-180	180DS-602 and up	9.00/20	9.00/20	10	6	177	12,185	5,490

(5) 1939

CONVENTIONAL—(CHAIN DRIVE)

4½-7	Ch	MC-96	96MC-601 to 607	9.00/20	9.00/20	6	6	N. A.	7,875	\$3,480
5-8	Ch	HC-105	105HC-606 to 614	9.75/20	9.75/20	6	6	N. A.	8,825	4,685
6-9	Ch	HC-115		9.75/20	9.75/20	6	6	N. A.	9,375	5,185
6-9	Ch	HC-115-H	115HC-604 to 647	9.75/20	9.75/20	6	6	N. A.	10,215	6,900
6-9	Ch	JC-115	115JC-603 to 631	9.75/20	9.75/20	6	6	N. A.	10,650	7,270
6-10	Ch	HC-137	137HC-610 to 658	9.75/20	9.75/20	6	6	N. A.	9,750	5,715
6-10	Ch	HC-137-H		9.75/20	9.75/20	6	6	N. A.	11,150	7,825
6-10	Ch	JC-137	137JC-610 to 658	9.75/20	9.75/20	6	6	N. A.	11,150	7,825
7-8	Ch	HC-140	140C-632 to 6358	9.75/22	9.75/22	6	6	N. A.	9,485	5,715
7-11	Ch	HC-145	145HC-602 to 661	9.75/22	9.75/22	6	6	N. A.	10,375	5,575
7-11	Ch	HC-145-H	145HC-602 to 661	9.75/22	9.75/22	6	6	N. A.	12,375	8,400
7-11	Ch	JC-145	145JC-602 to 661	9.75/20	9.75/20	6	6	N. A.	12,375	7,930
7-11	Ch	HC-147	147HC-612 to 639	9.75/22	9.75/22	6	6	N. A.	10,600	5,910
8-12	Ch	HC-158	158HC-601 to 605	10.10/24	10.50/24	6	6	N. A.	11,050	6,130
8-12	Ch	HC-165	165HC-601 to 605	10.50/24	10.50/24	6	6	N. A.	11,275	6,480
8-12	Ch	HC-165-H		10.50/24	10.50/24	6	6	N. A.	12,925	9,170
9-14	Ch	HC-175	175HC-602 to 638	10.50/24	11.25/24	6	6	N. A.	12,600	7,360
9-14	Ch	HC-175-H		10.50/24	11.25/24	6	6	N. A.	13,700	9,430
9-14	Ch	HC-185	185HC-608 to 611	10.50/24	12.00/24	6	6	N. A.	14,400	9,930

CONVENTIONAL—(CHAIN DRIVE—3D AXLE)

10-15	Ch	HCS-225	225HCS-601 to 604	9.75/20	9.75/20	10	6	N. A.	14,600	\$9,900
10-15	Ch	HCS-225-H		9.75/20	9.75/20	10	6	N. A.	15,750	11,985
12-18	Ch	HCS-255	255HCS-613 to 625	10.50/20	10.50/20	10	6	N. A.	16,425	12,545
12-18	Ch	GCS-255	255GCS-613 to 625	10.50/20	10.50/20	10	6	N. A.	N. A.	13,700
15-20	Ch	HCS-285	285HCS-602 to 606	10.50/24	11.25/24	10	6	N. A.	N. A.	14,206
18-25	Ch	HCS-300	300HCS-601 to 620	10.50/24	12.00/24	10	6	N. A.	N. A.	15,065

CONVENTIONAL—(GEAR DRIVE)

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

CONVENTIONAL—(GEAR DRIVE—3D AXLE)

7-10	Ch	JWS-128	128JWS-601 to 601	9.00/20	9.00/20	10	6	N. A.	10,775	\$5,325
7-10	Ch	HNS-128	128HNS-602 to 602	9.00/20	9.00/20	10	6	N. A.	10,775	5,325
7-10	Ch	HWS-128	128HWS-603 to 603	9.00/20	9.00/20	10	6	N. A.	10,775	5,325
8-12	Ch	JWS-160	160JWS-602 to 614	9.75/20	9.75/20	10	6	N. A.	13,950	10,240
8-12	Ch	NWS-160	160NWS-602 to 614	9.75/20	9.75/20	10	6	N. A.	13,950	10,240
8-12	Ch	RWS-160	160RWS-602 to 614	9.75/20	9.75/20	10	6	N. A.	13,950	10,240
10-15	Ch	HWS-235	235HWS-601 to 601	10.50/20	10.50/20	10	6	N. A.	14,750	11,160

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.

FEDERAL REGISTER, Wednesday, November 14, 1945

(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				
4-6	Ch	MC-87	87MC-601 and up	8.25/20	8.25/20	6	6	N. A.	7,200	\$3,260
4½-7	Ch	MC-96	96MC-608 to 614	9.00/20	9.00/20	6	6	N. A.	7,825	3,600
4½-7	Ch	MC-96A		9.00/20	9.00/20	6	6	N. A.	8,425	5,300
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	5,695
5-8½	Ch	HC-110	110HC-601 and up	9.75/20	9.75/20	6	4	N. A.	10,200	5,695
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	6,900
6-9	Ch	JC-115-H	115JC-648 to 650	9.75/20	9.75/20	6	6	N. A.	10,650	7,370
6-10	Ch	HC-137	137HC-659 to 691	9.75/20	9.75/20	6	6	N. A.	9,750	5,715
6-10	Ch	HC-137-II		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	5,530
7-11	Ch	HC-145	145HC-602 and up	9.75/22	9.75/22	6	6	N. A.	10,375	5,565
7-11	Ch	HC-145-II		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	5,910
8-12	Ch	HC-156	156HC-600 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.	13,500	9,430
9-14	Ch	HC-185	185HC-612 to 619	10.50/24	11.50/24	6	6	N. A.	14,400	9,950
12-18	Ch	HC-250	250HC-601 to 602	11.50/24	14.00/24	6	6	N. A.	16,000	12,455

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	13,500
12-18	Ch	HCS-265	265HCS-601 to 609	10.50/20	10.50/20	10	6	N. A.	16,300	12,350
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	3,990
3½-5½	Ch	MB-85	85MB-601 to 604	8.25/20	8.25/20	6	6	N. A.	6,675	2,680
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	3,385
4-6½	Ch	HB-90-II		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	5,090
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.	8,950	2,910
4-6½	Ch	MD-90	90MD-601 to 608	8.25/20	8.25/20	6	6	N. A.	7,010	2,962
4-6½	Ch	MD-96	96MD-601 to 603	9.00/20	9.00/20	6	6	N. A.	7,550	3,250
4½-7	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.	10,500	5,535
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-II		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	115HD-603 to 623	9.75/20	9.75/20	6	6	N. A.	9,175	5,085
6-9	Ch	HD-115-H		9.75/20	9.75/20	6	6	N. A.	10,875	7,300
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	8,060
7-11	Ch	HD-145-II	145HD-609 to 613	10.50/20	10.50/20	6	6	N. A.	12,025	8,615

CONVENTIONAL—(GEAR DRIVE—3D AXLE)

7-10	Ch	NWS-128	128NWS-604 to 604	9.00/20	9.00/20	10	6	N. A.	10,775	\$5,325
7-10	Ch	HWS-128	128HWS-605 to 610	9.00/20	9.00/20	10	6	N. A.	10,775	5,325
7-10	Ch	HDS-128-A	128HDS-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-II		10.00/20	10.00/20	10	6	N. A.	13,950	10,240
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	10,240
8-12	Ch	RWS-160	160RWS-620 to 633	10.00/20	10.00/20	10	6	N. A.	13,950	10,240
10-15	Ch	HWS-235	235HWS-602 to 603	10.50/20	10.50/20	10	6	N. A.	14,750	11,165

(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 634	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-II		10.00/22	10.00/22	6	6	N. A.	12,375	8,400
7-11	Ch	HC-147	147HC-642 to 650	10.00/22	10.00/22	6	6	N. A.	10,900	6,670
8-12	Ch	HC-156	156HC-611 to 616	11.00/24	11.00/24	6	6	N. A.	11,925	7,600
8-12	Ch	HC-156-II		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-II	175HC-650 to 659	11.00/24	12.00/24	6	6	N. A.	14,100	10,320
9-14	Ch	HC-185-II	185HC-620 to 623	11.00/24	12.00/24	6	6	N. A.	14,625	11,000
12-18	Ch	HC-250-II	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 cylinders	Wheel base ¹	Base weight	F. o. b. list price
				Front	Rear	Number				
10-15	Ch	HCS-235	235HCS-610 to 617	10.00/22	10.00/22	10	6	N. A.	15,380	\$11,770
10-15	Ch	HCS-235-H		10.00/22	10.00/22	10	6	N. A.	16,200	12,880
12-18	Ch	HCS-265	265HCS-610 to 613	11.00/20	11.00/20	10	6	N. A.	16,300	12,800
12-18	Ch	HCS-265-H		11.00/20	11.00/20	10	6	N. A.	N. A.	14,250

CONVENTIONAL—(GEAR DRIVE)

2-3½	Ch	MB-60	60MB-601 to 607	7.00/20	7.00/20	6	6	N. A.	5,900	\$2,270
2½-4	Ch	MB-65	65MB-603 to 608	7.00/20	7.00/20	6	6	N. A.	6,175	2,385
3-5	Ch	MB-75	75MB-606 to 609	7.00/20	7.00/20	6	6	N. A.	6,450	2,560
3-5	Ch	MB-75-C		7.00/20	7.00/20	6	6	N. A.	7,450	4,060
3½-5	Ch	MB-85	85MB-609 to 618	8.25/20	8.25/20	6	6	N. A.	6,700	2,760
3½-5	Ch	MD-85	85MD-609 to 618	8.25/20	8.25/20	6	6	N. A.	6,700	2,760
4-6½	Ch	MB-90	90MB-603 to 619	8.25/20	8.25/20	6	6	N. A.	7,100	3,020
4-6½	Ch	MD-90	90MD-603 to 619	8.25/20	8.25/20	6	6	N. A.	7,100	3,020
4-6½	Ch	MB-90-A	90MB-603 to 619	8.25/20	8.25/20	6	6	N. A.	7,775	4,930
4-6½	Ch	MD-90-A	90MD-603 to 619	8.25/20	8.25/20	6	6	N. A.	7,775	4,930
4½-7	Ch	MD-96	96MD-604 to 604	9.00/20	9.00/20	6	6	N. A.	7,700	3,420
5-8	Ch	HD-105	105HD-618 to 619	10.00/20	10.00/20	6	6	N. A.	8,650	4,890
5-8	Ch	HD-105-B		10.00/20	10.00/20	6	6	N. A.	9,375	7,060
5-8½	Ch	HD-110	110HD-619 to 628	10.00/20	10.00/20	6	6	N. A.	9,085	5,020
6-9	Ch	DD-115	115DD-601 to 601	10.00/20	10.00/20	6	6	N. A.	10,800	7,250
6-9	Ch	HD-115	115HD-624 to 6114	10.00/20	10.00/20	6	6	N. A.	9,600	6,060
6-9	Ch	HD-115-H		10.00/20	10.00/20	6	6	N. A.	11,150	8,330
6-10	Ch	HD-135	135HD-607 to 617	10.00/20	10.00/20	6	6	N. A.	11,200	7,890
6-10	Ch	GD-135	135GD-607 to 617	10.00/20	10.00/20	6	6	N. A.	11,665	8,700
7-11	Ch	DD-145	145DD-601 to 601	11.00/20	11.00/20	6	6	N. A.	13,400	10,650
7-11	Ch	HD-145	145HD-614 to 619	11.00/20	11.00/20	6	6	N. A.	10,560	6,650
7-11	Ch	HD-145-H		11.00/20	11.00/20	6	6	N. A.	12,200	8,900
8-12	Ch	HD-156	156HD-617 to 617	11.00/24	11.00/24	6	6	N. A.	13,000	9,400

CONVENTIONAL—(GEAR DRIVE—3D AXLE)

6-8	Ch	MBS-297	120MBS-601 to 606	8.25/20	8.25/20	10	6	N. A.	9,750	\$4,720
7-10	Ch	GWS-128	128GWS-611 to 611	10.00/20	10.00/20	6	6	N. A.	11,240	6,125
7-10	Ch	HDS-128	128HDS-612 to 624	10.00/20	10.00/20	6	6	N. A.	10,775	5,325
7-10	Ch	HWS-128	128HWS-612 to 624	10.00/20	10.00/20	6	6	N. A.	10,775	5,325
7-10	Ch	HDS-140	140HDS-601 to 606	9.00/20	9.00/20	10	6	N. A.	10,975	6,900
7-10	Ch	HDS-140-A		9.00/20	9.00/20	10	6	N. A.	11,580	8,300
7-10	Ch	HWS-140	140HWS-601 to 606	9.00/20	9.00/20	10	6	N. A.	10,975	6,900
7-10	Ch	HWS-140-A		9.00/20	9.00/20	10	6	N. A.	11,580	9,300
8-12	Ch	HWS-160	160HWS-637 to 6111	10.00/20	10.00/20	10	6	N. A.	13,325	9,115
8-12	Ch	HWS-160-A		10.00/20	10.00/20	10	6	N. A.	13,950	10,240
8-12	Ch	RWS-160	160RWS-637 to 6111	10.00/20	10.00/20	10	6	N. A.	12,650	10,600
8-12	Ch	RWS-160-A		10.00/20	10.00/20	10	6	N. A.	13,325	9,115
8-12	Ch	RWS-160-H		10.00/20	10.00/20	10	6	N. A.	13,950	10,240
8-12	Ch	RWS-160-H		10.00/20	10.00/20	10	6	N. A.	12,650	10,600
10-15	Ch	HCS-235	235HCS-610 to 617	10.00/22	10.00/22	10	6	N. A.	16,050	12,880
10-15	Ch	HDS-235	235HDS-605 to 606	11.00/20	11.00/20	10	6	N. A.	13,275	10,400
10-15	Ch	HDS-235-H		11.00/20	11.00/20	10	6	N. A.	14,825	11,850

