

THE NATIONAL ARCHIVES
LITTEA SCRIPTA MANET
FEDERAL REGISTER
OF THE UNITED STATES
1934

VOLUME 8NUMBER 64

Washington, Thursday, April 1, 1943

Regulations

TITLE 32—NATIONAL DEFENSE

Chapter VIII—Board of Economic Warfare

Subchapter B—Export Control

[Amendment 37]

PART 804—INDIVIDUAL LICENSES

WOOL FABRICS

Paragraph (b) of § 804.8 *Certificates of necessity*¹ is hereby amended by deleting from the list of commodities scheduled therein the commodity (wool fabrics) bearing Schedule B Number 3643.00.

This amendment shall become effective March 30, 1943.

(Sec. 6, 54 Stat. 714; Pub. Law 75, 77th Cong.; Pub. Law 638, 77th Cong.; Order 3 and Delegation of Authority 25, 7 F.R. 4951; Delegation of Authority 40, 8 F.R. 1938)

Dated: March 22, 1943.

A. N. ZIEGLER,
*Acting Chief of Office,
Office of Exports.*

[F. R. Doc. 43-4933; Filed, March 31, 1943; 9:44 a. m.]

[Amendment 38]

PART 801—GENERAL REGULATIONS

ABRASIVES

Section 801.2 *Prohibited exportations*² is hereby amended in the following particulars:

In the column headed "Shipping Priority Rating" the shipping priority ratings assigned to the commodities listed below, at every place where said

commodities appear in said section, are amended to read as follows:

Commodity	Department of Commerce No.	Shipping priority rating
Grindstones (include pulpstones). Natural abrasives, hones, whetstones, etc., n. e. s. (include infusorial and diatomaceous earth, flint, rottenstone, tripoli, and garnet).....	5406.00	O
	5409.98	O

(Sec. 6, 54 Stat. 714; Pub. Law 75, 77th Cong.; Pub. Law 638, 77th Cong.; Order 3 and Delegation of Authority 25, 7 F.R. 4951; Delegation of Authority 40, 8 F.R. 1938)

Dated: March 17, 1943.

A. N. ZIEGLER,
*Acting Chief of Office,
Office of Exports.*

[F. R. Doc. 43-4934; Filed, March 31, 1943; 9:44 a. m.]

Chapter IX—War Production Board

Subchapter B—Executive Vice Chairman

AUTHORITY: Regulations in this subchapter issued under P.D. Reg. 1, as amended, 6 F.R. 6680; W.P.B. Reg. 1, 7 F.R. 561; E.O. 9024, 7 F.R. 329; E.O. 9040, 7 F.R. 527; E.O. 9125, 7 F.R. 2719; sec. 2 (a), Pub. Law 671, 76th Cong., as amended by Pub. Laws 89 and 507, 77th Cong.

PART 1010—SUSPENSION ORDERS

[Suspension Order S-257]

C. M. CLAY'S SONS

Charles M. Clay, Jr., doing business as C. M. Clay's Sons, 26 Washington Street, Poughkeepsie, New York, is engaged in the marketing of motor fuel. During the months of April, May, June and from July 1 to July 22, 1942, C. M. Clay's Sons made total deliveries of 362,260 gallons of motor fuel to thirty-nine service stations in excess of the amounts permitted to be delivered in accordance with the provisions of Limitation Order L-70. As

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¹ 8 F.R. 1563, 2146.

² 8 F.R. 1494, 1616, 1709, 1879, 2146.



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The Administrative Committee consists of the Archivist or Acting Archivist, an officer of the Department of Justice designated by the Attorney General, and the Public Printer or Acting Public Printer.

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the quotas for these stations decreased during that period, the deliveries made by C. M. Clay's Sons to these stations increased from 28 percent to 169 percent in excess of the permitted quotas. Despite the fact that C. M. Clay's Sons was acquainted with the provisions contained in Limitation Order L-70, these over-deliveries were made by it in such reckless disregard of the order as to constitute wilful violation thereof.

These violations of Limitation Order L-70 have hampered and impeded the war effort of the United States by diverting scarce material to uses unauthorized by the War Production Board. In view of the foregoing facts, *It is hereby ordered*, That:

§ 1010.257 *Suspension Order No. S-257.* (a) Charles M. Clay, Jr., doing business as C. M. Clay's Sons or under any other name, his successors and assigns, shall not deliver or cause to be delivered, directly or indirectly, during the months of April, May and June, 1943, any quantities of motor fuel, as defined in Limitation Order L-70, to the service stations listed below:

Chester Hauser, 652 Main St., Poughkeepsie, N. Y.
 C. M. Clay's Sons, Main Street, Highland, N. Y.
 E. J. Kearney, 118 N. Front St., Kingston, N. Y.
 Andrew Sitare, Millbrook, N. Y.
 Adolph Froemel, Marlboro, N. Y.
 C. M. Clay's Sons, 26 Washington St., Poughkeepsie, N. Y.
 C. G. Price, Sr., 915 Main St., Poughkeepsie, N. Y.
 Maurice E. Kenny, Beacon, N. Y.
 Harold Gerdes, Beacon, N. Y.
 Clay's Service Station, Chatham, N. Y.
 J. H. Brannigan, 789 Broadway, Kingston, N. Y.
 Marshal Roosa, Kingston, N. Y.
 Jesse Berrian, 31 Orange Ave., Goshen, N. Y.
 Macy Sheron, Carmel, N. Y.
 Louis Peppe, Pine Plains, N. Y.
 Walter E. Murray, Pine Bush, N. Y.
 Henry Goldsmith, Port Ewen, N. Y.
 J. Andreini, Clintondale Road, Highland, N. Y.
 C. M. Clay & Sons, North Road, Poughkeepsie, N. Y.
 Edward M. Kearins, Philmont, N. Y.
 Rustic Tavern, Phoenicia, N. Y.

A. J. Burn, 1105 Ulster Ave., Saugerties, N. Y.
 George Bush, 250 South St., Poughkeepsie, N. Y.
 Theron Wurster, Highland, N. Y.
 Chas. Wojciechowski, Poughkeepsie, N. Y.
 Adam Startup, 68 Cottage St., Millertown, N. Y.
 C. H. Turner, 126 W. Main St., Walden, N. Y.
 N. Buchwald, Wingdale, N. Y.
 Ray B. Walcott, Maybrook, N. Y.
 Myron Benson, The Narrows, Amenia, N. Y.
 Walter E. Bassett, Pleasant Valley, N. Y.
 John R. Tanner, Millertown, N. Y.
 Fred Haller, Monticello, N. Y.
 Hubert Gage, Red Hook, N. Y.
 C. M. Clay's Sons, 234 Hooker Ave., Poughkeepsie, N. Y.
 C. G. Price, Jr., 238 South Ave., Poughkeepsie, N. Y.
 John Dilger, Wappinger Falls, N. Y.
 Victor Post, Rhinebeck, N. Y.
 Henry Diel, Winona Lake, Newburgh, N. Y.

(b) Nothing contained in this order shall be deemed to relieve Charles M. Clay, Jr., doing business as C. M. Clay's Sons or otherwise, from any restriction, prohibition or provision contained in any other order or regulation of the War Production Board except in so far as the same may be inconsistent with the provisions hereof.

(c) This order shall take effect April 1, 1943 and shall expire on June 30, 1943, at which time the restrictions contained in this order shall be of no further effect.
 Issued this 30th day of March 1943.

WAR PRODUCTION BOARD,
 By **J. JOSEPH WHELAN,**
Recording Secretary.

[F. R. Doc. 43-4899; Filed, March 30, 1943; 4:07 p. m.]

PART 1010—SUSPENSION ORDERS

[Suspension Order S-262]

CRYSTAL BOTTLING CO., INC.

The Crystal Bottling Company, Inc., Cleveland, Ohio, is a corporation engaged in the business of bottling non-alcoholic beverages. Associated with it in this business is the Crystal Distributing Company, Inc., Cleveland, Ohio, a corporation which has the same President and General Manager and substantially identical stock interests with the Crystal Bottling Company. During the months of June, July, August and September, 1942, the Crystal Bottling Company affixed 106,462 metal closures to glass containers for non-alcoholic beverages in excess of the quota established for that company under the provisions of Conservation Order M-104. The Crystal Bottling Company, Inc., made no effort to compute the quota established for it under the provisions of Conservation Order M-104, although it knew of the existence of Conservation Order M-104 and that such order limited the scope of the company's operations.

This wilful violation of Conservation Order M-104, as amended, has impeded and hampered the war effort of the United States.

In view of the foregoing facts, *It is hereby ordered:*

§ 1010.262 *Suspension Order No. S-262.* (a) During each of the months from April, 1943 to September, 1943, both

inclusive, the quota established under the terms of Conservation Order M-104, as amended from time to time, for use or consumption by the Crystal Bottling Company, Inc. of metal closures made of tinsplate, terneplate or blackplate, affixed to glass containers for non-alcoholic beverages, shall be reduced by 25 percent; and the Crystal Bottling Company, Inc. shall not use, consume, or affix, directly or indirectly, or through or by the Crystal Distributing Company, Inc. closures in excess of the above amount.

(b) Nothing contained in this order shall be deemed to relieve the Crystal Bottling Company, Inc., its successors or assigns from any restriction, prohibition or provision of any order or regulation of the War Production Board, except in so far as the same may be inconsistent with the provisions hereof.

(c) This order shall take effect on April 1, 1943, and shall expire on September 30, 1943.

Issued this 30th day of March 1943.

WAR PRODUCTION BOARD,
By J. JOSEPH WHELAN,
Recording Secretary.

[F. R. Doc. 43-4900; Filed, March 30, 1943;
4:07 p. m.]

PART 1010—SUSPENSION ORDERS

[Suspension Order S-264]

REFRIGERATION ENGINEERING CO.

F. H. Kaup conducts a business known as Refrigeration Engineering Company with an office at 211 Foshay Tower, Minneapolis, Minnesota. Between May 15, 1942 and October 13, 1942 he sold refrigerating equipment to persons other than producers, dealers, or other authorized channels of distribution, without preference ratings and on orders which were not "preferred orders." Such sales by the respondent were substantial in both quantity and in monetary value. These sales by the respondent were in violation of General Limitation Order L-38 and constituted wilful violations of the order. Such conduct on the part of F. H. Kaup has hampered and impeded the war effort of the United States. In view of the foregoing, *It is hereby ordered, That:*

§ 1010.264 *Suspension Order No. S-264.* (a) F. H. Kaup, doing business as Refrigeration Engineering Company, or under any other name, his successors and assigns, are hereby prohibited from selling, leasing, trading, lending, delivering, shipping or transferring any refrigerating or air conditioning equipment, and are also prohibited from purchasing, receiving or accepting delivery of, or having transferred to it in any manner, any refrigerating or air conditioning equipment as defined in General Limitation Order L-38 as amended, for the period during which this order is in effect, except as specifically authorized in writing by the Regional Compliance Chief of the Regional Office of the War Production Board in Chicago, Illinois.

(b) Nothing contained in this order shall be deemed to relieve F. H. Kaup, doing business as Refrigeration Engineering Company, or under any other name, from any restriction, prohibition, or provision contained in any other order or regulation of the War Production Board, except in so far as the same may be inconsistent with the provisions hereof.

(c) This order shall take effect on April 1, 1943 and shall expire on July 1, 1943.

Issued this 30th day of March 1943.

WAR PRODUCTION BOARD,
By J. JOSEPH WHELAN,
Recording Secretary.

[F. R. Doc. 43-4901; Filed, March 30, 1943;
4:07 p. m.]

PART 1010—SUSPENSION ORDERS

[Amendment 1 to Suspension Order S-231]
OAKLAWN, INC.

Oaklawn, Inc. of New Orleans, Louisiana, appealed from the provisions of Suspension Order S-231 issued by the Director General for Operations on February 3, 1943, and after a careful consideration of all the facts and circumstances, the appeal was denied. As a result of the appeal, however, the Chief Compliance Commissioner has recommended that the suspension order be amended in order to carry out the intent of the original order and to permit completion of 106 housing units instead of the 100 housing units specified in the order.

In view of the foregoing, Paragraphs (a) and (b) of §1010.231, *Suspension Order S-231*, issued February 3, 1943, are hereby amended to read as follows:

(a) Deliveries of material to Oaklawn, Inc., its successors and assigns, shall not be accorded priority over deliveries under any other contract or order, and no preference rating shall be assigned or applied to such deliveries to Oaklawn, Inc., its successors and assigns, by means of preference rating certificates, preference rating orders, general preference orders, or any other orders and regulations of the War Production Board, except as specifically authorized in writing by the War Production Board: *Provided, however,* That the preference rating heretofore assigned to Oaklawn, Inc. by Preference Rating Order P-55 may be applied to deliveries of material required for the completion of 106 units of the project on which construction has begun, with the written approval of the Regional Compliance Chief, War Production Board, Dallas, Texas, but no preference rating shall be applied in connection with the construction of the four housing units which had not been begun on January 27, 1943.

(b) No allocation shall be made to Oaklawn, Inc., its successors or assigns, of any material, the supply or distribution of which is governed by any order of the War Production Board, except as specifically authorized in writing by the

War Production Board: *Provided, however,* That such allocations as may be necessary to enable Oaklawn, Inc. to complete 106 units of this housing project, may be made, with the written approval of the Regional Compliance Chief, War Production Board, Dallas, Texas, but no allocations to the respondent shall be made in connection with the four housing units on which construction had not been begun on January 27, 1943.

Issued this 30th day of March 1943.

WAR PRODUCTION BOARD,
By J. JOSEPH WHELAN,
Recording Secretary.

[F. R. Doc. 43-4931; Filed, March 30, 1943;
5:14 p. m.]

Chapter XI—Office of Price Administration

PART 1360—MOTOR VEHICLES AND MOTOR VEHICLE EQUIPMENT

[Maximum Price Regulation 341]

USED COMMERCIAL MOTOR VEHICLES

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 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 advised and consulted with representative members of the industry which will be affected by this regulation.

In the judgment of the Price Administrator the maximum prices established by this regulation are and will be generally fair and equitable and will effectuate the purposes of the Act. A statement of the considerations involved in the issuance of this regulation has been issued simultaneously herewith, and has been filed with the Division of the Federal Register.*

Therefore, under the authority vested in the Price Administrator by the Emergency Price Control Act of 1942, as amended, Executive Order 9250, and in accordance with Revised Procedural Regulation No. 1 issued by the Office of Price Administration, Maximum Price Regulation No. 341 is hereby issued.

AUTHORITY: §§ 1360.501 and 1360.522, inclusive, issued under Pub. Laws 421, 729, 77th Cong.; E. O. 9250, 7 F. R. 7871.

§ 1360.501 *Commodities and transactions covered by this regulation—(a) Transactions covered.* This regulation establishes maximum prices for sales of used commercial motor vehicles, including sales of chassis or bodies separately. It covers sales by persons engaged in

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

the business of selling such vehicles, that is dealers, and also sales by any other person. Dealers in used commercial motor vehicles and persons making frequent sales of such vehicles as an incident of their regular business are licensed by this regulation. Sales of used commercial motor vehicles pursuant to a "recapture clause" in a rental contract entered into prior to the effective date of this regulation (but not those pursuant to a rental contract entered into after such effective date) are exempt from this regulation and from the General Maximum Price Regulation.

(b) *Commodities covered.* When used in this regulation, the term "used commercial motor vehicle" means a self-propelled vehicle, or a vehicle drawn by it, which was designed for use on or off the highways for the transportation of property or of more than ten persons and which has been driven over 1,000 miles, and bodies of any such vehicles. It includes vehicles of the following types: complete trucks, truck tractors, full-trailers, semi-trailers, ambulances, hearses, omnibuses, carry-all suburbans, sedan deliveries, utility sedans, coupes fitted with pickup boxes, cab pickups, and chassis and bodies for all of the foregoing, but does not include passenger automobiles, taxicabs, station wagons, vehicles operated on rails, self-tracklaying vehicles nor farm and garden tractors designed and used for agricultural purposes. A vehicle which has been assembled by a manufacturer of trucks from components some of which are new and some of which are reconditioned shall not be deemed a used vehicle for the purposes of this regulation.

§ 1360.502 *General outline of this regulation—(a) Maximum prices.* The method of computing maximum prices for most sales is provided by §§ 1360.504 and 1360.505. Maximum prices which are higher than those established by §§ 1360.504 and 1360.505 are permitted in certain cases. Thus, § 1360.506 permits a higher price for a vehicle sold by a dealer which has been reconditioned by him and guaranteed in accordance with Appendix B; § 1360.507 in certain cases permits a higher price for the resale of such reconditioned and guaranteed vehicle by the purchaser thereof or by a person who has repossessed such a vehicle. A higher price is also permitted, by § 1360.507, on the sale of a vehicle within one year of its acquisition when new, if the price new included the 1 percent allowance for maintenance operations provided by Supplementary Regulation No. 14.¹

¹ 7 F.R. 5486, 5709, 6008, 5911, 6271, 6369, 6477, 6473, 6774, 6775, 6793, 6887, 6892, 6776, 6939, 7011, 7012, 6965, 7250 7289 7203, 7365, 7401, 7453, 7400, 7510, 7536, 7604, 7538, 7511, 7535, 7739, 7671, 7812, 7914, 7946, 8237, 8024, 8199, 8351, 8358, 8524, 8652, 8707, 8881, 8899, 9082, 8950, 9131, 8953, 8954, 8955, 8959, 9043, 9196, 9397, 9391, 9405, 9496, 9637, 9786, 9900, 9901, 10069, 10111, 10022, 10151, 10231, 10294, 10346, 10381, 10480, 10537, 10557, 10583, 10705, 10865, 11005; 8 F.R. 276, 439, 535, 494, 589, 863, 980, 876, 878, 1139, 1142, 1121, 1279, 1030, 1590, 1279, 1383, 1589, 1455, 1460, 1633, 1467, 1813, 1894, 1978, 2041, 1895, 2035, 2157, 2343, 2354, 2274, 2346, 2507, 2665.

(b) *Invoices, guarantees and tags required.* Every person selling a used commercial motor vehicle, whether or not he is a dealer, must give the purchaser a sales invoice containing the information prescribed in § 1360.512. In addition, a dealer selling a vehicle as "reconditioned and guaranteed" must furnish the purchaser with a signed guarantee in the form prescribed in Appendix B. A dealer, but not any other person, offering a vehicle for sale must also attach to such vehicle, in a conspicuous manner, a tag in the form prescribed in Appendix A.

§ 1360.503 *Prohibition against sale at a price higher than the maximum price.*

(a) On and after April 26, 1943, regardless of any contract, lease, or other obligation:

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

(2) No person in the course of trade or business shall buy or receive any used commercial motor vehicle at a price higher than such maximum price;

(3) No person shall agree, offer, solicit or attempt to do any of the acts prohibited in subparagraphs (1) and (2);

(4) Notwithstanding the provisions of paragraph (2), if, upon the purchase of any used commercial motor vehicle, which is sold as a reconditioned and guaranteed vehicle, the purchaser shall receive from the seller false information as to the extent of extras, parts, materials and labor used in reconditioning, and if in such case the purchaser shall have no cause to doubt the accuracy of such information and as a result of this pays a price in excess of the maximum price, the purchaser shall not be deemed to have violated the prohibition contained in paragraph (2).

(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 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.

§ 1360.504 *Maximum prices in general—(a) Method of computing maximum price.* In determining the maximum price for any used commercial motor vehicle, the "base price" for such vehicle shall first be computed in accordance with § 1360.505. The allowable percentage factor, corresponding to the age of the vehicle, as defined in paragraph (b) of this section, shall then be ascertained from the table of percentages contained in paragraph (c) of this section. The maximum price shall be determined by multiplying such "base price" by such allowable percentage. However, when a vehicle is sold by a dealer on a reconditioned and guaranteed basis the maximum price may be increased as provided in § 1360.506 and in certain other cases the maximum price may be increased as provided in § 1360.507.

(b) *Method of determining age of vehicle.* For the purpose of this regulation, the term "age" means the following:

(1) *For a complete used commercial motor vehicle or the chassis only of a used commercial motor vehicle.* (i) The period measured from the month and year in which the chassis of the used commercial motor vehicle was delivered when new to a person who purchased it for use and not for purposes of resale, if such date of delivery can be supported by original bill of sale or original invoice or certified copies thereof, or

(ii) If such evidence is not available, the period measured from the first day of January of the year by which the model and year of manufacture of the chassis of the vehicle is designated by its manufacturer, or

(iii) If that information cannot be ascertained, a period of more than 72 months.

(2) *For the body only of a used commercial motor vehicle, when sold separately from the chassis.* (i) The period measured from the month and year in which the body was delivered when new to a person who purchased it for use and not for purposes of resale, if such date of delivery can be supported by original bill of sale or original invoice or certified copies thereof, or

(ii) If such evidence is not available, the period measured from the first day of January of the year in which the body was manufactured, if such year can be ascertained by the body number or other manufacturer's identification, or

(iii) If that information cannot be ascertained, a period of more than 72 months.

(c) *Table of percentages corresponding to the age of the vehicle, by which the "base price" is to be multiplied.*

Age:	Percent
Six mos. or less.....	90
More than 6 mos. to 12 mos.....	81
More than 12 mos. to 18 mos.....	73
More than 18 mos. to 24 mos.....	66
More than 24 mos. to 30 mos.....	59
More than 30 mos. to 36 mos.....	53
More than 36 mos. to 42 mos.....	48
More than 42 mos. to 48 mos.....	43
More than 48 mos. to 54 mos.....	39
More than 54 mos. to 60 mos.....	35
More than 60 mos. to 66 mos.....	32
More than 66 mos. to 72 mos.....	29
More than 72 mos.....	26

§ 1360.505 *Computation of the "base price".* (a) The "base price" for any used commercial motor vehicle shall be the sum of

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

(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) *Method of determining "value when new".* The "value when new" for the vehicle being priced shall be determined by the first of the following which is applicable:

(1) *Complete vehicle listed in Appendix C.* If the vehicle being priced is listed in Appendix C the "value when new" shall be the price there listed.

(2) *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 either one of the following:

- (i) The original retail price new f. o. b. factory, for the body with which the vehicle being priced is now equipped, or
- (ii) The retail price new, f. o. b. factory in effect on March 31, 1942 for the same or most comparable body.

(3) *Neither complete vehicle nor chassis 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:

(i) 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, or

(ii) 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 plus the price of the body, each determined by any one of the following methods:

(a) *The chassis or the chassis with cab.* The original retail price new, f. o. b. factory, or the retail price new, f. o. b. factory for the same or most comparable chassis of the same year of manufacture listed in Appendix C.

(b) *The body.* The original retail price new, f. o. b. factory, or the retail price new, f. o. b. factory in effect on March 31, 1942 for the same or most comparable body.

(c) *Transportation allowance to be included in "base price".* There may be included in the "base price" of a used commercial motor 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 48 United States and the District of Columbia, this allowance shall not exceed the actual rail freight at car-load rates as of March 31, 1942, for a vehicle of the same wheel base, shipping weight (actual or as listed in Appendix C), and overall size as 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. The principal places of manufacture of the chassis are listed in Appendix C. If the transportation charge cannot be ascertained in accordance with the foregoing an allowance of \$20 for transportation may be added to the "value when new".

(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 transpor-

tation allowance shall be the rail freight, calculated in accordance with subparagraph (1), from the principal place of manufacture of the chassis, determined as provided in subparagraph (1), to Seattle, Washington, for the 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 the rates in effect on October 1, 1941.

(d) *Allowance for extras to be included in "base price"*—(1) *When allowance may be included.* An allowance for extras, in an amount of their "value when new" as determined pursuant to subparagraph (2), may be included in the "base price":

(i) *Upon a sale by a person other than a dealer,* only for those extras with which the vehicle is equipped at the time of sale,

(ii) *Upon a sale by a dealer,* only for those extras with which the vehicle was equipped when it was purchased by the dealer and with which it is still equipped at the time of sale. A dealer may make a charge for extras with which the vehicle was not equipped when it was purchased by such dealer only if such extras were added at the purchaser's request, and in that case, the additional charge shall be determined in accordance with paragraph (b) of § 1360.507.

(2) *Method of determining amount of allowance; "value when new" of extras.* The "value when new" of the extras shall be the sum of:

(i) For all items of extra equipment with which the vehicle was equipped when it was first purchased for use, the manufacturer's original retail list prices;

(ii) For all other extras, the original retail price new, or, if such original retail price new is 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.

(3) *Definition of "extras".* For the purposes of this paragraph (d), and of paragraph (b) of § 1360.507, the term "extras" means any accessory or special equipment not included in the price of the vehicle and/or body used to determine the "value when new" of the vehicle. The term includes such items as oversized or special axles, oversized tires, special springs, special transmissions, special brakes, optional wheel base or body frames, heaters, and radios, and also includes machines mounted on the vehicle so as to be an integral part thereof, such as power-operated cranes, winches, shovels, scoops, welding equipment, and concrete mixers.

§ 1360.506 *Reconditioned and guaranteed used vehicles sold by dealers*—(a) *Maximum price.* For any used commercial motor vehicle which has been reconditioned by a dealer and which has been guaranteed by such dealer in accordance with paragraph (c) of this section, the maximum price applicable to the sale of

such vehicle by the dealer shall be the sum of subparagraphs (1), (2) and (3), except that in no event shall the maximum price for such reconditioned and guaranteed vehicle exceed the price determined by applying to the "base price", computed in accordance with § 1360.505, the applicable percentage set forth in paragraph (b) of this section. Furthermore, this special price is not available if the vehicle has been used or rented after completion of the reconditioning.

(1) The price determined by multiplying the "base price" computed in accordance with § 1360.505, by the appropriate percentage in the Table contained in paragraph (c) of § 1360.504;

(2) 5% of (1); and

(3) The prices of any parts, materials and services needed and supplied by the dealer in reconditioning the vehicle for the purpose of sale, including dismantling for purposes of inspection. These prices must not exceed applicable maximum prices for such parts, materials, and services, when supplied by the dealer in the course of a repair job for a regular customer.

(b) *Absolute ceiling for reconditioned and guaranteed vehicles; table of percentages.* The maximum price for a reconditioned and guaranteed used commercial motor vehicle shall in no event exceed the price determined by applying to the base price, computed in accordance with § 1360.505, the applicable percentage set forth below. In most cases, however, the maximum price determined in accordance with paragraph (a) of this section will be less than this absolute ceiling and will, accordingly, be the maximum price.

Age:	Percent
Six mos. or less.....	97
More than 6 mos. to 12 mos.....	91
More than 12 mos. to 18 mos.....	86
More than 18 mos. to 24 mos.....	82
More than 24 mos. to 30 mos.....	78
More than 30 mos. to 36 mos.....	75
More than 36 mos. to 42 mos.....	73
More than 42 mos. to 48 mos.....	71
More than 48 mos. to 54 mos.....	70
More than 54 mos. to 60 mos.....	69
More than 60 mos.....	68

(c) *Guarantee to be furnished to purchaser.* No vehicle shall be sold at a price determined in accordance with this section unless the dealer shall furnish the purchaser with a signed guarantee in the form set forth in § 1360.521, Appendix B. A dealer may grant an additional guarantee, but the maximum price shall not be increased thereby. A purchaser of such vehicle is advised to retain the guarantee furnished under this paragraph (c), as well as the sales invoice, for use in connection with a possible resale of such vehicle within one year of its purchase. (See § 1360.507 (a)).

(d) *Effect of dealer's failure to perform obligations of guarantee.* If any dealer shall fail to perform his obligations under the terms of the guarantee provided for in paragraph (c) of this section, he shall be deemed to have violated the provisions of this regulation to the extent that the price charged ex-

ceeded the price determined under § 1360.504.

§ 1360.507 *Special cases*—(a) *Maximum price for resale of reconditioned and guaranteed vehicle within one year after purchase as such.* (1) Where a used commercial motor vehicle has been sold by a dealer after April 25, 1943, as a reconditioned and guaranteed vehicle at a price determined under § 1360.506 which is higher than the maximum price determined under § 1360.504, the maximum price applicable to the resale of such vehicle by the purchaser thereof, within one year after his purchase, shall be determined as follows:

(i) Take the original purchase price paid, not exceeding the maximum price established by § 1360.506.

(ii) Compute the maximum price of such vehicle, at the time of purchase, under § 1360.504.

(iii) Deduct from item (i), one twelfth of the difference between item (i) and item (ii) for each month which has elapsed from the date of the original purchase to the date of resale.

Upon delivery of any such vehicle at such a price the seller shall give to the buyer, in addition to the sales invoice or receipt required by § 1360.512, the sales invoice or receipt and the guarantee furnished to the seller by the dealer from whom he purchased the reconditioned and guaranteed vehicle.

(2) Where a used commercial motor vehicle has been sold by a dealer after April 25, 1943, as a reconditioned and guaranteed vehicle at a price determined under § 1360.506 which is higher than the maximum price determined under § 1360.504, and where such vehicle shall have been repossessed upon default of the purchaser, the maximum price applicable to the resale of such vehicle by any person within one year of the original sale may be determined either:

(i) In accordance with § 1360.504, or

(ii) In accordance with subparagraph (1) of this paragraph (a),

but in the event that the maximum price is determined in accordance with method (ii) above, the maximum price may not exceed the amount of the unpaid portion of the loan, plus out-of-pocket expenses incurred in repossession or judicial proceedings. Any person electing to sell a vehicle at a price determined under method (ii) shall file with the Office of Price Administration, Washington, D. C., a copy of the sales invoice furnished the buyer, and the following information: a summary of the major terms of the loan which gave rise to the repossession, and the amount unpaid on such loan; and, if the vehicle is being sold by a dealer after repurchase from a finance company, the price paid to the finance company and a copy of the above report filed under this section by the finance company.

(b) *Maximum price where alterations made or extras added by dealer at purchaser's request.* Where a purchaser from a dealer requests that alterations, as distinct from reconditioning operations, be made in a used commercial motor vehicle, or that the vehicle be equipped with extras, the maximum

price applicable to the sale of such vehicle by the dealer after the requested alterations have been made or the extras have been added shall be the sum of subparagraphs (1), (2) and (3). However, the prices for extras and for parts, materials and services supplied in making the alterations must be separately itemized on the sales invoice or receipt required by § 1360.512.

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

(2) Prices for extras not to exceed applicable maximum prices. "Extras" are defined in paragraph (d) (3) of § 1360.505, and

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

(c) *Maximum price for the sale of a vehicle within one year of acquisition new at new price including maintenance allowance.* Notwithstanding the provisions of § 1360.504, in the case of any used commercial motor vehicle which was purchased new at a price which included an adjustment for maintenance operations, in accordance with the provisions of paragraph (a) of Supplementary Regulation No. 14, such adjustment may be added to the "base price", upon the sale of such vehicle within one year of such purchase new.

(d) *Rental contracts with "recapture clauses"*—(1) *Rental contracts entered into prior to effective date of this regulation.* Neither this regulation nor the General Maximum Price Regulation shall apply to any sale of a used commercial motor vehicle pursuant to a rental contract entered into prior to April 26, 1943, which provided for the transfer of title to the commercial motor vehicle upon the payment in rentals, over and above a monthly carrying charge, of an amount equal to the valuation of the commercial motor vehicle, as agreed upon at the time the contract was entered into.

(2) *Rental contracts entered into after effective date of this regulation.* In any rental contract of the same type entered into after April 25, 1943, the agreed upon valuation shall not exceed the applicable maximum price for the new or used commercial motor vehicle, determined as of the date of delivery of the vehicle under the contract. If title to the vehicle is subsequently transferred to the lessee upon the payment, over and above the monthly carrying charge, of an amount equal to such agreed upon valuation, the maximum price shall remain unchanged notwithstanding the fact that the vehicle may by that time have fallen into a different age group.

§ 1360.508 *Federal and state taxes.* There may be added to the maximum price for any used commercial motor vehicle the amount of any federal tax and/or state or 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 upon the sales invoice or receipt required under § 1360.512.

§ 1360.509 *Lower than maximum prices.* Lower prices than those established by this regulation may be charged, demanded, paid or offered.

§ 1360.510 *Evasion.* (a) It shall be a violation of this regulation in effect to charge a price above the applicable maximum price in connection with any sale of a used commercial motor vehicle, either alone or in conjunction with any other consideration even though the price increase appears only indirectly. Specifically the seller is not permitted to require the purchaser, as a condition of the sale or transfer of the vehicle, to agree to make payment over a period of time: to require him to finance the purchase through any lending agency, to require him to purchase any equipment, accessories, repairs, parts, or services so as to increase the total compensation above the maximum price, to require him to purchase any other commodity or service, or to require him to make payment in whole or in part by exchanging or transferring or trading in any other vehicle or other product or commodity. Furthermore, the seller is prohibited from falsifying the value of the vehicles or products or commodities received in trade, increasing the "value when new" by attaching or exchanging bodies or extras, except as provided in paragraph (b) of § 1360.507; or from making any change in terms or conditions of sale, except in accordance with paragraph (b) of this section, or in any other manner.

(b) The Office of Price Administration may upon request grant written permission to any dealer subject to this regulation to change the credit terms or terms of guaranty previously extended, where such change appears necessary because of conditions caused by the war.

§ 1360.511 *Label or tag to be attached by dealer to vehicle.* Every dealer offering a used commercial motor 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 § 1360.520, Appendix A, on which shall be set forth legibly all of the information called for in Appendix A.

§ 1360.512 *Sales invoices to be furnished to purchaser.* Upon the sale of any used commercial motor vehicle the seller shall give to the purchaser a sales invoice or receipt showing:

(a) The name and address of the seller;

(b) The name and address of the purchaser;

(c) A description of the vehicle, specifying make, year, model, motor or serial number, wheel base, body or type, and extras, if any;

(d) The date of delivery to the purchaser;

(e) The sales price;

(f) The maximum price determined in accordance with this regulation, indicating the computation of the "base price" and the percentage factor used;

(g) The price for any extras added or alterations made at the purchaser's request, separately itemized as provided in § 1360.507 (b).

(h) The statement "guaranteed" or "not guaranteed" as the case may be;

(i) If a used vehicle is taken in trade, a description of such vehicle and a copy of the sales receipt received from the purchaser trading in such vehicle.

§ 1360.513 Records and reports. Every person who sells a used commercial motor vehicle shall, so long as the Emergency Price Control Act of 1942, as amended, remains in effect, keep and make available for examination by the Office of Price Administration a copy of the sales invoice or receipt required in § 1360.512, together with a copy of the guaranty, if any, furnished in accordance with § 1360.506.

§ 1360.514 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.

(b) Persons who have evidence of any violation of this regulation or any price schedule, regulation, or order issued by the Office of Price Administration or of any acts or practices which constitute such a violation are urged to communicate with the nearest state, district, or regional office of the Office of Price Administration or its principal office in Washington, D. C.

§ 1360.515 Licensing and registration—(a) License required. A license as a condition of selling is hereby required of every dealer now or hereafter selling any used commercial motor vehicle for which a maximum price is established by this regulation and of every person now or hereafter making frequent sales of such vehicles as an incident to his regular business. No person whose license is suspended shall sell any used commercial motor vehicle during the period of suspension

(b) License granted. Every person required to be licensed pursuant to paragraph (a) of this section is, by this section, granted a license as a condition of selling such used commercial motor vehicle. The provisions of this regulation and any amendments thereto, shall be deemed to be incorporated in the license hereby granted, and any violation of any provision so incorporated shall be a violation of said license. Such license shall be effective on April 26, 1943, the effective date of this regulation, or whenever any person becomes subject to the maximum price provisions of the regulation, and shall, unless suspended in accordance with the provisions of the Emergency Price Control Act of 1942, as amended, continue in force so long as, and to the extent that, this regulation or any amendment or supplement hereto remains in effect.