(8) 1942

CONVENTIONAL—(CHAIN DRIVE)

4-6	Ch	MC-87	87MC-607 and up	8.25/20	8.25/20	6	6	N. A.	7,250	\$3,175
4½-7	Ch	MC-96	96MC-655 and up	9.00/20	9.00/20	6	6	N. A.	8,000	3,605
5-8	Ch	HC-105	105HC-634 and up	10.00/20	10.00/20	6	6	N. A.	8,900	5,420
6-9	Ch	HC-115	115HC-6196 and up	10.00/20	10.00/20	6	6	N. A.	10,025	6,180
7-11	Ch	HC-144	144HC-686 and up	10.00/22	10.00/22	6	6	N. A.	10,475	6,540
7-11	Ch	HC-145	145HC-6288 and up	10.00/22	10.00/22	6	6	N. A.	10,475	6,540
7-11	Ch	HC-147	147HC-651 and up	10.00/22	10.00/22	6	6	N. A.	10,900	6,670
7-12	Ch	HC-148	148HC-601 and up	10.00/24	10.00/24	6	6	N. A.	10,800	6,900
7-12	Ch	HC-150	150HC-601 and up	10.00/24	10.00/24	6	6	N. A.	10,875	7,050
7-12	Ch	HC-152	152HC-601 and up	10.00/24	10.00/24	6	6	N. A.	11,225	7,050
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	7,600
9-12½	Ch	HC-175	175HC-660 and up	11.00/24	12.00/24	6	6	N. A.	13,725	8,430
9-14	Ch	HC-185	185HC-624 and up	11.00/24	12.00/24	6	6	N. A.	14,275	9,500
10-15	Ch	HC-200	200HC-601 and up	11.00/24	13.00/24	6	6	N. A.	15,325	10,250
12-18	Ch	HC-250	250HC-609 and up	12.00/24	14.00/24	6	6	N. A.	17,600	11,630

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	\$12,880
12-18	Ch	HCS-265	265HCS-614 and up	11.00/20	11.00/20	10	6	N. A.	17,100	12,900
15-20	Ch	HCS-297	297HCS-649 and up	11.00/24	12.00/24	10	6	N. A.	20,025	14,250
18-25	Ch	HCS-330	330HCS-604 and up	11.00/24	12.00/24	10	6	N. A.	21,425	15,600

CONVENTIONAL—(GEAR DRIVE)

2-3½	Ch	MB-60	60MB-608 and up	7.00/20	7.00/20	6	6	N. A.	5,900	\$2,270
2½-4	Ch	MB-65	65MB-609 and up	7.50/20	7.50/20	6	6	N. A.	6,175	2,585
3-5	Ch	MB-75	75MB-610 and up	7.50/20	7.50/20	6	6	N. A.	6,450	2,560
3½-5½	Ch	MB-85	85MB-619 and up	8.25/20	8.25/20	6	6	N. A.	6,700	2,760
4-6½	Ch	MB-90	90MB-620 and up	8.25/20	8.25/20	6	6	N. A.	7,100	3,020
4½-7	Ch	MD-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.	8,650	4,890
6-9	Ch	HD-115	115HD-6115 and up	10.00/20	10.00/20	6	6	N. A.	9,600	6,060
7-11	Ch	HD-145	145HD-620 and up	11.00/20	11.00/20	6	6	N. A.	10,560	6,650
9-12½	Ch	HD-175	175HD-601 and up	11.00/20	12.00/24	6	6	N. A.	13,425	9,650

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

(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				
6-8	Ch.	MBS-120	120MBS-607 and up.	8.25/20	8.25/20	10	6	Inches 9,750	\$4,720	
7-10	Ch.	HDS-140	140HDS-607 and up.	9.00/20	9.00/20	10	6	N. A. 10,975	6,900	
7-10	Ch.	HWS-140	140HWS-607 and up.	9.00/20	9.00/20	10	6	N. A. 10,975	6,900	
8-12	Ch.	HDS-160	160HDS-6112 and up.	10.00/20	10.00/20	10	6	N. A. 11,475	8,430	
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				
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	Inches 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	684
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	851
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	796
2-3	Ch. Cb.	1-T-653		6.50/20 6 ply	6.50/20 6 ply	6	6	153	4,410	1,096
2-3	Ch.	1-T-665		6.50/20 6 ply	6.50/20 6 ply	6	6	165	4,055	1,001
2-3	Ch. Cb.	1-T-665		6.50/20 6 ply	6.50/20 6 ply	6	6	165	4,455	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		6.50/20 6 ply	6.50/20 6 ply	6	6	183	4,670	1,171
2½-3½	Ch.	1-W-741	1-W-7-101 to 1-W-7-309	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	1,751
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	1,826
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	628
1½	Ch. Cb. (Ace)	2-T-225		6.00/20 6 ply	32 x 6 8 ply	4	6	125	3,690	719
1½	Ch. Cb. (Ace)	2-T-225		6.00/20 6 ply	6.00/20 6 ply	6	6	125	3,820	746
1½	Ch. (Ace)	2-T-233		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,270	641
1½	Ch. (Ace)	2-T-233		6.00/20 6 ply	6.00/20 6 ply	6	6	133	3,400	668
1½	Ch. Cb. (Ace)	2-T-233		6.00/20 6 ply	32 x 6 8 ply	4	6	133	3,730	759
1½	Ch. Cb. (Ace)	2-T-233		6.00/20 6 ply	6.00/20 6 ply	6	6	133	3,860	786
1½	Ch. (Ace)	2-T-257		6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,390	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	779
1½	Ch. Cb. (Ace)	2-T-257		6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,980	806
1½	Ch. (Ace) (Bus)	2-TB-257	2-T-2B-101 to 2-T-2B-198	6.00/20 6 ply	32 x 6 8 ply	4	6	157	3,540	771
1½	Ch. (Ace) (Bus)	2-TB-257		6.00/20 6 ply	6.00/20 6 ply	6	6	157	3,670	798
2-3	Ch. (Boss)	2-W-633	2-W-6-101 to 2-W-6-1025	6.50/20 6 ply	6.50/20 6 ply	6	6	133	4,140	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	1,481
2½-3½	Ch. Cb. (Mogul)	2-W-741		6.50/20 6 ply	32 x 6 10 ply	6	6	141	5,660	1,606
2½-3½	Ch. (Mogul)	2-W-765		6.50/20 6 ply	32 x 6 10 ply	6	6	165	5,270	1,531
2½-3½	Ch. Cb. (Mogul)	2-W-765		6.50/20 6 ply	32 x 6 10 ply	6	6	165	5,730	1,656
2½-3½	Ch. (Mogul)	2-W-783		6.50/20 6 ply	32 x 6 10 ply	6	6	183	5,345	1,556
2½-3½	Ch. Cb. (Mogul)	2-W-783		6.50/20 6 ply	32 x 6 10 ply	6	6	183	5,805	1,681
3-4	Ch. (Chief)	2-W-841	2-W-8-801 to 2-W-8-1268	6.50/20 6 ply	32 x 6 10 ply	6	6	141	6,035	1,851
3-4	Ch. Cb. (Chief)	2-W-841		6.50/20 6 ply	32 x 6 10 ply	6	6	141	6,495	1,976
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	6,195	1,926
3-4	Ch. Cb. (Chief)	2-W-883		6.50/20 6 ply	32 x 6 10 ply	6	6	183	6,655	2,051

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				
1½	Ch. (Ace)	2-M-201	2-M-2-201 to 2-M-2-1405	6.00/20 6 ply	32 x 6 8 ply	4	6	101	3,030	\$641
1½	Ch. (Ace)	2-M-201		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,160	668
1½	Ch. Cb. (Ace)	2-M-201		6.00/20 6 ply	32 x 6 8 ply	4	6	101	3,630	855
1½	Ch. Cb. (Ace)	2-M-201		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,760	882
1½	Ch. (Ace)	2-M-225		6.00/20 6 ply	32 x 6 8 ply	4	6	123	3,130	661
1½	Ch. (Ace)	2-M-225		6.00/20 6 ply	6.00/20 6 ply	6	6	125	3,260	688
1½	Ch. Cb. (Ace)	2-M-225		6.00/20 6 ply	32 x 6 8 ply	4	6	125	3,730	875
1½	Ch. Cb. (Ace)	2-M-225	2-M-6-101 to 2-M-6-959	6.00/20 6 ply	6.00/20 6 ply	6	6	125	3,860	902
2-3	Ch. (Boss)	2-M-601		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,885	951
2-3	Ch. Cb. (Boss)	2-M-601		6.00/20 6 ply	6.00/20 6 ply	6	6	101	4,485	1,176
2-3	Ch. (Boss)	2-M-625		6.00/20 6 ply	6.00/20 6 ply	6	6	125	3,970	1,001
2-3	Ch. Cb. (Boss)	2-M-625		6.00/20 6 ply	6.00/20 6 ply	6	6	125	4,570	1,226
2-3	Ch. (Boss)	2-M-657		6.00/20 6 ply	6.00/20 6 ply	6	6	157	4,090	1,051
2-3	Ch. Cb. (Boss)	2-M-657		6.00/20 6 ply	6.00/20 6 ply	6	6	157	4,690	1,277
2-3	Ch. (Boss) (Bus)	2-MB-667	2-M-6-B-101 to 2-M-6-B-191	6.00/20 6 ply	6.00/20 6 ply	6	6	167	4,250	1,201

(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	2,840	\$647
	Suburban 8 (Curtains)	J-5		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,175	917
	Suburban 8 (Safety Glass)	J-5		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,245	1,037
1½-2	Ch.	J-15-38	J-15-001 to J-15-4828	6.00/20 6 ply	32 x 6 8 ply	4	6	138	3,495	705
1½-2	Ch.	J-15-38		6.00/20 6 ply	6.00/20 6 ply	6	6	138	3,535	735
1½-2	Ch. Cb.	J-15-38		6.00/20 6 ply	32 x 6 8 ply	4	6	138	3,805	840
1½-2	Ch. Cb.	J-15-38		6.00/20 6 ply	6.00/20 6 ply	6	6	138	3,935	870
1½-2	Ch.	J-15-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,485	735
1½-2	Ch.	J-15-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	3,615	765
1½-2	Ch. Cb.	J-15-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,885	870
1½-2	Ch. Cb.	J-15-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	4,015	900
1½-2	Ch. (Bus)	J-15B-87	J-15-B-001 to J-15-B-143	6.00/20 6 ply	32 x 6 8 ply	4	6	187	3,682	875
1½-2	Ch. (Bus)	J-15B-87		6.00/20 6 ply	6.00/20 6 ply	6	6	187	3,950	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	138	4,210	1,013
2-3	Ch. Cb.	J-20-38		6.50/20 6 ply	6.50/20 6 ply	6	6	138	4,610	1,153
2-3	Ch.	J-20-62	J-20-001 to J-20-944	6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,290	1,063
2-3	Ch. Cb.	J-20-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,690	1,203
2-3	Ch.	J-20-80		6.50/20 6 ply	6.50/20 6 ply	6	6	180	4,350	1,113
2-3	Ch. Cb.	J-20-80		6.50/20 6 ply	6.50/20 6 ply	6	6	180	4,750	1,253
2½-4	Ch.	J-25-38	J-25-001 to J-25-137	7.00/20	7.00/20	6	6	138	5,075	1,561
2½-4	Ch. Cb.	J-25-38		7.00/20	7.00/20	6	6	138	5,475	1,706
2½-4	Ch.	J-25-62		7.00/20	7.00/20	6	6	162	5,125	1,611
2½-4	Ch. Cb.	J-25-62		7.00/20	7.00/20	6	6	162	5,525	1,756
2½-4	Ch.	J-25-80		7.00/20	7.00/20	6	6	180	5,300	1,661
2½-4	Ch. Cb.	J-25-80		7.00/20	7.00/20	6	6	180	5,700	1,806
3-5	Ch.	J-30-42	J-30-001 to J-30-319	7.00/20	32 x 6 10 ply	6	6	142	5,885	1,959
3-5	Ch. Cb.	J-30-42		7.00/20	32 x 6 10 ply	6	6	142	6,285	2,101
3-5	Ch.	J-30-66		7.00/20	32 x 6 10 ply	6	6	166	6,050	2,006
3-5	Ch. Cb.	J-30-66		7.00/20	32 x 6 10 ply	6	6	166	6,450	2,151
3-5	Ch.	J-30-84		7.00/20	32 x 6 10 ply	6	6	184	6,085	2,056
3-5	Ch. Cb.	J-30-84		7.00/20	32 x 6 10 ply	6	6	184	6,485	2,201

CAB OVER ENGINE

1½-2	Ch.	J-15M-01	J-15-M-001 to J-15-M-754	6.00/20 6 ply	32 x 6 8 ply	4	6	101	3,140	\$705
1½-2	Ch.	J-15M-01		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,270	730
1½-2	Ch. Cb.	J-15M-01		6.00/20 6 ply	32 x 6 8 ply	4	6	101	3,740	900
1½-2	Ch. Cb.	J-15M-01		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,870	930
1½-2	Ch.	J-15M-38		6.00/20 6 ply	32 x 6 8 ply	4	6	138	3,270	735
1½-2	Ch.	J-15M-38		6.00/20 6 ply	6.00/20 6 ply	6	6	138	3,400	765
1½-2	Ch. Cb.	J-15M-38		6.00/20 6 ply	32 x 6 8 ply	4	6	138	3,870	930
1½-2	Ch. Cb.	J-15M-38		6.00/20 6 ply	6.00/20 6 ply	6	6	138	4,000	960
1½-2	Ch.	J-15M-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,355	775
1½-2	Ch.	J-15M-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	3,485	805
1½-2	Ch. Cb.	J-15M-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,955	910
1½-2	Ch. Cb.	J-15M-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	4,085	1,000
2-3	Ch.	J-20M-01	J-20-M-001 to J-20-M-315	6.50/20 6 ply	6.50/20 6 ply	6	6	101	4,115	1,013
2-3	Ch. Cb.	J-20M-01		6.50/20 6 ply	6.50/20 6 ply	6	6	101	4,715	1,213
2-3	Ch.	J-20M-38		6.50/20 6 ply	6.50/20 6 ply	6	6	138	4,175	1,063
2-3	Ch. Cb.	J-20M-38		6.50/20 6 ply	6.50/20 6 ply	6	6	138	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	4,260	1,113
2-3	Ch. Cb.	J-20M-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,860	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	187	4,407	1,253
2½-4	Ch.	J-25M-01	J-25-M-001 to J-25-M-065	7.00/20	7.00/20	6	6	101	4,985	1,501
2½-4	Ch. Cb.	J-25M-01		7.00/20	7.00/20	6	6	101	5,585	1,771
2½-4	Ch.	J-25M-38		7.00/20	7.00/20	6	6	138	5,045	1,611
2½-4	Ch. Cb.	J-25M-38		7.00/20	7.00/20	6	6	138	5,645	1,821
2½-4	Ch.	J-25M-62		7.00/20	7.00/20	6	6	162	5,100	1,661
2½-4	Ch. Cb.	J-25M-62		7.00/20	7.00/20	6	6	162	5,700	1,871
2½-4	Ch. (Bus)	J-25M B-87	J-25-M-B-001 to J-25-M-B-025	7.00/20	7.00/20	6	6	187	5,247	1,701
3-5	Ch.	J-30M-01	J-30-M-001 to J-30-M-059	7.00/20	32 x 6 10 ply	6	6	101	5,800	1,956
3-5	Ch. Cb.	J-30M-01		7.00/20	32 x 6 10 ply	6	6	101	6,400	2,166
3-5	Ch.	J-30M-42		7.00/20	32 x 6 10 ply	6	6	142	5,900	2,006
3-5	Ch. Cb.	J-30M-42		7.00/20	32 x 6 10 ply	6	6	142	6,500	2,216
3-5	Ch.	J-30M-66		7.00/20	32 x 6 10 ply	6	6	166	6,060	2,056
3-5	Ch. Cb.	J-30M-66		7.00/20	32 x 6 10 ply	6	6	166	6,660	2,266

(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				
1½	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
1½	Ch. Cb. Exp.	K-5-16		6.00/16 4 ply	6.00/16 4 ply	5	6	116	3,250	787
1½	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	2,700	694
1	Ch. Cb.	K-10-30		6.50/20 6 ply	6.50/20 6 ply	4	6	130	3,100	820
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	745
1½-2	Ch.	K-15-38		6.00/20 6 ply	6.00/20 6 ply	6	6	138	3,535	780
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. (Bus)	K-15B-87	K-15-B-001 to K-15-B-029	6.00/20 6 ply	6.00/20 6 ply	6	6	162	4,015	955
1½-2	Ch. (Bus)	K-15B-87		6.00/20 6 ply	32 x 6 8 ply	4	6	187	3,770	915
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	1,058
2-3	Ch. Cb.	K-20-38		6.50/20 6 ply	6.50/20 6 ply	6	6	138	4,610	1,208
2-3	Ch.	K-20-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,290	1,108
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	1,158
2-3	Ch. Cb.	K-20-80		6.50/20 6 ply	6.50/20 6 ply	6	6	180	4,750	1,308
2½-4	Ch.	K-25-38	K-25-001 to K-25-038	7.00/20	7.00/20	6	6	138	5,077	1,611
2½-4	Ch. Cb.	K-25-38		7.00/20	7.00/20	6	6	138	5,477	1,766
2½-4	Ch.	K-25-62		7.00/20	7.00/20	6	6	162	5,127	1,661
2½-4	Ch. Cb.	K-25-62		7.00/20	7.00/20	6	6	162	5,527	1,816
2½-4	Ch.	K-25-80		7.00/20	7.00/20	6	6	180	5,297	1,711
2½-4	Ch. Cb.	K-25-80		7.00/20	7.00/20	6	6	180	5,697	1,866
3-5	Ch.	K-30-42	K-30-001 to K-30-035	7.00/20	32 x 6 10 ply	6	6	142	5,886	2,011
3-5	Ch. Cb.	K-30-42		7.00/20	32 x 6 10 ply	6	6	142	6,286	2,166
3-5	Ch.	K-30-66		7.00/20	32 x 6 10 ply	6	6	166	6,046	2,061
3-5	Ch. Cb.	K-30-66		7.00/20	32 x 6 10 ply	6	6	166	6,446	2,216
3-5	Ch.	K-30-80		7.00/20	32 x 6 10 ply	6	6	180	6,086	2,111
3-5	Ch. Cb.	K-30-80		7.00/20	32 x 6 10 ply	6	6	180	6,486	2,266

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	950
1½-2	Ch. Cb.	K-15M-01		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,870	985
1½-2	Ch.	K-15M-38		6.00/20 6 ply	32 x 6 8 ply	4	6	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	980
1½-2	Ch. Cb.	K-15M-38	K-15-M-001 to K-15-M-213	6.00/20 6 ply	6.00/20 6 ply	6	6	138	4,000	1,015
1½-2	Ch.	K-15M-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,355	815
1½-2	Ch.	K-15M-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	3,485	850
1½-2	Ch. Cb.	K-15M-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,955	1,029
1½-2	Ch. Cb.	K-15M-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	4,085	1,055
2-3	Ch.	K-20M-01	K-20M-001 to K-20M-147	6.50/20 6 ply	6.50/20 6 ply	6	6	101	4,117	1,058
2-3	Ch. Cb.	K-20M-01		6.50/20 6 ply	6.50/20 6 ply	6	6	101	4,717	1,208
2-3	Ch.	K-20M-38		6.50/20 6 ply	6.50/20 6 ply	6	6	138	4,177	1,108
2-3	Ch. Cb.	K-20M-38		6.50/20 6 ply	6.50/20 6 ply	6	6	138	4,777	1,318
2-3	Ch.	K-20M-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,257	1,158
2-3	Ch. Cb.	K-20M-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,857	1,308
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	1,208
2½-4	Ch.	K-25M-01	K-25-M-001 to K-25-M-018	7.00/20	7.00/20	6	6	101	4,987	1,611
2½-4	Ch. Cb.	K-25M-01		7.00/20	7.00/20	6	6	101	5,587	1,831
2½-4	Ch.	K-25M-38		7.00/20	7.00/20	6	6	138	5,047	1,661
2½-4	Ch. Cb.	K-25M-38		7.00/20	7.00/20	6	6	138	5,647	1,831
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-M-B-001 to K-25-M-B-012	7.00/20	7.00/20	6	6	187	5,247	1,751
3-5	Ch.	K-30M-01	K-30-M-001 to K-30-M-017	7.00/20	32 x 6 10 ply	6	6	101	5,800	2,011
3-5	Ch. Cb.	K-30M-01		7.00/20	32 x 6 10 ply	6	6	101	6,400	2,231
3-5	Ch.	K-30M-42		7.00/20	32 x 6 10 ply	6	6	142	5,900	2,061
3-5	Ch. Cb.	K-30M-42		7.00/20	32 x 6 10 ply	6	6	142	6,500	2,281
3-5	Ch.	K-30M-66		7.00/20	32 x 6 10 ply	6	6	166	6,060	2,110
3-5	Ch. Cb.	K-30M-66		7.00/20	32 x 6 10 ply	6	6	166	6,660	2,331

(5) 1939

CONVENTIONAL

1½	Ch. Cb.	L-5	L-5-001 to L-5-1201	6.00/16 4 ply	6.00/16 4 ply	5	6	116	2,900	\$658
1½	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	765
1	Narrow Exp.	K-10-30		6.50/16 6 ply	6.50/16 6 ply	4	6	130	3,700	842
1	Wide Exp.	K-10-30	K-10-388 to K-10-629	6.50/16 6 ply	6.50/16 6 ply	4	6	130	3,775	880
1	Ch. Cb. Stk.	K-10-30		6.50/16 6 ply	6.50/16 6 ply	4	6	130	3,775	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	3,835	755
1½	Ch. Cb.	K-15-38		6.00/20 6 ply	32 x 6 8 ply	4	6	138	3,805	865
1½	Ch. Cb.	K-15-38		6.00/20 6 ply	6.00/20 6 ply	6	6	138	3,935	900
1½	Ch.	K-15-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,485	750
1½	Ch.	K-15-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	3,615	785
1½	Ch. Cb.	K-15-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,885	895
1½	Ch. Cb.	K-15-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	4,015	930
1½	Ch. (Bus)	K-15B-87	K-15-B-030 to K-15-B-144	6.00/20 6 ply	32 x 6 8 ply	4	6	187	3,770	860

(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				
1½	Ch. (Bus)	K-15B-87	K-20-271 to K-20-638	6.00/20 6 ply	6.00/20 6 ply	6	6	137	3,900	\$925
2	Ch.	K-20-38		6.50/20 6 ply	6.50/20 6 ply	6	6	138	4,210	1,058
2	Ch. Cb.	K-20-38		6.50/20 6 ply	6.50/20 6 ply	6	6	138	4,610	1,208
2	Ch.	K-20-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,290	1,108
2	Ch. Cb.	K-20-62	K-25-039 to K-25-164	6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,690	1,258
2	Ch.	K-20-80		6.50/20 6 ply	6.50/20 6 ply	6	6	180	4,350	1,158
2	Ch. Cb.	K-20-80		6.50/20 6 ply	6.50/20 6 ply	6	6	180	4,750	1,308
2½	Ch.	K-25-38		7.00/20	7.00/20	6	6	138	5,077	1,611
2½	Ch. Cb.	K-25-38	K-30-036 to K-30-090	7.00/20	7.00/20	6	6	138	5,477	1,766
2½	Ch.	K-25-62		7.00/20	7.00/20	6	6	162	5,127	1,661
2½	Ch. Cb.	K-25-62		7.00/20	7.00/20	6	6	162	5,527	1,816
2½	Ch.	K-25-80		7.00/20	7.00/20	6	6	180	5,297	1,711
2½	Ch. Cb.	K-25-80	K-30-036 to K-30-090	7.00/20	7.00/20	6	6	180	5,697	1,866
3	Ch.	K-30-42		7.00/20	32 x 6 10 ply	6	6	142	5,886	2,011
3	Ch. Cb.	K-30-42		7.00/20	32 x 6 10 ply	6	6	142	6,286	2,166
3	Ch.	K-30-66		7.00/20	32 x 6 10 ply	6	6	166	6,046	2,061
3	Ch. Cb.	K-30-66	K-30-036 to K-30-090	7.00/20	32 x 6 10 ply	6	6	166	6,446	2,216
3	Ch.	K-30-84		7.00/20	32 x 6 10 ply	6	6	184	6,086	2,111
3	Ch. Cb.	K-30-84		7.00/20	32 x 6 10 ply	6	6	184	6,486	2,266

CAB OVER ENGINE

1½	Ch.	K-15M-01	K-15-M-214 to K-15-M-533	6.00/20 6 ply	32 x 6 8 ply	4	6	101	3,140	\$720
1½	Ch.	K-15M-01		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,270	755
1½	Ch. Cb.	K-15M-01		6.00/20 6 ply	32 x 6 8 ply	4	6	101	3,740	925
1½	Ch. Cb.	K-15M-01		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,870	960
1½	Ch.	K-15M-38	K-20-M-148 to K-20-M-248	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	K-20-M-148 to K-20-M-248	6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,355	790
1½	Ch.	K-15M-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	3,485	825
1½	Ch. Cb.	K-15M-62		6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,955	995
1½	Ch. Cb.	K-15M-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	4,085	1,030
2	Ch.	K-20M-01	K-20-M-148 to K-20-M-248	6.50/20 6 ply	6.50/20 6 ply	6	6	101	4,117	1,058
2	Ch. Cb.	K-20M-01		6.50/20 6 ply	6.50/20 6 ply	6	6	101	4,717	1,268
2	Ch.	K-20M-38		6.50/20 6 ply	6.50/20 6 ply	6	6	138	4,717	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	K-20-M-B-017 to K-20-M-B-037	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		6.50/20 6 ply	6.50/20 6 ply	6	6	187	4,407	1,298
2½	Ch.	K-25M-01		K-25-M-019 to K-25-M-034	7.00/20	7.00/20	6	6	101	4,987	1,611
2½	Ch. Cb.	K-25M-01	7.00/20		7.00/20	6	6	101	5,587	1,831
2½	Ch.	K-25M-38	7.00/20		7.00/20	6	6	138	5,047	1,661
2½	Ch. Cb.	K-25M-38	7.00/20		7.00/20	6	6	138	5,647	1,881
2½	Ch.	K-25M-62	K-25-MB-013 to K-25-MB-025	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		7.00/20	7.00/20	6	6	187	5,247	1,751
3	Ch.	K-30M-01		M-30-M-018 to K-30-M-051	7.00/20	32 x 6 10 ply	6	6	101	5,800	2,011
3	Ch. Cb.	K-30M-01	7.00/20		32 x 6 10 ply	6	6	101	6,400	2,231
3	Ch.	K-30M-42	7.00/20		32 x 6 10 ply	6	6	142	5,900	2,061
3	Ch. Cb.	K-30M-42	7.00/20		32 x 6 10 ply	6	6	142	6,500	2,281
3	Ch.	K-30M-66	M-30-M-018 to K-30-M-051	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	6,660	2,331