(c) Registration. Every person hereby licensed may be required to register with the Office of Price Administration at

such time and in such manner as the Administrator hereafter by regulation may prescribe.

§ 1360.516 Definitions. (a) When used in this regulation, the term:

(1) "Person" includes an individual, corporation, partnership, association or any other organized group of persons, or legal successor or representative of any of the foregoing, and includes the United States or any agency thereof, or any other government, or any of its political subdivisions or any agency of any of the foregoing.

(2) "Dealer" means a person engaged, in whole or in part, in the business of buying, selling, repairing and reconditioning used commercial motor vehicles and who maintains a place of business for the display, sale, repairing, and reconditioning of such vehicles.

(3) "War procurement agency", includes the War Department, the Department of the Navy, the United States Maritime Commission, the Lend-Lease Section of the Procurement Division of the Treasury Department, and the following subsidiaries of the Reconstruction Finance Corporation; Rubber Reserve Corporation, Metals Reserve Corporation, Defense Plant Corporation and Defense Supplies Corporation, or any agency of any of the foregoing.

§ 1360.517 Petitions for amendment of general applicability. Any person seeking a modification of any provision of this Regulation may file a petition for amendment in accordance with the provisions of Revised Procedural Regulation No. 1 issued by the Office of Price Administration.

§ 1360.518 Territorial applicability. The provisions of this regulation shall be applicable to the United States, its territories and possessions, and the District of Columbia.

§ 1360.519 Effective date. This regulation shall become effective April 26, 1943.

§ 1360.520 Appendix A: Form of tags to be attached by dealer when offering a used commercial motor vehicle for sale.¹

(a) Form of tag to be attached by dealer to a vehicle which is not reconditioned and guaranteed.

OFFICE OF PRICE ADMINISTRATION
WASHINGTON, D. C.

Form No. 694:182a

Form Approved
Budget Bureau
No. 08-R359

Name of dealer.....
Make..... Year..... Model.....
Body type..... Serial No.....
Motor No..... Gross vehicle weight.....
Selling price \$.....
Total maximum price \$.....

The maximum price as computed on this tag is in accordance with the Office of Price Administration, Maximum Price Regulation No. 341, Section 1360.504, a copy of which is available for inspection.

"Value when new"..... \$.....
Transportation allowance..... \$.....
Extras (itemized below):

¹The Dealer shall be responsible for the reproduction of the tags.

(1)..... \$.....
(2)..... \$.....
(3)..... \$.....
(Etc.)..... \$.....
Total base price..... \$.....

Age:..... months.
Percentage of base price percent.
Total maximum price..... \$.....

(b) Form of tag to be attached by dealer to a vehicle which is reconditioned and guaranteed.

OFFICE OF PRICE ADMINISTRATION
WASHINGTON, D. C.

Form No. 694:182b

Form Approved
Budget Bureau
No. 08-R359

Name of dealer.....
Make..... Year..... Model.....
Body type..... Serial No.....
Motor No..... Gross vehicle weight.....
Selling price \$.....
Total maximum price \$.....

"RECONDITIONED AND GUARANTEED"

The maximum Price as computed on this tag is in accordance with the Office of Price Administration, Maximum Price Regulation No. 341, Section 1360.506, a copy of which is available for inspection.

"Value when new"..... \$.....
Transportation allowance..... \$.....
Extras (itemized below):

(1)..... \$.....
(2)..... \$.....
(3)..... \$.....
(Etc.)..... \$.....
Total base price..... \$.....
Age:..... months.

Percentage of base price percent.
Total maximum price before reconditioning..... \$.....
Allowance, 5% of above maximum price..... \$.....
Total reconditioning (see guarantee) \$.....
Total maximum price..... \$.....

§ 1360.521 Appendix B: Form of guarantee to be furnished by dealer to purchaser of a reconditioned and guaranteed vehicle.

Form No. 694: 182c

Form approved
Budget Bureau No. 08-R359

OFFICE OF PRICE ADMINISTRATION
WASHINGTON, D. C.

Guarantee

The vehicle described below is guaranteed to be in good operating condition and to remain so under normal use and service for the mileage travelled in the first thirty days after delivery, not to exceed 1,000 miles. If any repairs to which this guarantee applies become necessary within the period of this guarantee, the undersigned must be informed of the necessity of repairs and must be given a reasonable opportunity to inspect the vehicle and to perform the necessary repairs or to designate another person to perform such repairs. It is the responsibility of the undersigned to perform or to pay for such repairs, provided that where necessary repairs are performed by a person other than the undersigned, reimbursement will be conditional upon presentation to the undersigned of the itemized bill rendered for such repairs by such other person. This guarantee does not extend to tires or tubes, or to any damage caused by misuse, negligence, or collision.

The undersigned warrants that the following parts, materials and labor were needed and actually used in reconditioning the ve-

hicle since its last use. This work was started _____, 194____, and was completed _____, 194____.

Parts

(1) ----- \$-----
 (2) -----
 (3) -----
 (4) -----
 (5) -----
 (6) -----
 Etc. -----

Total: \$-----

Materials Labor

(1) ----- \$----- hours
 (2) ----- @----- per hour
 (3) ----- @----- hours
 (4) ----- @----- per hour

Total ----- \$----- Total ----- \$-----

Total reconditioning, \$-----

The prices shown do not exceed the applicable maximum prices for parts, materials, and services.

Make of vehicle ----- Model -----
 Date of delivery -----
 Serial or Motor No. -----
 Total Selling Price \$-----

(Signed) -----

(Address) -----

NOTE: Purchasers are advised to retain this guarantee and also the sales invoice furnished upon this sale for use in connection with a possible resale of the vehicle.

§ 1360.522 Appendix C: Tables of "value when new" prices—(a) (1) Explanation of terms.

Principal plant: Principal place of manufacture: to be used in computing transportation allowance under § 1360.505 (c).

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

Type: Chassis unless otherwise stated.

Base weight: To be used in computing transportation allowance as provided in § 1360.505 (c).

Price: "Value when new" prescribed in § 1360.505 (b).

(2) Explanation of abbreviations.

- Bus ----- Omnibus.
- Cap ----- Capacity.
- Cb ----- Cab.
- C. O. E ----- Cab over engine.
- Ch. ----- Chassis.
- Chas. } ----- Chassis.
- Cl. ----- Closed.
- Clos. } ----- Closed.
- Cyl ----- Cylinders.
- Del. ----- Delivery.
- Dly. } ----- Delivery.
- De L ----- De Luxe.
- D. W ----- Dual wheels.
- Ex. ----- Express.
- Exp. } ----- Express.
- Fr ----- Front.
- Hvy ----- Heavy.
- N A ----- Not available, variable, or optional.
- No ----- Number.
- Pan. } ----- Panel.
- Pl. } ----- Panel.
- Sed ----- Sedan.
- Sp ----- Special.
- Std ----- Standard.
- S W ----- Single wheels.
- Tr ----- Tractor.
- Wh ----- Wheel.
- Wl hl } ----- Windshield.
- W S } ----- Windshield.
- W/ ----- With, e. g., w/cab: with cab.

(B) AMERICAN BANTAM

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

(1) 1933

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
				<i>Inches</i>		
¼ chassis	60	60-001 to 61-999	4	75	1,200	\$299
Pickup & cab	60		4	75	1,200	465
Pickup del. & cab	60		4	75	1,200	485
Panel & cab	60		4	75	1,200	479
Panel del. & cab	60		4	75	1,200	499
¼ pickup	60		4	75	1,195	465
Panel	60		4	75	1,350	479
Blvd. del.	60		4	75	1,290	497
Blvd. del. DeL	60		4	75	1,300	549

(2) 1939

¼ chassis	60	62-001 to 63-999	4	75	1,200	\$299
Cpe. bus-2	60		4	75	1,200	439
Pickup & cab	60		4	75	1,200	465
Pickup del. & cab	60		4	75	1,200	485
Panel & cab	60		4	75	1,200	479
Panel del. & cab	60		4	75	1,200	499
¼ pickup	60		4	75	1,195	465
Panel	60		4	75	1,350	479
Blvd. del.	60		4	75	1,290	497
Blvd. del. DeL	60		4	75	1,300	549

(3) 1940

¼ chassis	60	64-001 to 65-499	4	75	1,200	\$299
Pickup & cab	60		4	75	1,200	465
Pickup del. & cab	60		4	75	1,200	485
Panel & cab	60		4	75	1,200	479
Panel del. & cab	60		4	75	1,200	499
¼ pickup	60		4	75	1,195	465
Panel	60		4	75	1,350	479
Blvd. del.	60		4	75	1,290	497
Blvd. del. DeL	60		4	75	1,300	549
¼ panel	Super	65-500 and up	4	75	1,350	489
Pickup	Super		4	75	1,195	475

(4) 1941

¼ panel	Super	65-500 and up	4	75	1,350	\$489
Pickup	Super		4	75	1,195	475

(C) AUSTIN

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

(1) 1935

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
1/5 pan. del.	4-75	N. A.	4	N. A.	\$1,250	\$395
1/5 pickup	4-75		4	N. A.	1,250	395

(D) AUTOCAR

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

(1) 1933

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
				<i>Inches</i>		
1¼	R	R-7967 to 9193	6	159	5,315	\$2,250
1½	R		6	171	5,346	2,250
1¾	R		6	189	5,421	2,360
2	RE	RE-7967 to 9198	6	159	5,514	2,300
2	RE		6	171	5,544	2,300
2	RE		6	189	5,619	2,400
2	RF	RF-7967 to 9193	6	159	5,735	2,450
2	RF		6	171	5,765	2,450
2	RF		6	189	5,840	2,550
2½	RG	RG-7967 to 9198	6	140	5,880	2,600
2½	RG		6	159	5,940	2,600
2½	RG		6	171	5,970	2,600
2½	RG		6	189	6,040	2,700
2½	RG		6	210	6,250	2,750
2½	A	A-7967 to 9193	6	150	6,060	3,000
2½	A		6	174	6,110	3,000
2½	A		6	192	6,200	3,100

(D) AUTOCAR—Continued

(1) 1933—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base <i>Inches</i>	Base weight	Price
3	D	D-7967 to 9198	6	150	6,100	\$3,500
3	D		6	174	6,150	3,500
3	D		6	192	6,240	3,600
3½	DE	DE-7967 to 9198	6	150	6,675	3,850
3½	DE		6	174	6,725	3,850
3½	DE		6	192	6,815	3,950
3½	DE		6	210	6,905	3,975
3½	DF	DF-7967 to 9198	6	150	6,865	3,950
3½	DF		6	174	6,915	3,950
3½	DF		6	192	7,085	4,050
4	DH	DH-7967 to 9198	6	150	6,965	4,150
4	DH		6	174	7,015	4,150
4	N	N-7967 to 9198	6	191½	8,090	4,600
4	N		6	208½	8,150	4,600
4	N		6	227	8,220	4,700
5	NE	NE-7967 to 9198	6	149	7,995	4,725
5	NE		6	170	8,045	4,725
5	NF	NF-7967 to 9198	6	191½	8,170	4,800
5	NF		6	208½	8,230	4,800
5	NF		6	227	8,300	4,900
5	NH	NH-7967 to 9198	6	149	8,025	4,925
5	NH		6	170	8,075	4,925
5	S	S-7967 to 9198	6	158	9,050	5,500
5	S		6	168	9,090	5,500
6	SE	SE-7967 to 9198	6	158	9,250	5,800
6	SE		6	168	9,320	5,800
7½	C	C-7967 to 9198	6	158	10,700	6,600
7½	C		6	176	10,750	6,600
7½	CF	CF-7967 to 9198	6	164	11,000	6,900
7½	CF		6	182	11,050	6,900
7½	T	T-7967 to 9198	6	192	9,790	6,000
7½	T		6	218	9,850	6,000
7½	T		6	242	9,930	6,100
8½	TE	TE-7967 to 9198	6	189	10,490	6,500
8½	TE		6	207	10,580	6,500
8½	TF	TF-7967 to 9198	6	195	10,820	6,800
8½	TF		6	221	10,930	6,800
8½	TF		6	247	11,140	6,900
15	6GE	6GE-7967 to 9198	6	198	16,275	11,000
15	6GE		6	216	16,400	11,100
15	6GE		6	234	16,525	11,200
3½	SHS	SHS-7967 to 9198	6	114	8,345	4,800
3½	SHS		6	138	8,478	4,800
3½	SHS		6	161	8,578	4,800

Engine Under Seat

3	UD	UD-7967 to 9198	6	89	6,170	\$3,500
3	UD		6	97	6,190	3,500
3	UD		6	109	6,220	3,500
3	UD		6	127	6,750	3,550
3	UD		6	145	6,790	3,600
4	UN	UN-7967 to 9198	6	96	9,040	4,600
4	UN		6	145	9,170	4,600
4	UN		6	163	9,300	4,700
5	US	US-7967 to 9198	6	98	9,380	5,300
5	US		6	109	9,420	5,300
5	US		6	128	9,380	5,300
5	US		6	145	9,420	5,300
5	US		6	163	9,460	5,400
6	USE	USE-7967 to 9198	6	98	9,510	5,600
6	USE		6	109	9,540	5,600
6	USE		6	128	9,510	5,600
6	USE		6	145	9,550	5,600
6	USE		6	163	9,590	5,700
8½	UTE	UTE-7967 to 9198	6	98	10,050	6,100
8½	UTE		6	137	10,450	6,300
8½	UTE		6	127	10,050	6,200
8½	UTE		6	150	10,450	6,400

Conventional

2½	RG	RG-8820 to 9198	6	150	6,100	\$3,000
2½	RG		6	174	6,125	3,000
2½	RG		6	192	6,185	3,100
3	D	D-8820 to 9198	6	150	6,140	3,500
3	D		6	174	6,165	3,500
3	D		6	192	6,225	3,600
3½	DF	DF-8820 to 9198	6	150	7,010	3,950
3½	DF		6	174	7,135	3,950
3½	DF		6	192	7,260	4,050
4	DH	DH-8820 to 9198	6	150	7,400	4,150
4	DH		6	174	7,685	4,150
4½	N	N-8820 to 9198	6	191½	8,275	4,650
4½	N		6	208½	8,355	4,650
4½	N		6	227	8,415	4,750
5	NF	NF-8820 to 9198	6	151	8,370	4,750
5	NF		6	172	8,470	4,750
5	NF		6	191½	8,615	4,850
5	NF		6	208½	8,695	4,850
5	NF		6	227½	8,745	4,950
5	S	S-8820 to 9198	6	168	9,675	5,500
7½	T	T-8820 to 9198	6	192	9,680	5,900
7½	T		6	218	10,000	5,900
7½	T		6	242	10,300	6,000

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(D) AUTOCAR—Continued

(1) 1933—Continued

Conventional—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
12	TE	TE-8820 to 9198	6	214	10,325	\$6,300
12	TE		6	228	10,425	6,300
12	C	C-8820 to 9198	6	158	11,784	6,650
12	C		6	176	11,909	6,650
3	UD	UD-8820 to 9198	6	97	6,740	3,500
3	UD		6	109	6,825	3,500
3	UD		6	127	6,985	3,550
3	UD		6	145	7,035	3,600
3 1/2	UDF	UDF-8820 to 9198	6	127	7,655	3,950
3 1/2	UDF		6	145	7,750	4,000
4	UN	UN-8820 to 9198	6	96	8,635	4,650
4	UN		6	109	8,645	4,650
4	UN		6	128	8,650	4,650
4	UN		6	145	8,655	4,650
4	UN		6	163	8,675	4,750
5	UNF	UNF-8820 to 9198	6	128	9,200	4,850
5	UNF		6	145	9,225	4,850
5	UNF		6	163	9,260	4,950
5	US	US-8820 to 9198	6	109	9,115	5,300
7 1/2	UT	UT-8820 to 9198	6	128	9,660	5,900
7 1/2	UT		6	145	9,735	5,900
7 1/2	UT		6	163	9,860	6,000
12	UTE	UTE-8820 to 9198	6	145	10,525	6,300
12	UTE		6	163	10,620	6,300

(2) 1934

Conventional

2 1/2	RG	RG-9199 and up	6	150	6,100	\$3,000
2 1/2	RG		6	174	6,125	3,000
2 1/2	RG		6	192	6,185	3,100
3	D	D-9199 and up	6	150	6,140	3,500
3	D		6	174	6,165	3,500
3	D		6	192	6,225	3,600
3 1/2	DF	DF-9199 and up	6	150	7,010	3,950
3 1/2	DF		6	174	7,135	3,950
3 1/2	DF		6	192	7,260	4,050
4	DH	DH-9199 and up	6	150	7,400	4,150
4	DH		6	174	7,685	4,150
4 1/2	N	N-9199 and up	6	191 1/2	8,275	4,650
4 1/2	N		6	208 1/2	8,355	4,650
4 1/2	N		6	227	8,415	4,750
5	NF	NF-9199 and up	6	151	8,370	4,750
5	NF		6	172	8,470	4,750
5	NF		6	191 1/2	8,615	4,850
5	NF		6	208 1/2	8,695	4,850
5	NF		6	227	8,745	4,950
5	S	S-9199 and up	6	168	9,675	5,500
7 1/2	T	T-9199 and up	6	192	9,680	5,900
7 1/2	T		6	218	10,000	5,900
7 1/2	T		6	242	10,300	6,000
12	TE	TE-9199 and up	6	214	10,020	6,300
12	TE		6	228	10,120	6,300
12	C	C-9199 and up	6	158	11,784	6,650
12	C		6	176	11,909	6,650

Engine Under Seat

3	UD	UD-9199 and up	6	97	6,750	\$3,500
3	UD		6	109	6,825	3,500
3	UD		6	127	6,985	3,550
3	UD		6	145	7,035	3,600
3 1/2	UDF	UDF-9199 and up	6	127	7,655	3,950
3 1/2	UDF		6	145	7,750	4,000
4	UN	UN-9199 and up	6	96	8,635	4,650
4	UN		6	109	8,645	4,650
4	UN		6	128	8,650	4,650
4	UN		6	145	8,655	4,650
4	UN		6	163	8,675	4,750
5	UNF	UNF-9199 and up	6	128	9,200	4,850
5	UNF		6	145	9,225	4,850
5	UNF		6	163	9,260	4,950
5	US	US-9199 and up	6	109	9,115	5,300
7 1/2	UT	UT-9199 and up	6	128	9,660	5,900
7 1/2	UT		6	145	9,735	5,900
7 1/2	UT		6	163	9,860	6,000
12	UTE	UTE-9199 and up	6	145	10,525	6,300
12	UTE		6	163	10,620	6,300

Conventional

2 1/2	RG	RG-10258 and up	6	174	6,756	\$3,000
2 1/2	RG		6	192	6,890	3,100
2 1/2	RH	RH-10258 and up	6	174	7,215	3,400
2 1/2	RH		6	192	7,349	3,500
3	D	D-10258 and up	6	174	6,844	3,500
3	D		6	192	7,185	3,600
3 1/2	DF	DF-10258 and up	6	159	7,634	3,950
3 1/2	DF		6	177	8,053	4,000

(D) AUTOCAR—Continued

(2) 1934—Continued

Conventional—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
4½	N	N-10258 and up	6	Inches 178	8,680	\$4,650
4½	N		6	195	8,830	4,650
4½	N		6	213	8,941	4,750
6	NF	NF-10258 and up	6	178	9,284	4,850
6	NF		6	195	9,342	4,850
6	NF		6	213	9,559	4,950
7½	T	T-10258 and up	6	178	10,319	5,900
7½	T		6	204	10,368	5,900
7½	T		6	228	10,464	6,000

Engine Under Seat

3	UD	UD-10258 and up	6	97	7,126	\$3,700
3	UD		6	109	7,289	3,800
3	UD		6	127	7,333	3,750
3	UD		6	145	7,420	3,800
3½	UDF	UDF-10258 and up	6	109	7,882	4,150
3½	UDF		6	127	7,926	4,150
3½	UDF		6	145	8,115	4,200
4	UN	UN-10258 and up	6	109	9,176	4,900
4	UN		6	128	9,113	4,900
4	UN		6	145	9,177	4,900
4	UN		6	163	9,243	5,000
5	UNF	UNF-10258 and up	6	128	9,547	5,100
5	UNF		6	145	9,640	5,100
5	UNF		6	163	9,949	5,200
7½	UT	UT-10258 and up	6	128	10,059	6,100
7½	UT		6	145	10,246	6,100
7½	UT		6	163	10,450	6,200

Dump Service—Conventional

3½	RH	RH-10258 and up	6	150	6,537	\$3,100
3½	RH		6	160	6,866	3,100
3½	D	D-10258 and up	6	150	6,888	3,850
3½	D		6	160	7,215	3,850
4	DH	DH-10258 and up	6	145	7,630	4,125
4	DH		6	159	7,790	4,125
6	S	S-10258 and up	6	165	9,726	5,600
10	C	C-10258 and up	6	165	11,604	6,650

Engine Under Seat

4	UDP	UDP-10258 and up	6	100	8,587	\$4,775
5	US	US-10258 and up	6	133	9,933	5,900

Tractors—Conventional

3½	RHT	RHT-10258 and up	6	150	6,537	\$3,100
3½	DT	DT-10258 and up	6	150	6,687	3,600
4	DFT	DFT-10258 and up	6	135	7,594	3,950
7	NT	NT-10258 and up	6	137	9,121	4,650
7	NT		6	158	9,153	4,650
7½	NFT	NFT-10258 and up	6	137	9,253	5,000
7½	NFT		6	158	9,274	5,000
8½	TT	TT-10258 and up	6	137	9,815	5,900
8½	TT		6	158	9,853	5,900

Tractors—Engine Under Seat

5½	UDT	UDT-10258 and up	6	89	7,126	\$3,700
5½	UDT		6	97	7,146	3,700
5½	UDT		6	109	7,289	3,800
7	UDFT	UDFT-10258 and up	6	91	8,196	4,500
7	UDFT		6	97	8,346	4,500
7	UDFT		6	109	8,375	4,500
6½	UNT	UNT-10258 and up	6	96	9,099	4,675
6½	UNT		6	109	9,176	4,675
6½	UNFT	UNFT-10258 and up	6	96	9,435	5,300
6½	UNFT		6	109	9,604	5,300
6	UTT	UTT-10258	6	96	9,832	6,100
6	UTT		6	109	9,853	6,100

With Auxiliary (Dead) Rear Axles—Conventional

7	6RH	6RH-10258 and up	6	174	8,286	\$3,150
7	6RH		6	192	8,420	3,250
7	6D	6D-10258 and up	6	174	8,342	3,600
7	6D		6	192	8,683	3,700
6½	6DF	6DF-10258 and up	6	159	8,937	3,850
6½	6DF		6	177	9,356	3,900
9	6N	6N-10258 and up	6	178	10,787	4,550
9	6N		6	195	10,937	4,550
9	6N		6	213	11,048	4,650

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(D) AUTOCAR—Continued

(2) 1934—Continued

With Auxiliary (Dead) Rear Axles—Conventional—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
10.....	6NF.....	6NF-10258 and up.....	6	<i>Inches</i> 178	11,598	\$5,225
10.....	6NF.....		6	195	11,656	5,225
10.....	6NF.....		6	213	11,873	5,325
10½.....	6T.....	6T-10258 and up.....	6	203	12,785	6,250
10½.....	6T.....		6	217	12,932	6,350

With Auxiliary (Dead) Rear Axles—Engine Under Seat

9½.....	6UD.....	6UD-10258 and up.....	6	127	8,886	\$3,850
9½.....	6UD.....		6	145	8,973	3,900
10.....	6UDF.....	6UDF-10258 and up.....	6	127	9,992	4,150
10.....	6UDF.....		6	145	10,181	4,200
9.....	6UN.....	6UN-10258 and up.....	6	128	11,416	4,800
9.....	6UN.....		6	145	11,505	4,800
9.....	6UN.....		6	163	11,350	4,900
10.....	6UNF.....	6UNF-10258 and up.....	6	128	11,645	5,250
10.....	6UNF.....		6	145	11,734	5,250
10.....	6UNF.....		6	163	12,043	5,350
11.....	6UT.....	6UT-10258 and up.....	6	145	12,707	6,450
11.....	6UT.....		6	163	12,761	6,450

(3) 1935

Conventional

2½.....	RG.....	RG-10400 to 10820.....	6	174	5,766	\$3,000
2½.....	RG.....		6	192	6,890	3,100
6½.....	RH.....	RH-10400 to 10820.....	6	174	7,215	3,400
6½.....	RH.....		6	192	7,349	3,500
2½.....	D.....	D-10400 to 10820.....	6	174	6,844	3,500
2½.....	D.....		6	192	7,185	3,600
4.....	DF.....	DF-10400 to 10820.....	6	159	7,634	3,950
4.....	DF.....		6	177	8,053	4,000
5½.....	N.....	N-10400 to 10820.....	6	178	8,680	4,650
5½.....	N.....		6	195	8,830	4,650
5½.....	N.....		6	213	8,941	4,750
6.....	NF.....	NF-10400 to 10820.....	6	178	9,284	4,850
6.....	NF.....		6	195	9,342	4,850
6.....	NF.....		6	213	9,559	4,950
7½.....	T.....	T-10400 to 10820.....	6	178	10,319	5,900
7½.....	T.....		6	204	10,368	5,900
7½.....	T.....		6	228	10,464	6,000

Engine Under Seat

3½.....	UD.....	UD-10400 to 10820.....	6	97	7,126	\$3,700
3½.....	UD.....		6	109	7,289	3,800
3½.....	UD.....		6	127	7,333	3,750
3½.....	UD.....	UD-10400 to 10820.....	6	145	7,420	3,800
5.....	UDF.....	UDF-10400 to 10820.....	6	109	7,882	4,150
5.....	UDF.....		6	127	7,926	4,150
5.....	UDF.....		6	145	8,115	4,200
7.....	UN.....	UN-10400 to 10820.....	6	109	9,176	4,900
7.....	UN.....		6	128	9,113	4,900
7.....	UN.....		6	145	9,177	4,900
7.....	UN.....		6	163	9,243	5,000
7½.....	UNF.....	UNF-10400 to 10820.....	6	128	9,547	5,100
7½.....	UNF.....		6	145	9,640	5,100
7½.....	UNF.....		6	163	9,949	5,200
9½.....	UT.....	UT-10400 to 10820.....	6	128	10,059	6,100
9½.....	UT.....		6	145	10,246	6,100
9½.....	UT.....		6	163	10,450	6,200

Dump Service—Conventional

3½.....	RH.....	RH-10400 to 10820.....	6	150	6,537	\$3,100
3.....	RH.....		6	160	6,866	3,100
3½.....	D.....	D-10400 to 10820.....	6	150	6,886	3,850
3.....	D.....		6	160	7,215	3,850
4.....	DH.....	DH-10400 to 10820.....	6	145	7,630	4,125
3½.....	DH.....		6	159	7,790	4,125
6.....	S.....	S-10400 to 10820.....	6	165	9,726	5,600
10.....	C.....	C-10400 to 10820.....	6	165	11,604	6,650

Dump Service—Engine Under Seat

4.....	UDP.....	UDP-10400 to 10820.....	6	100	8,587	\$4,775
6.....	US.....	US-10400 to 10820.....	6	133	9,933	5,900

(D) AUTOCAR—Continued

(3) 1935

Tractors—Conventional

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base Inches	Base weight	Price
3½	RHT	RHT-10400 and up	6	150	6,537	\$3,100
3½	DT	DT-10400 and up	6	150	6,686	3,600
4	DFT	DFT-10400 and up	6	135	7,594	3,950
7	NT	NT-10400 and up	6	137	9,121	4,650
7	NT		6	158	9,158	4,650
7½	NFT	NFT-10400 and up	6	137	9,253	5,000
7½	NFT		6	158	9,274	5,000
8½	TT	TT-10400 and up	6	137	9,815	5,900
8½	TT		6	158	9,853	5,900

Tractors—Engine Under Seat

5½	UDT	UDT-10400 and up	6	89	7,126	\$3,700
5½	UDT		6	97	7,146	3,700
5½	UDT		6	109	7,289	3,800
7	UDFT	UDFT-10400 and up	6	91	8,196	4,500
7	UDFT		6	97	8,346	4,500
7	UDFT		6	109	8,375	4,500
6½	UNT	UNT-10400 and up	6	96	9,099	4,675
6½	UNT		6	109	9,176	4,675
6½	UNFT	UNFT-10400 and up	6	96	9,435	5,300
6½	UNFT		6	109	9,604	5,300
6	UTT	UTT-10400 and up	6	96	9,832	6,100
6	UTT		6	109	9,853	6,100

With Auxiliary (Dead) Rear Axles—Conventional

7	6RH	6RH-10400 to 10820	6	174	8,286	\$3,150
7	6RH		6	192	8,420	3,250
7	6D	6D-10400 to 10820	6	174	8,342	3,600
7	6D		6	192	8,683	3,700
6½	6DF	6DF-10400 to 10820	6	159	8,937	3,850
6½	6DF		6	177	9,356	3,900
9	6N	6N-10400 to 10820	6	178	10,787	4,550
9	6N		6	195	10,937	4,550
9	6N		6	213	11,048	4,650
10	6NF	6NF-10400 to 10820	6	178	11,598	5,225
10	6NF		6	195	11,656	5,225
10	6NF		6	213	11,873	5,325
10½	6T	6T-10400 to 10820	6	203	12,785	6,250
10½	6T		6	217	12,932	6,350

With Auxiliary (Dead) Rear Axles—Engine Under Seat

6½	6UD	6UD-10400 to 10820	6	127	8,886	\$3,850
6½	6UD		6	145	8,973	3,900
9½	6UDF	6UDF-10400 to 10820	6	127	9,992	4,150
9½	6UDF		6	145	10,181	4,200
9	6UN	6UN-10400 to 10820	6	128	11,416	4,800
9	6UN		6	145	11,505	4,800
9	6UN		6	163	11,350	4,900
10	6UNF	6UNF-10400 to 10820	6	128	11,645	5,250
10	6UNF		6	145	11,734	5,250
10	6UNF		6	163	12,043	5,350
11	6UT	6UT-10400 to 10820	6	145	12,707	6,450
11	6UT		6	163	12,761	6,450

Conventional

2½	RH	RH-10821 and up	6	174	6,920	\$3,250
2½	RH		6	192	7,221	3,350
2½	D	D-10821 and up	6	174	7,082	3,550
2½	D		6	192	7,315	3,650
4	DF	DF-10821 and up	6	159	7,746	3,875
4	DF		6	177	7,825	3,975
5½	N	N-10821 and up	6	178	8,780	4,650
5½	N		6	195	9,074	4,650
5½	N		6	213	9,193	4,750
6	NF	NF-10821 and up	6	178	9,239	4,900
6	NF		6	195	9,491	4,900
6	NF		6	213	9,610	5,000
7½	T	T-10821 and up	6	178	10,028	5,900
7½	T		6	204	10,308	5,900
7½	T		6	228	10,460	6,000
8	TF	TF-10821 and up	6	236	12,102	7,600
8	TF		6	250	12,176	7,500

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(D) AUTOCAR—Continued

(3) 1935—Continued

Engine Under Seat

Rated capacity and type	Model	Serial No	Number of cylinders	Wheel base	Base weight	Price
				Inches		
3½	UD	UD-10821 and up	6	109	7,393	\$3,750
3½	UD		6	127	7,533	3,850
3½	UD		6	145	7,651	3,850
5	UDF	UDF-10821 and up	6	109	8,121	4,075
5	UDF		6	127	8,191	4,175
5	UDF		6	145	8,227	4,175
5½	UN	UN-10821 and up	6	109	9,023	4,875
5½	UN		6	128	9,018	4,800
5½	UN		6	145	9,061	4,800
5½	UN	UN-10821 and up	6	163	9,303	4,900
6½	UNF	UNF-10821 and up	6	128	9,495	5,100
6½	UNF		6	145	9,657	5,100
6½	UNF		6	163	9,680	5,200
7½	UT	UT-10821 and up	6	128	10,258	6,000
7½	UT		6	145	10,286	6,000
7½	UT		6	163	10,354	6,100

Dump Service—Conventional

3	RHD	RHD-10821 and up	6	150	6,646	\$3,250
3	RHD		6	160	6,706	3,250
3½	DP	DP-10821 and up	6	150	6,918	3,725
3½	DP		6	160	7,037	3,725
4	DH	DH-10821 and up	6	145	7,831	4,050
4	DH		6	159	7,950	4,050
5	S	S-10821 and up	6	165	10,065	5,850
10	C	C-10821 and up	6	165	11,424	6,800

Dump Service—Engine Under Seat

4	UDP	UDP-10821 and up	6	100	8,289	\$4,650
6	US	US-10821 and up	6	120	9,782	5,700

Tractors—Conventional

6	RHT	RHT-10821 and up	6	150	6,773	\$3,250
6	RHT		6	174	6,815	3,250
6	DT	DT-10821 and up	6	150	6,876	3,550
6	DT		6	174	6,918	3,550
7½	DFT	DFT-10821 and up	6	135	7,755	3,875
7½	DFT		6	159	7,797	3,875
7	NT	NT-10821 and up	6	137	8,688	4,575
7	NT		6	158	8,725	4,575
7	NFT	NFT-10821 and up	6	137	8,954	4,900
7	NFT		6	158	8,991	4,900
7	TT	TT-10821 and up	6	137	9,932	6,150
8½	TT		6	158	10,247	6,150
8½	TFT	TFT-10821 and up	6	147	11,586	7,500
8½	TFT		6	168	11,639	7,500

Tractors—Engine Under Seat

5½	UDT	UDT-10821 and up	6	109	7,387	\$3,750
7	UDFT	UDFT-10821 and up	6	91	8,026	4,250
7	UDFT		6	109	8,112	4,250
6½	UNT	UNT-10821 and up	6	96	8,429	4,600
6½	UNT		6	109	8,451	4,600
6½	UNFT	UNFT-10821 and up	6	96	8,699	5,000
6½	UNFT		6	109	8,721	5,000
6	UTT	UTT-10821 and up	6	109	9,795	6,100

With Auxiliary (Dead) Rear Axles—Conventional

7	6RH	6RH-10821 and up	6	174	9,483	\$3,600
7	6RH		6	192	9,724	3,700
7	6D	6D-10821 and up	6	174	9,572	3,900
7	6D		6	192	9,813	4,000
6½	6DF	6DF-10821 and up	6	159	9,779	3,950
6½	6DF		6	177	9,826	4,050
9	6N	6N-10821 and up	6	178	11,536	4,675
9	6N		6	195	11,599	4,625
9	6N		6	213	11,805	4,725
10	6NF	6NF-10821 and up	6	178	12,068	5,175
10	6NF		6	195	12,131	5,175
10	6NF		6	213	12,337	5,275
10½	6T	6T-10821 and up	6	203	13,282	6,250
10½	6T		6	217	13,358	6,350
10½	6TF	6TF-10821 and up	6	210	14,616	7,500
10½	6TF		6	223	14,727	7,500

(D) AUTOCAR—Continued

(3) 1935—Continued

With Auxiliary (Dead) Rear Axles—Engine Under Seat

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
6½	6UD	6UD-10821 and up	6	Inches 127	9,957	\$4,200
6½	6UD	6UD-10821 and up	6	145	10,123	4,200
9	6UN	6UN-10821 and up	6	128	11,947	4,925
9	6UN	6UN-10821 and up	6	145	12,076	4,925
9	6UN	6UN-10821 and up	6	163	12,068	5,025
10	6UNF	6UNF-10821 and up	6	128	12,207	5,250
10	6UNF	6UNF-10821 and up	6	145	12,336	5,250
10	6UNF	6UNF-10821 and up	6	163	12,341	5,350
11	6UT	6UT-10821 and up	6	145	13,388	6,300
11	6UT	6UT-10821 and up	6	163	13,465	6,400

Dump Service—4-Wheel Drive—Conventional

4½	4N	4N-11420 and up	6	162	9,969	\$6,100
4½	4NF	4NF-11420 and up	6	162	9,969	6,500
6	4S	4S-11420 and up	6	165	11,214	7,600

(4) 1936

2½	RH	RH-11565	6	174	6,920	\$3,250
2½	RH	RH-11565	6	192	7,221	3,350
2½	D	D-11565	6	174	7,082	3,550
2½	D	D-11565	6	192	7,315	3,650
4	DF	DF-11565	6	159	7,746	3,875
4	DF	DF-11565	6	177	7,825	3,975
5½	N	N-11565	6	178	8,780	4,650
5½	N	N-11565	6	195	9,074	4,650
5½	N	N-11565	6	213	9,193	4,750
6	NF	NF-11565	6	178	9,239	4,900
6	NF	NF-11565	6	195	9,491	4,900
6	NF	NF-11565	6	213	9,610	5,000
7½	T	T-11565	6	178	10,028	5,900
7½	T	T-11565	6	204	10,308	5,900
7½	T	T-11565	6	228	10,460	6,000
7½	TF	TF-11565	6	236	12,102	7,500
7½	TF	TF-11565	6	250	12,176	7,500

Engine Under Seat

3½	UD	UD-11565	6	109	7,393	\$3,750
3½	UD	UD-11565	6	127	7,533	3,850
3½	UD	UD-11565	6	145	7,651	3,850
5	UDF	UDF-11565	6	109	8,121	4,075
5	UDF	UDF-11565	6	127	8,191	4,175
5	UDF	UDF-11565	6	145	8,227	4,175
5½	UN	UN-11565	6	109	9,023	4,875
5½	UN	UN-11565	6	128	9,018	4,800
5½	UN	UN-11565	6	145	9,061	4,800
5½	UN	UN-11565	6	163	9,303	4,900
6½	UNF	UNF-11565	6	128	9,495	5,100
6½	UNF	UNF-11565	6	145	9,657	5,100
6½	UNF	UNF-11565	6	163	9,680	5,200
7½	UT	UT-11565	6	128	10,258	6,000
7½	UT	UT-11565	6	145	10,286	6,000
7½	UT	UT-11565	6	163	10,354	6,100

Dump Service—Conventional

3	RHD	RHD-11565	6	150	6,646	\$3,250
3	RHD	RHD-11565	6	160	6,706	3,250
3½	DP	DP-11565	6	150	6,918	3,725
3½	DP	DP-11565	6	160	7,037	3,725
4	DH	DH-11565	6	145	7,831	4,050
4	DH	DH-11565	6	159	7,950	4,050
6	S	S-11565	6	165	10,165	5,850
10	C	C-11565	6	165	11,424	6,800

Dump Service—Engine Under Seat

4	UDP	UDP-11565	6	100	8,289	\$4,650
6	US	US-11565	6	120	9,782	5,700

Tractor—Conventional

6	RHT	RHT-11565	6	157	6,773	\$3,250
6	RHT	RHT-11565	6	174	6,815	3,250
6	DT	DT-11565	6	157	6,876	3,550
6	DT	DT-11565	6	174	6,918	3,550
7½	DFT	DFT-11565	6	142	7,755	3,875
7½	DFT	DFT-11565	6	159	7,797	3,875
7	NT	NT-11565	6	143	8,688	4,575
7	NT	NT-11565	6	165	8,725	4,575
7	NFT	NFT-11565	6	143	8,954	4,900
7	NFT	NFT-11565	6	165	8,991	4,900
8½	TT	TT-11565	6	143	9,932	6,150
8½	TT	TT-11565	6	165	10,247	6,150
8½	TFT	TFT-11565	6	155	11,586	7,500
8½	TFT	TFT-11565	6	177	11,639	7,500

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(D) AUTOCAR—Continued

(4) 1936—Continued

Tractor—Engine Under Seat

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base Inches	Base weight	Price
5½	UDT	UDT-11565	6	109	7,387	\$3,750
7	UDFT	UDFT-11565	6	91	8,026	4,250
7	UDFT		6	109	8,112	4,250
6½	UNT	UNT-11565	6	98	8,429	4,600
6½	UNT		6	109	8,451	4,600
6½	UNFT	UNFT-11565	6	98	8,699	5,000
6½	UNFT		6	109	8,721	5,000
6	UTT	UTT-11565	6	109	9,795	6,100

With Auxiliary (Dead) Rear Axles—Conventional

7	6RH	6RH-11565	6	174	9,483	\$3,600
7	6RH		6	192	9,724	3,700
7	6D	6D-11565	6	174	9,572	3,900
7	6D		6	192	9,813	4,000
6½	6DF	6DF-11565	6	159	9,779	3,950
6½	6DF		6	177	9,826	4,050
9	6N	6N-11565	6	178	11,536	4,625
9	6N		6	195	11,599	4,625
9	6N		6	213	11,805	4,725
10	6NF	6NF-11565	6	178	12,068	5,175
10	6NF		6	195	12,131	5,175
10	6NF		6	213	12,337	5,275
10½	6T	6T-11565	6	203	13,282	6,250
10½	6T		6	217	13,358	6,350
15	6TF	6TF-11565	6	210	14,616	7,500
15	6TF		6	223	14,727	7,500

With Auxiliary (Dead) Rear Axles—Engine Under Seat

6½	6UD	6UD-11565	6	127	9,957	\$4,200
6½	6UD		6	145	10,123	4,200
9	6UN	6UN-11565	6	128	11,947	4,925
9	6UN		6	145	12,076	4,925
9	6UN		6	163	12,068	5,025
10	6UNF	6UNF-11565	6	128	12,207	5,250
10	6UNF		6	145	12,336	5,250
10	6UNF		6	163	12,341	5,350
11	6UT	6UT-11565	6	145	13,388	6,300
11	6UT		6	163	13,465	6,400

Dump Service—4 Wh. Dr.—Conventional

4½	4N	4N-11565	6	162	9,969	\$6,100
4½	4NF	4NF-11565	6	162	9,969	6,500
6	4S	4S-11565	6	165	11,214	7,600
4	4x4DF	DF-11777	6	159	8,419	5,000
4½	4x4N	N-11777	6	165	9,900	6,000
4½	4x4NF	NF-11777	6	165	10,915	6,750
6	4x4S	S-11777	6	165	11,145	7,250

Dump Service—With Double Drive Rear Axles

10	6x4DF	DF-11777	6	135	11,005	\$5,750
12	6x4NF	NF-11777	6	137	11,785	7,000
15½	6x4T	T-11777	6	137	15,035	9,300

With Double Drive Rear Axles—Engine Under Seat

14	6x4UT	UT-11777	6	107	13,482	\$8,850
2½	RH	RH-12219	6	164	6,855	3,250
2½	RH		6	182	6,915	3,350
2½	D	D-12219	6	164	7,215	3,550
2½	D		6	182	7,295	3,650
4	Df	DF-12219	6	164	7,845	3,875
4	Df		6	182	7,915	3,975
5½	N	N-12219	6	164	8,705	4,650
5½	N		6	182	8,785	4,650
6½	N		6	200	8,865	4,750
5½	N		6	218	8,955	4,750
6	NF	NF-12219	6	164	9,625	4,900
6	NF		6	182	9,695	4,900
6	NF		6	200	9,745	5,000
6	NF		6	218	9,825	5,000
7½	T	T-12219	6	182	10,455	5,900
7½	T		6	200	10,565	5,900
7½	T		6	218	10,625	6,000

Dump Service

3	RHD	RHD-12219	6	148	6,785	\$3,250
3½	DP	DP-12219	6	148	7,275	3,775
3½	DP		6	164	7,315	3,775
4	DH	DH-12219	6	148	8,355	4,625
4	DH		6	164	8,375	4,625
6	S	S-12219	6	170	9,935	5,850
10	C	C-12219	6	170	11,385	6,800

(D) AUTOCAR—Continued

(4) 1936—Continued

Tractors

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base <i>Inches</i>	Base weight	Price
6	1TR	1TR-12219	6	142	6,875	\$3,400
6	1TR		6	148	6,875	3,400
6	1TR		6	164	6,905	3,400
7½	2TR	2TR-12219	6	142	7,805	4,225
7½	2TR		6	148	7,815	4,225
7½	2TR		6	164	7,835	4,225
7	3TR	3TR-12219	6	148	8,375	5,000
7	3TR		6	164	8,415	5,000
7	4TR	4TR-12219	6	148	9,265	5,050
7	4TR		6	164	9,305	5,050
8½	5TR	5TR-12219	6	148	9,655	6,000
8½	5TR		6	164	9,675	6,000

With Auxiliary (Dead) Rear Axles

7	6x2RH	RH-12219	6	164	9,345	\$3,350
7	6x2RH		6	182	9,415	3,450
6½	6x2DF	DF-12219	6	164	10,485	3,975
6½	6x2DF		6	182	10,545	4,075
6½	6x2DF		6	200	10,615	4,175
6½	6x2DF		6	218	10,655	4,175
10	6x2NF	NF-12219	6	182	11,665	5,050
10	6x2NF		6	200	11,715	5,150
10	6x2NF		6	218	11,785	5,150
10½	6x2T	T-12219	6	208	12,985	6,350
10½	6x2T		6	222	13,055	6,450
	RM	RM-13248	6	164	6,715	1,980
	RM		6	182	6,805	2,060
	RL	RL-13248	6	164	6,895	2,460
	RL		6	182	6,985	2,550
	D	D-13248	6	164	7,525	3,600
	D		6	182	7,645	3,700
	DF	DF-13248	6	164	8,445	4,200
	DF		6	182	8,525	4,300
	N	N-13248	6	164	8,705	4,500
	N		6	182	8,785	4,500
	N		6	200	8,865	4,600
	N		6	218	8,955	4,600
	NF	NF-13248	6	164	9,735	5,100
	NF		6	182	9,805	5,100
	NF		6	200	9,865	5,200
	NF		6	218	9,935	5,200
	T	T-13248	6	182	10,485	5,850
	T		6	200	10,565	5,850
	T		6	218	10,625	5,950
Tractors	RMT	RMT-13248	6	142	6,835	2,180
	RMT		6	164	6,865	2,180
	1TR	1TR-13248	6	142	6,875	2,595
	1TR		6	148	6,875	2,595
	2TR	2TR-13248	6	164	6,905	2,595
	2TR		6	142	7,805	4,100
	2TR		6	148	7,815	4,100
	2TR		6	164	7,825	4,100
	3TR	3TR-13248	6	148	8,375	4,800
	3TR		6	164	8,415	4,800
	4TR	4TR-13248	6	148	9,265	4,950
	4TR		6	164	9,305	4,950
	5TR	5TR-13248	6	148	9,655	5,700
	5TR		6	164	9,675	5,700
Dump service	RLD	RLD-13248	6	148	6,785	2,460
	DP	DP-13248	6	148	7,635	3,750
	DP		6	164	7,675	3,750
	DH	DH-13248	6	148	8,535	4,550
	DH		6	164	8,565	4,550
	S	S-13248	6	170	10,025	5,750
	C	C-13248	6	170	11,385	6,650
With auxiliary (dead) rear axles.	6x2RL	RL-13248	6	164	9,345	2,715
	6x2RL		6	182	9,415	2,705
	6x2DF	DF-13248	6	164	10,485	4,250
	6x2DF		6	182	10,545	4,350
	6x2DF		6	200	10,615	4,450
	6x3DF		6	218	10,655	4,450
	6x2NF	NF-13248	6	182	11,985	5,300
	6x2NF		6	200	12,055	5,400
	6x2NF		6	218	12,125	5,400
	6x2T	T-13248	6	208	12,985	5,900
	6x2T		6	222	13,055	6,000
6 Wh.—With double drive rear axles.	6x4DF	DF-13248	6	139	11,005	5,750
	6x4TD	TD-13248	6	134	14,115	8,550
	6x4TD		6	142	14,415	8,700
	6x4TC	TC-13248	6	142	15,045	9,500
Engine under seat	UD	UD-13248	6	109	8,280	3,800
	UD		6	127	8,400	3,900
	UD		6	145	8,490	4,000
	UDF	UDF-13248	6	109	8,870	4,550
	UDF		6	127	8,970	4,650
	UDF		6	145	9,060	4,750
	UN	UN-13248	6	109	9,400	5,000
	UN		6	128	9,380	4,950
	UN		6	145	9,500	5,050
	UN		6	163	9,670	5,100
	UNF	UNF-13248	6	128	10,110	5,400
	UNF		6	145	10,160	5,500
	UNF		6	163	10,300	5,500

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(D) AUTOCAR—Continued

(4) 1935—Continued

With Auxiliary (Dead) Rear Axles—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
				Inches		
Engine under seat	UT	UT-13248	6	128	10,770	\$5,900
	UT		6	145	10,840	5,900
	UT		6	163	11,020	6,000
Tractor—engine under seat	1UTR	1UTR-13248	6	98	7,470	3,850
	1UTR		6	109	7,770	3,850
	2UTR	2UTR-13248	6	98	9,080	4,650
	2UTR		6	109	9,070	4,650
	3UTR	3UTR-13248	6	98	9,230	5,200
	3UTR		6	109	9,500	5,200
	4UTR	4UTR-13248	6	98	9,530	5,450
	4UTR		6	109	9,810	5,450
	5UTR	5UTR-13248	6	98	10,120	5,900
	5UTR		6	109	10,400	5,900
Dump Service—engine under seat	UDP	UDP-13248	6	100	8,740	4,400
	US	US-13248	6	120	10,570	5,850
With auxiliary (dead) rear axles—engine under seat	6x2UD	UD-13248	6	127	11,260	4,700
	6x2UD		6	143	11,400	4,700
	6x2UN	UN-13248	6	128	11,990	5,200
	6x2UN		6	145	12,120	5,300
	6x2UN		6	163	12,280	5,400
	6x2UNF	UNF-13248	6	128	12,620	5,500
	6x2UNF		6	145	12,720	5,600
	6x2UNF		6	163	12,890	5,700
	6x2UT	UT-13248	6	145	13,460	5,800
	6x2UT		6	163	13,580	5,900
6 Wheels.—With double drive rear axles—Engine under seat	6x4UTO	UTO-13248	6	118	13,920	8,500
	6x4UTD	UTD-13248	6	109	13,820	8,750
Dump Service—4 Wheel drive—conventional	4x4DF	DF-13248	6	163	8,419	5,000
	4x4N	N-13248	6	167	9,900	6,000
	4x4NF	NF-13248	6	168	10,915	6,750
	4x4S	S-13248	6	168	11,145	7,250

(5) 1937

	RM	RM-13399	6	164	6,715	\$1,980
	RM		6	182	6,805	2,060
	RL	RL-13399	6	164	6,895	2,460
	RL		6	182	6,985	2,550
	D	D-13399	6	164	7,525	3,600
	D		6	182	7,645	3,700
	DF	DF-13399	6	164	8,445	4,200
	DF		6	182	8,525	4,300
	N	N-13399	6	164	8,705	4,500
	N		6	182	8,785	4,500
	N		6	200	8,865	4,600
	N		6	218	8,955	4,600
	NF	NF-13399	6	164	9,735	5,100
	NF		6	182	9,805	5,100
	NF		6	200	9,865	5,200
	NF	NF-13399	6	218	9,935	5,200
	T	T-13399	6	182	10,485	5,850
	T		6	200	10,565	5,850
	T		6	218	10,625	5,950
Tractors	RMT	RMT-13399	6	142	6,835	2,180
	RMT		6	164	6,865	2,180
	1TR	1TR-13399	6	142	6,875	2,595
	1TR		6	148	6,875	2,595
	1TR		6	164	6,905	2,595
	2TR	2TR-13399	6	142	7,805	4,100
	2TR		6	148	7,815	4,100
	2TR		6	164	7,835	4,100
	3TR	3TR-13399	6	148	8,375	4,800
	3TR		6	164	8,415	4,800
	4TR	4TR-13399	6	148	9,265	4,950
	4TR		6	164	9,305	4,950
	5TR	5TR-13399	6	148	9,655	5,700
	5TR		6	164	9,675	5,700
Dump Service	RLD	RLD-13399	6	148	6,785	2,460
	DP	DP-13399	6	148	7,635	3,750
	DP		6	164	7,675	3,750
	DH	DH-13399	6	148	8,535	4,550
	DH		6	164	8,565	4,550
	S	S-13399	6	170	10,025	5,750
	C	C-13399	6	170	11,385	6,650
With auxiliary (dead) rear axles	6x2RL	RL-13399	6	164	9,345	2,715
	6x2RL		6	182	9,415	2,805
	6x2DF	DF-13399	6	164	10,485	4,250
	6x2DF		6	182	10,545	4,350
	6x2DF		6	200	10,615	4,450
	6x2DF		6	218	10,655	4,450
	6x2NF	NF-13399	6	182	11,985	5,300
	6x2NF		6	200	12,055	5,400
	6x2NF		6	218	12,125	5,400
	6x2T	T-13399	6	208	12,985	5,900
	6x2T		6	222	13,055	6,000
6 wheels.—with double drive rear axles	6x4DF	DF-13399	6	139	11,005	5,750
	6x4TD	TD-13399	6	184	14,415	8,550
	6x4TD		6	142	14,415	8,700
	6x4TC	TC-13399	6	142	15,045	9,500
Engine under seat	UD	UD-13399	6	109	8,280	3,800
	UD		6	127	8,400	3,900
	UD		6	145	8,490	4,000

(D) AUTOCAR—Continued

(5) 1937—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price	
<i>Engine under seat</i>	UDF	UDF-13399	6	<i>Inches</i> 109	8,870	\$4,550	
	UDF		6	127	8,970	4,650	
	UDF		6	145	9,060	4,750	
	UN	UN-13399	6	109	9,400	5,000	
	UN		6	128	9,380	4,950	
	UN		6	145	9,500	5,050	
	UN		6	163	9,670	5,100	
	UNF	UNF-13399	6	128	10,110	5,400	
	UNF		6	145	10,160	5,500	
	UNF		6	163	10,300	5,500	
	UT	UT-13399	6	128	10,770	5,900	
	UT		6	145	10,840	5,900	
	UT		6	163	11,020	6,000	
	<i>Tractors—engine under seat</i>	1UTR	1UTR-13399	6	98	7,470	3,850
		1UTR		6	109	7,770	3,850
2UTR		2UTR-13399	6	98	9,080	4,650	
2UTR			6	109	9,070	4,650	
3UTR		3UTR-13399	6	98	9,230	5,200	
3UTR			6	109	9,500	5,200	
4UTR		4UTR-13399	6	98	9,530	5,450	
4UTR			6	109	9,810	5,450	
5UTR		5UTR-13399	6	98	10,120	5,900	
5UTR			6	109	10,400	5,900	
<i>Dump service—engine under seat</i>	UDP	UDP-13399	6	100	8,740	4,400	
	US	US-13399	6	120	10,570	5,850	
	6x2UD	UD-13399	6	127	11,260	4,700	
	6x2UD		6	145	11,400	4,700	
	6x2UN	UN-13399	6	128	11,990	5,200	
	6x2UN		6	145	12,120	5,300	
	6x2UN		6	163	12,280	5,400	
	6x2UNF	UNF-13399	6	128	12,620	5,500	
	6x2UNF		6	145	12,720	5,600	
	6x2UNF		6	163	12,890	5,700	
	6x2UT	UT-13399	6	145	13,460	5,800	
	6x2UT		6	163	13,580	5,900	
<i>6-wheel—with double drive rear axles—engine under seat</i>	6x4UTO	UTO-13399	6	118	13,920	8,500	
	6x4UTD	UTD-13399	6	109	13,820	8,750	
<i>Dump service—4-wheel drive—conventional</i>	4x4DF	DF-13399	6	163	8,419	5,000	
	4x4N	N-13399	6	167	9,900	6,000	
	4x4DF	DF-13399	6	168	10,915	6,750	
	4x4S	S-13399	6	168	11,145	7,250	
	RM	RM-1400	6	164	6,750	2,280	
	RM	RM-1400	6	182	6,870	2,370	
	RM		6	200	6,990	2,460	
	RM		6	212	7,090	2,460	
	RL	RL-1400	6	164	6,890	2,595	
	RL		6	182	7,010	2,685	
	RL		6	200	7,140	2,775	
	RL		6	212	7,240	2,775	
	<i>Tractors</i>	RMT	RMT-1400	6	142	6,920	2,490
		RMT		6	164	6,950	2,490
1TR		1TR-1400	6	142	6,960	2,730	
<i>With auxiliary (dead) rear axles</i>	1TR		6	148	6,960	2,730	
	1TR		6	164	6,990	2,730	
	6x2RL	RL-1400	6	164	9,430	2,850	
<i>Dump service</i>	6x2RL		6	182	9,500	2,940	
	RLD	RLD-1400	6	148	6,870	2,595	
	A	A-15001	6	139	4,790	1,095	
	A		6	161	4,870	1,145	
	A		6	179	4,940	1,195	
	B	B-15001	6	139	5,150	1,480	
	B		6	161	5,230	1,530	
	B		6	179	5,300	1,580	
	<i>Cab over engine</i>	UA	UA-15001	6	84	4,740	1,095
		UA		6	106	4,820	1,145
UA			6	124	4,870	1,195	
UA			6	142	4,980	1,295	
UB		UB-15001	6	84	5,290	1,545	
UB			6	106	5,320	1,595	
UB			6	124	5,370	1,645	

(6) 1938

<i>Conventional</i>	A	N. A.	6	139	4,790	\$1,095
	A		6	161	4,870	1,145
	A		6	179	4,940	1,195
	B		6	139	5,150	1,480
	B		6	161	5,230	1,530
	B		6	179	5,300	1,580
<i>Cab over engine</i>	UA		6	84	4,740	1,095
	UA		6	106	4,820	1,145
	UA		6	124	4,870	1,195
	UA		6	142	4,980	1,295
	UB		6	84	5,290	1,545
	UB		6	106	5,320	1,595
	UB		6	124	5,370	1,645
<i>Conventional</i>	UB		6	142	5,420	1,745
	RM		6	164	6,665	2,280
	RM		6	182	6,785	2,370
	RM		6	200	6,905	2,460
	RM		6	212	7,005	2,460
	RL		6	164	6,805	2,595
	RL		6	182	6,925	2,685
	RL		6	200	7,055	2,775
	RL		6	212	7,155	2,775
	D		6	164	7,565	3,600

(D) AUTOCAR Continued

(6) 1938—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price	
Conventional.....	D.....	N. A.....	6	Inches			
	DF.....		6	182	7,645	\$3,700	
	DF.....		6	164	8,445	4,200	
	N.....		6	182	8,525	4,300	
	N.....		6	164	8,705	4,500	
	N.....		6	182	8,785	4,500	
	N.....		6	200	8,865	4,600	
	N.....		6	218	8,955	4,600	
	NF.....		6	164	9,735	5,100	
	NF.....		6	182	9,805	5,100	
	NF.....		6	200	9,865	5,200	
	NF.....		6	218	9,935	5,200	
	T.....		6	182	10,485	5,850	
	T.....		6	200	10,565	5,850	
	T.....		6	218	10,625	5,950	
	RMT.....		6	142	6,835	2,490	
	RMT.....		6	164	6,865	2,490	
	1TR.....		6	142	6,875	2,730	
	1TR.....		6	148	6,875	2,730	
	1TR.....		6	164	6,905	2,730	
	2TR.....		6	142	8,005	4,100	
	2TR.....		6	148	8,015	4,100	
	2TR.....		6	164	8,035	4,100	
	3TR.....		6	148	8,424	4,800	
	3TR.....		6	164	8,464	4,800	
	4TR.....		6	148	9,265	4,950	
	4TR.....		6	164	9,305	4,950	
	5TR.....		6	148	9,655	5,700	
	5TR.....		6	164	9,675	5,700	
	Dump service.....	RLD.....		6	148	6,785	2,595
		DP.....		6	148	7,635	3,750
		DP.....		6	164	7,675	3,750
		DH.....		6	148	8,535	4,550
		DH.....		6	164	8,565	4,550
		S.....		6	170	10,025	5,750
With auxiliary (dead) rear axles.....	C.....		6	170	11,385	6,650	
	6x2RL.....		6	164	9,345	2,850	
	6x2RL.....		6	182	9,415	2,940	
	6x2DF.....		6	164	10,485	4,250	
	6x2DF.....		6	182	10,545	4,350	
	6x2DF.....		6	200	10,615	4,450	
	6x2DF.....		6	218	10,655	4,450	
	6x2NF.....		6	182	11,985	5,300	
	6x2NF.....		6	200	12,055	5,400	
	6x2NF.....		6	218	12,125	5,400	
	6x2T.....		6	200	12,985	5,900	
	6x2T.....		6	222	13,055	6,000	
With double drive rear axles.....	6x4DF.....		6	139	11,005	5,750	
	6x4TO.....		6	184	14,115	8,550	
	6x4TD.....		6	142	14,415	8,700	
	6x4TC.....		6	142	15,045	9,500	
Dump service.....	4x4DF.....		6	163	8,419	5,000	
	4x4N.....		6	167	9,900	6,000	
	4x4NF.....		6	168	10,915	6,750	
Engine under seat.....	UD.....		6	168	11,145	7,250	
	UD.....		6	109	8,280	3,800	
	UD.....		6	127	8,400	3,900	
	UDF.....		6	145	8,460	4,000	
	UDF.....		6	109	8,870	4,550	
	UDF.....		6	127	8,970	4,650	
	UDF.....		6	145	9,060	4,750	
	UN.....		6	109	9,400	5,000	
	UN.....		6	128	9,380	4,950	
	UN.....		6	145	9,500	5,050	
	UN.....		6	163	9,670	5,100	
	UNF.....		6	128	10,110	5,400	
	UNF.....		6	145	10,160	5,500	
	UNF.....		6	163	10,300	5,500	
	UT.....		6	128	10,770	5,900	
	UT.....		6	145	10,840	5,900	
	UT.....		6	163	11,020	6,000	
Tractors—engine under seat.....	1UTR.....		6	98	7,470	3,850	
	1UTR.....		6	109	7,770	3,850	
	2UTR.....		6	98	9,080	4,650	
	2UTR.....		6	109	9,070	4,650	
	3UTR.....		6	98	9,230	5,200	
	3UTR.....		6	109	9,500	5,200	
	4UTR.....		6	98	9,530	5,450	
	4UTR.....		6	109	9,810	5,450	
	5UTR.....		6	98	10,120	5,900	
	5UTR.....		6	109	10,400	5,900	
Dump service—engine under seat.....	UDP.....		6	100	8,740	4,400	
	US.....		6	120	10,570	5,850	
With auxiliary (dead) rear axles—engine under seat.....	6x2UD.....		6	127	11,260	4,700	
	6x2UD.....		6	145	11,400	4,700	
	6x2UN.....		6	128	11,990	5,200	
	6x2UN.....		6	145	12,120	5,300	
	6x2UN.....		6	163	12,280	5,400	
	6x2UNF.....		6	128	12,620	5,500	
	6x2UNF.....		6	145	12,720	5,600	
	6x2UNF.....		6	163	12,890	5,700	
	6x2UT.....		6	145	13,460	6,800	
	6x2UT.....		6	163	13,580	6,900	
With double drive rear axles—Engine under seat.....	6x4UTO.....		6	118	13,920	8,500	
	6x4UTD.....		6	109	13,820	8,750	
Conventional.....	RLS.....		6	164	7,535	3,025	
	RLS.....		6	182	7,615	3,115	
	RLS.....		6	200	7,715	3,205	

(D) AUTOCAR—Continued

(6) 1938—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base Inches	Base weight	Price
Conventional	A	N. A.	6	139	4,790	\$1,250
	A		6	161	4,870	1,300
	A		6	179	4,940	1,350
	B		6	139	5,150	1,625
	B		6	161	5,230	1,675
	B		6	179	5,300	1,725
Cab over engine	UA		6	84	4,570	1,250
	UA		6	106	4,680	1,300
	UA		6	124	4,760	1,350
	UA		6	142	5,010	1,450
	UB		6	84	5,140	1,690
	UB		6	106	5,350	1,740
Conventional	UB		6	124	5,450	1,790
	UB		6	142	5,530	1,890
	RL		6	164	6,805	2,595
	RL		6	182	6,925	2,595
	RL		6	200	7,055	2,645
	RL		6	212	7,155	2,645
	RLS		6	164	7,090	2,910
	RLS		6	182	7,190	2,910
	RLS		6	200	7,290	2,960
	RLS		6	212	7,390	2,960
	4x4DF		6	163	8,419	5,000
	4x4N		6	163	10,455	6,000
	4x4S		6	163	12,025	7,250
	4x4C		6	150	13,665	9,500
Cab over engine	4x4CD		6	157	14,255	10,000
	URL		6	96	6,770	2,795
	URL		6	106	6,830	2,795
	URL		6	124	6,940	2,795
	URL		6	142	7,050	2,845
	URLS		6	96	7,540	3,110
	URLS		6	106	7,600	3,110
	URLS		6	124	7,710	3,110
	URLS		6	142	7,820	3,160
	RB		6	142	6,165	2,100
	RB		6	164	6,285	2,100
	RB		6	182	6,405	2,150
	RB		6	200	6,535	2,175
	URB		6	96	6,250	2,250
	URB		6	106	6,310	2,250
	URB		6	124	6,420	2,250
	URB		6	142	6,530	2,300

(7) 1939

Conventional	A	N. A.	6	139	4,790	1,095
	A		6	161	4,870	1,145
	A		6	179	4,940	1,195
	B		6	139	5,150	1,480
	B		6	161	5,230	1,530
	B		6	179	5,300	1,580
Cab over engine	UA		6	84	4,740	1,095
	UA		6	106	4,820	1,145
	UA		6	124	4,870	1,195
	UA		6	142	4,980	1,295
	UB		6	84	5,290	1,545
	UB		6	106	5,320	1,595
Conventional	UB		6	124	5,370	1,645
	UB		6	142	5,420	1,745
	1TR		6	142	6,875	2,730
	1TR		6	148	6,875	2,730
	1TR		6	164	6,905	2,730
	2TR		6	142	8,005	4,100
	2TR		6	148	8,015	4,100
	2TR		6	164	8,035	4,100
	3TR		6	148	8,424	4,800
	3TR		6	164	8,464	4,800
	4TR		6	148	9,265	4,950
	4TR		6	164	9,305	4,950
	5TR		6	148	9,655	5,700
	5TR		6	164	9,675	5,700
Dump service	RLD	Listing of motor and Serial Nos. by Autocar Company discontinued January 1938.	6	148	6,785	2,595
	DP		6	148	7,635	3,750
	DP		6	164	7,675	3,750
	DH		6	148	8,535	4,550
	DH		6	164	8,565	4,550
	S		6	170	10,025	5,750
	C		6	170	11,385	6,650
	RL		6	164	6,805	2,595
	RL		6	182	6,925	2,685
	RL		6	200	7,055	2,775
	RL		6	212	7,155	2,775
	D		6	164	7,565	3,600
	D		6	182	7,645	3,700
	DF		6	164	8,445	4,200
	DF		6	182	8,525	4,300
	N		6	164	8,705	4,500
	N		6	182	8,785	4,500
	N		6	200	8,865	4,600
	N		6	218	8,955	4,600
	NF		6	164	9,735	5,100
	NF		6	182	9,805	5,100
	NF		6	200	9,865	5,200
	NF		6	218	9,935	5,200
	T		6	182	10,485	5,850
T	6	200	10,565	5,850		
T	6	218	10,625	5,950		

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(D) AUTOCAR—Continued

(7) 1939—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price		
				<i>Inches</i>				
With auxiliary (dead) rear axles.	6x2RL	Listing of motor and Serial Nos. by Autocar Company discontinued January 1938.	6	164	9,345	\$2,850		
	6x2RL		6	182	9,415	2,940		
	6x2DF		6	164	10,485	4,250		
	6x2DF		6	182	10,545	4,350		
	6x2DF		6	200	10,615	4,450		
	6x2DF		6	218	10,655	4,450		
	6x2NF		6	182	11,985	5,300		
	6x2NF		6	200	12,055	5,400		
	6x2NF		6	218	12,125	5,400		
	6x2T		6	200	12,985	5,900		
	6x2T		6	222	13,055	6,000		
	With double drive rear axles.		6x4DF		6	139	11,005	5,750
			6x4TO		6	184	14,115	8,550
			6x4TD		6	142	14,415	8,700
6x4TC			6	142	15,045	9,500		
Dump service	4x4DF		6	163	8,419	5,000		
	4x4N		6	167	9,900	6,000		
	4x4NF		6	168	10,915	6,750		
Engine under seat	4x4S		6	168	11,145	7,250		
	UD		6	109	8,280	3,800		
	UD		6	127	8,400	3,900		
	UD		6	145	8,490	4,000		
	UDF		6	109	8,870	4,550		
	UDF		6	127	8,970	4,650		
	UDF		6	145	9,060	4,750		
	UN		6	109	9,400	5,000		
	UN		6	128	9,380	4,950		
	UN		6	145	9,500	5,050		
	UN		6	163	9,670	5,100		
	UNF		6	128	10,110	5,400		
	UNF		6	145	10,160	5,500		
	UNF		6	163	10,300	5,500		
	UT		6	128	10,770	5,900		
	UT		6	145	10,840	5,900		
	UT		6	163	11,020	6,000		
	Tractors—engine under seat.	1UTR		6	98	7,470	3,850	
1UTR			6	109	7,770	3,850		
2UTR			6	98	9,080	4,650		
2UTR			6	109	9,070	4,650		
3UTR			6	98	9,230	5,200		
3UTR			6	109	9,500	5,200		
4UTR			6	98	9,530	5,450		
4UTR			6	109	9,810	5,450		
5UTR			6	98	10,120	5,900		
5UTR			6	109	10,400	5,900		
Dump service—engine under seat.	UDP		6	100	8,740	4,400		
	US		6	120	10,570	5,850		
With auxiliary (dead) rear axles—engine under seat.	6x2UD		6	127	11,260	4,700		
	6x2UD		6	145	11,400	4,700		
	6x2UN		6	128	11,990	5,200		
	6x2UN		6	145	12,120	5,300		
	6x2UN		6	163	12,280	5,400		
	6x2UNF		6	128	12,620	5,500		
	6x2UNF		6	145	12,720	5,600		
	6x2UNF		6	163	12,890	5,700		
	6x2UT		6	145	13,460	5,800		
	6x2UT		6	163	13,580	5,900		
With double drive rear axles—engine under seat.	6x4UTO		6	118	13,920	8,500		
	6x4UTD		6	109	13,820	8,750		
Conventional	RLS		6	164	7,535	3,025		
	RLS		6	182	7,615	3,115		
	RLS		6	200	7,715	3,205		
	A		6	139	4,790	1,250		
	A		6	161	4,870	1,300		
	A		6	179	4,940	1,350		
	B		6	139	5,150	1,625		
	B		6	161	5,230	1,675		
	B		6	179	5,300	1,725		
	Cab over engine	UA		6	84	4,570	1,250	
		UA		6	106	4,680	1,300	
		UA		6	124	4,760	1,350	
		UA		6	142	5,010	1,450	
		UB		6	84	5,140	1,690	
UB			6	106	5,350	1,740		
Conventional	UB		6	124	5,450	1,790		
	UB		6	142	5,530	1,890		
	RL		6	164	6,805	2,595		
	RL		6	182	6,925	2,595		
	RL		6	200	7,055	2,645		
	RL		6	212	7,155	2,645		
	RLS		6	164	7,090	2,910		
	RLS		6	182	7,190	2,910		
	RLS		6	200	7,290	2,960		
	RLS		6	212	7,390	2,960		
Cab over engine	4x4DF		6	163	8,419	5,000		
	4x4N		6	163	10,455	6,000		
	4x4S		6	163	12,025	7,250		
	4x4C		6	150	13,565	9,500		
	4x4CD		6	157	14,255	1,000		
	URL		6	96	6,770	2,795		
	URL		6	106	6,830	2,795		
	URL		6	124	6,940	2,795		
	URL		6	142	7,050	2,845		
	URLS		6	96	7,540	3,110		
URLS		6	106	7,600	3,110			
URLS		6	124	7,710	3,110			
URLS		6	142	7,820	3,160			
RB		6	142	6,165	2,100			
RB		6	164	6,285	2,100			
RB		6	182	6,405	2,150			