(6) 1940

CONVENTIONAL

1½	Sed. Dly	2GF3	G-30501 and up	5.50/15 4 ply	5.50/15 4 ply	5	6	113	2,300	\$707
1½	Coupe Dly	2GQ1		5.50/15 4 ply	5.50/15 4 ply	5	6	113	2,300	650
1	Ch.	K-10-30	K-10-388 to K-10-629	6.50/16 6 ply	6.50/16 6 ply	4	6	130	2,840	630
1	Ch. Cb.	K-10-30		6.50/16 6 ply	6.50/16 6 ply	4	6	130	3,240	765
1	Narrow Exp.	K-10-30		6.50/16 6 ply	6.50/16 6 ply	4	6	130	3,700	842
1	Wide Exp.	K-10-30		6.50/16 6 ply	6.50/16 6 ply	4	6	130	3,775	880
1	Ch. Cb. Stk.	K-10-30	K-15-3072 to K-15-4488	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		6.00/20 6 ply	32 x 6 8 ply	4	6	138	3,405	720
1½	Ch.	K-15-38		6.00/20 6 ply	6.00/20 6 ply	6	6	138	3,535	755
1½	Ch. Cb.	K-15-38	K-15-B-145 to K-15-B-217	6.00/20 6 ply	32 x 6 8 ply	4	6	138	3,905	865
1½	Ch. Cb.	K-15-38		6.00/20 6 ply	6.00/20 6 ply	6	6	138	3,935	900
1½	Ch.	K-15-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	3,485	750
1½	Ch.	K-15-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	3,615	785
1½	Ch. Cb.	K-15-62	K-15-B-145 to K-15-B-217	6.00/20 6 ply	32 x 6 8 ply	4	6	162	3,885	895
1½	Ch. Cb.	K-15-62		6.00/20 6 ply	6.00/20 6 ply	6	6	162	4,015	930
1½	Ch. (Bus)	K-15B-87		6.00/20 6 ply	32 x 6 8 ply	4	6	187	3,770	890
1½	Ch. (Bus)	K-15B-87		6.00/20 6 ply	6.00/20 6 ply	6	6	187	3,900	925
2	Ch.	K-20-38	K-20-639 to K-20-1066	6.50/20 6 ply	6.50/20 6 ply	6	6	138	4,210	1,058
2	Ch. Cb.	K-20-38		6.50/20 6 ply	6.50/20 6 ply	6	6	138	4,610	1,208
2	Ch.	K-20-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,290	1,108
2	Ch. Cb.	K-20-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,690	1,258
2	Ch.	K-20-80	K-25-165 to K-25-2290	6.50/20 6 ply	6.50/20 6 ply	6	6	180	4,350	1,158
2	Ch. Cb.	K-20-80		6.50/20 6 ply	6.50/20 6 ply	6	6	180	4,750	1,308
2½	Ch.	K-25-38		7.00/20	7.00/20	6	6	138	5,077	1,611
2½	Ch. Cb.	K-25-38		7.00/20	7.00/20	6	6	138	5,477	1,766
2½	Ch.	K-25-62	K-30-091 to K-30-116	7.00/20	7.00/20	6	6	162	5,127	1,661
2½	Ch. Cb.	K-25-62		7.00/20	7.00/20	6	6	162	5,527	1,816
2½	Ch.	K-25-80		7.00/20	7.00/20	6	6	180	5,297	1,711
2½	Ch. Cb.	K-25-80		7.00/20	7.00/20	6	6	180	5,697	1,866
3	Ch.	K-30-42	K-30-091 to K-30-116	7.00/20	32 x 6 10 ply	6	6	142	5,886	2,011
3	Ch. Cb.	K-30-42		7.00/20	32 x 6 10 ply	6	6	142	6,286	2,166
3	Ch.	K-30-66		7.00/20	32 x 6 10 ply	6	6	166	6,046	2,061
3	Ch. Cb.	K-30-66		7.00/20	32 x 6 10 ply	6	6	166	6,446	2,216
3	Ch.	K-30-84	K-30-091 to K-30-116	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				
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	3,740	925
1½	Ch. Cb.	K-15M-01		6.00/20 6 ply	6.00/20 6 ply	6	6	101	3,870	960
1½	Ch.	K-15M-38		6.00/20 6 ply	32 x 6 8 ply	4	6	138	3,270	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	1,058
2	Ch. Cb.	K-20M-01		6.50/20 6 ply	6.50/20 6 ply	6	6	101	4,717	1,268
2	Ch.	K-20M-38		6.50/20 6 ply	6.50/20 6 ply	6	6	138	4,177	1,108
2	Ch. Cb.	K-20M-38		6.50/20 6 ply	6.50/20 6 ply	6	6	138	4,777	1,318
2	Ch.	K-20M-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,257	1,158
2	Ch. Cb.	K-20M-62		6.50/20 6 ply	6.50/20 6 ply	6	6	162	4,857	1,368
2	Ch. (Bus)	K-20MB-87	K-20-M-B-038 to K-20-M-B-068.	6.50/20 6 ply	6.50/20 6 ply	6	6	187	4,407	1,298
2½	Ch.	K-25M-01	K-25-M-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	1,881
2½	Ch.	K-25M-62		7.00/20	7.00/20	6	6	162	5,097	1,711
2½	Ch. Cb.	K-25M-62		7.00/20	7.00/20	6	6	162	5,697	1,931
2½	Ch. (Bus)	K-25MB-87	K-25-M-B-026 to K-25-M-B-030.	7.00/20	7.00/20	6	6	187	5,247	1,751
3	Ch.	K-30M-01	K-30-M-052 and up	7.00/20	32 x 6 10 ply	6	6	101	5,800	2,011
3	Ch. Cb.	K-30M-01		7.00/20	32 x 6 10 ply	6	6	101	6,400	2,231
3	Ch.	K-30M-42		7.00/20	32 x 6 10 ply	6	6	142	5,900	2,061
3	Ch. Cb.	K-30M-42		7.00/20	32 x 6 10 ply	6	6	142	6,500	2,281
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	6,660	2,331

(7) 1941

CONVENTIONAL

1½	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	\$505	
1½	Ch. Cb.	M-5		6.00/16 4 ply	6.00/16 4 ply	5	6	113	2,415	620	
1½	Ch. Cb. Body	M-5		6.00/16 4 ply	6.00/16 4 ply	5	6	113	2,660	650	
1½	Ch. Cb. Stk. 6½'	M-5		6.00/16 4 ply	6.00/16 4 ply	5	6	113	2,908	724	
1½	Ch.	M-15-20		M-15-001 to M-15-1230	6.00/17 6 ply	6.00/17 6 ply	4	6	120	2,730	620
1½	Ch.	M-15-20			6.00/17 6 ply	6.00/17 6 ply	6	6	120	2,850	665
1½	Ch. Cb.	M-15-20			6.00/17 6 ply	6.00/17 6 ply	4	6	120	3,530	740
1½	Ch. Cb.	M-15-20			6.00/17 6 ply	6.00/17 6 ply	6	6	120	3,650	785
1½	Ch. Cb. Exp.	M-15-20			6.00/17 6 ply	6.00/17 6 ply	4	6	120	3,780	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	128	2,805	645
1½	Ch.	M-15-28			6.00/17 6 ply	6.00/17 6 ply	6	6	128	2,925	690
1½	Ch. Cb.	M-15-28	6.00/17 6 ply		6.00/17 6 ply	4	6	128	3,205	765	
1½	Ch. Ch.	M-15-28	6.00/17 6 ply		6.00/17 6 ply	6	6	128	3,725	810	
1½	Ch. Cb. Stk. 9'	M-15-28	6.00/17 6 ply		6.00/17 6 ply	6	6	128	4,060	947	
1½	Ch.	M-15-52	6.00/17 6 ply		6.00/17 6 ply	4	6	152	2,920	670	
1½	Ch.	M-15-52	6.00/17 6 ply	6.00/17 6 ply	6	6	152	3,040	715		
1½	Ch. Cb.	M-15-52	6.00/17 6 ply	6.00/17 6 ply	4	6	152	3,720	790		
1½	Ch. Cb.	M-15-52	6.00/17 6 ply	6.00/17 6 ply	6	6	152	3,840	835		
1½	Ch. Cb. Stk. 12'	M-15-52	6.00/17 6 ply	6.00/17 6 ply	6	6	152	4,370	989		
1½	Ch.	M-16-28	M-16-001 to M-16-2524	6.00/20 6 ply	32 x 6 8 ply	4	6	128	3,100	695	
1½	Ch.	M-16-28		6.00/20 6 ply	6.00/20 6 ply	6	6	128	3,260	740	
1½	Ch. Cb.	M-16-28		6.00/20 6 ply	32 x 6 8 ply	4	6	128	3,500	815	
1½	Ch. Cb.	M-16-28		6.00/20 6 ply	6.00/20 6 ply	6	6	128	3,660	860	
1½	Ch. Cb. Stk. 9'	M-16-28		6.00/20 6 ply	6.00/20 6 ply	6	6	128	4,534	997	
1½	Ch.	M-16-52		6.00/20 6 ply	32 x 6 8 ply	4	6	152	3,215	720	
1½	Ch.	M-16-52		6.00/20 6 ply	6.00/20 6 ply	6	6	152	3,375	765	
1½	Ch. Ch.	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

1½	Ch.	M-5	M-5-4686 and up	6.00/16 4 ply	6.00/16 4 ply	5	6	113	2,015	\$498	
1½	Ch. Ch.	M-5		6.00/16 4 ply	6.00/16 4 ply	5	6	113	2,415	613	
1½	Ch. Ch. Body	M-5		6.00/16 4 ply	6.00/16 4 ply	5	6	113	2,660	643	
1½	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	665
1½	Ch. Cb.	M-15-20			6.00/17 6 ply	6.00/17 6 ply	4	6	120	3,530	740
1½	Ch. Ch.	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	3,580	805
1½	Ch. Cb. Stk. 8'	M-15-20			6.00/17 6 ply	6.00/17 6 ply	6	6	120	3,730	911
1½	Ch.	M-15-28			6.00/17 6 ply	6.00/17 6 ply	4	6	128	2,805	645
1½	Ch.	M-15-28			6.00/17 6 ply	6.00/17 6 ply	6	6	128	2,925	690
1½	Ch. Cb.	M-15-28	6.00/17 6 ply		6.00/17 6 ply	4	6	128	3,605	765	
1½	Ch. Cb.	M-15-28	6.00/17 6 ply		6.00/17 6 ply	6	6	128	3,725	810	
1½	Ch. Cb. Stk. 9'	M-15-28	6.00/17 6 ply		6.00/17 6 ply	6	6	128	4,060	947	
1½	Ch.	M-15-52	6.00/17 6 ply		6.00/17 6 ply	4	6	152	2,920	670	
1½	Ch.	M-15-52	6.00/17 6 ply	6.00/17 6 ply	6	6	152	3,040	715		
1½	Ch. Cb.	M-15-52	6.00/17 6 ply	6.00/17 6 ply	4	6	152	3,720	790		
1½	Ch. Cb.	M-15-52	6.00/17 6 ply	6.00/17 6 ply	6	6	152	3,840	835		
1½	Ch. Cb. Stk. 12'	M-15-52	6.00/17 6 ply	6.00/17 6 ply	6	6	152	4,370	989		

(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				
1 1/2	Ch.	M-16-28	M-16-2525 and up	6.00/20 6 ply	32 x 6 8 ply	4	6	128	3,100	\$695
1 1/2	Ch.	M-16-28		6.00/20 6 ply	6.00/20 6 ply	6	6	128	3,260	740
1 1/2	Ch. Cb.	M-16-28		6.00/20 6 ply	32 x 6 8 ply	4	6	128	3,500	815
1 1/2	Ch. Cb.	M-16-28		6.00/20 6 ply	6.00/20 6 ply	6	6	128	3,660	860
1 1/2	Ch. Cb. Stk. 9'	M-16-28		6.00/20 6 ply	6.00/20 6 ply	6	6	128	4,534	997
1 1/2	Ch.	M-16-52		6.00/20 6 ply	32 x 6 8 ply	4	6	152	3,215	720
1 1/2	Ch.	M-16-52		6.00/20 6 ply	6.00/20 6 ply	6	6	152	3,375	765
1 1/2	Ch. Cb.	M-16-52		6.00/20 6 ply	32 x 6 8 ply	4	6	152	3,615	840
1 1/2	Ch. Cb.	M-16-52		6.00/20 6 ply	6.00/20 6 ply	6	6	152	3,775	885
1 1/2	Ch. Cb. Stk. 12'	M-16-52		6.00/20 6 ply	6.00/20 6 ply	6	6	152	4,870	1,089
1 1/2	Ch.	M-16-95		6.00/20 6 ply	32 x 6 8 ply	4	6	195	3,415	760
1 1/2	Ch.	M-16-95		6.00/20 6 ply	6.00/20 6 ply	6	6	195	3,575	805
1 1/2	Ch. Cb.	M-16-95		6.00/20 6 ply	32 x 6 8 ply	4	6	195	3,815	880
1 1/2	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				
1 1/2	Sed. Dly.	K	364125 to 372899	5.25/17 4 ply	5.25/17 4 ply	5	6	106	2,395	\$515
1 1/2	Ch.	K		5.25/17 4 ply	5.25/17 4 ply	5	6	106	1,865	375
1 1/2	Pickup	K		5.25/17 4 ply	5.25/17 4 ply	5	6	106	2,330	440
2 1/2	Panel	K		5.25/17 4 ply	5.25/17 4 ply	5	6	106	2,610	530