(D) AUTOCAR—Continued

(7) 1939—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
Cab over engine.....	RB.....	Listing of motor and Serial Nos. by Autocar Company discontinued January 1938.	6	<i>Inches</i> 200	6,535	\$2,175
	URB.....		6	96	6,250	2,250
	URB.....		6	106	6,310	2,250
	URB.....		6	124	6,420	2,250
	URB.....		6	142	6,530	2,300

(8) 1940

	C-10.....	Listing of motor and Serial Nos. by Autocar Company discontinued January 1938.	6	179	4,790	\$1,250
	C-10-T.....		6	161	N. A.	N. A.
	DC-10.....		6	179	4,925	2,550
	DC-10-T.....		6	161	N. A.	N. A.
	C-20.....		6	179	5,150	1,625
	C-20-T.....		6	161	N. A.	N. A.
	DC-20.....		6	179	5,285	2,925
	DC-20-T.....		6	161	N. A.	N. A.
	C-30.....		6	200	6,410	2,150
	C-30-T.....		6	164	N. A.	N. A.
	C-40.....		6	200	6,890	2,850
	C-40-T.....		6	164	7,060	3,000
	C-40-D.....		6	164	7,290	3,100
	C-50.....		6	200	7,175	3,125
	C-50-D.....		6	164	7,810	3,325
	C-60.....		6	200	8,190	3,600
	C-60-T.....		6	164	8,240	4,100
	C-70.....		6	200	8,750	4,500
	C-70-T.....		6	164	8,330	4,600
	C-70-D.....		6	164	N. A.	N. A.
C-80.....	6	200	9,770	5,100		
C-80-T.....	6	164	9,300	4,900		
C-80-D.....	6	170	10,060	5,750		
C-90.....	6	200	10,520	5,850		
C-90-T.....	6	164	9,720	5,700		
C-90-D.....	6	170	13,325	6,650		
DC-100-T.....	6	174	11,420	8,100		
DC-100-D.....	6	158	12,200	9,500		
Four wheel drive—Conventional.	C-6044.....	6	163	8,475	5,000	
	C-7044.....	6	163	10,510	6,000	
	C-8044.....	6	163	12,080	7,250	
	C-9044.....	6	150	13,720	9,800	
	DC-10044.....	6	157	13,320	11,000	
Six wheeler—2-wheel drive.	C-4062.....	6	182	9,165	3,150	
	C-7062.....	6	182	11,600	4,550	
	C-8062.....	6	200	12,040	5,300	
	C-9062.....	6	222	13,040	6,050	
	DC-10062.....	6	216	15,870	8,000	
Six wheeler—4-wheel drive—Conventional.	C-4064.....	6	139	10,480	4,500	
	C-7064.....	6	182	11,060	6,000	
	C-8064.....	6	182	14,170	8,200	
	C-9064.....	6	142	15,100	9,000	
	DC-10064.....	6	145	19,450	13,000	
Cab over engine.....	U-10.....	6	142	4,650	1,350	
	U-10-T.....	6	106	N. A.	N. A.	
	DU-10.....	6	142	N. A.	N. A.	
	DU-10-T.....	6	106	N. A.	N. A.	
	U-20.....	6	142	5,220	1,725	
	U-20-T.....	6	106	N. A.	N. A.	
	DU-20.....	6	142	N. A.	N. A.	
	DU-20-T.....	6	106	N. A.	N. A.	
	U-30.....	6	142	6,430	2,300	
	U-30-T.....	6	106	N. A.	N. A.	
	U-40.....	6	142	6,970	3,050	
	U-40-T.....	6	106	7,265	3,200	
	U-40-D.....	6	96	6,910	3,300	
	U-50.....	6	142	7,530	3,435	
Six wheeler—2-wheel drive—cab over engine.	U-4062.....	6	124	9,135	3,350	
Engine under seat.....	U-60.....	6	145	7,970	3,800	
	U-60-T.....	6	109	8,380	4,500	
	U-60-D.....	6	100	8,400	4,400	
	U-7.....	6	163	8,290	5,000	
	U-70-T.....	6	109	8,400	5,000	
	U-80.....	6	163	9,770	5,400	
	U-80-T.....	6	109	9,190	5,450	
	U-80-D.....	6	120	10,070	5,850	
	U-90.....	6	163	10,430	6,000	
	U-90-T.....	6	109	9,780	6,000	
	U-90-D.....	6	120	12,410	6,850	
Six wheelers—2-wheel drive—Engine under seat.	U-7062.....	6	145	11,580	5,200	
	U-8062.....	6	145	12,760	5,500	
	U-9062.....	6	145	13,600	6,100	
Six wheelers—4-wheel drive—Engine under seat.	U-7064.....	6	109	14,075	6,500	
	U-8064.....	6	118	14,060	5,500	
	U-9064.....	6	146	14,060	9,000	
Six wheelers—2-wheel drive—Conventional.	C-4062.....	6	182	9,165	3,150	
	C-7062.....	6	182	11,600	4,550	
	C-8062.....	6	200	12,040	5,300	
	C-9062.....	6	222	13,040	6,050	
	DC-10062.....	6	216	15,870	8,000	
Six wheelers—4-wheel drive—Conventional.	C-4064.....	6	139	10,480	4,500	
	C-7064.....	6	182	11,060	6,000	
	C-8064.....	6	182	14,170	8,200	
	C-9064.....	6	142	15,100	9,000	
	DC-10064.....	6	145	19,450	13,000	
Cab over engine.....	U-10.....	6	142	4,650	1,350	
	U-10-T.....	6	106	N. A.	N. A.	
	DU-10.....	6	142	N. A.	N. A.	
	DU-10-T.....	6	106	N. A.	N. A.	

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(D) AUTOCAR
(8) 1940—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price		
Cab over engine.....	U-20.....	Listing of motor and Serial Nos. by Autocar Company discontinued January 1939.	6	<i>Inches</i> 142	5,220	\$1,725		
	U-20-T.....		6	106	N. A.	N. A.		
	D U-20.....		6	142	N. A.	N. A.		
	D U-20-T.....		6	106	N. A.	N. A.		
	U-30.....		6	142	6,430	2,300		
	U-30-T.....		6	106	N. A.	N. A.		
	U-40.....		6	142	6,970	3,050		
	U-40-T.....		6	106	7,265	3,200		
	U-40-D.....		6	96	6,910	3,300		
	U-50.....		6	142	7,530	3,435		
	U-4062.....		6	124	9,135	3,350		
	Six wheelers—2-wheel drive —Cab over engine. Engine under seat.....		U-60.....		6	145	7,970	3,800
			U-60-T.....		6	109	8,350	4,500
U-60-D.....			6	100	8,400	4,400		
U-70.....			6	163	8,290	5,000		
U-70-T.....			6	109	8,400	5,000		
U-80.....			6	163	9,770	5,400		
U-80-T.....			6	109	9,190	5,450		
U-80-D.....			6	120	10,070	5,850		
U-90.....			6	163	10,430	6,000		
U-90-T.....			6	109	9,780	6,000		
Six wheelers—2-wheel drive —Engine under seat.....	U-7062.....		6	120	12,410	6,850		
	U-8062.....		6	145	11,580	5,200		
	U-9062.....		6	145	12,760	5,500		
Six wheelers—4-wheel drive —Engine under seat.....	U-7064.....		6	145	13,600	6,100		
	U-8064.....		6	109	14,075	6,500		
	U-9064.....		6	118	14,060	8,500		
			6	146	14,060	9,000		

Model Years 1941 and 1942

Models, Specifications, and prices as for 1940.

(E) BROCKWAY

[Manufacturer: Brockway Motor Company, Inc. Principal Plant: Cortland, N. Y.]

(1) 1935

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price	
1½-2..... 2-2½..... 2-3..... 2-3..... 2½-3½..... 3-4..... 2½-3½..... 3½-4..... 3-4..... 3-4.....	80.....	8293 and up.....		<i>Inches</i> N. A.	3,900	\$1,210	
	90.....	8294 and up.....	6	N. A.	4,315	1,510	
	100.....	8306 and up.....	6	N. A.	4,985	1,855	
	120.....	8419 and up.....	6	N. A.	5,510	2,260	
	140.....	8318 and up.....	6	N. A.	6,175	2,850	
	141.....	8266 and up.....	6	N. A.	7,540	3,355	
	150.....	8296 and up.....	6	N. A.	6,150	2,660	
	160.....	8295 and up.....	6	N. A.	6,895	3,295	
	170.....	8300 and up.....	6	N. A.	7,540	3,640	
	175X.....	8341 and up.....	6	N. A.	7,720	4,290	
	6 Wheel 5-7½..... 6..... 7½..... 2-3..... 5-7½..... 7½-10..... 15 tr..... 1½-2..... 2..... 2-2½..... 2-2½..... 2½-3..... 2½-3..... 3-3½..... 3-3½..... 3-3½..... 3-3½..... 3½-5..... 4-5..... 4-5..... 5-7..... 5-7½..... 5-7½..... 7½-10..... 6-7½..... 10.....	180SBT.....	8309 and up.....	6	N. A.	9,435	4,350
		195.....	8256 and up.....	6	N. A.	7,910	4,230
		220.....	8291 and up.....	6	N. A.	8,430	4,930
		125.....	8325 and up.....	6	N. A.	5,390	2,100
		240.....	8249 and up.....	6	N. A.	8,950	5,130
260.....		8241 and up.....	6	N. A.	9,585	6,030	
V-1200.....		8267 and up.....	12	N. A.	12,350	10,500	
78.....		8529 and up.....	6	N. A.	3,955	895	
87.....		8483 and up.....	6	N. A.	4,305	1,240	
90X.....		8503 and up.....	6	N. A.	4,545	1,470	
96.....		8557 and up.....	6	N. A.	5,075	1,740	
110.....		8579 and up.....	6	N. A.	5,435	1,900	
125X.....		8466 and up.....	6	N. A.	5,500	2,175	
130.....		8580 and up.....	6	N. A.	5,995	2,245	
145.....		8643 and up.....	6	N. A.	6,150	2,385	
150X4.....		8629 and up.....	6	N. A.	6,300	2,680	
150X5.....		8564 and up.....	6	N. A.	6,300	2,710	
150SBT.....		8316 and up.....	6	N. A.	9,200	3,300	
160X.....		9001 and up.....	6	153	7,350	3,295	
170X.....		9073 and up.....	6	153	7,960	3,640	
165X.....		9085 and up.....	6	153	8,150	3,795	
175X.....		9162 and up.....	6	153	8,550	4,290	
195X.....		9087 and up.....	5	153	8,650	4,230	
220X.....		9109 and up.....	6	153	9,050	4,930	
240X.....		9383 and up.....	6	153	8,590	5,130	
260X.....		9144 and up.....	6	195	9,720	6,030	

(E) BOCKWAY—Continued

(2) 1936

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
1½-2	78	9935 and up	6	Inches		
2-2½	87	9939 and up	6	138	3,965	\$895
2½-3	90X	9953 and up	6	144	4,435	1,240
2½-3	96	9926 and up	6	150	4,635	1,470
3	110	9941 and up	6	156	5,150	1,740
3	125X	9954 and up	6	156	5,490	1,900
3-4	130	9926 and up	6	164	5,570	2,075
3-4	145	9956 and up	6	164	6,270	2,245
3½-4	150X4	9943 and up	6	176	6,390	2,385
3½-4	150X5	9940 and up	6	176	6,520	2,680
4-5	160X	9936 and up	6	176	6,570	2,710
4-5	170X	9958 and up	6	153	7,350	3,295
5-7	165X	9925 and up	6	153	7,960	3,640
5-7½	175X	9998 and up	6	153	8,150	3,795
5-7½	195X	9951 and up	6	153	8,550	4,290
7½-10	220X	9933 and up	6	153	8,650	4,230
6-7½	240X	9926 and up	6	153	9,050	4,930
10	260X	9926 and up	6	153	8,590	5,130
15 tractor	V-1200	9995 and up	6	195	9,720	6,030
			12	155½	12,400	10,500
<i>Electric</i>						
1-1½	50-E			91	2,450	1,380
2-3	125-E	9924 and up		136	4,800	2,400
5-6	170-E	9937 and up		148	6,700	3,650
6-7	195-E			160	8,040	4,200
1½-3	88	10104 and up	6	150	4,430	1,290
1½-4	92	10140 and up	6	150	4,740	1,560
1½-5	94	10139 and up	6	156	5,280	1,850
5-7 6 wh	180XSBT	9926 and up	6	195	9,800	4,350
5-7 6 wh	180XSBT	9926 and up	6	195	10,270	4,950

(3) 1937

1½-2	78	12051 and up	6	138	3,965	\$895
1½-3	88	11943 and up	6	150	4,430	1,290
1½-4	92	12034 and up	6	150	4,740	1,560
1½-5	94		6	156	5,280	1,850
2-2½	87	12040 and up	6	144	4,435	1,240
2½-3	90X	12094 and up	6	150	4,635	1,470
2½-3	96	12137 and up	6	156	5,150	1,740
3	110	12045 and up	6	156	5,490	1,900
3	125X	12059 and up	6	164	5,570	2,075
3-4	130		6	164	6,270	2,245
3-4	145	12045 and up	6	176	6,390	2,385
3½-4	150X4	12111 and up	6	176	6,520	2,680
3½-4	150X5	12036 and up	6	176	6,570	2,710
4-5	160X	12024 and up	6	153	7,350	3,295
4-5	170X	12002 and up	6	153	7,960	3,640
5-7	165X	12054 and up	6	153	8,150	3,795
5-7½	175X	12025 and up	6	153	8,550	4,290
5-7½	195X	12144 and up	6	153	8,650	4,230
6-7½	240X	12103 and up	6	153	8,590	5,130
7½-10	220X	12022 and up	6	153	9,050	4,930
10	260X	12029 and up	6	195	9,720	6,030
15 trac	V-1200		6	155½	12,400	10,500
1½-2½	83	12325 and up	6	138	4,100	1,195
2½-3	120		6	156	5,800	2,260
3-3½	140		6	156	6,385	2,850
3½-4	141		6	170	7,450	3,355
4-4½	130-PS		6	164	6,250	2,525
10	260S		6	195	10,000	6,380
5-7	180XSBT		6	195	9,800	4,350
5-7 spl	180XSBT		6	195	10,270	4,950
<i>Electric</i>						
1	50E-1	12105 and up		91	2,850	1,500

(4) 1938

2-2½	87		6	144	4,435	\$1,240
2½-3	90X	14111 and up	6	150	4,635	1,470
2½-3	120		6	156	5,800	2,260
3-3½	140		6	156	6,385	2,850
3½-4	141		6	170	7,450	3,355
10	260S		6	195	10,000	6,380
15 tractor	V-1200		12	156	12,400	10,500
<i>Six wheelers</i>						
5-7	180XSBT		6	195	9,800	4,350
5-7 spl	180XSBT		6	195	10,270	4,950
1½-2	78	14075 and up	6	138	3,965	895
1½-2½	83	14073 and up	6	138	4,100	1,195
1½-3	88	14074 and up	6	150	4,500	1,290
1½-4	92	14072 and up	6	150	4,700	1,560
1½-5	94	14329 and up	6	156	5,050	1,850
2½-3	96		6	156	5,150	1,740
3	112	14210 and up	6	150	5,155	1,710
3	110	14083 and up	6	156	5,490	1,900
3	125X	14103 and up	6	164	5,570	2,075
3½-4	128	14270 and up	6	156	5,630	1,950
3½-4	130	14113 and up	6	164	6,270	2,245
3½-4	145	14077 and up	6	176	6,390	2,385
4	150X4	14071 and up	6	176	6,520	2,680
4	150X5	14102 and up	6	176	6,570	2,710
4-5	160X	14104 and up	6	153	7,350	3,295
4-5	170X	15554 and up	6	153	7,960	3,640

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(E) BOCKWAY—Continued

(4) 1938—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Six wheelers—Con.</i>						
5-7	165X	14076 and up	6	Inches 153	8,150	\$3,795
5-7½	175X	14138 and up	6	153	8,650	4,290
5-7½	195X	14391 and up	6	153	8,650	4,230
6-7½	240X	14094 and up	6	153	8,590	5,130
7½-10	220X	14078 and up	6	153	9,050	4,930
10	260X	14094 and up	6	195	9,720	6,030

(5) 1939

2-2½	87	14111 and up	6	144	4,435	\$1,240
2½-3	90X		6	150	4,635	1,470
2½-3	120		6	156	5,800	2,260
2-3½	140		6	156	6,385	2,850
3½-4	141		6	170	7,450	3,355
10	260S		6	195	10,000	6,380
<i>Tractors</i>						
15	V-1200		12	156	12,400	10,500
<i>Six wheelers</i>						
5-7	180XSBT		6	195	9,800	4,350
5-7 Spl	180XSBT		6	195	10,270	4,950
1½-2	78	14075 and up	6	138	3,965	895
1½-2½	83	14073 and up	6	138	4,100	1,195
1½-3	88	14074 and up	6	150	4,500	1,290
1½-4	92	14072 and up	6	150	4,700	1,560
1½-5	94	14329 and up	6	156	5,050	1,850
2½-3	96		6	156	5,150	1,740
3	112	14210 and up	6	150	5,155	1,710
3	110	14083 and up	6	156	5,490	1,900
3	125X	14103 and up	6	164	5,570	2,075
3½-4	128	14270 and up	6	156	5,630	1,950
3½-4	130	14113 and up	6	164	6,270	2,245
3½-4	145	14077 and up	6	176	6,390	2,385
4	150X4	14071 and up	6	176	6,520	2,680
4	150X5	14102 and up	6	176	6,570	2,710
4-5	160X	14104 and up	6	153	7,350	3,295
4-5	170X	15554 and up	6	153	7,960	3,640
5-7	165X	14076 and up	6	153	8,150	3,795
5-7½	175X	14138 and up	6	153	8,550	4,290
5-7½	195X	14391 and up	6	153	8,650	4,230
6-7½	240X	14094 and up	6	153	8,590	5,130
7½-10	220X	14078 and up	6	153	9,050	4,930
10	200X	14094 and up	6	195	9,720	6,030

(6) 1940

1½-2	78	18050 and up	6	138	3,965	\$895
1½-2½	83		6	138	4,100	1,195
1½-3	88		6	150	4,500	1,290
1½-4	92		6	150	4,700	1,560
1½-5	94		6	156	5,050	1,850
2½-3	96		6	156	5,150	1,740
3	112		6	150	5,155	1,710
3	110		6	156	5,490	1,900
3	125X		6	164	5,570	2,075
3½-4	128		6	156	5,630	1,950
3½-4	130		6	164	6,270	2,245
3½-4	145		6	176	6,390	2,385
4	150X4		6	176	6,520	2,680
4	150X5		6	176	6,570	2,710
4-4½	130PS		6	176	6,250	2,525
4-5	160X		6	164	7,350	3,295
4-5	170X		6	153	7,960	3,640
5-7	165X		6	153	8,150	3,795
5-7½	175X		6	153	8,550	4,290
5-7½	195X		6	153	8,650	4,230
6-7½	240X		6	153	8,590	5,130
7½-10	220X		6	153	9,050	4,930
10	260X		6	195	10,000	6,030
10	260S		6	195	10,000	6,380

(7) 1941

1½-2	78	20069 and up	6	138	3,965	\$895
1½-2½	83		6	138	4,100	1,195
1½-3	88		6	150	4,500	1,290
1½-4	92		6	150	4,700	1,560
1½-5	94		6	156	5,050	1,850
3	110		6	156	5,490	1,900
3	112		6	150	5,155	1,710
3	125X		6	164	5,570	2,075
3½-4	128		6	156	5,550	1,950
3½-4	130		6	164	6,270	2,245
4-4½	130-PS		6	164	6,250	2,525
3½-4	145		6	176	6,390	2,385
3½-4	146		6	126	6,060	2,690
4	150X-4		6	176	6,520	2,680
4	150X-5		6	176	6,570	2,710
4	152		6	126	6,350	2,670
4-5	160X		6	153	7,350	3,295
4-5	162		6	121	7,250	3,450
5-7	166		6	121	7,800	4,070
4-5	170X		6	153	7,960	3,640

(E) BOCKWAY—Continued

(7) 1941—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
				<i>Inches</i>		
5-7	165X	20069 and up	6	153	8,150	\$3,795
5-7½	175X		6	153	8,550	4,290
5-7¾	195X		6	153	8,650	4,230
7½-10	220X		6	153	9,050	4,930
6-7½	240X		6	153	8,590	5,130
10	260X		6	195	9,720	6,030
10	260X		6	195	10,000	6,380
<i>Tractor type trucks</i>						
	147		6	132	6,000	2,855
	153		6	132	6,400	3,025
	154		6	132	6,300	3,050
	156		6	132	6,950	3,700

(8) 1942

1½-2	78	23053 and up	6	138	3,965	\$ 895
1½-2½	83		6	138	4,100	1,195
1½-3	88		6	150	4,500	1,290
1½-4	92		6	150	4,700	1,560
1½-5	94		6	156	5,050	1,850
3	112		6	150	5,150	1,710
3½-4	128		6	156	5,550	1,950
3½-4	146		6	126	6,060	2,690
4	152		6	126	6,350	2,870
4-5	162		6	121	7,250	3,450
5-7	166		6	121	7,800	4,070
5-7½	175X		6	153	8,550	4,290
7½-10	220X		6	153	9,050	4,930
6-7½	240X		6	153	8,590	5,130
10	260X		6	195	9,720	6,030
10	260S		6	195	10,000	6,380
<i>Tractor type trucks</i>						
	147		6	132	6,000	2,855
	153		6	132	6,400	3,025
	154		6	132	6,300	3,050
	156		6	132	6,950	3,700

(F) CHEVROLET

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

(1) 1933

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
				<i>Inches</i>		
½ sed. del.	"CB"	Model prefix-1001 and up for each model.	6	109	2,750	\$545
Chas.	"CB"		6	109	1,995	330
Sp. ch.	"CB"		6	109	2,025	345
Ch. clos. cb.	"CB"		6	109	2,345	420
Ch. w/cl. cb. pickup box.	"CB"		6	109	2,565	440
Ch. w/pl. bdy.	"CB"		6	109	2,750	530
Sp. ch. w/pl.	"CB"		6	109	2,775	545
<i>Single wheel</i>						
1½	"OA"		6	131	2,830	480
Closed cb.	"OA"		6	131	3,175	570
<i>Dual wheel</i>						
1½ ch.	"OB"		6	131	2,945	505
Closed cab.	"OB"		6	131	3,295	595
<i>Single wheel</i>						
Chas.	"OC"		6	157	2,920	510
Closed cab.	"OC"		6	157	3,290	600
<i>Dual wheel</i>						
Chas.	"OD"		6	157	3,055	535
Closed cab.	"OD"		6	157	3,420	625

(2) 1934

½ ch.	"DB"	Model prefix-1001 and up for each model.	6	112	2,120	\$355
Closed cab.	"DB"		6	112	2,465	445
Closed cab, pickup box.	"DB"		6	112	2,695	465
Closed cab, pickup box, top.	"DB"		6	112	2,850	495
Special ch.	"DB"		6	112	2,150	375
Sp. chas. closed cab.	"DB"		6	112	2,485	465
Special ch. closed cab, pickup box.	"DB"		6	112	2,720	485
Panel.	"DB"		6	112	2,935	575
Special pl.	"DB"		6	112	2,960	595

(F) CHEVROLET—Continued

(2) 1934—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price	
<i>Single wheel</i>							
1½ chassis.....	"PA".....	Model prefix—1001 and up for each model.	6	<i>Inches</i> 131	2,995	\$485	
Closed cab.....	"PA".....		6	131	3,355	575	
Panel body.....	"PA".....		6	131	4,050	750	
<i>Dual wheel</i>							
1½ chassis.....	"PB".....		6	131	3,105	505	
Chassis.....	"PB".....		6	131	3,155	535	
Chassis.....	"PB".....		6	131	3,180	550	
Closed cab.....	"PB".....		6	131	3,450	595	
Closed cab.....	"PB".....		6	131	3,505	625	
Closed cab.....	"PB".....		6	131	3,540	640	
Closed cab stake body.....	"PB".....		6	131	4,270	680	
Closed cab stake body.....	"PB".....		6	131	4,320	710	
Closed cab stake body.....	"PB".....		6	131	4,345	725	
<i>Single wheel</i>							
Chassis.....	"PC".....			6	157	3,040	515
Closed cab.....	"PC".....	6		157	3,385	605	
<i>Dual wheel</i>							
Chassis.....	"PD".....		6	157	3,185	535	
Chassis.....	"PD".....		6	157	3,230	565	
Chassis.....	"PD".....		6	157	3,265	580	
Closed cab.....	"PD".....		6	157	3,530	625	
Closed cab.....	"PD".....		6	157	3,580	655	
Closed cab.....	"PD".....		6	157	3,610	670	
Closed cab stake body.....	"PD".....		6	157	4,530	740	
Closed cab stake body.....	"PD".....		6	157	4,615	770	
Closed cab stake body.....	"PD".....		6	157	4,635	785	

(3) 1935

¼ chassis.....	"EB".....	Model prefix—1001 and up for each model.	6	112	2,135	\$355	
Closed cab.....	"EB".....		6	112	2,480	445	
Closed cab pickup box.....	"EB".....		6	112	2,700	465	
Closed cab, top pickup box.....	"EB".....		6	112	2,795	495	
Special chassis.....	"EB".....		6	112	2,235	375	
Special chassis closed cab.....	"EB".....		6	112	2,585	465	
Special chassis closed cab, pickup box.....	"EB".....		6	112	2,810	485	
Panel.....	"EB".....		6	112	2,920	560	
Special panel.....	"EB".....		6	112	3,035	580	
<i>Single wheel</i>							
1½ chassis.....	"QA".....			6	131	3,000	485
Closed cab.....	"QA".....	6		131	3,350	575	
Panel body.....	"QA".....	6		131	4,065	750	
<i>Dual wheel</i>							
1½ chassis.....	"QB".....		6	131	3,135	505	
Chassis.....	"QB".....		6	131	3,170	535	
Chassis.....	"QB".....		6	131	3,190	550	
Chassis.....	"QB".....		6	131	3,485	625	
Closed cab.....	"QB".....		6	131	3,485	595	
Closed cab.....	"QB".....		6	131	3,520	625	
Closed cab.....	"QB".....		6	131	3,540	640	
Closed cab.....	"QB".....		6	131	3,835	715	
Closed cab stake body.....	"QB".....		6	131	4,320	680	
Closed cab stake body.....	"QB".....		6	131	4,380	710	
Closed cab stake body.....	"QB".....		6	131	4,410	725	
Closed cab stake body.....	"QB".....	6	131	4,600	800		
<i>Single wheel</i>							
Chassis.....	"QC".....		6	157	3,040	515	
Closed cab.....	"QC".....		6	157	3,395	605	
<i>Dual wheel</i>							
1½ chassis.....	"QD".....		6	157	3,185	535	
Chassis.....	"QD".....		6	157	3,225	565	
Chassis.....	"QD".....		6	157	3,245	580	
Chassis.....	"QD".....		6	157	3,545	655	
Closed cab.....	"QD".....		6	157	3,570	625	
Closed cab.....	"QD".....		6	157	3,615	655	
Closed cab.....	"QD".....		6	157	3,635	670	
Closed cab.....	"QD".....		6	157	3,935	745	
Closed cab stake body.....	"QD".....		6	157	4,530	740	
Closed cab stake body.....	"QD".....		6	157	4,615	770	
Closed cab stake body.....	"QD".....		6	157	4,645	785	
Closed cab stake body.....	"QD".....	6	157	4,965	860		

(F) CHEVROLET—Continued

(4) 1936

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
½ chassis.....	FB.....	Model prefix—1001 and up for each model.	6	<i>Inches</i> 112	2,095	\$360
Closed cab.....	FB.....		6	112	2,475	450
Closed cab pickup box.....	FB.....		6	112	2,700	475
Panel.....	FB.....		6	112	2,895	565
Suburban (all seats).....	FB.....		6	112	3,255	685
<i>Single wheel</i>						
1½ chassis.....	RA.....		6	131	3,055	500
Chassis.....	RA.....		6	131	3,265	565
Panel.....	RA.....		6	131	4,065	765
Closed cab.....	RA.....		6	131	3,440	590
<i>Dual wheel</i>						
Chassis.....	RB.....		6	131	3,110	520
Closed cab.....	RB.....		6	131	3,520	610
Closed cab.....	RB.....		6	131	3,575	645
Closed cab.....	RB.....		6	131	3,585	662
Closed cab.....	RB.....		6	131	3,845	750
Closed cab stake body.....	RB.....		6	131	4,305	695
Closed cab stake body.....	RB.....		6	131	4,335	730
<i>Single wheel</i>						
Closed cab.....	RC.....		6	157	3,075	615
Closed cab.....	RC.....		6	157	3,450	625
<i>Dual wheels</i>						
Chassis.....	RD.....		6	157	3,175	545
Closed cab.....	RD.....		6	157	3,580	635
Closed cab.....	RD.....		6	157	3,665	670
Closed cab.....	RD.....		6	157	3,780	732
Closed cab.....	RD.....		6	157	3,940	775
Closed cab.....	RD.....		6	157	3,610	688
Closed cab stake body.....	RD.....		6	157	4,620	750
Closed cab stake body.....	RD.....		6	157	4,840	785
Closed cab stake body.....	RD.....		6	157	4,725	802

(5) 1937

½ chassis.....	GC.....	Model prefix—1001 and up for each model.	6	112	2,190	\$360
With cab.....	GC.....		6	112	2,575	450
Cab and pickup box.....	GC.....		6	112	2,805	475
Panel body.....	GC.....		6	112	3,030	575
Single unit canopy express.....	GC.....		6	112	3,050	560
Suburban body.....	GC.....		6	112	3,330	685
¾ chassis.....	GD.....		6	122½	2,410	430
With cab.....	GD.....		6	122½	2,780	525
Cab and box.....	GD.....		6	122½	3,020	565
Cab and stake body.....	GD.....		6	122½	3,290	600
1 chassis.....	GE.....		6	122½	2,585	465
With cab.....	GE.....		6	122½	2,955	560
Cab and box.....	GE.....		6	122½	3,195	600
Cab and stake body.....	GE.....		6	122½	3,465	635
<i>Single wheel</i>						
1½ chassis.....	SA.....		6	131½	3,030	500
Closed cab front bumper.....	SA.....		6	131½	3,390	590
Panel body.....	SA.....		6	131½	4,055	765
Canopy express body.....	SA.....		6	131½	4,075	755
<i>Dual Wheel</i>						
Chassis.....	SB.....		6	131½	3,120	520
Chassis.....	SB.....		6	131½	3,490	648
Closed cab.....	SB.....		6	131½	3,490	610
Closed cab.....	SB.....		6	131½	3,550	645
Closed cab.....	SB.....		6	131½	3,580	662
Closed cab.....	SB.....		6	131½	3,720	695
Closed cab stake body.....	SB.....		6	131½	4,535	780
Closed cab stake body.....	SB.....		6	131½	4,295	695
Closed cab stake body.....	SB.....		6	131½	4,370	730
<i>Single Wheel</i>						
Chassis.....	SC.....		6	157	3,075	525
Closed cab.....	SC.....		6	157	3,435	615
<i>Dual Wheel</i>						
Chassis.....	SD.....		6	157	3,200	545
Closed cab.....	SD.....		6	157	3,560	635
Closed cab.....	SD.....		6	157	3,630	670
Closed cab.....	SD.....		6	157	3,790	720
Closed cab.....	SD.....		6	157	3,875	762
Closed cab.....	SD.....		6	157	3,640	687
Closed cab stake body.....	SD.....		6	157	4,595	750
Closed cab stake body.....	SD.....		6	157	4,655	802
Closed cab stake body.....	SD.....		6	157	4,890	877
Closed cab stake body.....	SD.....		6	157	4,805	835

(F) CHEVROLET—Continued

(6) 1938

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
1 Chassis with cowl.....	HE.....	Model prefix—1001 and up for each model.	6	Inches 122 $\frac{1}{4}$	2,575	\$585
Cab.....	HE.....		6	122 $\frac{1}{4}$	2,950	681
Cab and box.....	HE.....		6	122 $\frac{1}{4}$	3,200	722
Panel body.....	HE.....		6	122 $\frac{1}{4}$	3,445	833
Cab and stake body.....	HE.....		6	122 $\frac{1}{4}$	3,440	757
<i>Single wheel</i>						
1 $\frac{1}{2}$ chassis.....			6			
With cowl front bumper.....	TA.....		6	131 $\frac{1}{2}$	3,035	583
Closed cab front bumper.....	TA.....		6	131 $\frac{1}{2}$	3,410	680
Panel body.....	TA.....		6	131 $\frac{1}{2}$	4,035	862
Canopy express body.....	TA.....		6	131 $\frac{1}{2}$	4,040	852
<i>Dual wheel</i>						
With cowl.....	TB.....		6	131 $\frac{1}{2}$	3,120	604
With cowl auxiliary springs.....	TB.....		6	131 $\frac{1}{2}$	3,460	766
Closed cab.....	TB.....		6	131 $\frac{1}{2}$	3,485	700
Closed cab.....	TB.....		6	131 $\frac{1}{2}$	3,545	745
Closed cab auxiliary springs.....	TB.....		6	131 $\frac{1}{2}$	3,575	768
Closed cab stake body.....	TB.....		6	131 $\frac{1}{2}$	3,740	813
Closed cab stake body.....	TB.....		6	131 $\frac{1}{2}$	4,260	787
Closed cab stake body.....	TB.....		6	131 $\frac{1}{2}$	4,320	832
Closed cab stake body auxiliary springs.....	TB.....		6	131 $\frac{1}{2}$	4,515	899
1 $\frac{1}{4}$ Chassis with cowl.....	HC.....		6	112	2,200	465
Cab.....	HC.....		6	112	2,580	562
Cab and box.....	HC.....		6	112	2,805	592
Panel body.....	HC.....		6	112	3,015	684
Canopy express body.....	HC.....		6	112	3,030	678
Closed suburban body.....	HC.....		6	112	3,295	834
3 $\frac{1}{4}$ chassis with cowl.....	HD.....		6	122 $\frac{1}{4}$	2,420	543
Cab.....	HD.....		6	122 $\frac{1}{4}$	2,785	639
Cab and box.....	HD.....		6	122 $\frac{1}{4}$	3,035	680
Panel body.....	HD.....		6	122 $\frac{1}{4}$	3,280	792
Cab and stake body.....	HD.....		6	122 $\frac{1}{4}$	3,300	716
<i>Single wheel</i>						
1 $\frac{1}{2}$ chassis with cowl.....	TC.....		6	157	3,055	609
Closed cab.....	TC.....		6	157	3,415	705
<i>Dual wheel</i>						
1 $\frac{1}{2}$ chassis with cowl.....	TD.....		6	157	3,195	629
Closed cab.....	TD.....		6	157	3,560	726
Closed cab.....	TD.....		6	157	3,620	771
Closed cab.....	TD.....		6	157	3,650	793
Closed cab auxiliary springs.....	TD.....		6	157	3,815	838
Closed cab auxiliary springs.....	TD.....		6	157	3,900	888
Closed cab stake body.....	TD.....		6	157	4,535	842
Closed cab stake body auxiliary springs.....	TD.....		6	157	4,625	910
Closed cab stake body auxiliary springs.....	TD.....		6	157	4,790	955
Closed cab stake body auxiliary springs.....	TD.....		6	157	4,875	1,005

(7) 1939

1 $\frac{1}{2}$ chassis with cowl.....	JC.....	Model prefix—1001 and up for each model.	6	113 $\frac{1}{2}$	2,185	\$450
Cab.....	JC.....		6	113 $\frac{1}{2}$	2,580	542
Cab and box.....	JC.....		6	113 $\frac{1}{2}$	2,785	572
Panel body.....	JC.....		6	113 $\frac{1}{2}$	3,030	658
Canopy express body.....	JC.....		6	113 $\frac{1}{2}$	3,025	714
Closed suburban.....	JC.....		6	113 $\frac{1}{2}$	3,210	808
3 $\frac{1}{4}$ chassis with cowl.....	JD.....		6	123 $\frac{3}{4}$	2,355	528
Cab.....	JD.....		6	123 $\frac{3}{4}$	2,745	619
Cab and box.....	JD.....		6	123 $\frac{3}{4}$	3,035	660
Panel body.....	JD.....		6	123 $\frac{3}{4}$	3,275	767
Cab and stake body.....	JD.....		6	123 $\frac{3}{4}$	3,305	690
<i>Single wheel</i>						
1 chassis with cowl front bumper.....	VA.....		6	133	2,905	552
Closed cab front bumper.....	VA.....		6	133	3,285	644
<i>Single wheel</i>						
1 $\frac{1}{2}$ chassis with cowl front bumper.....	VA.....		6	133	2,975	568
Closed cab front bumper.....	VA.....		6	133	3,350	660
Panel body.....	VA.....		6	133	4,000	837
Canopy express body.....	VA.....		6	133	4,010	883
<i>Dual wheel</i>						
With cowl.....	VB.....		6	133	3,105	590
With cowl auxiliary springs.....	VB.....		6	133	3,445	745
Closed cab.....	VB.....		6	133	3,485	681
Closed cab.....	VB.....		6	133	3,545	723

(F) CHEVROLET—Continued
(7) 1939—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Dual wheel—Continued</i>						
Closed cab	VB	Model prefix—1001 and up for each model	6	<i>Inches</i> 133	3,575	\$744
Closed cab auxiliary springs.	VB		6	133	3,750	789
Closed cab stake body	VB		6	133	4,300	762
Closed cab stake body	VB		6	133	4,360	804
Closed cab stake body auxiliary springs.	VB		6	133	4,565	870
<i>Single wheel</i>						
With cowl	VC		6	158½	3,040	594
Closed cab	VC		6	158½	3,415	685
<i>Dual wheel</i>						
With cowl	VD		6	158½	3,175	615
Closed cab	VD		6	158½	3,570	707
Closed cab	VD		6	158½	3,630	749
Closed cab	VD		6	158½	3,660	770
Closed cab auxiliary springs.	VD		6	158½	3,835	814
Closed cab auxiliary springs.	VD		6	158½	3,920	861
Closed cab stake body	VD		6	158½	4,580	818
Closed cab stake body auxiliary springs.	VD		6	158½	4,740	894
Closed cab stake body auxiliary springs.	VD		6	158½	4,845	873
Closed cab stake body auxiliary springs.	VD		6	158½	4,935	973
<i>Single wheels</i>						
With cowl and w/s	VE		6	107¾	3,220	685
Closed cab	VE		6	107¾	3,485	796
<i>Dual wheels</i>						
With cowl and w/s	VF		6	107¾	3,355	707
Closed cab	VF		6	107¾	3,620	818
Closed cab stake body	VF		6	107¾	4,450	899
<i>Single wheels</i>						
With cowl and w/s	VG		6	131¼	3,315	710
Closed cab	VG		6	131¼	3,580	822
<i>Dual wheels</i>						
With cowl and w/s	VH		6	131¼	3,450	732
Closed cab	VH		6	131¼	3,715	844
Closed cab stake body	VH		6	131¼	4,775	955
<i>Dual wheels</i>						
With cowl	VJ		6	103¾	3,485	686
<i>Single wheels</i>						
With cowl and w/s	VM		6	156¾	3,420	736
Closed cab	VM		6	156¾	3,685	848
<i>Dual wheels</i>						
With cowl and w/s	VN		6	156¾	3,540	757
Closed cab	VN		6	156¾	3,810	869

(8) 1940

¼ chassis	KC	Model prefix—1001 and up for each model	6	113½	2,195	\$450
Chassis and cab	KC		6	113½	2,595	541
Cab and box	KC		6	113½	2,840	572
Panel	KO		6	113½	3,050	658
Suburban	KO		6	113½	3,300	803
Canopy	KC		6	113½	3,050	694
Panel	KP		6	113½	3,650	1,023
¾ chassis	KD		6	123¾	2,355	523
Chassis and cab	KD		6	123¾	2,755	619
Cab and box	KD		6	123¾	3,110	660
Panel	KD		6	123¾	3,325	766
Platform	KD		6	123¾	3,150	670
Stake	KD		6	123¾	3,330	691
¾ panel	KF		6	133	3,700	813
1 chassis	WA		6	133	2,940	558
Chassis and cab	WA		6	133	3,335	649
Open express	WA		6	133	3,835	735
Panel	WA		6	133	3,985	826
Canopy	WA		6	133	3,970	867
Platform	WA		6	133	3,850	704
Stake	WA	6	133	4,115	730	
1½ chassis	WA	6	133	3,000	569	
Chassis and cab	WA	6	133	3,395	660	
Open express	WA	6	133	3,895	746	
Panel	WA	6	133	4,045	837	
Canopy	WA	6	133	4,030	873	
Platform	WA	6	133	3,910	715	
Stake	WA	6	133	4,175	741	

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(F) CHEVROLET—Continued
(8) 1940—Continued

Rated capacity and type	Model	Serial No.	Num-ber of cylin-ders	Wheel base	Base weight	Price
1½ chassis.....	WB.....	Model prefix—1001 and up for each model.	6	<i>Inches</i> 158½	3,065	\$594
Chassis and cab.....	WB.....		6	158½	3,470	685
Platform.....	WB.....		6	158½	4,145	756
Stake.....	WB.....		6	158½	4,445	797
Stock rack.....	WB.....		6	158½	4,750	827
Express stake.....	WB.....		6	158½	4,515	812
<i>School bus</i>						
Chassis.....	WC.....		6	193¾	3,555	724
<i>Cab over engine</i>						
1½ chassis.....	WD.....		6	107¾	3,310	685
Chassis and cab.....	WD.....		6	107¾	3,520	797
Platform.....	WD.....		6	107¾	4,030	852
Stake.....	WD.....		6	107¾	4,285	878
<i>Cab over engine</i>						
1½ chassis.....	WE.....		6	131½	3,405	711
Chassis and cab.....	WE.....		6	131½	3,605	822
Platform.....	WE.....		6	131½	4,335	892
Stake.....	WE.....		6	131½	4,630	934
Stock Rack.....	WE.....		6	131½	4,905	964
<i>Cab over engine</i>						
1½ chassis.....	WF.....		6	156¾	3,510	736
Chassis and cab.....	WF.....		6	156¾	3,725	847

(9) 1941

½ chassis.....	AK.....	Model prefix—1001 and up for each model.	6	115	2,235	\$478
Chassis and cab.....	AK.....		6	115	2,630	569
Cab and box.....	AK.....		6	115	2,870	600
Panel.....	AK.....		6	115	3,090	686
Suburban.....	AK.....		6	115	3,330	837
Canopy.....	AK.....		6	115	3,085	722
¾ chassis.....	AL.....		6	125¼	2,400	556
Chassis and cab.....	AL.....		6	125¼	2,795	648
Cab and box.....	AL.....		6	125¼	3,120	689
Panel.....	AL.....		6	125¼	3,355	795
Platform.....	AL.....		6	125¼	3,205	699
Stake.....	AL.....		6	125¼	3,355	719
¾ panel.....	AN.....		6	134½	3,770	848
1½ chassis.....	YR.....		6	134½	2,970	601
Chassis and cab.....	YR.....	6	134½	3,410	693	
Open express.....	YR.....	6	134½	3,925	780	
Panel.....	YR.....	6	134½	4,055	871	
Canopy.....	YR.....	6	134½	4,065	912	
Platform.....	YR.....	6	134½	3,960	749	
Express.....	YR.....	6	134½	4,230	775	
1½ chassis.....	YS.....	6	160	3,225	627	
Chassis and cab.....	YS.....	6	160	3,650	719	
Platform.....	YS.....	6	160	4,355	790	
Stake.....	YS.....	6	160	4,665	831	
Stock rack.....	YS.....	6	160	4,960	861	
Stake express.....	YS.....	6	160	4,710	846	
<i>School bus</i>						
Chassis.....	YT.....		6	195¼	3,720	758
<i>Cab-over-engine</i>						
Chassis.....	YU.....		6	109¾	3,340	719
Chassis and cab.....	YU.....		6	109¾	3,550	831
Platform.....	YU.....		6	109¾	4,100	887
Stake.....	YU.....		6	109¾	4,370	912
<i>Cab-over-engine</i>						
Chassis.....	YV.....		6	132¾	3,415	744
Chassis and cab.....	YV.....		6	132¾	3,615	856
Platform.....	YV.....		6	132¾	4,320	927
Stake.....	YV.....		6	132¾	4,630	968
<i>Cab-over-engine</i>						
Chassis.....	YW.....		6	158¼	3,645	770
Chassis and cab.....	YW.....		6	158¼	3,860	882

(F) CHEVBOLET—Continued
Q10-1942

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price	
				<i>Inches</i>			
1/4 panel	BJ	Model prefix—1001 and up for each model.	6	115	3,665	\$1,065	
1/2 chassis	BK		6	115	2,235	495	
Chassis and cab	BK		6	115	2,630	585	
Cab and box	BK		6	115	2,870	615	
Panel	BK		6	115	3,090	700	
Suburban	BK		6	115	3,330	845	
Canopy	BK		6	115	3,085	735	
1/4 chassis	BL		6	125 1/4	2,400	570	
Chassis and cab	BL		6	125 1/4	2,795	660	
Cab and box	BL		6	125 1/4	3,120	700	
Panel	BL		6	125 1/4	3,355	805	
Platform	BL		6	125 1/4	3,205	710	
Stake	BL		6	125 1/4	3,355	730	
Panel	BM		6	134 1/2	3,770	855	
1 1/2 chassis	MR		6	134 1/2	2,970	620	
Chassis and cab	MR		6	134 1/2	3,410	710	
Open exp.	MR		6	134 1/2	3,925	795	
Panel	MR		6	134 1/2	4,055	885	
Canopy	MR		6	134 1/2	4,065	925	
Platform	MR		6	134 1/2	3,960	765	
Stake	MR		6	134 1/2	4,230	790	
1 1/2 chassis	MS		6	160	3,225	645	
Chassis and cab	MS		6	160	3,650	735	
Platform	MS		6	160	4,355	805	
Stake	MS		6	160	4,665	845	
Stock rack	MS		6	160	4,960	875	
Stake express	MS		6	N. A.	4,710	860	
<i>Cab over engine</i>							
Chassis	MV		6	109 1/8	3,340	735	
Chassis and cab	MV		6	109 1/8	3,550	845	
Platform	MV	6	109 1/8	4,100	900		
Stake	MV	6	109 1/8	4,370	925		
Chassis	MV	6	132 1/8	3,415	760		
Chassis and cab	MV	6	132 1/8	3,615	870		
Platform	MV	6	132 1/8	4,320	940		
Stake	MV	6	132 1/8	4,630	980		
Chassis	MW	6	158 1/4	3,645	785		
Chassis and cab	MW	6	158 1/4	3,800	895		
<i>School bus chassis</i>							
Chassis	MT	6	195	4,070	900		
Chassis	MY	6	160	3,525	780		

(G) DIAMOND T

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

(1) 1933

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
				<i>Inches</i>		
1 1/2	210SF	54353 to 56757	6	N. A.	3,250	\$575
1 1/2	210FF		6	N. A.	3,250	595
1 1/2	211SF	57001 to 58244	6	N. A.	3,250	625
1 1/2	211FF		6	N. A.	3,250	645
1 1/2	225	63351 to 63513	6	N. A.	3,500	745
1 1/2	226	63701 to 64186	6	N. A.	3,500	725
1 1/2	241	75401 to 75614	6	N. A.	3,500	825
2	261	89001 to 89061	6	N. A.	4,000	975
2	311	98701 to 99247	6	N. A.	4,200	1,025
2 1/2	326B	99021 to 99043	6	N. A.	4,600	1,225
2 1/2	326DR		6	N. A.	4,700	1,395
2 1/2	351	97601 to 97783	6	N. A.	4,700	1,325
3	376	92611 to 92617	6	N. A.	5,250	1,695
3	410A	45898 to 45979	6	N. A.	5,400	1,795
4	425	16001 to 16018	6	N. A.	6,200	2,395
4	510	62043 to 62110	6	N. A.	6,000	2,095
5	525	73051 to 73078	6	N. A.	7,200	2,695
3-4	603A	24480 to 24508	6	N. A.	7,540	3,300

(2) 1934

1	211SF-L	58245 to 60000	6	N. A.	3,250	\$595
1	211FF-L		6	N. A.	3,250	615
1 1/2	210SF	56758 to 56931	6	N. A.	3,250	575
1 1/2	210FF		6	N. A.	3,250	595
1 1/2	211SF-D	58245 to 60000	6	N. A.	3,250	625
1 1/2	211FF-D		6	N. A.	3,250	645
1 1/2	211SF-S		6	N. A.	3,250	595
1 1/2	211FF-S		6	N. A.	3,250	615
1 1/2	225	63514 to 63519	6	N. A.	3,500	745
1 1/2	226	64187 to 65471	6	N. A.	3,500	725
1 1/2	241	75615 to 75816	6	N. A.	3,500	845
2	261	89062 to 89119	6	N. A.	4,000	960
2	311	99248 to 99515	6	N. A.	4,200	1,095

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(G) DIAMOND T—Continued
(2) 1934—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
2½	326B	99044 to 99084	6	<i>Inches</i> N. A.	4,600	\$1,250
2½	326DR		6	N. A.	4,600	1,425
2½	351	97784 to 97959	6	N. A.	4,700	1,395
3	376	92618 to 92630	6	N. A.	5,000	1,650
3	410A	45980 to 45991	6	N. A.	5,400	1,795
4	425	16019 to 16032	6	N. A.	6,200	2,395
4	510	62111 to 62120	6	N. A.	6,400	2,095
5	525	73079 to 73085	6	N. A.	7,200	2,695
5	603A	24509 to 24511	6	N. A.	8,100	3,300
5-6	740	94403 to 94410	6	N. A.	8,500	3,900
5-7	750	94285 to 94290	6	N. A.	10,000	4,200
1¾	242	75091 to 76197	6	N. A.	3,850	845
1¾	262	89201 to 89321	6	N. A.	4,200	995
2	311B	70101 to 70453	6	N. A.	4,500	1,060
2½	351B	96251 to 96453	6	N. A.	5,125	1,375
2½	311DR	99101 to 99107	6	N. A.	4,600	1,345
3	411B	46001 to 46060	6	N. A.	5,600	1,895
3	351DR	92651 to 92664	6	N. A.	5,300	1,650
4	511B	62201 to 62214	6	N. A.	6,600	2,195
4	411DR	46502 to 46521	6	N. A.	6,200	2,195
5	511DR	62701 to 62726	6	N. A.	7,200	2,550

(3) 1935

1½	211A	77001 to 80000	6	N. A.	3,400	\$545
1½	220	71201 to 20322	6	N. A.	3,600	645
1½	227	16021 to 82725	6	N. A.	3,600	725
1½	243	76251 to 76600	6	N. A.	4,000	845
2	311C	70501 to 76908	6	N. A.	4,600	1,125
2	312	72021 to 72384	6	N. A.	4,600	1,225
2½	351C	96501 to 96650	6	N. A.	5,125	1,425
2½	352	93021 to 93400	6	N. A.	5,125	1,525
3	412B	46071 to 46148	6	N. A.	6,600	2,140
4	412DR	46531 to 46605	6	N. A.	7,300	2,440
4	512B	62221 to 62297	6	N. A.	7,300	2,440
5	512DR	62751 to 62857	6	N. A.	7,700	2,760
1½	212A	204001 to 204375	6	139¾	3,450	595
1	212A L		6	139¾	3,450	595
1½	212B	68201 to 68270	6	139¾	3,550	635
1½	221	34551 to 34758	6	139¾	3,750	695
1½	228	16601 to 16623	6	139¾	3,900	795
2	244	18301 to 18382	6	139¾	4,300	925
2	313	21701 to 21731	6	139¾	4,700	1,125
2	320	22301 to 22326	6	139¾	4,800	1,225
2½	353	96651 to 96660	6	151¾	5,200	1,425
2½	360	93401 to 93443	6	151¾	5,300	1,525

(4) 1936

1½	212A	204376 to 209275	6	139¾	3,450	\$625
1	212A L		6	139¾	3,450	625
1½	212B	68271 to 80200	6	139¾	3,550	695
1½	221	34759 to 37361	6	139¾	3,750	730
1½	228	16624 to 16810	6	139¾	3,900	795
2	244	18383 to 19268	6	139¾	4,300	950
2	313	21732 to 21977	6	139¾	4,700	1,160
2	320	22327 to 22618	6	139¾	4,800	1,260
2½	353	96661 to 96814	6	151¾	5,200	1,475
2½	360	93444 to 93992	6	151¾	5,300	1,575
3	412B	46149 to 46170	6	147¾	6,600	2,140
4	412DR	46606 to 46669	6	147¾	7,300	2,540
4	512B	62298 to 62346	6	147¾	7,300	2,440
5	512DR	62858 to 62940	6	147¾	7,700	2,760

(5) 1937

¾	80	302004 to 304323	6	119	2,750	\$560
1	212A L	209276 to 213076	6	139	3,500	695
1½	212A	209276 to 213076	6	139	3,500	695
1½	212B	80201 to 89427	6	139	3,600	735
1½	221	37362 to 39423	6	139	3,750	825
2	244	19269 to 26416	6	151	4,300	1,020
2	313	21978 to 22098	6	151	4,700	1,250
2	320	22619 to 22826	6	151	4,800	1,350
2 Diesel	D20	40551 to 40700	6	151	5,400	2,280
2½	353	96815 to 96930	6	151	5,200	1,575
2½	360	93993 to 94863	6	151	5,300	1,675
2½ Diesel	D30	41519 to 41605	6	151	6,300	2,800
4	512B	62347 to 62385	6	189	7,300	3,100
4	412DR	46670 to 46739	6	189	7,300	3,200
5	512DR	62941 to 62995	6	189	7,700	3,450
1	301	3010001 to 3010426	6	135	3,100	615
1	304	3040001 to 3040190	6	150	3,200	650
<i>Cab over engine</i>						
1½	401	4010001 to 4010007	6	96	4,400	1,025
1½	402	4020001 to 4020037	6	96	4,600	1,065
2	507	5070001 to 5070029	6	96	5,100	1,350
2	607	6070001 to 6070010	6	96	5,700	1,600
2½	609	6070001 to 6090016	6	96	6,200	1,900

(G) DIAMOND T—Continued

(6) 1938

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Cab over engine—Con.</i>						
				<i>Inches</i>		
¾	80S	304334 to 304951	6	119	2,750	\$560
¾	80D	304334 to 304951	6	119	2,750	620
1	301S	3010427 to 3010750	6	135	3,100	615
1	301D		6	135	3,100	675
1	304S	3040191 to 3040434	6	150	3,200	650
1	304D		6	150	3,200	710
1	212ASL	213077 to 213686	6	139	3,500	695
1	212ADL		6	139	3,500	750
1½	307S	3070001 to 3070116	6	150	3,500	695
1½	307D		6	150	3,500	755
1½	212AS	213077 to 213686	6	139	3,500	695
1½	212AD		6	139	3,500	750
1½	212BS	89428 to 89681	6	139	3,600	735
1½	212BD	89428 to 89681	6	139	3,600	790
1½	221S	39424 to 39705	6	139	3,750	825
1½	221D		6	139	3,750	880
2	244S	26417 to 26589	6	151	4,300	1,020
2	244D	26417 to 26589	6	151	4,300	1,080
2	313D	22099 to 22113	6	151	4,700	1,250
2	320D	22807 to 22865	6	151	4,800	1,350
2½	353D	96931 to 96938	6	151	5,200	1,575
2½	360D	94864 to 94926	6	151	5,300	1,675
4	412DR	46740 to 46777	6	189	7,300	3,200
4	512B	62386 to 62405	6	189	7,300	3,100
5	512DR	(62996 to 63000) (65501 to 655107)	6	189	7,700	3,450
1½	401	4010008 to 4010060	6	96	4,400	1,095
1½	402	4020038 to 4020121	6	96	4,600	1,135
2	507	5070030 to 5070122	6	96	5,100	1,350
2	607	6070011 to 6070040	6	96	5,700	1,600
2½	609	6090017 to 6090068	6	96	6,200	1,900
<i>Super de luxe</i>						
1	404SL	4040001 to 4041932	6	139	3,500	695
1½	404S		6	139	3,500	695
1½	404D		6	139	3,500	785
1½	405S	4050001 to 4050442	6	139	3,500	800
1½	405D		6	139	3,600	890
1½	406S	4060001 to 4060940	6	139	3,600	950
1½	406D		6	139	3,750	1,040
2	509S	5090001 to 5090424	6	151	4,300	1,050
2	509D		6	151	4,300	1,140
2	611D	6110001 to 6110026	6	151	4,700	1,290
2	612D	6120001 to 6120111	6	151	4,800	1,390
2½	613D	6130001 to 6130064	6	151	5,200	1,590
2½	614D	6140001 to 6140304	6	151	5,300	1,690
<i>Diesel equipped</i>						
2	D20	40701 to 40723	6	151	5,400	2,280
2½	D30	41606 to 41613	6	151	6,300	2,800
1	201	2010001 to 2010367	6	119	2,750	575
1	305	3050001 to 3050283	6	135	3,100	630
1½	306	3060001 to 3060182	6	150	3,500	710
<i>Cab over engine</i>						
4-6	802	8020001 to 8020001	6	96	7,500	3,000
4-6	803	8030001 to 8030005	6	96	7,500	2,900
5	804	8040001 to 8040002	6	96	8,000	3,200
<i>Diesel equipped</i>						
2	513	5130001 to 5130020	6	151	5,600	2,320
2½	615	6150001 to 6150010	6	151	6,500	2,850
<i>Door-to-door forward drive</i>						
1	231	2310001 to 2310024	6	119	2,600	660
1½	332	3320001 to 3320008	6	135	3,000	690
1½	333	3330001 to 3330002	6	150	3,200	750

(7) 1939

1	201	2010368 to 2011011	6	119	2,750	\$575
1	305	3050284 to 3050456	6	135	3,300	630
1½	306	3060183 to 3061258	6	127	3,500	660
1½	404	4041933 to 4045002	6	139¾	4,250	765
1½	404H		6	139¾	4,400	825
1½	405	4050443 to 4050512	6	139	3,500	835
1½	406	4060941 to 4061852	6	139¾	4,500	950
2	509	5090425 to 5091059	6	151¾	4,900	1,050
2	509H		6	151¾	5,200	1,115
2	611	6110027 to 6110031	6	151	4,700	1,290
2	612	6120112 to 6120274	6	151¾	5,250	1,390
2	612H		6	151¾	5,500	1,530
2½	613	6130065 to 6130072	6	151	5,200	1,590
2½	614	6140305 to 6140754	6	151¾	5,700	1,690
2½	614H		6	151¾	6,000	1,777
4	412DR	46778 to 46783	6	189¾	7,300	3,200
4	512B	62406 to 62430	6	189¾	7,300	3,100
5	512DR	65511 to 65529	6	189¾	7,700	3,450
<i>Diesel Equipped</i>						
2	513	5130001 to 5130020	6	151	5,600	2,320
2½	615	6150001 to 6150015	6	151	6,500	2,850

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(G) DIAMOND T—Continued

(7) 1939—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Dor-to-Dor Forward Drive</i>						
1	201C	2010001 to 2010037	6	Inches 119	2,600	\$660
1	231	2310025 to 2310028	6	119	2,600	660
1	305C	3050001 to 3050003	6	135	3,000	690
1½	306C	3060001 to 3060013	6	127	3,200	750
<i>Cab Over Engine</i>						
1½	401	4010061 to 4010063	6	96	4,400	1,095
1½	402	4020122 to 4020132	6	96	4,600	1,135
1½	404C	40400001 to 40400101	6	96	5,000	1,095
1½	404CH		6	96	5,650	1,155
2	507	5070123 to 5070129	6	96	5,100	1,350
2	509C	509C0001 to 509C0089	6	96	5,500	1,350
2	509CH		6	96	5,800	1,415
2	607	6070041 to 6070041	6	96	5,700	1,660
2	612C	612C0001 to 612C0033	6	96	5,800	1,600
2	612CH		6	96	6,050	1,728
2	609	6090069 to 6090072	6	96	6,200	1,900
2½	614C	614C0001 to 614C0089	6	96	6,300	1,900
2½	614CH		6	96	6,550	1,925
4	803C	803C0001 to 803C0021	6	96	7,500	2,900
5	804C	804C0001 to 804C0003	6	96	8,000	3,200
1	306L	3060184 to 3061258	6	127	3,400	660
<i>Pak-Age car</i>						
1	91	91-2003 to 91-2639	4	90	1,980	1,095
1	117	117-2003 to 117-2639	4	116	1,980	1,195
1½	306SC	306SC0001 to 306SC0077	6	106	3,800	775
1½	404SC	404SC0001 to 404SC0147	6	106	4,500	880
1½	404SCH		6	106	4,650	940
4	805	8050001 to 8050004	6	172	7,600	3,410
4	805W	805W0001 to 805W0004	6	172	7,600	3,660
5	806	8060001 to 8060005	6	172	8,200	3,600
5	806W	806W0001 to 806W0005	6	172	8,200	3,850
7½	900W	900W0001 to 900W0015	6	172	9,500	5,400

(8) 1940

1 ch	201	2011012 and up	6	119	2,750	\$590
Pickup			6	119	N. A.	795
Stake			6	119	N. A.	807
Panel			6	119	N. A.	895
1½	306	3061259 and up	6	127	3,300	695
1½	404	4045003 and up	6	139	4,000	830
1½	404H		6	139	4,100	880
1½	406	4061853 and up	6	139	4,200	1,040
2	509	5091060 and up	6	151	4,650	1,280
2	509H		6	151	4,850	1,345
2	612	6120275 and up	6	151	5,000	1,540
2	612H		6	151	5,200	1,680
2½	614	6140755 and up	6	151	5,450	1,920
2½	614DR		6	151	5,450	2,243
2½	614H		6	151	5,600	2,321
2½	614HDR		6	151	5,700	2,456
3	805	8050005 and up	6	172	7,600	3,600
5	806	8060006 and up	6	172	8,200	3,700
7½	900	9000016 and up	6	172	9,500	5,400
<i>Cab forward</i>						
1½	306SC	306SC0078 and up	6	106	3,500	875
1½	404SC	404SC0148 and up	6	106	4,150	980
1½	404SCH		6	106	4,250	1,030
2	509SC	509SC0001 and up	6	106	4,650	1,360
2	612SC	612SC0001 and up	6	106	5,400	1,620
<i>Cab over engine</i>						
1	201C	201C0038 and up	6	119	2,800	660
1½	404C	404C0102 and up	6	96	4,650	1,200
2	509C	509C0090 and up	6	96	5,050	1,580
2	612C	612C0034 and up	6	96	5,400	1,850
2½	614C	614C0090 and up	6	96	6,000	2,200
3	805C	805C0005 and up	6	96	7,500	3,450
5	806C	806C0006 and up	6	96	7,800	3,700
<i>Diesel powered</i>						
2	513	5130063 and up	6	151	5,700	2,320
2½	615	6150016 and up	6	151	6,400	2,850
5	807	8070001 and up	6	172	9,000	5,600
5	808	8080001 and up	6	172	9,000	5,600
<i>Cab over engine—Diesel powered</i>						
2	513C	513C0001 and up	6	96	6,400	2,540
2½	615C	615C0007 and up	6	96	7,100	3,100
<i>Pak-Age car</i>						
1	91	913001 and up	4	90	1,980	1,215
1	117	1173001 and up	4	116	1,980	1,315
<i>Six wheel—4-wh. drive</i>						
2½	614	6140755 and up	6	177	9,200	3,895
5	806W	806W0005 and up	6	166	10,500	5,450
7½	900W	900W0016 and up	6	168	13,000	7,975
7½	900W		6	168	14,000	8,665

(G) DIAMOND T—Continued

(9) 1941 and 1942

Rated capacity, model, and type	Serial No.	Number of cylinders	Wheel base	Base weight	Price cab	Price chassis
<i>Single wheel equipment</i>						
91.....	3762 and up.....	4	<i>Inches</i> N. A.	3,150		\$1,250
117.....		4	N. A.	3,400		1,350
201, 201L.....	2011639 and up.....	6	N. A.	3,200	\$115	600
306, 306L, 306E.....	3062472 and up.....	6	N. A.	4,000	115	720
306H, 306HL, 306HE.....		6	N. A.	4,400	115	768
<i>Dual wheel equipment</i>						
404, 404L, 404E.....	4046817 and up.....	6	N. A.	4,250	152	880
404H, 404HL, 404HE.....		6	N. A.	4,350	152	940
406, 406L, 406E.....	4062510 and up.....	6	N. A.	4,500	152	1,080
509, 509L, 509E.....	5091669 and up.....	6	N. A.	4,900	152	1,320
509H, 509HL, 509HE.....		6	N. A.	5,000	152	1,390
612, 612L, 612E.....	6120465 and up.....	6	N. A.	5,250	152	1,600
612H, 612HL, 612HE.....		6	N. A.	5,350	152	1,740
614, 614L, 614E.....	6141167 and up.....	6	N. A.	5,700	152	1,960
614H, 614HL, 614HE.....		6	N. A.	5,800	152	2,010
702, 702L, 702E.....	7020009 and up.....	6	N. A.	7,200	275	3,000
805, 805L, 805E.....	8050053 and up.....	6	N. A.	8,300	275	3,600
805, 806L, 806E.....	8060068 and up.....	6	N. A.	8,500	275	3,750
806H, 806HL, 806HE.....		6	N. A.	8,600	275	4,090
900, 900L, 900E.....	9000024 and up.....	6	N. A.	9,500	275	5,400
900H, 900HL, 900HE.....		6	N. A.	9,600	275	5,610
<i>Cab forward—SW equipment</i>						
306SC, 306SCL, 306SCE.....	306SC0268 and up.....	6	N. A.	4,500	170	820
306SCH, 306SCHL, 306SHE.....		6	N. A.	4,600	170	868
<i>Cab forward—DW equipment</i>						
404SC, 404SCL, 404SCE.....	404SC0782 and up.....	6	N. A.	4,400	185	1,000
404SCH, 404SCHL, 404SHE.....		6	N. A.	4,500	185	1,060
509SC, 509SCL, 509SCE.....	509SC0075 and up.....	6	N. A.	4,900	185	1,400
509SCH, 509SCHL, 509SHE.....		6	N. A.	5,000	185	1,470
612SC, 612SCL, 612SCE.....	612SC0042 and up.....	6	N. A.	5,400	185	1,660
612SCH, 612SCHL, 612SHE.....		6	N. A.	5,500	185	1,800
614SC, 614SCL, 614SCE.....	614SC0001 and up.....	6	N. A.	5,850	185	2,000
614SCH, 614SCHL, 614SHE.....		6	N. A.	5,950	185	2,050
<i>Cab over engine—SW equipment</i>						
201C, 201CL.....	201C0079 and up.....	6	N. A.	2,500		680
<i>Cab over engine—DW equipment</i>						
404C, 404CL, 404CE.....	404C0157 and up.....	6	N. A.	5,400	260	1,240
404CH, 404CHL, 404CHE.....		6	N. A.	5,500	260	1,300
509C, 509CL, 509CE.....	509C0169 and up.....	6	N. A.	5,500	260	1,620
509CH, 509CHL, 509CHE.....		6	N. A.	5,600	260	1,690
612C, 612CL, 612CE.....	612C0045 and up.....	6	N. A.	5,700	260	1,860
612CH, 612CHL, 612CHE.....		6	N. A.	5,800	260	2,000
614C, 614CL, 614CE.....	614C0205 and up.....	6	N. A.	6,300	260	2,240
614CH, 614CHL, 614CHE.....		6	N. A.	6,400	260	2,290
702C, 702CL, 702CE.....	702C0001 and up.....	6	N. A.	7,300	300	3,200
805C, 805CL, 805CE.....	805C0009 and up.....	6	N. A.	7,500	300	3,600
<i>Diesel equipped</i>						
513, 513L, 513E.....	5130091 and up.....	6	N. A.	4,900	152	N. A.
615, 615L, 615E.....	6150019 and up.....	6	N. A.	5,700	152	N. A.
807, 807L, 807E.....	807001 and up.....	6	N. A.	9,300	275	5,600
808, 808L, 808E.....	8080002 and up.....	6	N. A.	9,300	275	5,600
910, 910L, 910E.....	9100006 and up.....	6	N. A.	12,500	275	7,600

(H) DIVCO

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

(1) 1935

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
1½ comp.....	R-35.....	17190 and up.....	4	<i>Inches</i> N. A.	3,140	\$1,425
1½ comp.....	Q-35.....	16063 and up.....	4	N. A.	3,320	1,475

(2) 1936

1 113.5".....	S (3 wide).....	18000 and up.....	4	N. A.	2,740	\$1,140
	S (4 wide).....		4	N. A.	2,775	1,215

(3) 1937

	S (3 wide).....	19555 and up.....	4	N. A.	2,740	\$1,170
	S (4 wide).....	20501 and up.....	4	N. A.	2,775	1,250

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(H) DIVCO—Continued

(4) 1938

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>House to house delivery</i>						
1 panel.....	U ¹	21000 and up.....	4	<i>Inches</i> 100 $\frac{3}{4}$	2,925	\$1,250
$\frac{1}{2}$ panel.....	UB.....	26000 and up.....	4	100 $\frac{3}{4}$	2,410	1,250
$\frac{3}{4}$ panel.....	UL.....	29000 and up.....	4	127 $\frac{1}{2}$	2,600	1,350

(5) 1939

1 panel.....	U ¹	21000 and up.....	4	100 $\frac{3}{4}$	2,925	\$1,250
$\frac{1}{2}$ panel.....	UB.....	26000 and up.....	4	100 $\frac{3}{4}$	2,410	1,250
$\frac{3}{4}$ panel.....	UL.....	29000 and up.....	4	127 $\frac{1}{2}$	2,600	1,350

(6) 1940

$\frac{1}{2}$ panel.....	UB.....	26054 and up.....	4	100 $\frac{3}{4}$	2,410	\$1,125
$\frac{3}{4}$ panel.....	UL.....	29029 and up.....	4	127 $\frac{1}{2}$	2,600	1,350
1 panel.....	UM.....	23887 and up.....	4	100 $\frac{3}{4}$	2,925	1,250
$1\frac{1}{2}$ panel.....	ULM.....	29107 and up.....	6	127 $\frac{1}{2}$	3,366	1,450

(7) 1941

$\frac{1}{2}$ panel.....	UBM.....	26131 and up.....	4	100 $\frac{3}{4}$	2,410	\$1,235
1 panel.....	UM.....	25570 and up.....	4	100 $\frac{3}{4}$	2,925	1,250
$1\frac{1}{2}$ panel.....	ULM.....	29202 and up.....	6	127 $\frac{1}{2}$	3,366	1,500
$1\frac{1}{2}$ panel.....	UM.....	28080 and up.....	4	100 $\frac{3}{4}$	2,900	1,300
$1\frac{1}{2}$ panel.....	ULM.....	29295 and up.....	6	127 $\frac{1}{2}$	3,366	1,575

¹ Changed to UM.