(2) 1934

CONVENTIONAL

1 1/2	Sed. Dly.	K	373000 to 416991	5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,680	\$595
1 1/2	Ch.	K		5.50/17 4 ply	5.50/17 4 ply	5	6	112	1,950	405
1 1/2	Ch. Cb.	K		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,250	480
1 1/2	Pickup	K		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,675	515
2 1/2	Utility	K		5.50/17 4 ply	5.50/17 4 ply	5	6	112	2,560	530

(3) 1935

CONVENTIONAL

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

(4) 1936

CONVENTIONAL

1 1/2	Utility	61	61101 to 6169750	6.00/16 4 ply	6.00/16 4 ply	5	6	115	2,625	\$580
1 1/2	Ch.	61		6.00/16 4 ply	6.00/16 4 ply	5	6	115	2,045	445
1 1/2	Ch. Cb.	61		6.00/16 4 ply	6.00/16 4 ply	5	6	115	2,390	530
1 1/2	Pickup	61		6.00/16 4 ply	6.00/16 4 ply	5	6	115	2,790	560
1 1/2	Panel-custom Dly	61		6.00/16 4 ply	6.00/16 4 ply	5	6	115	2,960	685

(5) 1937

CONVENTIONAL

1 1/2	Utility	70	70101 to 708001	6.00/16 4 ply	6.00/16 4 ply	5	6	117	2,855	\$665
1 1/2	Utility Coach	70		6.00/16 4 ply	6.00/16 4 ply	5	6	117	2,685	640
1 1/2	Ch.	70		6.00/16 4 ply	6.00/16 4 ply	5	6	117	2,080	495
1 1/2	Ch. Cb.	70		6.00/16 4 ply	6.00/16 4 ply	5	6	117	2,445	590
1 1/2	Pickup	70		6.00/16 4 ply	6.00/16 4 ply	5	6	117	2,980	620
1 1/2	Panel-Custom Dly	70		6.00/16 4 ply	6.00/16 4 ply	5	6	117	3,150	745
1 1/2	Ch.	78	78101 to 781051	6.00/16 4 ply	6.00/16 4 ply	5	6	124	2,170	525
1 1/2	Ch. Cb.	78		6.00/16 4 ply	6.00/16 4 ply	5	6	124	2,540	620
1 1/2	Pickup Exp.	78		6.00/16 4 ply	6.00/16 4 ply	5	6	124	3,080	660
1 1/2	Panel-Custom Dly	78		6.00/16 4 ply	6.00/16 4 ply	5	6	124	3,210	795

(6) 1938

CONVENTIONAL

1 1/2	Ch.	80	80101 to 8056040	6.00/16 4 ply	6.00/16 4 ply	5	6	117	2,105	\$551
1 1/2	Ch. Cb.	80		6.00/16 4 ply	6.00/16 4 ply	5	6	117	2,540	650
1 1/2	Pickup	80		6.00/16 4 ply	6.00/16 4 ply	5	6	117	2,985	690
1 1/2	Panel-Custom Dly	80		6.00/16 4 ply	6.00/16 4 ply	5	6	117	3,135	843
1 1/2	Ch.	88	88101 to 8856040	6.00/16 4 ply	6.00/16 4 ply	5	6	124	2,210	581
1 1/2	Ch. Cb.	88		6.00/16 4 ply	6.00/16 4 ply	5	6	124	2,645	680
1 1/2	Pickup	88		6.00/16 4 ply	6.00/16 4 ply	5	6	124	3,020	720
1 1/2	Panel-Custom Dly	88		6.00/16 4 ply	6.00/16 4 ply	5	6	124	3,195	893

(w) WHITE

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

(1) 1935

CONVENTIONAL

Tonnage rating	Chassis and standard body type	Model	Serial No. ²	Standard tire equipment			Number cylinders	Wheel base ¹	Base weight	F. o. b. list price
				Front	Rear	Number				
1 1/4	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
1 1/2	Ch	702		7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,405	1,295
2 1/2	Ch	707		7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,085	1,790
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
3 1/2	Ch	731		10.50/20 12 ply	10.50/20 12 ply	6	12	N. A.	11,360	6,800
2 1/2	Ch	620		8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	7,505	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.	8,125	4,830
3	Ch	630		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	8,950	5,000
3	Ch	630K		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	9,205	5,200
3 1/2	Ch	631		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,424	5,750
3 1/2	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
3 1/2	Ch	641		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	10,460	6,450
3 1/2	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
7 1/2	Ch	58SS		10.50/24 12 ply	10.50/24 12 ply	6	4	N. A.	9,300	5,300

CONVENTIONAL—(3D AXLE)

9	Ch. (6 x 4)	630SW320W	N. A.	9.00/20 10 ply	9.00/20 10 ply	10	6	N. A.	10,000	\$6,657
12	Ch	643SW420		40 x 8 12 ply	40 x 8 12 ply	10	6	N. A.	11,500	8,550

CONVENTIONAL—(BUS)

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

(2) 1936

CONVENTIONAL

1 1/4	Ch	701	N. A.	7.00/20 8 ply	7.00/20 8 ply	4	6	N. A.	4,020	\$1,185
1 1/2	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
1 1/2	Ch	704		7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	4,608	1,350
	Ch. (TR)	704K		7.00/20 8 ply	7.00/20 8 ply	6	6	N. A.	5,520	1,850
2 1/2	Ch	707		7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,085	1,790
2 1/2	Ch	709		7.50/20 8 ply	7.50/20 8 ply	6	6	N. A.	5,547	1,940
3	Ch	712		8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	6,080	2,550
3	Ch	718		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	6,830	2,990
3 1/2	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
3 1/2	Ch	731		10.50/20 12 ply	10.50/20 12 ply	6	12	N. A.	11,360	6,800
2 1/2	Ch	620		8.25/20 10 ply	8.25/20 10 ply	6	6	N. A.	7,505	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.	8,125	4,830
3	Ch	630		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	8,950	5,000
3	Ch	630K		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	9,205	5,200
3 1/2	Ch	631		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,424	5,750
3 1/2	Ch	631K		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	9,605	5,950
3 1/2	Ch	640		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	10,185	6,100
3 1/2	Ch	640K		9.00/20 10 ply	9.00/20 10 ply	6	6	N. A.	10,365	6,300
3 1/2	Ch	641		9.75/20 12 ply	9.75/20 12 ply	6	6	N. A.	10,460	6,450
3 1/2	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
7 1/2	Ch	58SS		10.50/24 12 ply	10.50/24 12 ply	6	4	N. A.	9,300	5,300

CONVENTIONAL—(3D AXLE)

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

CONVENTIONAL—(BUS)

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

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				
	Ch.....	700M.....	N. A.....	7.50/20 8 ply...	7.50/20 8 ply...	6	6	Inches N. A.	Pounds 10,000	\$5,850

(3) 1937

CONVENTIONAL

1.....	Ch.....	700.....	N. A.....	6.50/20 6 ply...	6.50/20 6 ply...	4	6	N. A.	4,148	\$1,025
2.....	Ch.....	700H.....		7.00/20 8 ply...	7.00/20 8 ply...	6	6	N. A.	4,610	1,290
	Ch. (TR)	700K.....		7.00/20 8 ply...	7.00/20 8 ply...	6	6	136	4,350	1,395
1.....	Ch.....	703.....	N. A.....	7.00/20 8 ply...	7.00/20 8 ply...	4	6	N. A.	4,450	1,350
1½.....	Ch.....	704.....		7.00/20 8 ply...	7.00/20 8 ply...	6	6	N. A.	4,740	1,475
2.....	Ch.....	704A.....		7.50/20 8 ply...	7.50/20 8 ply...	6	6	N. A.	4,855	1,550
	Ch. (TR)	704K.....		7.00/20 8 ply...	7.00/20 8 ply...	6	6	136	5,220	1,955
1½.....	Ch.....	705.....		7.00/20 8 ply...	7.00/20 8 ply...	6	6	N. A.	4,855	1,765
1½.....	Ch.....	709.....		7.50/20 8 ply...	7.50/20 8 ply...	6	6	N. A.	5,543	2,010
3.....	Ch.....	709A.....		7.50/20 8 ply...	7.50/20 8 ply...	6	6	N. A.	5,657	2,110
2.....	Ch.....	710.....		7.50/20 8 ply...	7.50/20 8 ply...	6	6	N. A.	5,959	2,290
3.....	Ch.....	712.....		8.25/20 10 ply...	8.25/20 10 ply...	6	6	N. A.	6,500	2,680
4.....	Ch.....	712A.....		8.25/20 10 ply...	8.25/20 10 ply...	6	6	N. A.	6,600	2,805
3.....	Ch.....	718.....		9.00/20 10 ply...	9.00/20 10 ply...	6	6	N. A.	6,820	3,075
3½.....	Ch.....	718S.....		9.00/20 10 ply...	9.00/20 10 ply...	6	6	N. A.	6,830	3,115
4½.....	Ch.....	718A.....		9.75/20 12 ply...	9.75/20 12 ply...	6	6	N. A.	7,300	3,185
3½.....	Ch.....	720.....		9.00/20 10 ply...	9.00/20 10 ply...	6	6	N. A.	8,200	4,350
	Ch. (TR)	720T.....		9.00/20 10 ply...	9.00/20 10 ply...	6	6	N. A.	8,100	4,350
4.....	Ch.....	722.....		9.75/20 12 ply...	9.75/20 12 ply...	6	6	N. A.	9,300	5,350
3½.....	Ch.....	730.....		9.75/20 12 ply...	9.75/20 12 ply...	6	12	N. A.	10,940	6,100
4.....	Ch.....	731.....		10.50/20 12 ply...	10.50/20 12 ply...	6	12	N. A.	11,360	6,900

CAB OVER ENGINE

1½.....	Ch.....	805.....	N. A.....	7.00/20 8 ply...	7.00/20 8 ply...	6	6	N. A.	4,895	\$1,750
1½.....	Ch.....	809.....		8.25/20 10 ply...	8.25/20 10 ply...	6	6	N. A.	5,643	2,315
2.....	Ch.....	810.....		7.50/20 8 ply...	7.50/20 8 ply...	6	6	N. A.	6,010	2,590
3.....	Ch.....	812.....		8.25/20 10 ply...	8.25/20 10 ply...	6	6	N. A.	6,600	2,990
3.....	Ch.....	818.....		9.00/20 10 ply...	9.00/20 10 ply...	6	6	N. A.	6,930	3,375

(4) 1938

CONVENTIONAL

1.....	Ch.....	700.....	N. A.....	6.50/20 6 ply...	6.50/20 6 ply...	4	6	136	4,148	\$1,095
1½.....	Ch.....	700A.....		6.50/20 6 ply...	6.50/20 6 ply...	4	6	136	4,520	1,190
1½.....	Ch.....	700H.....		7.00/20 8 ply...	7.00/20 8 ply...	6	6	136	4,610	1,390
1.....	Ch.....	703.....		7.00/20 8 ply...	7.00/20 8 ply...	4	6	136	4,450	1,450
1½.....	Ch.....	704.....		7.00/20 8 ply...	7.00/20 8 ply...	6	6	136	4,740	1,550
2.....	Ch.....	704A.....		7.50/20 8 ply...	7.50/20 8 ply...	6	6	136	4,855	1,670
2.....	Ch.....	704H.....		7.50/20 8 ply...	7.50/20 8 ply...	6	6	136	4,858	1,650
	Ch. (TR)	704K.....		7.00/20 8 ply...	7.00/20 8 ply...	6	6	136	5,520	2,050
1½.....	Ch.....	709.....		7.50/20 8 ply...	7.50/20 8 ply...	6	6	136	5,543	2,150
3.....	Ch.....	709A.....		7.50/20 8 ply...	7.50/20 8 ply...	6	6	136	5,657	2,315
2.....	Ch.....	710.....		7.50/20 8 ply...	7.50/20 8 ply...	6	6	136	5,959	2,450
3.....	Ch.....	710A.....		8.25/20 10 ply...	8.25/20 10 ply...	6	6	136	6,075	2,615
3.....	Ch.....	712.....		8.25/20 10 ply...	8.25/20 10 ply...	6	6	140	6,500	2,750
4.....	Ch.....	712A.....		8.25/20 10 ply...	8.25/20 10 ply...	6	6	130	6,600	2,915
3.....	Ch.....	718.....		9.00/20 10 ply...	9.00/20 10 ply...	6	6	130	6,830	3,175
4½.....	Ch.....	718A.....		9.75/20 12 ply...	9.75/20 12 ply...	6	6	130	7,300	3,395
5.....	Ch.....	720.....		9.00/20 10 ply...	9.00/20 10 ply...	6	6	144	8,200	4,500
	Ch. (TR)	720T.....		9.00/20 10 ply...	9.00/20 10 ply...	6	6	134	8,100	4,500
8.....	Ch.....	722.....		9.75/20 12 ply...	9.75/20 12 ply...	6	6	134	9,300	5,500
4½.....	Ch.....	750.....		9.00/20 10 ply...	9.00/20 10 ply...	6	6	136	7,552	3,600
	Ch. (TR)	750T.....		9.00/20 10 ply...	9.00/20 10 ply...	6	6	136	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	160	7,365	\$2,185
	Ch. (6 x 4)	918.....		9.00/20 10 ply...	9.00/20 10 ply...	10	6	154	9,450	4,995
	Ch. (6 x 4)	920.....		9.00/20 10 ply...	9.00/20 10 ply...	10	6	158	12,555	7,555
	Ch. (6 x 4)	922.....		9.75/20 12 ply...	9.75/20 12 ply...	10	6	158	13,920	9,350
	Ch. (6 x 4)	942.....		9.75/20 12 ply...	9.75/20 12 ply...	10	6	172	15,570	9,900
	Ch. (6 x 4)	950.....		9.75/20 12 ply...	9.75/20 12 ply...	10	6	N. A.	10,300	5,520
	Ch. (6 x 4)	991.....		10.50/24 12 ply...	10.50/24 12 ply...	10	6	149	15,825	10,900