(I) DODGE BROTHERS

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

(1) 1933

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Inches</i>						
$\frac{1}{2}$ ch. and cowl.....	UF10.....	9200300 to 9200313.....	4	N. A.	1,925	\$375
$\frac{1}{2}$ ch. and cowl.....	F10.....	9212689 to 9212724.....	6	N. A.	1,975	445
$\frac{3}{4}$ -1.....	H20.....	8483101 to 8492872.....	6	N. A.	2,559	502
$\frac{3}{4}$ -1.....	H21.....	9259101 to 9259629.....	6	N. A.	2,684	532
$1\frac{1}{2}$	H30.....		6	N. A.	2,612	490
$1\frac{1}{2}$	H31.....		6	N. A.	2,737	520
$1\frac{1}{2}$	G30.....	8481871 to 8482322.....	6	N. A.	2,560	585
$1\frac{1}{2}$	G31.....	9258645 to 9259001.....	6	N. A.	2,710	610
$1\frac{1}{2}$	UG30.....	8351688 to 8351846.....	4	N. A.	2,490	525
$1\frac{1}{2}$	UG31.....	9243544 to 9243557.....	4	N. A.	2,640	550
$1\frac{1}{2}$	H-31 X.....	8483101 to 8492872.....	6	N. A.	2,712	520
$1\frac{1}{2}$	H-34 X.....		6	N. A.	3,525	825
$1\frac{1}{2}$	H-33.....	8510001 to 8510019.....	6	N. A.	3,350	795
$1\frac{1}{2}$	H-34.....		6	N. A.	3,575	825
2.....	G43.....	8602371 to 8603503.....	6	N. A.	3,345	795
2.....	F40.....		6	N. A.	5,173	1,995
2.....	F41.....	8700866 to 8701174.....	6	N. A.	5,211	2,085
2.....	F42.....		6	N. A.	5,311	2,180
2.....	H43.....		6	N. A.	3,350	795
2.....	H44 X.....	8604101 to 8606321.....	6	N. A.	3,525	825
2.....	H44.....	9253101 to 9273277.....	6	N. A.	3,575	825
2.....	G44.....	8602371 to 8603503.....	6	N. A.	3,400	866
3.....	F60.....		6	N. A.	5,543	2,640
3.....	F61.....	8760874 to 8761119.....	6	N. A.	5,789	2,575
3.....	F62.....		6	N. A.	5,901	2,695
4.....	G80.....		8	N. A.	7,640	5,255
4 ch. and cowl.....	G81.....	8850025 to 8850027.....	8	N. A.	7,840	5,285
4 ch. and cowl.....	G82.....		8	N. A.	8,040	5,350
4 ch. and cowl.....	G83.....		8	N. A.	8,400	5,415
Com'l. sed.....	HC.....	8007301 to 8017443.....	6	N. A.	1,775	340
Com'l. sed.....	HCL.....	9201001 to 9201576.....	6	N. A.	1,805	365
<i>Six-wheel trucks</i>						
$1\frac{1}{2}$ ch. and cowl.....	UGS50.....	8351688 to 8351846.....	4	N. A.	3,575	875
$1\frac{1}{2}$ ch. and cowl.....	GS50.....	9243544 to 9243577.....	6	N. A.	3,650	935
2 ch. and cowl.....	GS55.....	8481871 to 8482322.....	6	N. A.	4,450	1,260
3 ch. and cowl.....	FS75.....	8602371 to 8603503.....	6	N. A.	8,350	3,995
2 ch. and cowl.....	G-43.....	9272708 to 9272778.....	6	N. A.	3,345	795
2 ch. and cowl.....	F-40.....	8760874 to 8761119.....	6	N. A.	5,173	1,995
3 ch. and cowl.....	F-60.....	8700866 to 8701174.....	6	N. A.	5,543	2,645
4 ch. and cowl.....	G-80.....	8760874 to 8761119.....	6	N. A.	7,640	5,250

(1) DODGE BROTHERS

(2) 1934

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
				<i>Inches</i>		
Coml. sed.	HC	8017444 to 8022486	6	N. A.	1,775	\$340
Coml. sed.	HCL	9201577 to 9201947	6	N. A.	1,805	365
Coml. sed.	KC	8023001 to 8042421	6	N. A.	1,775	365
Coml. sed.	KCL	9202001 to 9203201	6	N. A.	1,805	395
3/4 ch. and cowl.	KH-16	8220101 to 8222758	6	N. A.	2,550	490
3/4 ch. and cowl.	KH-16	9242751 to 9242916	6	N. A.	2,575	490
3/4 ch. and cowl.	KH-17		6	N. A.	2,625	520
3/4 ch. and cowl.	KH-18		6	N. A.	2,700	520
3/4-1 ch. and cowl.	H-20	8492873 to 8498804	6	N. A.	2,559	502
3/4-1 ch. and cowl.	H-21		6	N. A.	2,684	532
3/4 ch. and cowl.	K-20	8103001 to 8105509	6	N. A.	2,559	515
1 ch. and cowl.	K-20X	9260001 to 9260137	6	N. A.	2,612	515
1 ch. and cowl.	KH-20		6	N. A.	2,600	490
1 ch. and cowl.	KH-21	8220101 to 8222758	6	N. A.	2,625	490
1 ch. and cowl.	KH-22	9242751 to 9242916	6	N. A.	2,675	520
1 ch. and cowl.	KH-23		6	N. A.	2,750	520
1 1/2 ch. and cowl.	K-30	8103001 to 8105509	6	N. A.	2,667	515
1 1/2 ch. and cowl.	K-30	9260001 to 9260137	6	N. A.		515
1 1/2 ch. and cowl.	KH-30	8220101 to 8222758	6	N. A.	2,675	490
1 1/2 ch. and cowl.	KH-31	9242751 to 9242916	6	N. A.	2,700	490
1 1/2 ch. and cowl.	K-32		6	N. A.	2,885	545
1 1/2 ch. and cowl.	K-33	8351901 to 8368251	6	N. A.	2,975	575
1 1/2 ch. and cowl.	K-34	9243601 to 9244371	6	N. A.	3,105	575
1 1/2 ch. and cowl.	H-30	8492873 to 8498804	6	N. A.	2,612	490
1 1/2 ch. and cowl.	H-31X	9259630 to 9259840	6	N. A.	2,712	520
1 1/2 ch. and cowl.	H-31		6	N. A.	2,737	520
1 1/2 ch. and cowl.	H-33		6	N. A.	3,350	795
1 1/2 ch. and cowl.	H-34X	8510019 to 8510054	6	N. A.	3,525	825
1 1/2 ch. and cowl.	H-34		6	N. A.	3,575	825
1 1/2 ch. and cowl.	K-35		6	N. A.	3,580	870
1 1/2 ch. and cowl.	K-36	8608001 to 8612650	6	N. A.	3,670	890
1 1/2 ch. and cowl.	K-37	9273401 to 9273537	6	N. A.	3,715	900
1 1/2 ch. and cowl.	KH-32	8220101 to 8222758	6	N. A.	2,750	520
1 1/2 ch. and cowl.	KH-33	9242751 to 9242916	6	N. A.	2,825	520
1 1/2 ch. and cowl.	K-38	8608001 to 8612650	6	N. A.	3,790	945
2 ch. and cowl.	H-43	8606322 to 8607643	6	N. A.	3,350	795
2 ch. and cowl.	H-44X	9273278 to 9273359	6	N. A.	3,525	825
2 ch. and cowl.	H-44		6	N. A.	3,575	825
2 ch. and cowl.	K-45	8608001 to 8612650	6	N. A.	3,675	870
2 ch. and cowl.	K-47		6	N. A.	3,810	900
2 ch. and cowl.	K-48		6	N. A.	3,885	945
2 ch. and cowl.	F-40	8701175 to 8701380	6	N. A.	5,173	1,995
2 ch. and cowl.	F-41		6	N. A.	5,211	2,085
2 ch. and cowl.	F-42		6	N. A.	5,311	2,180
2 ch. and cowl.	K-50	8701400 to 8701495	6	N. A.	5,175	1,995
2 ch. and cowl.	K-51		6	N. A.	5,210	2,085
2 ch. and cowl.	K-52		6	N. A.	5,310	2,180
3 ch. and cowl.	K-70	8761400 to 8761452	6	N. A.	5,540	2,645
3 ch. and cowl.	K-71		6	N. A.	5,790	2,575
3 ch. and cowl.	K-72		6	N. A.	5,915	2,695
3 ch. and cowl.	F-60	8761120 to 8761318	6	N. A.	5,543	2,645
3 ch. and cowl.	F-61		6	N. A.	5,789	2,575
3 ch. and cowl.	F-62		6	N. A.	5,901	2,695
3 ch. and cowl.	FS-75		6	N. A.	8,350	3,995
4 ch. and cowl.	G-80	8850028 to 8850047	8	N. A.	7,640	5,250
4 ch. and cowl.	G-81		8	N. A.	7,840	5,285
4 ch. and cowl.	G-82		8	N. A.	8,040	5,350
4 ch. and cowl.	G-83		8	N. A.	8,400	5,415
<i>Tractor type trucks</i>						
1 1/2 ch. and cowl.	K-32	8351901 to 8368250	6	N. A.	2,885	545
1 1/2 ch. and cowl.	K-33	9243601 to 9244371	6	N. A.	2,975	575
1 1/2 ch. and cowl.	K-34		6	N. A.	3,105	575
1 1/2 ch. and cowl.	K-35	8608001 to 8612650	6	N. A.	3,580	870
1 1/2 ch. and cowl.	K-36	9273401 to 9273537	6	N. A.	3,670	890
1 1/2 ch. and cowl.	K-37		6	N. A.	3,715	900
1 1/2 ch. and cowl.	K-45		6	N. A.	3,675	870
1 1/2 ch. and cowl.	K-46		6	N. A.	3,765	890
1 1/2 ch. and cowl.	K-47		6	N. A.	3,810	900
1 1/2 ch. and cowl.	K-50	8701400 to 8701495	6	N. A.	5,175	1,995
1 1/2 ch. and cowl.	K-51		6	N. A.	5,210	2,085
1 1/2 ch. and cowl.	K-70	8761400 to 8761452	6	N. A.	5,540	2,645
1 1/2 ch. and cowl.	K-71		6	N. A.	5,790	2,575
<i>Six wheel, 3 axles</i>						
3	KS-75	8761400 to 8761452	6	N. A.	8,350	3,995

(3) 1935

Coml. sed.	KC	8042422 to 8072564	6	N. A.	1,775	\$365
Coml.	KCL	9203202 to 9206587	6	N. A.	1,805	395
3/4 ch. and cowl.	KH-15	8234301 to 8242776	6	N. A.	2,550	490
3/4 ch. and cowl.	KH-16	9260151 to 9260514	6	N. A.	2,575	490
3/4 ch. and cowl.	KH-17		6	N. A.	2,625	520
3/4 ch. and cowl.	KH-18		6	N. A.	2,700	520
1 ch. and cowl.	KH-20		6	N. A.	2,600	490
1 ch. and cowl.	KH-21	8234301 to 8242776	6	N. A.	2,625	490
1 ch. and cowl.	KH-22	9260151 to 9260514	6	N. A.	2,675	520
1 ch. and cowl.	KH-23		6	N. A.	2,750	520
1 1/2 ch. and cowl.	KH-30		6	N. A.	2,675	490
1 1/2 ch. and cowl.	KH-31		6	N. A.	2,700	490
1 1/2 ch. and cowl.	KH-32		6	N. A.	2,750	520
1 1/2 ch. and cowl.	KH-32		6	N. A.	2,825	520
1 1/2 ch. and cowl.	K-32		6	N. A.	2,885	545
1 1/2 ch. and cowl.	K-33	8368251 to 8378036	6	N. A.	2,975	575

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(I) DODGE BROTHERS—Continued

(3) 1935—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
1½ ch. and cowl	K-34	9244372 to 9245108	6	<i>Inches</i>		
1½ ch. and cowl	K-35		6	N. A.	3, 105	\$575
1½ ch. and cowl	K-36		6	N. A.	3, 580	870
1½ ch. and cowl	K-37		6	N. A.	3, 670	890
1½ ch. and cowl	K-38	8612651 to 8616231	6	N. A.	3, 715	900
2 cowl and ch.	K-45	9273538 to 9273790	6	N. A.	3, 790	945
2 ch. and cowl	K-46		6	N. A.	3, 675	870
2 ch. and cowl	K-47		6	N. A.	3, 765	890
2 ch. and cowl	K-48		6	N. A.	3, 810	900
2 ch. and cowl	K-50		6	N. A.	3, 885	945
2 ch. and cowl	K-51	8701496 to 8701604	6	N. A.	5, 175	1, 995
2 ch. and cowl	K-52		6	N. A.	5, 210	2, 085
3 ch. and cowl	K-70		6	N. A.	5, 310	2, 180
3 ch. and cowl	K-71		6	N. A.	5, 540	2, 645
3 ch. and cowl	K-72	8761453 to 8761519	6	N. A.	5, 790	2, 575
3-6 wh.	KS-75		6	N. A.	5, 915	2, 695
4 ch. and cowl	G-80	8850048 to 8850050	6	N. A.	8, 350	3, 995
¾ ch. and cowl	KH16V		6	N. A.	7, 640	5, 250
¾ ch. and cowl	KH17V		6	N. A.	2, 850	495
¾ ch. and cowl	KH18V		6	N. A.	2, 925	525
1 ch. and cowl	KH21V	8234301 to 8242776	6	N. A.	3, 000	525
1 ch. and cowl	KH22V	9260151 to 9260514	6	N. A.	2, 850	495
1 ch. and cowl	KH23V		6	N. A.	2, 925	525
1½ ch. and cowl	KH31V		6	N. A.	3, 000	525
1½ ch. and cowl	K32V	8380501 to 8388168	6	N. A.	2, 925	495
1½ ch. and cowl	K35V	9245151 to 9245667	6	N. A.	3, 125	545
1½ ch. and cowl	KH32V	8616401 to 8618686	6	N. A.	3, 760	895
1½ ch. and cowl	K33V	9273801 to 9273975	6	N. A.	3, 000	525
1½ ch. and cowl	K36V	8234301 to 8242776	6	N. A.	3, 000	525
1½ ch. and cowl	KH33V	9260151 to 9260514	6	N. A.	3, 000	525
1½ ch. and cowl	K34V	8380501 to 8388168	6	N. A.	3, 225	575
1½ ch. and cowl	K37V	9245151 to 9245667	6	N. A.	3, 860	925
1½ ch. and cowl	K38V	8616401 to 8618686	6	N. A.	3, 860	925
2 ch. and cowl	K45V	9273801 to 9273975	6	N. A.	3, 075	525
2 ch. and cowl	K50V	8234301 to 8242776	6	N. A.	3, 075	525
2 ch. and cowl	K46V	9260151 to 9260514	6	N. A.	3, 350	575
2 ch. and cowl	K51V	8380501 to 8388168	6	N. A.	3, 910	955
2 ch. and cowl	K47V	9245151 to 9245667	6	N. A.	3, 985	990
2 ch. and cowl	K52V	8616401 to 8618686	6	N. A.	3, 900	895
2 ch. and cowl	K48V	9273801 to 9273975	6	N. A.	5, 235	1, 695
2 ch. and cowl	K53V	8761601 to 8761929	6	N. A.	4, 000	925
3 ch. and cowl	K60V	8616401 to 8618686	6	N. A.	5, 335	1, 715
3 ch. and cowl	K61V	9273801 to 9273975	6	N. A.	4, 050	955
3 ch. and cowl	K62V	8761601 to 8761929	6	N. A.	5, 385	1, 735
3 ch. and cowl	K63V	8616401 to 8618686	6	N. A.	4, 125	990
3 ch. and cowl	K64V	9273801 to 9273975	6	N. A.	5, 435	1, 770
3 ch. and cowl	K65V	8761601 to 8761929	6	N. A.	5, 425	1, 695
3 ch. and cowl	K66V		6	N. A.	5, 525	1, 715
3 ch. and cowl	K67V		6	N. A.	5, 525	1, 715
3 ch. and cowl	K68V		6	N. A.	5, 575	1, 735
3 ch. and cowl	K69V		6	N. A.	5, 575	1, 735

(4) 1936

Coml. sed.	D2	4015051	6	116	1, 935	\$665
Coml. sed.	LC	8105601, 9287701	6	116	1, 935	370
¾ ch. and cowl	LE15	8242801, 9260551	6	129	2, 775	505
¾ ch. and cowl	LE16	8378051, 9260551	6	136	2, 900	505
¾ ch. and cowl	LE17	8378051, 9260551	6	162	2, 925	535
1 ch. and cowl	LE20	8248801, 9260551	6	129	2, 775	505
1 ch. and cowl	LE21	8378051, 9260551	6	136	2, 890	505
1 ch. and cowl	LE22	8378051, 9260551	6	162	2, 925	535
1 ch. and cowl	LF28	8388201, 9245701	6	129	3, 140	555
1 ch. and cowl	LH29	8510101, 9274001	6	136	3, 640	985
1 ch. and cowl	LH30	8510101, 9274001	6	151	3, 790	935
1½ ch. and cowl	LE30	8378051 and up.	6	129	2, 875	505
1½ ch. and cowl	LF35	8388201 and up.	6	129	3, 100	505
1½ ch. and cowl	LE31	8378051 and up.	6	136	2, 900	505
1½ ch. and cowl	LF36	8388201 and up.	6	136	3, 125	555
1½ ch. and cowl	LG40	8510101 and up.	6	136	3, 635	905
1½ ch. and cowl	LG41	8510101 and up.	6	151	3, 785	935
1½ ch. and cowl	LE32	8378051 and up.	6	162	3, 025	535
1½ ch. and cowl	LF37	8388201 and up.	6	162	3, 250	585
1½ ch. and cowl	IG42	8510101 and up.	6	162	3, 835	965
1½ ch. and cowl	LG43	8510101 and up.	6	180	3, 910	1, 000
2 ch. and cowl	LH45		6	136	3, 775	905
2 ch. and cowl	LH46	8510101 and up.	6	151	3, 925	935
2 ch. and cowl	K50V	8761930 and up.	6	152	5, 235	1, 695
2 ch. and cowl	LH47	8510101 and up.	6	162	3, 975	965
2 ch. and cowl	K51V	8761930 and up.	6	170	5, 335	1, 715
2 ch. and cowl	LH48	8510101 and up.	6	180	4, 050	1, 000
2 ch. and cowl	K52V	8761930 and up.	6	188	5, 385	1, 735
2 ch. and cowl	K53V		6	205	5, 435	1, 770
3 ch. and cowl	K60V		6	152	5, 425	1, 695
3 ch. and cowl	K61V	8761930 and up.	6	170	5, 525	1, 715
3 ch. and cowl	K62V		6	188	5, 575	1, 735
3 ch. and cowl	K63V		6	205	5, 625	1, 770
<i>Tractor type trucks</i>						
1½ ch. and cowl	LE30	8378051 and up.	6	129	2, 875	505
1½ ch. and cowl	LE31		6	136	2, 900	505
1½ ch. and cowl	LF35	8388201 and up.	6	129	3, 100	555
1½ ch. and cowl	LF36		6	136	3, 125	555
1½ ch. and cowl	LF37		6	162	3, 250	585

(1) DODGE BROTHERS—Continued
(4) 1936—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Tractor type trucks—Con.</i>						
1½ ch. and cowl.....	LG40.....	8510101 and up.....	6	<i>Inches</i> 136	3,635	\$905
1½ ch. and cowl.....	LG41.....		6	151	3,785	935
1½ ch. and cowl.....	LG42.....		6	162	3,835	965
2 ch. and cowl.....	LH45.....		6	136	3,775	905
2 ch. and cowl.....	LH46.....		6	151	3,925	935
2 ch. and cowl.....	LH47.....		6	162	3,975	965
2 ch. and cowl.....	K50V.....	8761930 and up.....	6	152	5,235	1,685
2 ch. and cowl.....	K51V.....		6	170	5,335	1,715
3 ch. and cowl.....	K60V.....		6	152	5,425	1,695
3 ch. and cowl.....	K61V.....		6	170	5,525	1,715

(5) 1937

Com'l.....	MC.....	8156701 and up.....	6	116	1,975	\$389
¼ ch. and cowl.....	MD15.....	8072601 and up.....	6	120	2,425	484
¼ ch. and cowl.....	MD16.....		6	136	2,450	499
¼ ch. and cowl.....	ME15.....	8263301 and up.....	6	126	2,925	534
¼ ch. and cowl.....	ME16.....		6	133	2,950	534
¼ ch. and cowl.....	ME17.....		6	159	3,075	564
¼ ch. and cowl.....	MF28.....	8407601 and up.....	6	126	3,425	584
1 ch. and cowl.....	MD20.....	8072601 and up.....	6	120	2,425	481
1 ch. and cowl.....	MD21.....		6	136	2,450	495
1 ch. and cowl.....	ME20.....	8263301 and up.....	6	126	2,925	531
1 ch. and cowl.....	ME21.....		6	133	2,950	531
1 ch. and cowl.....	ME22.....		6	159	3,075	560
1 ch. and cowl.....	MH29.....	8516401 and up.....	6	133	3,900	876
1½ ch. and cowl.....	ME30.....	8263301 and up.....	6	126	3,025	530
1½ ch. and cowl.....	ME31.....		6	133	3,050	530
1½ ch. and cowl.....	ME32.....		6	159	3,175	559
1½ ch. and cowl.....	MF35.....	8407601 and up.....	6	126	3,250	580
1½ ch. and cowl.....	MF36.....		6	133	3,275	580
1½ ch. and cowl.....	MF37.....		6	159	3,400	609
1½ ch. and cowl.....	MG40.....	8516401 and up.....	6	133	3,885	875
1½ ch. and cowl.....	MG41.....		6	148	3,960	905
1½ ch. and cowl.....	MG42.....		6	159	4,010	934
1½ ch. and cowl.....	MG43.....		6	177	4,110	969
2 ch. and cowl.....	MH45.....		6	133	4,025	865
2 ch. and cowl.....	MH46.....		6	148	4,100	895
2 ch. and cowl.....	MH47.....		6	159	4,150	924
2 ch. and cowl.....	MH48.....		6	177	4,250	950
2 ch. and cowl.....	ML50.....	8763301 and up.....	6	152	5,675	1,640
2 ch. and cowl.....	K50V.....		6	152	5,235	1,740
2 ch. and cowl.....	K51V.....		6	170	5,335	1,759
2 ch. and cowl.....	K52V.....		6	188	5,385	1,779
2 ch. and cowl.....	K53V.....		6	205	5,435	1,814
3 ch. and cowl.....	K60V.....		6	152	5,425	1,707
3 ch. and cowl.....	K61V.....	8762884 and up.....	6	170	5,525	1,727
3 ch. and cowl.....	K62V.....		6	188	5,575	1,746
3 ch. and cowl.....	K63V.....		6	205	5,625	1,781
3 ch. and cowl.....	MK60.....	8763301 and up.....	6	152	5,675	1,807
<i>Tractor type</i>						
1½.....	ME30.....	8263301 and up.....	6	126	3,025	530
1½.....	ME31.....		6	133	3,050	530
1½.....	ME32.....		6	159	3,175	559
1½ ch. and cowl.....	MF35.....	8407601 and up.....	6	126	3,250	580
1½ ch. and cowl.....	MF36.....		6	133	3,275	580
1½ ch. and cowl.....	MF37.....		6	159	3,400	609
1½ ch. and cowl.....	MG40.....	8516401 and up.....	6	133	3,885	875
1½ ch. and cowl.....	MG41.....		6	148	3,960	904
1½ ch. and cowl.....	MG42.....		6	159	4,010	934
2 ch. and cowl.....	MH45.....		6	133	4,025	865
2 ch. and cowl.....	MH46.....		6	148	4,100	895
2 ch. and cowl.....	MH47.....		6	159	4,150	924
2 ch. and cowl.....	MH48.....		6	177	4,250	950
2 ch. and cowl.....	K50V.....	8762884 and up.....	6	152	5,235	1,740
2 ch. and cowl.....	K51V.....		6	170	5,335	1,759
3 ch. and cowl.....	K60V.....		6	152	5,425	1,707
3 ch. and cowl.....	K61V.....		6	170	5,525	1,727

(6) 1938

Com'l.....	Del. sub.....	30001001 and up.....	6	115	2,250	\$997
¼ com'l.....	RC.....	8186701 and up.....	6	116	1,975	452
¼ ch. and cowl.....	RD10.....	8082101 and up.....	6	120	2,375	530
¼ ch. and cowl.....	RD11.....		6	136	2,400	579
¼ ch. and cowl.....	RD15.....		6	120	2,450	559
¼ ch. and cowl.....	RD16.....		6	136	2,475	609
¼ ch. and cowl.....	RE15.....	8276801 and up.....	6	126	2,925	579
¼ ch. and cowl.....	RE16.....		6	133	2,950	578
¼ ch. and cowl.....	RE17.....		6	159	3,075	604
¼ ch. and cowl.....	RF28.....	8423601 and up.....	6	126	3,425	630
1 ch. and cowl.....	RD20.....	8082101 and up.....	6	120	2,450	557
1 ch. and cowl.....	RD21.....		6	136	2,475	608
1 ch. and cowl.....	RE20.....	8276801 and up.....	6	126	2,925	577
1 ch. and cowl.....	RE21.....		6	133	2,950	577
1 ch. and cowl.....	RE22.....		6	159	3,075	603
1½ ch. and cowl.....	RE30.....	8276801 and up.....	6	126	2,925	578
1½ ch. and cowl.....	RE31.....		6	133	2,950	578
1½ ch. and cowl.....	RE32.....		6	159	3,075	604
1½ ch. and cowl.....	RF35.....	8423601 and up.....	6	126	3,250	629
1½ ch. and cowl.....	RF36.....		6	133	3,275	629
1½ ch. and cowl.....	RF37.....		6	159	3,400	659
1½ ch. and cowl.....	RF38.....		6	190	3,500	759

(I) DODGE BROTHERS—Continued

(6) 1938—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
				<i>Inches</i>		
1½ ch. and cowl	RG40	8753501 and up	6	133	3,885	\$959
1½ ch. and cowl	RG41		6	148	3,960	989
1½ ch. and cowl	RG42		6	159	4,010	1,019
1½ ch. and cowl	RG43		6	177	4,110	1,054
1½ ch. and cowl	RG44		6	220	4,210	1,159
2 ch. and cowl	RH45		6	133	4,025	949
2 ch. and cowl	RH46		6	148	4,100	979
2 ch. and cowl	RH47		6	159	4,150	1,008
2 ch. and cowl	RH48		6	177	4,250	1,043
2 ch. and cowl	RH49		6	220	4,350	1,146
2 ch. and cowl	RL50	8763601 and up	6	152	5,625	1,899
2 ch. and cowl	RL51		6	170	5,850	1,928
2 ch. and cowl	RL52		6	188	5,950	1,948
2 ch. and cowl	RL53		6	205	6,000	1,996
3 ch. and cowl	RK60		6	152	5,675	1,866
3 ch. and cowl	RK61		6	170	5,900	1,896
3 ch. and cowl	RK62		6	188	6,000	1,916
3 ch. and cowl	RK63		6	205	6,150	1,965
<i>Cab Over Engine</i>						
2 ch. and cowl	RO55	8234011 and up	6	96	6,725	2,308
2 ch. and cowl	RO56		6	108	6,775	2,329
2 ch. and cowl	RO57		6	122	6,875	2,349
2 ch. and cowl	RO58		6	140	6,975	2,384
3 ch. and cowl	RP65		6	96	6,775	2,276
3 ch. and cowl	RP66		6	108	6,825	2,296
3 ch. and cowl	RP67		6	122	6,925	2,316
3 ch. and cowl	RP68		6	140	7,025	2,351
<i>Tractors</i>						
1½ ch. and cowl	RE30	8276801 and up	6	126	2,925	578
1½ ch. and cowl	RE31		6	133	2,950	578
1½ ch. and cowl	RE32		6	159	3,075	604
1½ ch. and cowl	RF35	8423601 and up	6	126	3,250	629
1½ ch. and cowl	RF36		6	133	3,275	629
1½ ch. and cowl	RF37		6	159	3,400	659
1½ ch. and cowl	RG40	8753501 and up	6	133	3,885	959
1½ ch. and cowl	RG41		6	148	3,960	989
1½ ch. and cowl	RG42		6	159	4,010	1,019
2 ch. and cowl	RH45	8753501 and up	6	133	4,025	949
2 ch. and cowl	RH46		6	148	4,100	979
2 ch. and cowl	RH47		6	159	4,150	1,008
2 ch. and cowl	RL50	8763601 and up	6	152	5,625	1,899
2 ch. and cowl	RL51		6	170	5,850	1,928
3 ch. and cowl	RK60		6	152	5,675	1,866
3 ch. and cowl	RK61		6	170	5,900	1,896
<i>Tractors—Cab over engine</i>						
2 ch. and cowl	RO55	8234001 and up	6	96	6,725	2,309
2 ch. and cowl	RO56		6	108	6,775	2,329
3 ch. and cowl	RP65		6	96	6,775	2,276
3 ch. and cowl	RP66		6	108	6,825	2,296

(7) 1939

¾ ch. and cowl	TC	8520301 and up	6	116	2,175	\$442
¾ ch. and cowl	TD-15	8204401 and up	6	120	2,350	510
1 ch. and cowl	TD-20	8087901 and up	6	120	2,625	554
1 ch. and cowl	TD-21		6	133	2,650	593
1 ch. and cowl	TE-20	8284501 and up	6	126½	3,050	564
1 ch. and cowl	TE-21		6	133	3,075	563
1 ch. and cowl	TE-22		6	160	3,200	588
1½ ch. and cowl	TE-30		6	126½	3,050	564
1½ ch. and cowl	TE-31		6	133	3,075	564
1½ ch. and cowl	TE-32		6	160	3,200	589
1½ ch. and cowl	TF-35	8436301 and up	6	126½	3,275	604
1½ ch. and cowl	TF-36		6	133	3,300	604
1½ ch. and cowl	TF-37		6	160	3,425	634
1½ ch. and cowl	TF-38		6	190	3,525	734
1½ ch. and cowl	TG-40	8701651 and up	6	136	3,985	959
1½ ch. and cowl	TG-41		6	148	4,060	989
1½ ch. and cowl	TG-42		6	160	4,110	1,019
1½ ch. and cowl	TG-43		6	178	4,210	1,054
1½ ch. and cowl	TG-44		6	220	4,310	1,159
2 ch. and cowl	TH-45		6	133	4,125	949
2 ch. and cowl	TH-46		6	148	4,200	979
2 ch. and cowl	TH-47		6	160	4,250	1,008
2 ch. and cowl	TH-48		6	178	4,350	1,043
2 ch. and cowl	TH-49		6	220	4,450	1,146
<i>Tractor type trucks</i>						
1½ ch. and cowl	TE-30	8284501 and up	6	126½	3,050	564
1½ ch. and cowl	TE-31		6	133	3,075	564
1½ ch. and cowl	TE-32		6	160	3,200	589
1½ ch. and cowl	TF-35	8436301 and up	6	126½	3,275	604
1½ ch. and cowl	TF-36		6	133	3,300	604
1½ ch. and cowl	TF-37		6	160	3,425	634
1½ ch. and cowl	TG-40	8701651 and up	6	136	3,985	959
1½ ch. and cowl	TG-41		6	148	4,060	989
1½ ch. and cowl	TG-42		6	160	4,110	1,019
2 ch. and cowl	TH-45		6	136	4,125	949
2 ch. and cowl	TH-46		6	148	4,200	978
2 ch. and cowl	TH-47		6	160	4,250	1,008