CONVENTIONAL—(BUS)

	Ch.....	706.....	N. A.....	7.00/20 8 ply...	7.00/20 8 ply...	6	6	N. A.	4,635	\$2,250
	Ch.....	65A.....		9.00/20 10 ply...	9.00/20 10 ply...	6	6	N. A.	9,150	5,850
	Ch.....	54.....		9.00/20 10 ply...	9.00/20 10 ply...	6	6	N. A.	10,600	7,600
	Ch.....	54A.....		9.75/20 12 ply...	9.75/20 12 ply...	6	6	N. A.	11,385	8,100

CAB OVER ENGINE

1.....	Ch.....	800.....	N. A.....	6.00/20 6 ply...	6.00/20 6 ply...	4	6	102	2,820	\$900
1½.....	Ch.....	802.....		6.00/20 6 ply...	6.00/20 6 ply...	6	6	95	4,800	995
1½.....	Ch.....	805.....		7.00/20 8 ply...	7.00/20 8 ply...	6	6	97	4,895	1,850
1½.....	Ch.....	809.....		8.25/20 10 ply...	8.25/20 10 ply...	6	6	97	5,643	2,350
2.....	Ch.....	810.....		7.50/20 8 ply...	7.50/20 8 ply...	6	6	97	6,010	2,650
3.....	Ch.....	812.....		8.25/20 10 ply...	8.25/20 10 ply...	6	6	97	6,600	2,950
3.....	Ch. Cb	818.....		9.00/20 10 ply...	9.00/20 10 ply...	6	6	97	6,930	3,375
3.....	Ch. Cb	820.....		9.75/20 12 ply...	9.75/20 12 ply...	6	6	109	8,816	5,400
5.....	Ch.....	822.....		10.50/20 12 ply...	10.50/20 12 ply...	6	6	109	9,403	6,400

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

(w) WHITE—Continued

[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				
	Ch.....	706M	N. A.....	7.50/20 8 ply...	7.50/20 8 ply...	6	6	N. A.	5,800	\$2,850
	Ch.....	805M		7.50/20 8 ply...	7.50/20 8 ply...	6	6	N. A.	10,000	5,200
	Ch.....	810M		7.50/20 8 ply...	7.50/20 8 ply...	6	6	N. A.	N. A.	4,270

(5) 1939

CONVENTIONAL

1.....	Ch.....	500	N. A.....	6.00/20 6 ply...	6.00/20 6 ply...	4	6	N. A.	3,695	\$950
1.....	Ch.....	700		6.50/20 6 ply...	6.50/20 6 ply...	4	6	N. A.	4,148	1,095
1½.....	Ch.....	700H		7.00/20 8 ply...	7.00/20 8 ply...	6	6	N. A.	4,610	1,390
1½.....	Ch.....	704		7.00/20 8 ply...	7.00/20 8 ply...	6	6	N. A.	4,895	1,550
1½.....	Ch.....	708		8.25/20 10 ply...	8.25/20 10 ply...	6	6	N. A.	5,520	2,050
2.....	Ch.....	710		7.50/20 8 ply...	7.50/20 8 ply...	6	6	N. A.	6,290	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
8.....	Ch.....	750		9.00/20 10 ply...	9.00/20 10 ply...	6	6	N. A.	7,745	3,600
4½.....	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	5,520
	Ch. (6 x 4).....	920		9.00/20 10 ply...	9.00/20 10 ply...	10	6	N. A.	12,555	7,550
	Ch. (6 x 4).....	922		9.75/20 10 ply...	9.75/20 10 ply...	10	6	N. A.	13,920	9,350
	Ch. (6 x 4).....	950		9.75/20 10 ply...	9.75/20 10 ply...	10	6	N. A.	10,650	5,520

STORE-DOOR DELIVERY

¾.....	White Horse.....	99	N. A.....	7.00/16 6 ply...	7.00/16 6 ply...	4	4	N. A.	3,500	\$1,290
¾.....	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.	6,329	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	1,390
1½.....	Ch.....	704		7.00/20 8 ply...	7.00/20 8 ply...	6	6	N. A.	4,895	1,550
1½.....	Ch.....	708		8.25/20 10 ply...	8.25/20 10 ply...	6	6	N. A.	5,520	2,050
2.....	Ch.....	710		7.50/20 8 ply...	7.50/20 8 ply...	6	6	N. A.	6,290	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
8.....	Ch.....	750		9.00/20 10 ply...	9.00/20 10 ply...	6	6	N. A.	7,745	3,600
4½.....	Ch. (TR)	750T		9.00/20 10 ply...	9.00/20 10 ply...	6	6	N. A.	7,168	3,600

CONVENTIONAL—(3D AXLE)

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

STORE-DOOR DELIVERY

¾.....	White Horse.....	99	N. A.....	7.00/16 6 ply...	7.00/16 6 ply...	4	4	N. A.	3,500	\$1,290
¾.....	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.	6,329	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				
1-3½	Ch.....	WA-14.....	N. A.....	6.00/20 6 ply...	6.00/20 6 ply...	4	6	136	4,555	\$1,175
1½-4	Ch.....	WA-18.....	N. A.....	7.00/20 8 ply...	7.00/20 8 ply...	6	6	136	5,291	1,625
1½-4	Ch.....	WA-20.....	N. A.....	7.00/20 8 ply...	7.00/20 8 ply...	6	6	136	5,740	2,065
2-5	Ch.....	WA-22.....	N. A.....	7.50/20 8 ply...	7.50/20 8 ply...	6	6	136	6,340	2,540
4½-8	Ch.....	WA-26.....	N. A.....	9.00/20 10 ply...	9.00/20 10 ply...	6	6	136	7,745	3,375
5-10	Ch.....	WA-34.....	N. A.....	10.00/20 12 ply...	10.00/20 12 ply...	6	6	136	8,735	4,375
5-10	Ch. (TR).....	720.....	N. A.....	9.00/20 10 ply...	9.00/20 10 ply...	6	6	134	8,200	4,650
8-10	Ch.....	722.....	N. A.....	10.00/20 12 ply...	10.00/20 12 ply...	6	6	134	N. A.	5,650

CONVENTIONAL—(DIESEL)

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

CONVENTIONAL—(3d AXLE)

7-9	Ch. (6 x 4).....	WA-2064.....	N. A.....	7.00/20 8 ply...	7.00/20 8 ply...	10	6	160	N. A.	\$3,600
8-12	Ch. (6 x 4).....	WA-2264.....	N. A.....	9.00/20 10 ply...	9.00/20 10 ply...	10	6	160	N. A.	4,950
10-14	Ch. (6 x 4).....	WA-3464.....	N. A.....	9.00/20 10 ply...	9.00/20 10 ply...	10	6	160	N. A.	5,900
12-16	Ch. (6 x 4).....	920.....	N. A.....	9.00/20 10 ply...	9.00/20 10 ply...	10	6	158	N. A.	7,400
14-18	Ch. (6 x 4).....	922.....	N. A.....	10.00/20 12 ply...	10.00/20 12 ply...	10	6	158	N. A.	8,900

CONVENTIONAL (BUS)

	Ch. (bus).....	WA-16.....	N. A.....	7.00/20 8 ply...	7.00/20 8 ply...	6	6	170	N. A.	\$2,450
	Ch. (School Bus).....	W-14B.....	N. A.....	7.00/20 8 ply...	7.00/20 8 ply...	6	6	148	N. A.	1,480
	Ch. (School Bus).....	W-18B.....	N. A.....	7.50/20 8 ply...	7.50/20 8 ply...	6	6	166	N. A.	1,870
	Ch. (School Bus).....	W-20B.....	N. A.....	8.25/20 10 ply...	8.25/20 10 ply...	6	6	178	N. A.	2,420

STORE-DOOR DELIVERY

¾-1½	White Horse.....	S99A.....	N. A.....	7.00/16 6 ply...	7.00/16 6 ply...	4	6	104	3,800	\$1,360
¾-1½	White Horse.....	S116A.....	N. A.....	7.00/16 6 ply...	7.00/16 6 ply...	4	6	121	4,350	1,525

CAB OVER ENGINE

1-3½	Ch.....	WA-114.....	N. A.....	6.50/20 6 ply...	6.50/20 6 ply...	4	6	97	4,815	\$1,425
1½-4	Ch.....	WA-118.....	N. A.....	7.00/20 8 ply...	7.00/20 8 ply...	6	6	97	5,150	1,825
1½-4½	Ch.....	WA-120.....	N. A.....	7.00/20 8 ply...	7.00/20 8 ply...	6	6	97	6,270	2,265
3-6	Ch.....	WA-122.....	N. A.....	7.50/20 8 ply...	7.50/20 8 ply...	6	6	109	6,660	2,780
4½-8	Ch.....	WA-126.....	N. A.....	9.00/20 10 ply...	9.00/20 10 ply...	6	6	109	7,295	3,575
5-10	Ch.....	WA-134.....	N. A.....	10.00/20 12 ply...	10.00/20 12 ply...	6	6	109	8,429	4,575
5-10	Ch. (TR).....	820.....	N. A.....	10.00/20 12 ply...	10.00/20 12 ply...	6	6	109	10,106	5,550
8-10	Ch.....	822.....	N. A.....	11.00/20 12 ply...	11.00/20 12 ply...	6	6	109	N. A.	6,550

(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				
½	Pickup.....	77.....	27001 and up.....	5.00/17.....	5.00/17.....	5	4	100	2,040	\$395
½	Panel.....	77.....	27001 and up.....	5.25/17.....	5.25/17.....	5	4	100	2,195	415

(2) 1936

CONVENTIONAL

½	Pickup.....	77.....	37426 and up.....	5.00/17.....	5.00/17.....	5	4	100	2,000	\$395
½	Panel.....	77.....	35939 and up.....	5.25/17.....	5.25/17.....	5	4	100	2,130	415

(3) 1937

CONVENTIONAL

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

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 of warranted prices, and the Office of Price Administration may revoke or suspend its authorization granted in accordance with the revocation provision of section 15 (b) of Maximum Price Regulation 440, 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.

O.P.A. Form 694-2163 (4-45) Back.

APPENDIX F

O.P.A. 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 15 (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. and mailed to me on. (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 E

O.P.A. 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.

Form with sections: PART I—GENERAL (1-10), PART II (1-3), PART III (1-5). Includes fields for firm name, address, business details, and financial information.