(6) DODGE BROTHERS—Continued

(7) 1939—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Cab over engine</i>						
2 ch. and cowl	RO-55	8234659 and up	6	Inches 96	6,725	\$2,309
2 ch. and cowl	RO-56		6	108	6,775	2,329
2 ch. and cowl	RO-57		6	122	6,875	2,349
2 ch. and cowl	RO-58		6	140	6,975	2,384
3 ch. and cowl	RP-65		6	96	6,775	2,277
3 ch. and cowl	RP-66		6	108	6,825	2,297
3 ch. and cowl	RP-67		6	122	6,925	2,317
3 ch. and cowl	RP-68		6	140	7,025	2,352
<i>Tractors—Cab-over-engine</i>						
2 ch. and cowl	RO-55		6	96	6,725	2,309
2 ch. and cowl	RO-56		6	108	6,775	2,329
3 ch. and cowl	RP-65		6	96	6,775	2,277
3 ch. and cowl	RP-66		6	108	6,825	2,297
1½ ch. and cowl	TFA-35	8436301 and up	6	126½	3,400	714
1½ ch. and cowl	TFA-36		6	133	3,425	714
1½ ch. and cowl	TFA-37		6	160	3,550	744
1½ ch. and cowl	TFA-38		6	190	3,650	844
1½ ch. and cowl	TGA-40	8701651 and up	6	136	4,095	1,089
1½ ch. and cowl	TGA-41		6	148	4,170	1,119
1½ ch. and cowl	TGA-42		6	160	4,220	1,149
1½ ch. and cowl	TGA-43		6	178	4,320	1,184
1½ ch. and cowl	TGA-44		6	220	4,420	1,289
2 ch. and cowl	THA-45		6	136	4,235	1,079
2 ch. and cowl	THA-46		6	148	4,310	1,109
2 ch. and cowl	THA-47		6	160	4,360	1,138
2 ch. and cowl	THA-48		6	178	4,460	1,173
2 ch. and cowl	THA-49		6	220	4,560	1,276
2 ch. and cowl	TL-50	8764001 and up	6	152	5,625	1,899
2 ch. and cowl	TL-51		6	170	5,850	1,928
2 ch. and cowl	TL-52		6	188	5,950	1,948
2 ch. and cowl	TL-53		6	205	6,100	1,996
2 ch. and cowl	TLA-50		6	152	5,850	2,099
2 ch. and cowl	TLA-51		6	170	6,075	2,129
2 ch. and cowl	TLA-52		6	188	6,175	2,149
2 ch. and cowl	TLA-53		6	205	6,325	2,196
3 ch. and cowl	TK-60		6	152	5,675	1,867
3 ch. and cowl	TK-61		6	170	5,900	1,896
3 ch. and cowl	TK-62		6	188	6,000	1,916
3 ch. and cowl	TK-63		6	205	6,150	1,965
3 ch. and cowl	TKA-60		6	152	5,900	2,067
3 ch. and cowl	TKA-61		6	170	6,125	2,096
3 ch. and cowl	TKA-62		6	188	6,225	2,116
3 ch. and cowl	TKA-63		6	205	6,375	2,165
<i>Diesel equipped</i>						
2 ch. and cowl	TLD-50	8827001 and up	6	162	6,075	3,194
2 ch. and cowl	TLD-51		6	170	6,300	3,223
2 ch. and cowl	TLD-52		6	188	6,400	3,243
2 ch. and cowl	TLD-53		6	205	6,500	3,291
2 ch. and cowl	TLDA-50		6	152	6,300	3,394
2 ch. and cowl	TLDA-51		6	170	6,525	3,423
2 ch. and cowl	TLDA-52		6	188	6,625	3,443
2 ch. and cowl	TLDA-53		6	205	6,775	3,491
3 ch. and cowl	TKD-60		6	152	6,125	3,143
3 ch. and cowl	TKD-61		6	170	6,350	3,173
3 ch. and cowl	TKD-62		6	188	6,450	3,193
3 ch. and cowl	TKD-63		6	205	6,600	3,242
3 ch. and cowl	TKDA-60		6	152	6,350	3,343
3 ch. and cowl	TKDA-61		6	170	6,575	3,373
3 ch. and cowl	TKDA-62		6	188	6,675	3,393
3 ch. and cowl	TKDA-63		6	205	6,825	3,442
<i>Tractor type trucks</i>						
1½ ch. and cowl	TFA-35	8436301 and up	6	126½	3,400	714
1½ ch. and cowl	TFA-36		6	133	3,425	714
1½ ch. and cowl	TFA-37		6	160	3,550	744
1½ ch. and cowl	TGA-40	8701651 and up	6	136	4,095	1,089
1½ ch. and cowl	TGA-41		6	148	4,170	1,119
1½ ch. and cowl	TGA-42		6	160	4,220	1,149
2 ch. and cowl	THA-45		6	136	4,235	1,079
2 ch. and cowl	THA-46		6	148	4,310	1,109
2 ch. and cowl	THA-47		6	160	4,360	1,138
2 ch. and cowl	TL-50	8764001 and up	6	152	5,625	1,899
2 ch. and cowl	TL-51		6	170	5,850	1,928
2 ch. and cowl	TLA-50		6	152	5,850	2,099
2 ch. and cowl	TLA-51		6	170	6,075	2,128
2 ch. and cowl	TLA-52		6	188	6,175	2,148
2 ch. and cowl	TLA-53		6	205	6,325	2,196
3 ch. and cowl	TK-60		6	152	5,675	1,867
3 ch. and cowl	TK-61		6	170	5,900	1,896
3 ch. and cowl	TK-62		6	188	6,000	1,916
3 ch. and cowl	TK-63		6	205	6,150	1,965
3 ch. and cowl	TKA-60		6	152	5,900	2,067
3 ch. and cowl	TKA-61		6	170	6,125	2,096
3 ch. and cowl	TKA-62		6	188	6,225	2,116
3 ch. and cowl	TKA-63		6	205	6,375	2,165
<i>Diesel equipped</i>						
2 ch. and cowl	TLD-50	8827001 and up	6	152	6,075	3,194
2 ch. and cowl	TLD-51		6	170	6,300	3,223
2 ch. and cowl	TLD-52		6	188	6,400	3,243
2 ch. and cowl	TLD-53		6	205	6,500	3,291
2 ch. and cowl	TLDA-50		6	152	6,300	3,394
2 ch. and cowl	TLDA-51		6	170	6,525	3,423

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(1) DODGE BROTHERS—Continued

(7) 1939—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Diesel equipped—Con.</i>						
2 ch. and cowl.....	TLDA-52	8827001 and up.....	6	Inches	6,625	\$3,443
2 ch. and cowl.....	TLDA-53		6	188	6,775	3,491
3 ch. and cowl.....	TKD-60		6	205	6,125	3,143
3 ch. and cowl.....	TKD-61		6	152	6,350	3,173
3 ch. and cowl.....	TKD-62		6	170	6,450	3,193
3 ch. and cowl.....	TKD-63		6	188	6,600	3,242
3 ch. and cowl.....	TKDA-60		6	205	6,350	3,343
3 ch. and cowl.....	TKDA-61		6	152	6,575	3,373
3 ch. and cowl.....	TKDA-62		6	170	6,675	3,393
3 ch. and cowl.....	TKDA-63		6	188	6,825	3,442
<i>Tractor type trucks</i>						
1½ ch. and cowl.....	TFA-35	8436301 and up.....	6	126½	3,400	714
1½ ch. and cowl.....	TFA-36		6	133	3,425	714
1½ ch. and cowl.....	TFA-37		6	160	3,550	743
1½ ch. and cowl.....	TGA-40	8701651 and up.....	6	136	4,095	1,088
1½ ch. and cowl.....	TGA-41		6	148	4,170	1,119
1½ ch. and cowl.....	TGA-42		6	160	4,220	1,149
2 ch. and cowl.....	THA-45		6	136	4,235	1,079
2 ch. and cowl.....	THA-46		6	148	4,310	1,108
2 ch. and cowl.....	THA-47		6	160	4,360	1,138
2 ch. and cowl.....	TL-50	8764001 and up.....	6	152	5,625	1,899
2 ch. and cowl.....	TL-51		6	170	5,850	1,928
2 ch. and cowl.....	TLA-50		6	152	5,850	2,099
2 ch. and cowl.....	TLA-51		6	170	6,075	2,128
3 ch. and cowl.....	TK-60		6	152	5,675	1,867
3 ch. and cowl.....	TK-61		6	170	5,900	1,896
3 ch. and cowl.....	TKA-60		6	152	5,900	2,067
3 ch. and cowl.....	TKA-61		6	170	6,125	2,096
<i>Tractor type trucks—Diesel equipped</i>						
2 ch. and cowl.....	TLD-50	8827001 and up.....	6	152	6,075	3,194
2 ch. and cowl.....	TLD-51		6	170	6,300	3,223
2 ch. and cowl.....	TLDA-50		6	152	6,300	3,394
2 ch. and cowl.....	TLDA-51		6	170	6,525	3,423
3 ch. and cowl.....	TKD-60		6	152	6,125	3,143
3 ch. and cowl.....	TKD-61		6	170	6,350	3,173
3 ch. and cowl.....	TKDA-60		6	152	6,350	3,343
3 ch. and cowl.....	TKDA-61		6	170	6,575	3,373

(8) 1940

½ ch. and cowl.....	VC	8543001 and up.....	6	116	2,200	\$445
¾ ch. and cowl.....	VD-15		6	120	2,325	514
1 ch. and cowl.....	VD-20	8093476 and up.....	6	120	2,550	557
1 ch. and cowl.....	VD-21		6	133	2,650	597
1 ch. and cowl.....	VF-20	8766001 and up.....	6	126½	3,300	587
1 ch. and cowl.....	VF-21		6	133	3,325	587
1 ch. and cowl.....	VF-22		6	160	3,450	612
1½ ch. and cowl.....	VF-30		6	126½	3,300	588
1½ ch. and cowl.....	VF-31		6	133	3,325	588
1½ ch. and cowl.....	VF-32		6	160	3,450	613
1½ ch. and cowl.....	VF-33		6	190	3,575	638
1½ ch. and cowl.....	VFA-30		6	126½	3,425	693
1½ ch. and cowl.....	VFA-31		6	133	3,450	693
1½ ch. and cowl.....	VFA-32		6	160	3,575	718
1½ ch. and cowl.....	VFA-33		6	190	3,700	743
1½ ch. and cowl.....	VG-40	8950101 and up.....	6	136	3,855	900
1½ ch. and cowl.....	VG-41		6	148	4,005	930
1½ ch. and cowl.....	VG-42		6	160	4,030	960
1½ ch. and cowl.....	VG-43		6	178	4,055	995
1½ ch. and cowl.....	VG-44		6	220	4,330	1,100
1½ ch. and cowl.....	VGA-40		6	136	3,955	1,020
1½ ch. and cowl.....	VGA-41		6	148	4,105	1,050
1½ ch. and cowl.....	VGA-42		6	160	4,130	1,080
1½ ch. and cowl.....	VGA-43		6	178	4,155	1,113
1½ ch. and cowl.....	VGA-44		6	220	4,430	1,220
2 ch. and cowl.....	VH-45		6	136	3,900	892
2 ch. and cowl.....	VH-46		6	148	4,050	922
2 ch. and cowl.....	VH-47		6	160	4,075	952
2 ch. and cowl.....	VH-48		6	178	4,100	986
2 ch. and cowl.....	VH-49		6	220	4,375	1,090
2 ch. and cowl.....	VHA-45		6	136	4,000	1,012
2 ch. and cowl.....	VHA-46		6	148	4,150	1,042
2 ch. and cowl.....	VHA-47		6	160	4,175	1,072
2 ch. and cowl.....	VHA-48		6	178	4,200	1,106
2 ch. and cowl.....	VHA-49		6	220	4,475	1,210
2 ch. and cowl.....	VL-50	8274701 and up.....	6	152	5,625	1,912
2 ch. and cowl.....	VL-51		6	170	5,850	1,941
2 ch. and cowl.....	VL-52		6	188	5,950	1,961
2 ch. and cowl.....	VL-53		6	205	6,100	2,010
2 ch. and cowl.....	VLA-50		6	152	5,850	2,092
2 ch. and cowl.....	VLA-51		6	170	6,075	2,121
2 ch. and cowl.....	VLA-52		6	188	6,175	2,141
2 ch. and cowl.....	VLA-53		6	205	6,325	2,190
3 ch. and cowl.....	VK-60		6	152	5,675	1,878
3 ch. and cowl.....	VK-61		6	170	5,900	1,907
3 ch. and cowl.....	VK-62		6	188	6,000	1,927
3 ch. and cowl.....	VK-63		6	205	6,150	1,976
3 ch. and cowl.....	VKA-60		6	152	5,900	2,058
3 ch. and cowl.....	VKA-61		6	170	6,125	2,087
3 ch. and cowl.....	VKA-62		6	188	6,225	2,107
3 ch. and cowl.....	VKA-63		6	205	6,375	2,156

(I) DODGE BROTHERS—Continued
(8) 1940—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base Inches	Base weight	Price
<i>Cab over engine</i>						
1½ ch. and cowl.....	VM-35.....	8292601 and up.....	6	105	3,450	\$733
1½ ch. and cowl.....	VM-37.....		6	129	3,575	757
1½ ch. and cowl.....	VMA-35.....		6	105	3,575	838
1½ ch. and cowl.....	VMA-37.....		6	129	3,700	862
<i>Diesel</i>						
2 ch. and cowl.....	VLD-50.....	8504436 and up.....	6	152	6,075	3,214
2 ch. and cowl.....	VLD-51.....		6	170	6,300	3,243
2 ch. and cowl.....	VLD-52.....		6	188	6,400	3,263
2 ch. and cowl.....	VLD-53.....		6	205	6,550	3,312
2 ch. and cowl.....	VLDA-50.....		6	152	6,300	3,394
2 ch. and cowl.....	VLDA-51.....		6	170	6,525	3,423
2 ch. and cowl.....	VLDA-52.....		6	188	6,625	3,443
2 ch. and cowl.....	VLDA-53.....		6	205	6,775	3,492
3 ch. and cowl.....	VKD-60.....		6	152	6,125	3,161
3 ch. and cowl.....	VKD-61.....		6	170	6,350	3,191
3 ch. and cowl.....	VKD-62.....		6	188	6,450	3,211
3 ch. and cowl.....	VKD-63.....		6	205	6,600	3,260
3 ch. and cowl.....	VKDA-60.....		6	152	6,350	3,341
3 ch. and cowl.....	VKDA-61.....		6	170	6,575	3,371
3 ch. and cowl.....	VKDA-62.....		6	188	6,675	3,371
3 ch. and cowl.....	VKDA-63.....		6	205	6,825	3,440
<i>Tractor type trucks</i>						
1½ ch. and cowl.....	VF-30.....	8766001 and up.....	6	126½	3,300	589
1½ ch. and cowl.....	VF-31.....		6	133	3,325	589
1½ ch. and cowl.....	VF-32.....		6	160	3,450	613
1½ ch. and cowl.....	VFA-30.....		6	126½	3,425	693
1½ ch. and cowl.....	VFA-31.....		6	133	3,450	693
1½ ch. and cowl.....	VFA-32.....		6	160	3,575	718
1½ ch. and cowl.....	VG-40.....	8950101 and up.....	6	136	3,855	900
1½ ch. and cowl.....	VG-41.....		6	148	4,005	930
1½ ch. and cowl.....	VG-42.....		6	160	4,030	960
1½ ch. and cowl.....	VGA-40.....		6	136	3,955	1,020
1½ ch. and cowl.....	VGA-41.....		6	148	4,105	1,050
1½ ch. and cowl.....	VGA-42.....		6	160	4,130	1,080
2 ch. and cowl.....	VH-45.....		6	136	3,900	892
2 ch. and cowl.....	VH-46.....		6	148	4,050	922
2 ch. and cowl.....	VH-47.....		6	160	4,075	952
2 ch. and cowl.....	VHA-45.....		6	136	4,000	1,012
2 ch. and cowl.....	VHA-46.....		6	148	4,150	1,042
2 ch. and cowl.....	VHA-47.....		6	160	4,175	1,072
2 ch. and cowl.....	VL-50.....	8274701 and up.....	6	152	5,625	1,912
2 ch. and cowl.....	VL-51.....		6	170	5,850	1,941
2 ch. and cowl.....	VLA-50.....		6	152	5,850	2,002
2 ch. and cowl.....	VLA-51.....		6	170	6,075	2,126
3 ch. and cowl.....	VK-60.....		6	152	5,675	1,878
3 ch. and cowl.....	VK-61.....		6	170	5,900	1,907
3 ch. and cowl.....	VKA-60.....		6	152	5,900	2,058
3 ch. and cowl.....	VKA-61.....		6	170	6,125	2,087
<i>Cab over engine</i>						
1½ ch. and cowl.....	VM-35.....		6	105	3,450	733
1½ ch. and cowl.....	VM-37.....		6	129	3,575	757
1½ ch. and cowl.....	VMA-35.....		6	105	3,575	838
1½ ch. and cowl.....	VMA-37.....		6	129	3,700	862
<i>Diesel</i>						
2 ch. and cowl.....	VLD-50.....	8504436 and up.....	6	152	6,075	3,214
2 ch. and cowl.....	VLD-51.....		6	170	6,300	3,243
2 ch. and cowl.....	VLDA-50.....		6	152	6,300	3,394
2 ch. and cowl.....	VLDA-51.....		6	170	6,525	3,423
3 ch. and cowl.....	VKD-60.....		6	152	6,125	3,161
3 ch. and cowl.....	VKD-61.....		6	170	6,350	3,191
3 ch. and cowl.....	VKDA-60.....		6	152	6,350	3,341
3 ch. and cowl.....	VKDA-61.....		6	170	6,575	3,371
<i>Cab over engine</i>						
1½ ch. and cowl.....	VM-38.....	8292601 and up.....	6	159	3,725	782
1½ ch. and cowl.....	VMA-38.....		6	159	3,850	887
1½ ch. and cowl.....	VR-40.....	8764301 and up.....	6	105	4,205	1,161
1½ ch. and cowl.....	VR-42.....		6	129	4,330	1,220
1½ ch. and cowl.....	VR-43.....		6	159	4,480	1,255
1½ ch. and cowl.....	VRA-40.....		6	105	4,305	1,281
1½ ch. and cowl.....	VRA-42.....		6	129	4,430	1,340
1½ ch. and cowl.....	VRA-43.....		6	159	4,580	1,375
2 ch. and cowl.....	VS-45.....		6	105	4,250	1,154
2 ch. and cowl.....	VS-47.....		6	129	4,375	1,214
2 ch. and cowl.....	VS-48.....		6	159	4,525	1,249
2 ch. and cowl.....	VSA-45.....		6	105	4,350	1,274
2 ch. and cowl.....	VSA-47.....		6	129	4,475	1,334
2 ch. and cowl.....	VSA-48.....		6	159	4,625	1,369
<i>Tractor type—Cab over engine</i>						
1½ ch. and cowl.....	VR-40.....		6	105	4,205	1,161
1½ ch. and cowl.....	VR-42.....		6	129	4,330	1,220
1½ ch. and cowl.....	VRA-40.....		6	105	4,305	1,291
1½ ch. and cowl.....	VRA-42.....		6	129	4,430	1,340
2 ch. and cowl.....	VS-45.....		6	105	4,250	1,154
2 ch. and cowl.....	VS-47.....		6	129	4,375	1,214
2 ch. and cowl.....	VSA-45.....		6	105	4,350	1,274
2 ch. and cowl.....	VSA-47.....		6	129	4,474	1,334

(1) DODGE BROTHERS—Continued

(9) 1941

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base <i>Inches</i>	Base weight	Price
1½ ch. and cowl	WC	8562201 and up	6	116	2,200	\$475
¾ ch. and cowl	WD-15	8210351 and up	6	120	2,325	543
1 ch. and cowl	WD-20	81200101 and up	6	120	2,500	607
1 ch. and cowl	WD-21		6	133	2,600	626
1 ch. and cowl	WF-20	8788151 and up	6	126½	3,250	617
1 ch. and cowl	WF-21		6	135½	3,275	616
1 ch. and cowl	WF-22		6	160	3,400	641
1½ ch. and cowl	WF-30		6	126½	3,300	616
1½ ch. and cowl	WF-31		6	135½	3,325	616
1½ ch. and cowl	WF-32		6	160	3,450	641
1½ ch. and cowl	WF-33		6	190	3,575	665
1½ ch. and cowl	WFA-30		6	126½	3,425	721
1½ ch. and cowl	WFA-31		6	135½	3,450	721
1½ ch. and cowl	WFA-32		6	160	3,575	746
1½ ch. and cowl	WFA-33		6	190	3,700	770
1½ ch. and cowl	WG-40	8956351 and up	6	136	3,855	926
1½ ch. and cowl	WG-41		6	143	4,005	956
1½ ch. and cowl	WG-42		6	160	4,030	986
1½ ch. and cowl	WG-43		6	178	4,055	1,020
1½ ch. and cowl	WG-44		6	220	4,330	1,125
1½ ch. and cowl	WGA-40		6	136	3,955	1,046
1½ ch. and cowl	WGA-41		6	143	4,105	1,076
1½ ch. and cowl	WGA-42		6	160	4,130	1,106
1½ ch. and cowl	WGA-43		6	178	4,155	1,140
1½ ch. and cowl	WGA-44		6	220	4,430	1,245
2 ch. and cowl	WH-45		6	136	3,900	917
2 ch. and cowl	WH-46		6	143	4,050	947
2 ch. and cowl	WH-47		6	160	4,075	976
2 ch. and cowl	WH-48		6	178	4,100	1,011
2 ch. and cowl	WH-49		6	220	4,375	1,114
2 ch. and cowl	WHA-45		6	136	4,000	1,037
2 ch. and cowl	WHA-46		6	143	4,150	1,067
2 ch. and cowl	WHA-47		6	160	4,175	1,096
2 ch. and cowl	WHA-48		6	178	4,200	1,131
2 ch. and cowl	WHA-49		6	220	4,475	1,234
2 ch. and cowl	WL-50	8275051 and up	6	152	5,625	1,932
2 ch. and cowl	WL-51		6	170	5,850	1,961
2 ch. and cowl	WL-52		6	188	5,950	1,981
2 ch. and cowl	WL-53		6	205	6,100	2,029
2 ch. and cowl	WLA-50		6	152	5,850	2,102
2 ch. and cowl	WLA-51		6	170	6,075	2,131
2 ch. and cowl	WLA-52		6	188	6,175	2,151
2 ch. and cowl	WLA-53		6	205	6,325	2,199
3 ch. and cowl	WK-60		6	152	5,675	1,894
3 ch. and cowl	WK-61		6	170	5,900	1,924
3 ch. and cowl	WK-62		6	188	6,000	1,943
3 ch. and cowl	WK-63		6	205	6,150	1,993
3 ch. and cowl	WKA-60		6	152	5,900	2,064
3 ch. and cowl	WKA-61		6	170	6,125	2,094
3 ch. and cowl	WKA-62		6	188	6,225	2,113
3 ch. and cowl	WKA-63		6	205	6,375	2,163
<i>Cab over engine</i>						
1½ ch. and cowl	WFM-35	8294401 and up	6	105	3,375	719
1½ ch. and cowl	WFM-37		6	129	3,500	744
1½ ch. and cowl	WFM-38		6	159	3,650	768
1½ ch. and cowl	WFMA-35		6	105	3,500	824
1½ ch. and cowl	WFMA-37		6	129	3,625	849
1½ ch. and cowl	WFMA-38		6	159	3,775	873
1½ ch. and cowl	WGM-40	8764501 and up	6	105	4,130	1,079
1½ ch. and cowl	WGM-42		6	129	4,255	1,139
1½ ch. and cowl	WGM-43		6	159	4,405	1,173
1½ ch. and cowl	WGMA-40		6	105	4,230	1,193
1½ ch. and cowl	WGMA-42		6	129	4,355	1,259
1½ ch. and cowl	WGMA-43		6	159	4,505	1,293
2 ch. and cowl	WHM-45		6	105	4,175	1,070
2 ch. and cowl	WHM-47		6	129	4,300	1,129
2 ch. and cowl	WHM-48		6	159	4,450	1,163
2 ch. and cowl	WHMA-45		6	105	4,275	1,190
2 ch. and cowl	WHMA-47		6	129	4,400	1,249
2 ch. and cowl	WHMA-48	8764501 and up	6	159	4,550	1,283
<i>Diesel</i>						
2 ch. and cowl	WLD-50	8422211 and up	6	152	6,075	3,132
2 ch. and cowl	WLD-51		6	170	6,300	3,161
2 ch. and cowl	WLD-52		6	188	6,400	3,181
2 ch. and cowl	WLD-53		6	205	6,550	3,229
2 ch. and cowl	WLDA-50		6	152	6,300	3,302
2 ch. and cowl	WLDA-51		6	170	6,525	3,331
2 ch. and cowl	WLDA-52		6	188	6,625	3,351
2 ch. and cowl	WLDA-53		6	205	6,775	3,399
3 ch. and cowl	WKD-60		6	152	6,125	3,073
3 ch. and cowl	WKD-61		6	170	6,350	3,102
3 ch. and cowl	WKD-62		6	188	6,450	3,122
3 ch. and cowl	WKD-63		6	205	6,600	3,171
3 ch. and cowl	WKDA-60		6	152	6,350	3,243
3 ch. and cowl	WKDA-61		6	170	6,575	3,272
3 ch. and cowl	WKDA-62		6	188	6,675	3,292
3 ch. and cowl	WKDA-63		6	205	6,825	3,341
<i>Tractor type trucks</i>						
1½ ch. and cowl	WF-30	8788151 and up	6	126½	3,300	619
1½ ch. and cowl	WF-31		6	135½	3,325	616
1½ ch. and cowl	WF-32		6	160	3,450	641
1½ ch. and cowl	WFA-30		6	126½	3,425	724
1½ ch. and cowl	WFA-31		6	135½	3,450	721
1½ ch. and cowl	WFA-32		6	160	3,575	746

(A) DODGE BROTHERS—Continued

(9) 1941—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Tractor type trucks—Con.</i>						
1½ ch. and cowl.....	WG-40.....	8966351 and up.....	6	Inches 136	3,855	\$926
1½ ch. and cowl.....	WG-41.....		6	148	4,005	956
1½ ch. and cowl.....	WG-42.....		6	160	4,030	986
1½ ch. and cowl.....	WGA-40.....		6	136	3,955	1,046
1½ ch. and cowl.....	WGA-41.....		6	148	4,105	1,076
1½ ch. and cowl.....	WGA-42.....		6	160	4,130	1,106
2 ch. and cowl.....	WH-45.....		6	136	3,900	917
2 ch. and cowl.....	WH-46.....		6	148	4,050	947
2 ch. and cowl.....	WH-47.....		6	160	4,075	976
2 ch. and cowl.....	WHA-45.....		6	136	4,000	1,037
2 ch. and cowl.....	WHA-46.....		6	148	4,150	1,067
2 ch. and cowl.....	WHA-47.....		6	160	4,175	1,096
2 ch. and cowl.....	WL-60.....	8275051 and up.....	6	152	5,625	1,932
2 ch. and cowl.....	WL-61.....		6	170	5,850	1,965
2 ch. and cowl.....	WLA-50.....		6	152	5,850	2,102
2 ch. and cowl.....	WLA-51.....		6	170	6,075	2,135
3 ch. and cowl.....	WK-60.....		6	152	5,675	1,894
3 ch. and cowl.....	WK-61.....		6	170	5,900	1,924
3 ch. and cowl.....	WKA-60.....		6	152	5,900	2,064
3 ch. and cowl.....	WKA-61.....		6	170	6,125	2,094
<i>Tractor type—Cab over engine</i>						
1½ ch. and cowl.....	WFM-35.....	8294401 and up.....	6	105	3,375	719
1½ ch. and cowl.....	WFM-37.....		6	129	3,500	744
1½ ch. and cowl.....	WFMA-35.....		6	105	3,500	824
1½ ch. and cowl.....	WFMA-37.....		6	129	3,625	849
1½ ch. and cowl.....	WGM-40.....	8764501 and up.....	6	105	4,130	1,079
1½ ch. and cowl.....	WGM-42.....		6	129	4,255	1,139
1½ ch. and cowl.....	WGMA-40.....		6	105	4,230	1,199
1½ ch. and cowl.....	WGMA-42.....		6	129	4,355	1,259
2 ch. and cowl.....	WHM-45.....		6	105	4,175	1,070
2 ch. and cowl.....	WHM-47.....		6	129	4,300	1,129
2 ch. and cowl.....	WHMA-45.....		6	105	4,275	1,190
2 ch. and cowl.....	WHMA-47.....		6	129	4,400	1,249
<i>Tractor type—Diesel</i>						
2 ch. and cowl.....	WLD-50.....	8422211 and up.....	6	152	6,075	3,132
2 ch. and cowl.....	WLD-51.....		6	170	6,300	3,161
2 ch. and cowl.....	WLD A-50.....		6	152	6,300	3,302
2 ch. and cowl.....	WLD A-51.....		6	170	6,525	3,331
3 ch. and cowl.....	WKD-60.....		6	152	6,125	3,073
3 ch. and cowl.....	WKD-61.....		6	170	6,350	3,102
3 ch. and cowl.....	WKDA-60.....		6	152	6,350	3,243
3 ch. and cowl.....	WKDA-61.....		6	170	6,575	3,272

(10) 1942

2 ch. and cowl.....	WH-45.....	8962375 and up.....	6	136	3,800	\$991
2 ch. and cowl.....	WH-46.....		6	148	4,025	1,022
2 ch. and cowl.....	WH-47.....		6	160	4,050	1,052
2 ch. and cowl.....	WH-48.....		6	178	4,100	1,087
2 ch. and cowl.....	WH-49.....		6	220	4,325	1,122
2 ch. and cowl.....	WHA-45.....		6	136	3,900	1,119
2 ch. and cowl.....	WHA-46.....		6	148	4,125	1,150
2 ch. and cowl.....	WHA-47.....		6	160	4,150	1,180
2 ch. and cowl.....	WHA-48.....		6	178	4,200	1,215
2 ch. and cowl.....	WHA-49.....		6	220	4,425	1,250
2 ch. and cowl.....	WL-50.....	8275630 and up.....	6	152	5,625	2,074
2 ch. and cowl.....	WL-51.....		6	170	5,850	2,105
2 ch. and cowl.....	WL-52.....		6	188	5,950	2,124
2 ch. and cowl.....	WL-53.....		6	205	6,100	2,176
2 ch. and cowl.....	WLA-50.....		6	152	5,850	2,259
2 ch. and cowl.....	WLA-51.....		6	170	6,075	2,290
2 ch. and cowl.....	WLA-52.....		6	188	6,175	2,309
2 ch. and cowl.....	WLA-53.....		6	205	6,325	2,361
3 ch. and cowl.....	WK-60.....		6	152	5,675	2,074
3 ch. and cowl.....	WK-61.....		6	170	5,900	2,105
3 ch. and cowl.....	WK-62.....		6	188	6,000	2,124
3 ch. and cowl.....	WK-63.....		6	205	6,150	2,176
3 ch. and cowl.....	WKA-60.....		6	152	5,900	2,259
3 ch. and cowl.....	WKA-61.....		6	170	6,125	2,290
3 ch. and cowl.....	WKA-62.....		6	188	6,225	2,309
3 ch. and cowl.....	WKA-63.....		6	205	6,375	2,361
<i>Cab over engine</i>						
1½ ch. and cowl.....	WFM-35.....	8296487 and up.....	6	105	3,300	769
1½ ch. and cowl.....	WFM-37.....		6	129	3,375	794
1½ ch. and cowl.....	WFMA-38.....		6	159	3,525	819
1½ ch. and cowl.....	WFMA-35.....		6	105	3,425	877
1½ ch. and cowl.....	WFMA-37.....		6	129	3,500	902
1½ ch. and cowl.....	WFMA-38.....		6	159	3,650	927
1½ ch. and cowl.....	WGM-40.....	8707103 and up.....	6	105	4,055	1,146
1½ ch. and cowl.....	WGM-42.....		6	129	4,180	1,205
1½ ch. and cowl.....	WGM-43.....		6	159	4,330	1,240
1½ ch. and cowl.....	WGMA-40.....		6	105	4,155	1,274
1½ ch. and cowl.....	WGMA-42.....		6	129	4,280	1,333
1½ ch. and cowl.....	WGMA-43.....		6	159	4,430	1,368
2 ch. and cowl.....	WHM-45.....		6	105	4,100	1,146
2 ch. and cowl.....	WHM-47.....		6	129	4,225	1,205
2 ch. and cowl.....	WHM-48.....		6	159	4,375	1,240
2 ch. and cowl.....	WHMA-45.....		6	105	4,200	1,274
2 ch. and cowl.....	WHMA-47.....		6	129	4,325	1,333
2 ch. and cowl.....	WHMA-48.....		6	159	4,475	1,368

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(I) DODGE BROTHERS—Continued

(10) 1942—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Diesel</i>						
2 ch. and cowl.....	WLD-50	8422443 and up.....	6	<i>Inches</i> 152	6,075	\$3,298
2 ch. and cowl.....	WLD-51		6	170	6,300	3,328
2 ch. and cowl.....	WLD-52		6	188	6,400	3,348
2 ch. and cowl.....	WLD-53		6	205	6,550	3,399
2 ch. and cowl.....	WLDA-50		6	152	6,300	3,513
2 ch. and cowl.....	WLDA-51		6	170	6,525	3,513
2 ch. and cowl.....	WLDA-52		6	188	6,625	3,533
2 ch. and cowl.....	WLDA-53		6	205	6,775	3,584
3 ch. and cowl.....	WKD-60		6	152	6,125	3,298
3 ch. and cowl.....	WKD-61		6	170	6,350	3,328
3 ch. and cowl.....	WKD-62		6	188	6,450	3,348
3 ch. and cowl.....	WKD-63		6	205	6,600	3,399
3 ch. and cowl.....	WKDA-60		6	152	6,350	3,483
3 ch. and cowl.....	WKDA-61		6	170	6,575	3,513
3 ch. and cowl.....	WKDA-62		6	188	6,675	3,533
3 ch. and cowl.....	WKDA-63		6	205	6,825	3,584
<i>Tractor type trucks</i>						
1½ ch. and cowl.....	WF-30	81302818 and up.....	6	128½	3,225	666
1½ ch. and cowl.....	WF-31		6	135½	3,250	666
1½ ch. and cowl.....	WF-32		6	160	3,375	691
1½ ch. and cowl.....	WFA-30		6	126½	3,350	774
1½ ch. and cowl.....	WFA-31		6	135½	3,375	774
1½ ch. and cowl.....	WFA-32		6	160	3,500	799
1½ ch. and cowl.....	WG-40	8962375 and up.....	6	136	3,755	991
1½ ch. and cowl.....	WG-41		6	148	3,980	1,022
1½ ch. and cowl.....	WG-42		6	160	4,005	1,052
1½ ch. and cowl.....	WGA-40		6	136	3,855	1,119
1½ ch. and cowl.....	WGA-41		6	148	4,080	1,150
1½ ch. and cowl.....	WGA-42		6	160	4,105	1,180
2 ch. and cowl.....	WH-45		6	136	3,800	991
2 ch. and cowl.....	WH-46		6	148	4,025	1,022
2 ch. and cowl.....	WH-47		6	160	4,050	1,052
2 ch. and cowl.....	WHA-45		6	136	3,900	1,119
2 ch. and cowl.....	WHA-46		6	148	4,125	1,150
2 ch. and cowl.....	WHA-47		6	160	4,150	1,180
2 ch. and cowl.....	WL-50	8275630 and up.....	6	152	5,625	2,074
2 ch. and cowl.....	WL-51		6	170	5,850	2,105
2 ch. and cowl.....	WLA-50		6	152	5,850	2,259
2 ch. and cowl.....	WLA-51		6	170	6,075	2,290
3 ch. and cowl.....	WK-60	8962375 and up.....	6	152	5,675	2,074
3 ch. and cowl.....	WK-61		6	170	5,900	2,105
3 ch. and cowl.....	WKA-60		6	152	5,900	2,259
3 ch. and cowl.....	WKA-61		6	170	6,125	2,290
<i>Tractor type—Cab over engine</i>						
1½ ch. and cowl.....	WFM-35	8296487 and up.....	6	105	3,300	769
1½ ch. and cowl.....	WFM-37		6	129	3,375	794
1½ ch. and cowl.....	WFMA-35		6	105	3,425	877
1½ ch. and cowl.....	WFMA-37		6	129	3,500	902
1½ ch. and cowl.....	WGM-40	8707103 and up.....	6	105	4,055	1,146
1½ ch. and cowl.....	WGM-42		6	129	4,180	1,205
1½ ch. and cowl.....	WGMA-40		6	105	4,155	1,274
1½ ch. and cowl.....	WGMA-42		6	129	4,280	1,333
2 ch. and cowl.....	WHM-45		6	105	4,100	1,146
2 ch. and cowl.....	WHM-47		6	129	4,225	1,205
2 ch. and cowl.....	WHMA-45		6	105	4,200	1,274
2 ch. and cowl.....	WHMA-47		6	129	4,325	1,333
<i>Tractor type—Diesel</i>						
2 ch. and cowl.....	WLD-50	8422443 and up.....	6	152	6,075	3,298
2 ch. and cowl.....	WLD-51		6	170	6,300	3,328
2 ch. and cowl.....	WLDA-50		6	152	6,300	3,483
2 ch. and cowl.....	WLDA-51		6	170	6,525	3,513
3 ch. and cowl.....	WKD-60		6	152	6,125	3,298
3 ch. and cowl.....	WKD-61		6	170	6,350	3,328
3 ch. and cowl.....	WKDA-60		6	152	6,350	3,483
3 ch. and cowl.....	WKDA-61		6	170	6,575	3,513