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) 1/4-ton, 4 x 4:													
Reconnaissance (jeep).....	80	600 x 16.....	5	2,453						\$965	\$965	\$965	\$965
Amphibian.....	84	600 x 16.....	5	3,600						2,110			
(2) 1/2-ton, 4 x 2:													
Cargo.....	115	750 x 15.....	5	3,700	\$1,190					655			
Carryall.....	115	750 x 15.....	5	3,625				\$775	\$895	935	825		
Canopy express.....	115	750 x 15.....	5	3,395				685	665	695	710		
Pickup.....	115	750 x 15.....	5	3,385	630	\$670	\$690	635	690	700	640		
Panel delivery.....	115	600 x 16.....	5	3,220	725	640	675	630	775	775	660		
Reconnaissance.....	112	650 x 17.....	5	3,590	1,080	765	820		900	845	900		
Telephone maintenance.....	112	650 x 17.....	5	3,200	825	795							
Pigeon loft.....	112	650 x 17.....	5	3,185	855								
Sedan delivery.....	116	650 x 17.....	5	3,340	665			645	665	715			
Dump.....	138	700 x 20.....	5	6,400	1,005								
(3) 3/4-ton 4 x 4:													
Carryall.....	116	750 x 16.....	5	3,595					910	975	995		
Command reconnaissance Wo/W.....	116	750 x 16.....	5	4,660					975	960	960		
Command reconnaissance W/W.....	116	750 x 16.....	5	4,900					1,060	1,110	1,160		
Emergency repair.....	123	750 x 16.....	5	5,870						980	950		
Panel delivery.....	116	750 x 16.....	5	4,510					820	945	975		
Pick-up.....	116	750 x 16.....	5	4,640		1,400		1,185	815	895			
Radio car.....	116	750 x 16.....	5	5,070					1,220	1,280	1,275		
Weapons carrier Wo/W.....	116	750 x 16.....	5	4,240					940	870	850		
Weapons carrier W/W.....	116	750 x 16.....	5	4,700						940	995		
Express.....	116	750 x 16.....	5	4,790						770			
Ambulance.....	123	770 x 16.....	5	5,640					1,165	1,230	1,200		
Light maintenance.....	116	750 x 16.....	5	4,900							1,315		
Chassis.....	116	750 x 16.....	5	3,900							875		
(4) 1-ton, 4 x 2:													
Panel delivery.....	125	750 x 15.....	5	3,600				735	760				
Pickup.....	125	750 x 15.....	5	3,375					650	655	760		
Ambulance.....	160	750 x 16.....	5	5,125						1,770	1,745	1,950	
Telephone maintenance and installation.....	125	750 x 15.....	5	3,850								1,605	
(5) 3/4-ton, 4 x 4:													
Carryall.....	114	900 x 16.....	5	5,750							1,450	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	5,350							1,325	1,285	
Light maintenance.....	121	900 x 16.....	5	5,250							1,600	1,500	
Weapons carrier Wo/W.....	98	900 x 16.....	5	5,250							1,315	1,275	1,320
Weapons carrier W/W.....	98	900 x 16.....	5	5,550							1,515	1,415	1,470
Ambulance.....	114	900 x 16.....	5	5,750							1,650	1,500	1,560
Chassis.....	121	900 x 16.....	5	4,800								1,135	
(6) 1-ton, 4 x 2:													
Canopy express.....	134	750 x 20.....	5	4,780					860				
Bomb service M1.....	115	750 x 20.....	5	4,500				1,710					
Pickup.....	134	650 x 20.....	5	4,825						840			
(7) 1 1/2-ton, 4 x 2:													
Stake and Platform.....	160	700 x 20.....	7	4,985	840	830			895	945	975	855	
Stake and Platform C. O. E.....	156	750 x 20.....	7	6,500							1,100		
Cargo.....	158	750 x 20.....	7	6,514	995	995	855	985	1,210	1,190	1,280	1,595	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				860	1,035			
Dump.....	134	650 x 20.....	7	5,975	1,015			1,085	970	1,015	1,185		
Fire.....	158	650 x 20.....	7	10,670	1,990								
Panel Delivery.....	134	650 x 20.....	7	4,275	1,120			960	875	840	975	1,000	
Panel Delivery C. O. E.....	134	650 x 20.....	7	5,800					1,655				
Pickup.....	134	650 x 20.....	7	4,965	1,085				935	925	950		
Tractor.....	110	750 x 20.....	7	5,225					820	810	935		
Tractor C. O. E.....	110	750 x 20.....	7	5,300				890			1,405		1,625
Tractor.....	131	700 x 20.....	7	4,325							1,740	1,780	
Ambulance.....	134	650 x 20.....	5	5,485					1,165	1,150	1,630		2,425
Bus 20 Passenger.....	195	750 x 20.....	7	8,250						3,820			
Van C. O. E.....	108	700 x 20.....	7	6,395						2,525	2,525		
Light Repair.....	158	700 x 15.....	5	4,525	1,345								
Chassis.....	158	650 x 20.....	7	3,590	625	1,175		1,065		895	925		
Chassis C. O. E.....	108	700 x 20.....	7	6,335			2,165		1,540				
Radio C. O. E.....	109	700 x 20.....	5	6,350					2,110	2,060	2,160		
Reconnaissance.....	167	700 x 20.....	5	6,500		2,055							
Station Wagon.....	146	650 x 20.....	5	4,600	1,315								
(8) 1 1/2-ton, 4 x 4:													
Bomb service M6.....	125	750 x 20.....	5	6,325					1,100	1,100	1,575	1,675	1,655
Cargo Wo/W.....	145	750 x 20.....	7	7,545	1,270	1,535	1,440	1,455	1,400	1,425	1,600	1,585	1,730
Cargo W/W.....	145	750 x 20.....	7	8,215		2,110			1,620	1,765	1,950	1,825	1,945
Stake & Platform (15 ft.).....	175	750 x 20.....	7	8,965						1,755	1,985	1,985	
Stake & Platform C. O. E.....	175	750 x 20.....	7	8,890						1,430			
Radio Car.....	148	825 x 20.....	5	11,000	1,825								
Dump Wo/W.....	145	750 x 20.....	7	8,300				1,285	1,400	1,545	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	6,760					1,150	1,530	1,595	1,580	
Earth auger and pole setter.....	145	750 x 20.....	7	7,200			6,195		5,300	5,760	5,760	5,760	5,605
Ordnance maintenance.....	131	750 x 20.....	7	9,710						5,995			
Telephone construction and maintenance Wo/W.....	145	750 x 20.....	7	10,215			3,965		2,985	2,985	3,080	3,285	3,230

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						1,240	1,560		\$1,440
Chassis	145	750 x 20	7	4,800	\$1,695			\$2,395		1,200	1,310	\$1,310	1,490
Balkon tender	155	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 W/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		1,460	1,685	1,500	1,665		
Stake and platform	158	825 x 20	7	8,521	1,360				1,675	1,615	1,890		
Dump	146	825 x 20	7	11,000	1,530	1,020	\$2,010	1,595	1,695	1,655		1,785	1,700
Tractor	142	825 x 20	7	6,890				1,195					
Tractor C. O. E.	133	700 x 20	7	4,635					2,330				
Bus—40 passenger	263	900 x 20	7	13,260							4,375		
Canopy express	125	700 x 20	5	4,715						1,525			
Telephone construction	152	825 x 20	7	9,200					3,020	3,375			4,170
Tank—500 gallon	159	750 x 20	7	8,500	2,240								
Searchlight & power plant	154	750 x 20	7	7,600		1,905		1,985					
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					3,885	3,285			
Chassis C. O. E.	123	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			
Caro	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 W/W	162	750 x 20	7	9,635			2,150			1,900	2,095	1,990	2,305
Cargo W/W	162	750 x 20	7	10,245						2,220	2,375	2,220	2,525
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. W/W	164	750 x 20	11	10,050					2,800	2,285	2,250	2,250	2,450
Cargo L. W. B. W/W	164	750 x 20	11	11,000					3,005	2,560	2,475	2,535	2,685
Cargo S. W. B. W/W	145	750 x 20	11	10,100					2,745	2,780	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							2,265	2,215	
Dump L. W. B. W/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 W/W	164	750 x 20	11	7,835						2,065	2,060	2,085	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	11,930						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						8,829			
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						7,905			
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	156	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	4,985	4,725	4,790
(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	5,490		
Cargo L. W. B. W/W	172	900 x 20	11	19,500	4,365				5,640	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	5,250	5,500	5,600	
Dump	151	900 x 20	11	17,500						5,820		5,435	5,885
Wrecker	151	900 x 20	11	21,700							6,570		
Wrecker W/W	151	900 x 20	11	21,700						6,005	6,300	6,750	6,910
Ponton W/W	151	900 x 20	11	18,000						5,380	6,135		
Chassis L. W. B. W/W	172	900 x 20	11	17,000									5,320
Chassis S. W. B. W/W	151	900 x 20	11	16,000									5,315
Air Corps Field Service	252	975 x 20	11	16,000	8,930	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	10,450					\$3,485	\$3,755			
Stake & Platform	184	1000 x 20	7	9,300					2,915	2,900			
Dump	161	1000 x 20	7	12,950	\$2,965				3,400	3,395	\$3,595	\$3,695	\$3,780
Cargo	184	1000 x 20	7	10,100	3,790				2,900	3,165	4,005	3,495	3,245
Chassis C. O. E.	184	1000 x 20	7	8,000							2,640	2,720	
Chassis Conv. C. O. P.	161	1000 x 20	7	8,500							3,740		3,420
Tractor	143	1000 x 20	7	16,400	2,745						2,545	3,050	
Tractor C. O. E.	120	1000 x 20	7	14,000									5,220
Express	172	1050 x 20	7	21,200	5,000					4,755			
(22) 5-6-ton, 4 x 4:													
Porton tractor	164	1200 x 20	7	16,600						6,500	6,710		
Tractor w/w	164	1200 x 20	7	7,250						7,475	7,475	6,200	6,140
Tractor C. O. E.	103	900 x 20	7	7,450					3,910				
Van	164	1200 x 20	7	9,100							6,600	6,600	5,865
Timber haul tractor	150	1060 x 20	7	9,500							7,475		
Cargo C. O. E.	150	1200 x 20	11	10,150							6,700		6,905
Dump	146	1000 x 20	11	23,725	3,970								
(23) 6-ton, 6 x 6:													
Prime mover w/w	185	975 x 22	11	22,070				\$7,665	7,450	7,310	8,570	8,950	8,810
Van	185	975 x 22	11	23,000							8,870	8,870	
Gasoline tank 2600 gal.	185	975 x 22	11	24,090							12,065	12,065	11,275
Chassis w/w (Bridge const.)	194	1200 x 20	11	16,500							10,690	10,685	10,300
Chassis w/w (Quickway const.)	194	1200 x 20	11	16,500								9,855	9,835
Chassis w/w (Signal Corps)	194	1200 x 20	11	16,500							8,200	7,595	7,595
(24) 7 1/2-ton, 6 x 6:													
Prime mover w/w	156	1200 x 24	11	20,620					8,250			11,630	11,505
Bridge construction w/w	194	1500 x 20	11	26,500							11,435		
Tractor	179	1000 x 20	11	18,960							7,905	7,005	
Tractor, wrecking	189	1100 x 20	11	27,500							12,740		
Cargo	212	1050 x 20	11	19,860	6,900	\$6,965							
Cargo w/w	212	1050 x 20	11	20,940	7,250	7,460		8,460					
(25) 8-ton, 6 x 4:													
Tractor	181	900 x 20	11	14,300					4,005	6,015	8,865		
(26) 10-ton, 4 x 2:													
Dump	N.A.	N.A.	N.A.	N.A.							6,265		
(27) 10-ton, 6 x 4:													
Cargo and prime mover	301	1400 x 20	11	20,950						8,265	8,515	8,135	8,135
Platform	301	1400 x 20	11	19,800							8,845		
Carrier	301	1400 x 20	11	21,000									7,250
Tractor	155	975 x 24	11	18,520					7,510	7,115			
Tank—1,600-gallon	301	1100 x 20	11	15,000							8,240		
(28) 10-ton, 6 x 6:													
Heavy wrecker	182	1100 x 20	11	27,370						11,600	12,995	13,145	11,850
Chassis	182	1100 x 20	11	21,000								6,995	
(29) 12-ton, 6 x 4:													
Tractor	179	1200 x 20	11	26,600						10,800	10,735	9,830	
(30) 13-ton, 6 x 6:													
Tractor	179	1200 x 20	11	27,300							10,665		
Tractor w/w	179	1200 x 20	11	28,600							11,110		
Tank transport	179	1200 x 20	11	27,900						8,240	8,340		
(31) 20-ton, 6 x 4:													
Tank transport	179	1200 x 20	11	27,900								7,700	7,415
(32) 40-ton, 6 x 4:													
Tank transport	179	1200 x 20	11	27,900									9,945

(b) TRAILERS

(1) Explanation of Abbreviations

H	.....	Height
L	.....	Length
W	.....	Weight
N.A.	.....	Not available

Nomenclature	L	H	W	Tire		Weight	Price when new							
				Size	No.		1937 (or previous)	1938	1939	1940	1941	1942	1943	1944
(2) 1/4-ton trailer—various mfgs.—all Detroit, Mich.:														
Telephone cable splicer	78	42	20	400 x 18	2	410					\$190	\$190	\$190	
Cargo	78	42	20	600 x 16	2	550						175	175	\$175
Flat Bed	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.						350		
(3) 3/4-ton semi and full trailer—various mfgs.:														
Airdrome utility	88	44	57	600 x 8	2	300								
Van, public address	148	43	88	750 x 20	2	2,150					475	765	825	
(4) 1/2-ton semi and full trailers—various mfgs.:														
Communications	255	103	84	700 x 20	2	N.A.				\$1,575	1,940	1,985		
Cargo	108	53	85	N.A.		1,400				165	155	225		
(5) 1-ton semi and full trailer—various mfgs.:														
Command post	255	103	84	700 x 20	2	5,385						1,385		
Command post	120	114	84	650 x 16	2	4,200	\$510							
Van, 2-horse	180	108	84	750 x 16	2	2,300					595	560	810	825
Pigeon loft	201	82	96	750 x 20	2	2,400					1,100			
Water tank—250 gal.	136	71	58	750 x 20	2	1,400					300	355	355	325
Chassis	N.A.	N.A.	N.A.	N.A.	2	900						250		
Bomb T53	N.A.	N.A.	N.A.	N.A.	4	N.A.								
Cargo	145	73	71	750 x 20	2	1,600	415			220	215	240	325	1,710
Bomb service (4-wheel)	N.A.	N.A.	N.A.	600 x 9	4	450					130	130		350
(6) 1 1/4-ton semi and full trailers—various mfgs.:														
Van K55	295	115	95	750 x 20	4	8,200						2,500		

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 mfrs.:																
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 mfrs.:																
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 mfrs.:																
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	750 x 20.....	4	6,500					1,130					
Van (Signal Corps).....	N.A.	N.A.	N.A.	N.A.....	2	N.A.					1,150		1,065	1,150	1,320	
(10) 3½-ton semi and full trailers—various mfrs.:																
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 mfrs.:																
Chemical service or handling (M1-M2).....	230	91	88	750 x 15.....	4	2,755								1,335	1,335	1,335
Antenna mount K22 and K64.....	366	123	92	700 x 20.....	4	15,700								9,505	9,505	
Antenna mount K28.....	194	134	94	750 x 20.....	9	6,000								2,100	2,100	
Van.....	192	84	132	N.A.....	4	6,000	\$825						1,200	2,090	2,095	
Van.....	240	95	113	N.A.....	2	7,100							1,355			
Ammunition M21.....	N.A.	N.A.	N.A.	N.A.....	4	N.A.										1,925
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								6,465		
(12) 5-ton semi and full trailers—various mfrs.:																
Telephone construction haulers and cable K37.....	146	69	68	900 x 20.....	2	2,900								865		
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	1,830
(13) 6-ton semi and full trailers—various mfrs.:																
Field shop repair (10-ton gross).....	363	134	96	900 x 20.....	4	9,000										1,670
Van.....	249	133	96	900 x 20.....	5	7,450										2,200
Van.....	225	84	126	750 x 20.....	4	6,650	\$825			1,140	1,750	1,775	2,125			
Clothing repair.....	269	132	94	900 x 20.....	4	8,000								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	3,515
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	1,965	
Sterilizer and bath.....	270	139	98	900 x 20.....	4	9,500								1,785	1,785	
Textile repair.....	269	132	96	900 x 20.....	4	8,500								1,800	2,170	
Animal cargo.....	290	126	96	900 x 20.....	4	8,820								1,435		
Low platform.....	420	96	N.A.	N.A.....	N.A.	16,700					1,360			2,840		
Van, administration.....	N.A.	N.A.	N.A.	N.A.....	2	N.A.								2,550	3,300	3,895
Stake and platform.....	202	84	89	N.A.....	N.A.	5,680					825	850		850		
Copying camera and map reprod.....	345	132	96	1,200 x 20.....	4	5,600			630					2,650		2,760
Gas tank, 2,000 gallon.....	306	102	96	900 x 20.....	2	8,600								2,730		2,885
7-ton semi and full trailers—various mfrs.:																
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 mfrs.:																
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 mfrs.:																
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
(16) 10-ton semi and full trailers—various mfrs.:																
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.										2,575
(19) 11-ton semi and full trailers—various mfrs.:																
Van, 28-foot.....	N.A.	N.A.	N.A.	N.A.....	4	N.A.										1,950
(20) 120-ton semi and full trailers—various mfrs.:																
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 mfrs.:																
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 mfrs.:																
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								2,285	2,285	
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		Weight	Price when new												
				Size	No.		1937 (or previous)	1938	1939	1940	1941	1942	1943	1944					
(24) 20-ton semi and full trailers—various mfgs.:																			
Flat bed.....	424	61	114	1200 x 20..... 900 x 20..... 1200 x 20..... 900 x 20..... 750 x 20.....	21	N.A.							\$2,490	\$2,520					
Flat bed w/dolly.....	468	68	102																\$3,000
High bed.....	N.A.	N.A.	N.A.				N.A.	2	N.A.									2,360	
Tank transport.....	N.A.	N.A.	N.A.				N.A.	N.A.	N.A.										2,910
(25) 22½-ton semi and full trailers—various mfgs.:																			
Low bed.....	N.A.	N.A.	N.A.	N.A.	4	N.A.							2,945	2,945		2,010			
Low bed M15.....	N.A.	N.A.	N.A.	N.A.	4	N.A.										9,130			
(26) 25-ton semi and full trailers—various mfgs.:																			
Pontoon.....	386	71	96	1200 x 20.....	5	7,660				\$2,000	\$2,000	2,000	2,000		2,000				
(27) 40-ton semi and full trailers—various mfgs.:																			
Tank recovery M25.....	462	N.A.	124	1400 x 24.....	8	N.A.													
(28) 45-ton semi and full trailers—various mfgs.:																			
Fiat bed.....	N.A.	N.A.	N.A.	N.A.	12	N.A.						4,870	4,900		5,130				
Tank recovery M19.....	356	57	114	825 x 15.....	26	N.A.									4,860				
(29) Miscellaneous—Trailer:																			
Bomb M5.....	217	44	94	650 x 10.....	1	2,200						685	870	870	855				
Fire pumper—500 G P.M.....	146	67	71	750 x 18.....	2		2,000												
Fire Crash—High Pressure.....	113	65	69	650 x 16.....	2	2,835													
Armored transport—M-8.....	118	52	89	750 x 20.....	2	2,640													
Bus (converted)—45 pass.....	396	115	90	700 x 20 to 825 x 20.....		12,000								860					
Fuel servicing—600 gal.....	200	76	92	750 x 20.....		3,700						1,655	1,655	1,655					
Fuel servicing—220 gal.....	N.A.	N.A.	N.A.	600 x 6.....		400						675	675	675					
Water tank—1,500 gal.....	223	90	96	900 x 20.....		1,500				2,150	2,150	2,150	2,150	2,150	2,150				
Fuel servicing—4000 (type F1-F1A).....	360	112	96	1000 x 22.....	4	9,096								3,915					

[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, 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:

¹10 F.R. 11512, 11808, 12526, 12960, 12986, 13368, 13402, 13403.

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.]

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 California, 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 ex-

cess 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 subdivisions (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 § 1364.22a (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 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.

[F. R. Doc. 45-20711; Filed, Nov. 13, 1945;
11:58 a. m.]

PART 1407—RATIONING OF FOOD AND FOOD PRODUCTS

[2d Rev. RO 3, 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, Amdt. 46]

SUGAR

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

19 F.R. 13641.

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, 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 Kosuth 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.	+11.3¢ 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.	+8.3¢ to the dressed price in table A.	+8.3¢ to the dressed price in table A.	+6.8¢ to the dressed price in table A.	+10.5¢ to the dressed price in table A.
Frozen, eviscerated.....	+19.8¢ to the dressed price in table A.	+18.3¢ 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.	+15.7¢ to the dressed price in table A.	+14.3¢ to the dressed price in table A.	+11.8¢ to the dressed price in table A.	+13.5¢ 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 35.3 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 28.3 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	Young	Old						
					Light	Medium	Heavy	Light	Medium	Heavy					Light	Medium	Heavy			
30.....	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, Amdt. 35]

DISTILLED SPIRITS AND WINES

A statement of the considerations involved in the issuance of this amend-

¹ 10 F. R. 7444, 8241, 9395, 9626, 10,224, 11,515, 11,906.

ment, 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 426, 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. 7403, 7500, 7539, 7578, 7668, 7683, 7799, 8021, 8069, 8239, 8239, 8467, 8611, 8657, 8905, 8936, 9023, 9023, 9118, 9119, 9277, 9447, 9628, 9928, 10025, 10229, 10311, 10303, 11072, 12213, 12084, 12408, 12447, 12532, 12367, 12702, 12745, 12960, 13129, 13271, 13313, 13369.

PART 1499—COMMODITIES AND SERVICES
[Rev. SR 11, 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. 12812), 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 INSTI-
TUTIONS AND DISCOUNTS FOR EDUCATION-
AL 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 non-

profit 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, 6735, 10332, 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. 45-20640; 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, 26¼ 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. 45-20635; 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 carried into effect 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 "V".

(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 "V", 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, NW $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$.
T. 15 N., R. 67 E.,
Sec. 8, NW $\frac{1}{4}$ SE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 19, SE $\frac{1}{4}$;
Sec. 20, SW $\frac{1}{4}$ SE $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 29, W $\frac{1}{2}$ NE $\frac{1}{4}$;
Sec. 32, W $\frac{1}{2}$ NE $\frac{1}{4}$.

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.

Hostery 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 Carolina; 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 employ-

ment. 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 Sound-Recorder Corporation, Dictaphone Corpo-

ration, 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. 45-20876; 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., re-

specting 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 Razorroll Company; and Adam H. Kulkowski, 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 recommen-

dation 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. 5384]

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 Bresciano 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 Cotonificio 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. 45-20590; Filed, Nov. 9, 1945;
11:15 a. m.]

[Vesting Order 5293]

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 pursuant 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 insures 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 des-

ignated 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,

No. 223—23

Nationals and Last Known Address

Jacob Meier, Germany.
Betty Meier, Germany.
Rosa Meier, Germany.
Elsie 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, Depository, 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. 13158.

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 Philipp 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 Philipp Burgard, deceased, names unknown, and each of them, in and to the Estate of Philipp 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 Philipp 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 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-39-13366; 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-39-18371; 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. 12813.

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, Lana Weber, Hedwig Dern, 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.

Lana Weber, Germany.

Hedwig Dern, 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 Rlewe and Herman Rlewe, 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 Rlewe, Germany.
Herman Rlewe, Germany.

That such property is in the process of administration by Emil Rlewe, 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 Amalle 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

Amalle 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 here-

of, 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 distributors	On sales to dealers	On sales to consumers
13 cu. ft. with 1/4 h. p. compressor.....	\$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. 1/4 h. p. condensing unit.....	\$160	\$192	\$320

(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 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 Clifftondale 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.....	\$13.56	\$16.95	(Uninstalled) \$33.00 (Installed) \$36.00

(b) The maximum net prices specified in (a) above for sales by the Clifftondale 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 Clifftondale 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— $\frac{3}{4}$ " Plastic Binding, and Model No. 1364— $\frac{5}{8}$ " 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	Dropship jobbers	Dealers	Consumers
Model No. 1508: $\frac{3}{4}$ " x $\frac{1}{2}$ " 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: $\frac{5}{8}$ " x $\frac{1}{4}$ " plastic edging, plain natural color finish	2.43	2.70	3.00	4.50

¹75 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	29.09	336.36	448.48
B. G. 500 boiler: Burner unit	296.56	370.70	494.25

(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
20 M: Flat floor furnace attached—Schedule A.	Net per unit \$30.04	Net per unit \$33.38	Net per unit \$46.37	Net per unit \$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	43.40	60.40	96.64
40M: Single floor furnace attached—Schedule H.	44.89	49.88	68.23	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	144.06

(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.....	\$31.95	\$33.95	\$34.95
S 463.....	31.95	33.45	34.95
S 464.....	39.95	42.45	44.95
S 467.....	74.95	79.95	84.95
S 469.....	99.95	104.95	109.95

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. 7506, 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	380	375	365	365	360	350	330	330	330	385	315	310	300	295
Truck shipment.....	395	375	350	350	335	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. 7503, 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	355	315	310	300	295
Railroad fuel.....	345	340	335	335	335	330	325	325	325	355	315	310	300	295
Truck shipment.....	395	375	350	350	335	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, 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)	(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

	M	M	M	M	K	K	J	G	E	G	D	K	K	K
	Price classification.....	380	380	375	375	375	365	345	340	340	375	330	315	310	310
Rail shipments and railroad fuel.....	395	375	350	350	335	310	275	270						
Truck shipment.....														

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. \$6.58	Ea. \$9.87

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 maximum 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
Metal chair...	F-101	\$2.88	\$3.06	\$3.60

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]

BUILD 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, 1083 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, 59" table, oak column and base, plate glass 20" 3/8 and shade.	2005G.	\$20.00	\$23.50	\$41.50
3-way indirect 65" torchiere, twisted oak column, iron base.	1623T.	19.55	23.00	41.40
3-way floor lamp, 59 1/2" twisted oak column, iron base and shade.	1623F.	17.85	21.00	37.80
3-way indirect floor 65" lamp, oak column crystal break iron base aluminum reflector.	1053...	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, 27 1/2" twisted oak or walnut column, glass shade.	623B...	9.55	11.25	20.25
Modern indirect torchiere 65" 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 183, 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
Miss Peru.....	Perfecto.....	50	Per M \$90	Cents 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.....	\$39.50
Box spring.....	do.....	39.50
Mattress.....	Ideal.....	29.75
Box spring.....	do.....	29.75
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
Flanl-pad....	Ironing board pad and cover set.	\$1.13	\$1.98
Presco.....	do.....	.96	1.69
Gem.....	do.....	.74	1.29
Dutch Maid....	do.....	.57	1.00
Crecent.....	Ironing board cover...	.39	.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			
Manufacturer's selling price	Ceiling price at retail	Manufacturer's 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.....	28.50
\$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
	Per dozen \$45	Per unit \$6.50
Lounging jacket.....		

(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
	Per dozen	Per unit
Women's pullover sweater.....	\$42.00	\$5.98
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	\$6.95
\$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 arti-

cles 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:

CHERIGAN "CHANCE" AND "FLEUR DE TABAC"
PERFUME

Lot number and contents	Maximum price to—		
	Wholesalers ¹	Retailers ¹	Consumers
#201—1/4 ounce....	\$2.56	\$3.00	\$5.00
#202—1/2 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

Lot number and contents	Maximum price to—		
	Wholesalers ¹	Retailers ¹	Consumers
#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" PER-
FUME

Lot number and contents	Maximum price to—	
	Retailers ¹	Consumers
#201—1/4 ounce.....	\$3.00	\$5.00
#202—1/2 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

Lot number and contents	Maximum price to—	
	Retailers ¹	Consumers
#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 106]

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	\$12.50
	1 ounce.....	12.70	14.10	23.50
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	\$12.50
	1 ounce.....	14.10	23.50
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. 106 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. 106 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 ma-

chine 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 \$28.16 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	\$6.90	\$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. 45-20539; Filed, Nov. 8, 1945; 4:39 p. m.]

SECURITIES AND EXCHANGE COMMISSION.

[File Nos. 7-830 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 Ex-

change 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 1¼% 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. 45-20667; 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 anytime 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, 1948, issued under and secured by the company's mortgage dated February 1, 1928. 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, 1928, and such bonds will constitute the total outstanding bonds of the company.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F. R. Doc. 45-20668; 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. 45-20696; Filed Nov. 13, 1945;
11:24 a. m.]