(J) FEDERAL

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

(1) 1933

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
1½ w/cab.....	15	74746 to 77194.....	6	<i>Inches</i> N. A.	3,300	\$695
2 w/cab.....	20		6	N. A.	3,700	1,095
2½ w/cab.....	25		6	N. A.	4,300	1,395
2½ w/cab.....	30		6	N. A.	5,730	1,945
2½ w/cab.....	A7		6	N. A.	5,730	1,945
3½ w/cab.....	A8		6	N. A.	6,230	2,340
3½ w/cab.....	A8DE		6	N. A.	6,230	2,465
3 w/cab.....	E2SWL		4	N. A.	3,925	1,150
3 w/cab.....	L25W		6	N. A.	3,975	1,150
3 w/cab.....	D2D		4	N. A.	4,235	1,350
3 w/cab.....	E2DL		6	N. A.	4,310	1,450

(J) FEDERAL—Continued

(1) 1933—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
2½ w/cab.....	A600.....	74746 to 77194.....	6	<i>Inches</i> N. A.	5,350	\$1,745
3 w/cab.....	A600T.....		6	N. A.	6,150	2,045
3 w/cab.....	A600TW.....		6	N. A.	6,150	2,180
3 w/cab.....	T3W.....		4	N. A.	6,110	1,595
3½ w/cab.....	T10B.....		6	N. A.	6,550	2,550
3½ w/cab.....	T10W.....		6	N. A.	6,550	2,685
3½ w/cab.....	T10DR.....		6	N. A.	6,550	2,685
3½ w/cab.....	40.....		6	N. A.	6,230	2,340
3½ w/cab.....	40DR.....		6	N. A.	6,230	2,465
7 w/cab.....	T10SW.....		6	N. A.	9,600	3,895
4½ w/cab.....	U6.....		6	N. A.	7,420	3,860
4½ w/cab.....	U6DR.....		6	N. A.	7,420	3,860
6 w/cab.....	C7.....		6	N. A.	9,550	4,485
6 w/cab.....	C7W.....		6	N. A.	9,550	4,485
6 w/cab.....	C8.....		6	N. A.	9,650	4,895
6 w/cab.....	C8W.....		6	N. A.	9,650	4,895
7½ w/cab.....	X8.....		4	N. A.	9,750	4,735
7½ w/cab.....	X8RDR.....		6	N. A.	9,750	4,735

(2) 1934

1½ w/cab.....	15.....	77195 to 81113.....	6	N. A.	3,300	\$695
2 w/cab.....	20.....		6	N. A.	3,700	1,095
2½ w/cab.....	25.....		6	N. A.	4,300	1,395
2½ w/cab.....	30.....		6	N. A.	5,730	1,945
3½ w/cab.....	40.....		6	N. A.	6,230	2,340
3½ w/cab.....	40 DR.....		6	N. A.	6,236	2,465
4½ w/cab.....	U6.....		6	N. A.	7,420	3,860
4½ w/cab.....	U6DR.....		6	N. A.	7,420	3,860
6 w/cab.....	C7.....		6	N. A.	9,550	4,485
6 w/cab.....	C7W.....		6	N. A.	9,550	4,485
6 w/cab.....	C8.....		6	N. A.	9,650	4,895
6 w/cab.....	C8W.....		6	N. A.	9,650	4,895
<i>4 wheel models</i>						
¾ w/cab.....	DM.....		4	N. A.	2,950	875
<i>6 wheel models</i>						
3 w/cab.....	E2SWL.....		6	N. A.	3,850	1,150
3 w/cab.....	E2DL.....		6	N. A.	4,185	1,015
3 w/cab.....	16.....		6	N. A.	4,100	1,320
3 w/cab.....	17.....		6	N. A.	4,500	1,570
4½ w/cab.....	36.....		6	N. A.	7,480	2,795
4½ w/cab.....	37.....		6	N. A.	7,880	3,175
7 w/cab.....	T10SW.....		6	N. A.	9,300	3,895

(3) 1935

¾ w/cab.....	DM.....	81114 to 85199.....	4	108	2,900	\$950
¾ w/cab.....			4	120	2,950	975
1½ w/cab.....	15X.....		6	137	3,300	645
1½ w/cab.....			6	153	3,350	680
1½ w/cab.....			6	162	3,400	690
1½ w/cab.....			6	174	3,450	720
1½ w/cab.....	15.....		6	137	3,300	745
1½ w/cab.....			6	153	3,350	780
1½ w/cab.....			6	162	3,400	790
1½ w/cab.....			6	174	3,450	820
<i>Drop frame models</i>						
1½ w/cab.....	B15.....		6	162	3,700	1,070
1½ w/cab.....			6	174	3,750	1,100
1½ w/cab.....			6	187	3,800	1,115
2 w/cab.....	B20.....		6	162	3,850	1,390
2 w/cab.....			6	174	3,900	1,415
2 w/cab.....			6	187	3,975	1,450
2 w/cab.....	18X.....		6	137	3,600	875
2 w/cab.....			6	153	3,650	910
2 w/cab.....			6	162	3,700	920
2 w/cab.....			6	174	3,750	950
2 w/cab.....			6	187	3,800	985
2 w/cab.....	20.....		6	137	3,700	1,065
2 w/cab.....			6	153	3,750	1,105
2 w/cab.....			6	162	3,800	1,120
2 w/cab.....			6	174	3,850	1,145
2 w/cab.....			6	187	3,900	1,180
2½ w/cab.....	25.....		6	137	4,300	1,325
2½ w/cab.....			6	153	4,350	1,365
2½ w/cab.....			6	162	4,400	1,380
2½ w/cab.....			6	174	4,450	1,405
2½ w/cab.....			6	187	4,500	1,440
2½ w/cab.....			6	201	4,550	1,470
2½ w/cab.....	825.....		6	162	4,450	1,675
2½ w/cab.....			6	174	4,500	1,700
2½ w/cab.....			6	187	4,575	1,735
2½ w/cab.....			6	201	4,650	1,765
2½ w/cab.....	30.....		6	153	5,730	2,095
2½ w/cab.....			6	163	5,780	2,095
2½ w/cab.....			6	175	5,830	2,095
2½ w/cab.....			6	185	5,880	2,130
2½ w/cab.....			6	197	5,950	2,165
2½ w/cab.....			6	210	6,010	2,200
2½ w/cab.....			6	223	6,080	2,235

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(J) FEDERAL—Continued

(3) 1935—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Drop frame models—Con.</i>						
2 1/2 w/cab.....	30.....	81114 to 85199.....	6	<i>Inches</i> 237	6,155	\$2,320
3 1/2 w/cab.....	40.....		6	153	6,230	2,490
3 1/2 w/cab.....			6	163	6,280	2,490
3 1/2 w/cab.....			6	175	6,330	2,490
3 1/2 w/cab.....			6	185	6,380	2,525
3 1/2 w/cab.....			6	197	6,450	2,560
3 1/2 w/cab.....			6	210	6,510	2,595
3 1/2 w/cab.....			6	223	6,580	2,630
3 1/2 w/cab.....			6	237	6,655	2,715
<i>Double reduction drive</i>						
3 1/2 w/cab.....	40DR.....		6	153	6,230	2,615
3 1/2 w/cab.....			6	163	6,280	2,615
3 1/2 w/cab.....			6	175	6,330	2,615
3 1/2 w/cab.....			6	185	6,380	2,650
3 1/2 w/cab.....			6	197	6,450	2,685
3 1/2 w/cab.....			6	210	6,510	2,720
3 1/2 w/cab.....			6	223	6,580	2,775
4 1/2 w/cab.....	50.....		6	237	6,655	2,840
4 1/2 w/cab.....			6	153	6,830	3,075
4 1/2 w/cab.....			6	163	6,880	3,075
4 1/2 w/cab.....			6	175	6,930	3,075
4 1/2 w/cab.....			6	185	6,980	3,110
4 1/2 w/cab.....			6	197	7,060	3,145
4 1/2 w/cab.....			6	210	7,110	3,180
4 1/2 w/cab.....			6	223	7,180	3,215
4 1/2 w/cab.....			6	237	7,255	3,300
<i>Worm double reduction drive</i>						
6 w/cab.....	C1&C7W.....	81114 to 85199.....	6	153	9,185	4,710
6 w/cab.....			6	165	9,245	4,710
6 w/cab.....			6	177	9,305	4,710
6 w/cab.....			6	185	9,380	4,710
6 w/cab.....			6	195	9,550	4,710
6 w/cab.....			6	213	9,670	4,785
6 w/cab.....			6	231	9,820	4,860
6 w/cab.....	C8&C8W.....		6	249	9,960	4,935
6 w/cab.....			6	153	9,015	5,120
6 w/cab.....			6	165	9,075	5,120
6 w/cab.....		6	177	9,135	5,120	
6 w/cab.....		6	185	9,210	5,120	
6 w/cab.....		6	195	9,380	5,120	
6 w/cab.....		6	213	9,500	5,195	
6 w/cab.....		6	231	9,650	5,270	
6 w/cab.....		6	249	9,790	5,345	
<i>S.W. drive, six wheel</i>						
3 w/cab.....	21.....		6	172	4,600	1,420
3 w/cab.....			6	185	4,650	1,475
3 w/cab.....			6	198	4,700	1,550

(4) 1936

6 w/cab.....	C7-C7W.....	85200 to 91249.....	6	153	9,185	\$4,710
6 w/cab.....			6	165	9,245	4,710
6 w/cab.....			6	177	9,305	4,710
6 w/cab.....			6	185	9,380	4,710
6 w/cab.....			6	195	9,550	4,710
6 w/cab.....			6	213	9,670	4,785
6 w/cab.....			6	231	9,820	4,860
6 w/cab.....	C8 & C8W...		6	249	9,960	4,935
6 w/cab.....			6	153	9,015	5,120
6 w/cab.....			6	165	9,075	5,120
6 w/cab.....		6	177	9,135	5,120	
6 w/cab.....		6	185	9,210	5,120	
6 w/cab.....		6	195	9,380	5,120	
6 w/cab.....		6	213	9,500	5,195	
6 w/cab.....		6	231	9,650	5,270	
6 w/cab.....		6	249	9,790	5,345	
<i>Bevel drive</i>						
Chassis w/cab.....	DM.....		4	108	3,000	950
Chassis w/cab.....	DM.....		4	120	3,050	975
& body w/cab.....	DM.....		4	108	3,000	1,375
& body w/cab.....	DM.....		4	120	3,050	1,425
3/4 w/cab.....	10.....		4	128	2,950	545
3/4 w/cab.....			4	143	3,050	580
1 1/4 w/cab.....	15.....		4	152	3,100	590
1 1/4 w/cab.....			6	136	3,500	645
1 1/4 w/cab.....			6	147	3,550	680
1 1/4 w/cab.....			6	156	3,600	690
1 1/4 w/cab.....			6	168	3,650	720
1 1/4 w/cab.....			6	181	3,700	755
2 w/cab.....	18.....		6	195	3,750	785
2 w/cab.....			6	136	3,800	875
2 w/cab.....			6	147	3,850	910
2 w/cab.....			6	156	3,900	920
2 w/cab.....			6	168	3,950	950
2 w/cab.....			6	181	4,000	985
2 w/cab.....			6	195	4,050	1,015

(J) FEDERAL—Continued

(4) 1936—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base Inches	Base weight	Price
<i>Bevel drive—Continued</i>						
2 w/cab.....	20.....	85200 to 91249.....	6	136	3,900	\$1,025
2 w/cab.....			6	147	3,950	1,065
2 w/cab.....			6	156	4,000	1,080
2 w/cab.....			6	168	4,050	1,105
2 w/cab.....			6	181	4,100	1,140
2 w/cab.....			6	195	4,150	1,170
2½ w/cab.....	25.....		6	136	4,600	1,275
2½ w/cab.....			6	147	4,650	1,315
2½ w/cab.....			6	156	4,700	1,330
2½ w/cab.....			6	168	4,750	1,355
2½ w/cab.....			6	181	4,800	1,390
2½ w/cab.....			6	195	4,850	1,420
2½ w/cab.....	28.....		6	136	4,800	1,445
2½ w/cab.....			6	147	4,850	1,485
2½ w/cab.....			6	156	4,900	1,500
2½ w/cab.....			6	168	4,950	1,525
2½ w/cab.....			6	181	5,000	1,560
2½ w/cab.....			6	196	5,050	1,590
3 w/cab.....	29.....		6	136	4,900	1,695
3 w/cab.....			6	147	4,950	1,735
3 w/cab.....			6	156	5,000	1,750
3 w/cab.....			6	168	5,050	1,775
3 w/cab.....			6	181	5,100	1,810
3 w/cab.....	30.....		6	195	5,150	1,840
3 w/cab.....			6	153	5,950	2,175
3 w/cab.....			6	163	6,000	2,175
3 w/cab.....			6	175	6,050	2,175
3 w/cab.....			6	185	6,100	2,210
3 w/cab.....			6	197	6,170	2,245
3 w/cab.....			6	210	6,230	2,305
3 w/cab.....			6	223	6,300	2,340
3 w/cab.....	40.....		6	237	6,375	2,425
4 w/cab.....			6	153	6,450	2,590
4 w/cab.....			6	163	6,500	2,590
4 w/cab.....			6	175	6,550	2,590
4 w/cab.....			6	185	6,600	2,625
4 w/cab.....			6	197	6,670	2,660
4 w/cab.....			6	210	6,730	2,720
4 w/cab.....			6	223	6,800	2,760
4 w/cab.....			6	237	6,875	2,845
<i>Double reduction drive</i>						
4 w/cab.....	40dr.....		6	153	6,450	2,715
4 w/cab.....			6	163	6,500	2,715
4 w/cab.....			6	175	6,550	2,715
4 w/cab.....			6	185	6,600	2,750
4 w/cab.....			6	197	6,670	2,785
4 w/cab.....			6	210	6,730	2,845
4 w/cab.....			6	223	6,800	2,885
4 w/cab.....			6	237	6,875	2,970
5 w/cab.....	50.....		6	153	7,050	3,195
5 w/cab.....			6	163	7,100	3,195
5 w/cab.....			6	175	7,150	3,195
5 w/cab.....			6	185	7,200	3,230
5 w/cab.....			6	197	7,270	3,265
5 w/cab.....			6	210	7,330	3,325
5 w/cab.....			6	223	7,400	3,365
5 w/cab.....			6	237	7,475	3,450
<i>Bevel drive commercial</i>						
1½ w/cab.....	B15.....		6	156	3,900	960
1½ w/cab.....			6	168	3,950	990
1½ bus ch.....			6	156	3,900	960
1½ bus ch.....			6	181	3,830	1,010
2 w/cab.....	B20.....		6	156	4,050	1,250
2 w/cab.....			6	168	4,100	1,275
2 w/cab.....			6	181	4,175	1,310
2 bus ch.....			6	181	4,150	1,295
s bus ch.....			6	195	4,200	1,330
2½ w/cab.....	B25.....		6	156	4,750	1,675
2½ w/cab.....			6	168	4,800	1,700
2½ w/cab.....			6	181	4,850	1,735
2½ w/cab.....			6	195	4,900	1,765
2½ bus ch.....			6	181	4,875	1,720
2½ bus ch.....			6	195	4,950	1,755

(5) 1937

6 w/cab.....	C7-C7W.....	91250 to 95999.....	6	153	9,185	\$4,710
6 w/cab.....			6	165	9,245	4,710
6 w/cab.....			6	177	9,305	4,710
6 w/cab.....			6	185	9,380	4,710
6 w/cab.....			6	195	9,550	4,710
6 w/cab.....			6	213	9,675	4,785
6 w/cab.....			6	231	9,820	4,860
6 w/cab.....			6	249	9,960	4,935
6 w/cab.....	C8 & C8W.....		6	153	9,015	5,120
6 w/cab.....			6	165	9,075	5,120
6 w/cab.....			6	177	9,135	5,120
6 w/cab.....			6	185	9,210	5,120
6 w/cab.....			6	195	9,380	5,120
6 w/cab.....			6	213	9,500	5,195
6 w/cab.....			6	231	9,650	5,270
6 w/cab.....			6	249	9,790	5,345

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(J) FEDERAL—Continued

(5) 1937—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
¾ chassis.....	9.....	91250 to 95999.....	4	<i>Inches</i>		
Chassis.....			4	105	2,850	\$695
Milk dely.....			4	121	2,850	710
Milk dely.....			4	105	2,850	1,095
¾ w/cab.....	10.....		4	121	2,850	1,130
			4	128	2,950	645
			4	143	2,950	680
¾ w/cab.....	11.....		4	152	2,950	690
			6	128	2,950	655
			6	143	2,950	690
1½ w/cab.....	15.....		6	152	2,950	700
			6	135	4,230	755
			6	146	4,230	790
			6	155	4,230	800
			6	167	4,230	830
2 w/cab.....	18.....		6	180	4,230	865
			6	194	4,230	895
			6	135	4,340	995
			6	146	4,340	1,030
			6	155	4,340	1,040
			6	167	4,340	1,070
2 w/cab.....	20.....		6	180	4,340	1,105
			6	194	4,340	1,135
			6	135	4,440	1,150
			6	196	4,440	1,190
			6	155	4,440	1,205
			6	167	4,440	1,230
2½ w/cab.....	25.....		6	180	4,440	1,265
			6	194	4,440	1,295
			6	135	5,220	1,395
			6	146	5,220	1,435
			6	155	5,220	1,450
			6	167	5,220	1,475
3 w/cab.....	29.....		6	180	5,220	1,510
			6	194	5,220	1,540
			6	135	5,660	1,850
			6	146	5,660	1,890
			6	155	5,660	1,905
			6	167	5,660	1,930
4 w/cab.....	40.....		6	180	5,660	1,965
			6	194	5,660	1,995
			6	135	7,200	2,775
			6	145	7,200	2,775
			6	157	7,200	2,775
			6	167	7,200	2,810
			6	179	7,200	2,845
			6	192	7,200	2,905
4 w/cab.....	40DR.....		6	205	7,200	2,945
			6	219	7,200	3,030
			6	135	7,200	2,950
			6	145	7,200	2,950
			6	157	7,200	2,950
			6	167	7,200	2,985
			6	179	7,200	3,020
			6	192	7,200	3,060
5 w/cab.....	50.....		6	205	7,200	3,120
			6	219	7,200	3,205
			6	135	7,900	3,375
			6	145	7,900	3,375
			6	157	7,900	3,375
			6	167	7,900	3,410
			6	179	7,900	3,445
			6	192	7,900	3,505
5 w/cab.....	50H.....		6	205	7,900	3,545
<i>Cab over engine</i>			6	219	7,900	3,630
			6	157	8,300	3,855
1½ w/cab.....	75.....		6	104	4,280	960
			6	120	4,280	960
			6	132	4,280	1,005
			6	145	4,280	1,040
2 w/cab.....	80.....		6	159	4,280	1,070
			6	104	4,500	1,295
			6	120	4,500	1,310
			6	132	4,500	1,350
2½ w/cab.....	85.....		6	145	4,500	1,385
			6	159	4,500	1,415
			6	104	5,280	1,555
			6	120	5,280	1,570
			6	132	5,280	1,610
3 w/cab.....	89.....		6	145	5,280	1,645
			6	159	5,280	1,675
			6	104	5,720	2,000
			6	120	5,720	2,015
			6	132	5,720	2,055
			6	145	5,720	2,090
1-1½ w/cab.....	11H.....		6	159	5,720	2,120
1½-3 w/cab.....	15H.....		6	128	3,500	695
2-3½ w/cab.....	18H.....		6	135	4,650	995
2-4 w/cab.....	20H.....		6	135	4,750	1,180
2½-4½ w/cab.....	25H.....		6	135	4,850	1,320
3-5 w/cab.....	29H.....		6	135	5,550	1,565
7½ w/cab.....	C8H.....		6	136	6,000	2,050
<i>Cab over engine</i>			6	185	11,200	5,950
1½-3 w/cab.....	75H.....		6	104	4,700	1,190
2-4 w/cab.....	80H.....		6	104	4,900	1,465
2½-4½ w/cab.....	85H.....		6	104	5,600	1,725
3-5 w/cab.....	89H.....		6	104	6,050	2,200

(J) FEDERAL—Continued

(6) 1938

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
				<i>Inches</i>		
6 w/cab	C7&C7W	96000 up	6	153	9,185	\$4,710
6 w/cab			6	165	9,245	4,710
6 w/cab			6	177	9,305	4,710
6 w/cab			6	185	9,380	4,710
6 w/cab			6	195	9,560	4,710
6 w/cab			6	213	9,670	4,785
6 w/cab			6	231	9,820	4,860
6 w/cab			6	249	9,960	4,935
6 w/cab	C8&C8W		6	153	9,015	5,120
6 w/cab			6	165	9,075	5,120
6 w/cab			6	177	9,135	5,120
6 w/cab			6	185	9,210	5,120
6 w/cab			6	195	9,380	5,120
6 w/cab			6	213	9,500	5,195
6 w/cab			6	231	9,650	5,270
6 w/cab			6	249	9,790	5,345
¾ w/cab	10		6	128	2,950	645
			6	143	2,950	680
¾ w/cab	11		6	152	2,950	690
			6	128	2,950	655
			6	143	2,950	690
1½ w/cab	15		6	152	2,950	700
			6	135	4,230	755
			6	146	4,230	790
			6	155	4,230	800
			6	167	4,230	830
			6	180	4,230	865
2 w/cab	18		6	194	4,230	895
			6	135	4,340	995
			6	146	4,340	1,030
			6	155	4,340	1,040
			6	167	4,340	1,070
			6	180	4,340	1,105
2½ w/cab	25		6	194	4,340	1,135
			6	135	5,220	1,395
			6	146	5,220	1,435
			6	155	5,220	1,450
			6	167	5,220	1,475
			6	180	5,220	1,510
3 w/cab	29		6	194	5,220	1,540
			6	135	5,660	1,850
			6	146	5,660	1,890
			6	155	5,660	1,905
			6	167	5,660	1,930
			6	180	5,660	1,965
4 w/cab	40		6	194	5,660	1,995
			6	135	7,200	2,775
			6	145	7,200	2,775
			6	157	7,200	2,775
			6	167	7,200	2,810
			6	179	7,200	2,845
			6	192	7,200	2,905
			6	205	7,200	2,945
4 w/cab	40DR		6	219	7,200	3,030
			6	135	7,200	2,950
			6	145	7,200	2,950
			6	157	7,200	2,950
			6	167	7,200	2,985
			6	179	7,200	3,020
			6	192	7,200	3,080
			6	205	7,200	3,120
5 w/cab	50		6	219	7,200	3,205
			6	135	7,900	3,375
			6	145	7,900	3,375
			6	157	7,900	3,375
			6	167	7,900	3,410
			6	179	7,900	3,445
			6	192	7,900	3,505
			6	205	7,900	3,545
			6	219	7,900	3,630
<i>Cab over engine</i>						
1½ w/cab	75		6	104	4,280	960
			6	120	4,280	970
			6	132	4,280	1,005
			6	145	4,280	1,040
			6	159	4,280	1,070
2½ w/cab	85		6	104	5,280	1,555
			6	120	5,280	1,570
			6	132	5,280	1,610
			6	145	5,280	1,645
			6	159	5,280	1,675
3 w/cab	89		6	104	5,720	2,000
			6	120	5,720	2,015
			6	132	5,720	2,055
			6	145	5,720	2,090
			6	159	5,720	2,120
¾ chassis	9		4	105	2,850	695
Chassis			4	121	2,850	710
Milk del'y			4	105	2,850	1,095
Milk del'y			4	121	2,850	1,130
1 w/cab	11H		6	127	3,500	695
			6	143		730
			6	152		740
			6	164		770

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(J) FEDERAL—Continued

(6) 1938—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base Inches	Base weight	Price	
1½ w/cab.....	15H.....	96000 up.....	6	135	4,650	\$995	
			6	146		1,030	
			6	155		1,040	
			6	167		1,070	
2 w/cab.....	18H.....		6	180	4,750	1,105	
			6	194		1,135	
			6	135		1,180	
			6	146		1,215	
2 w/cab.....	20.....		6	155	4,440	1,225	
			6	167		1,255	
			6	180		1,290	
			6	194		1,320	
2 w/cab.....	20H.....		6	135	4,440	1,120	
			6	146		1,160	
			6	155		1,175	
			6	167		1,200	
2 w/cab.....	20H.....		6	180	4,440	1,235	
			6	194		1,265	
			6	135		4,850	1,290
			6	146		1,330	
2½ w/cab.....	25H.....		6	155	5,550	1,345	
			6	167		1,370	
			6	180		1,405	
			6	194		1,435	
3 w/cab.....	29H.....		6	135	6,000	1,565	
			6	146		1,605	
			6	155		1,620	
			6	167		1,645	
5 w/cab.....	50H.....		6	180	8,300	1,680	
			6	194		1,710	
			6	135		2,050	
			6	146		2,090	
7½ w/cab.....	C8H.....		6	155	11,200	2,105	
			6	167		2,130	
			6	180		2,165	
			6	194		2,195	
Cab over engine			6	157	8,300	3,855	
			6	135		3,855	
			6	145		3,855	
			6	167		3,890	
1½ w/cab.....	75H.....		6	179	6,000	3,925	
			6	192		3,985	
			6	205		4,025	
			6	219		4,110	
2 w/cab.....	80.....		6	185	11,200	5,950	
			6	153		5,950	
			6	165		5,950	
			6	177		5,950	
2 w/cab.....	80H.....		6	195	6,000	5,950	
			6	213		6,025	
			6	231		6,100	
			6	249		6,175	
2½ w/cab.....	85H.....		6	104	4,700	1,190	
			6	120		1,200	
			6	132		1,235	
			6	145		1,270	
3 w/cab.....	89H.....		6	159	6,050	1,300	
			6	104		4,500	1,265
			6	120		4,500	1,280
			6	132		4,500	1,320
2 w/cab.....	80H.....		6	145	4,500	1,355	
			6	159		4,500	1,385
			6	104		4,900	1,435
			6	120		1,450	
2½ w/cab.....	85H.....		6	132	5,600	1,490	
			6	145		1,525	
			6	159		1,555	
			6	104		5,600	1,725
3 w/cab.....	89H.....		6	120	6,050	1,740	
			6	132		1,780	
			6	145		1,815	
			6	159		1,845	
Six wheelers—single drive			6	104	6,050	2,200	
			6	120		2,215	
			6	132		2,255	
			6	145		2,290	
2 w/cab.....	202.....		6	159	6,650	2,320	
			6	162		6,650	1,950
			6	175		6,650	1,985
			6	190		6,650	2,025
2½	252.....		6	200	6,650	2,080	
			6	215		6,650	2,120
			6	162		7,650	2,545
			6	175		7,650	2,580
3	292.....		6	190	7,650	2,620	
			6	200		7,650	2,675
			6	215		7,650	2,715
			6	162		8,650	3,290
			6	175	8,650	3,325	
			6	190		8,650	3,365
			6	200		8,650	3,425
			6	215		8,650	3,465

(J) FEDERAL—Continued

(6) 1938—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base Inches	Base weight	Price
4-----	402-----	96000 up-----	6	162	10,150	\$4,275
			6	175	10,150	4,315
			6	190	10,150	4,385
			6	200	10,150	4,430
			6	215	10,150	4,525
4-----	402DR-----		6	162	10,150	4,450
			6	175	10,150	4,490
			6	190	10,150	4,560
			6	200	10,150	4,605
			6	215	10,150	4,700
5-----	502-----		6	162	11,700	5,990
			6	175	11,700	6,030
			6	190	11,700	6,100
			6	200	11,700	6,145
			6	215	11,700	6,240
<i>Six wheelers—single drive—cab over engine</i>						
2 w/cab-----	802-----		6	127	6,700	2,075
			6	140	6,700	2,110
			6	155	6,700	2,150
			6	165	6,700	2,200
			6	180	6,700	2,240
2½ w/cab-----	852-----		6	127	7,700	2,690
			6	140	7,900	2,715
			6	155	7,700	2,755
			6	165	7,700	2,805
			6	180	7,700	2,845
3 w/cab-----	892-----		6	127	8,700	3,415
			6	140	8,700	3,450
			6	155	8,700	3,490
			6	165	8,700	3,540
			6	180	8,700	3,580
<i>Six wheelers—dual drive</i>						
2 w/cab-----	204-----		6	162	7,200	2,550
			6	175	7,200	2,585
			6	190	7,200	2,625
			6	200	7,200	2,680
			6	215	7,200	2,720
2½ w/cab-----	254-----		6	162	8,050	3,000
			6	175	8,050	3,035
			6	190	8,050	3,075
			6	200	8,050	3,130
			6	215	8,050	3,170
3 w/cab-----	294-----		6	162	9,200	3,900
			6	175	9,200	3,935
			6	190	9,200	3,975
			6	200	9,200	4,035
			6	215	9,200	4,075
5 w/cab-----	504-----		6	162	11,000	5,075
			6	175	11,000	5,115
			6	190	11,000	5,185
			6	200	11,000	5,230
			6	215	11,000	5,325
5 w/cab-----	504A-----		6	162	12,500	6,675
			6	175	12,500	6,715
			6	190	12,500	6,785
			6	200	12,500	6,830
			6	215	12,500	6,925

(7) 1939

1½ w/cab-----	11-----	99000 up-----	6	127	3,450	\$655
1½ w/cab-----	12-----		6	127	3,450	680
1½ w/cab-----	14-----		6	127	3,500	735
1½ w/cab-----	15-----		6	135	4,230	795
2 w/cab-----	18-----		6	135	4,350	945
2 w/cab-----	20-----		6	135	4,850	1,150
2½ w/cab-----	25-----		6	135	5,550	1,450
3 w/cab-----	29-----		6	135	5,660	1,850
3 w/cab-----	29H-----		6	135	6,000	2,080
4 w/cab-----	40-----		6	135	7,200	2,800
5 w/cab-----	50-----		6	135	7,900	3,375
5 w/cab-----	50H-----		6	135	8,300	3,855
6 w/cab-----	62-----		6	141	10,400	5,875
6 w/cab-----	63-----		6	141	10,250	5,875
6 w/cab-----	65-----		6	141	11,300	6,425
6 w/cab-----	66-----		6	141	11,150	6,425
<i>Cab over engine</i>						
1½ w/cab-----	75-----		6	104	4,280	930
2 w/cab-----	80-----		6	104	4,900	1,260
2½ w/cab-----	85-----		6	104	5,600	1,565
3 w/cab-----	89-----		6	104	5,720	1,945
3 w/cab-----	89H-----		6	104	6,050	2,175
<i>Cab over engine—Six wheelers—Single drive</i>						
2 w/cab-----	802-----		6	127	6,700	2,040
2½ w/cab-----	852-----		6	127	7,700	2,645
3 w/cab-----	892-----		6	127	8,700	3,355

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(J) FEDERAL—Continued

(7) 1939—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Six wheelers—Single drive</i>						
2 w/cab.....	202.....	99000 up.....	6	<i>Inch</i> 162	6,650	\$1,950
2½ w/cab.....	252.....		6	162	7,650	2,545
3 w/cab.....	292.....		6	162	8,650	3,290
4 w/cab.....	402.....		6	162	10,150	4,275
5 w/cab.....	502.....		6	162	11,700	5,990
<i>Six wheelers—Dual drive</i>						
2 w/cab.....	204.....		6	162	7,200	2,550
2½ w/cab.....	254.....		6	162	8,050	3,000
3 w/cab.....	294.....		6	162	9,200	3,900
4 w/cab.....	504.....		6	162	11,000	5,075
5 w/cab.....	504A.....		6	162	12,500	6,675
¾ w/cab.....	7.....		4	102	2,425	595
¾ w/cab.....	8.....		6	102	2,500	595

(8) 1940

¾ w/cab.....	7.....	101800 up.....	4	102	2,425	\$595
¾ w/cab.....	8.....		6	102	2,500	595
1½ w/cab.....	11.....		6	127	3,450	655
1½ w/cab.....	12.....		6	127	3,450	680
1½ w/cab.....	14.....		6	127	3,500	735
1½ w/cab.....	15.....		6	135	4,230	795
2 w/cab.....	18.....		6	135	4,350	945
2 w/cab.....	20.....		6	135	4,850	1,150
2½ w/cab.....	25.....		6	135	5,550	1,450
3 w/cab.....	29.....		6	135	5,660	1,850
3 w/cab.....	29H.....		6	135	6,000	2,080
4 w/cab.....	40.....		6	135	7,200	2,800
5 w/cab.....	50.....		6	135	7,900	3,375
5 w/cab.....	50H.....		6	135	8,300	3,855
6 w/cab.....	62.....		6	141	10,400	5,675
6 w/cab.....	63.....		6	141	10,250	5,675
6 w/cab.....	65.....		6	141	11,300	6,425
6 w/cab.....	66.....		6	141	11,150	6,425
<i>Cab over engine</i>						
1½ w/cab.....	75.....		6	104	4,280	895
2 w/cab.....	80.....		6	104	4,900	1,260
2½ w/cab.....	85.....		6	104	5,600	1,565
3 w/cab.....	89.....		6	104	5,720	1,945
3 w/cab.....	89H.....		6	104	6,050	2,175
<i>Cab over engine—Six wheelers—Single drive</i>						
2 w/cab.....	802.....		6	127	6,700	2,040
2½ w/cab.....	852.....		6	127	7,700	2,645
3 w/cab.....	892.....		6	127	8,700	3,355
<i>Six wheelers—Single drive</i>						
2 w/cab.....	202.....		6	162	6,650	1,950
2½ w/cab.....	252.....		6	162	7,650	2,545
3 w/cab.....	292.....		6	162	8,650	3,290
4 w/cab.....	402.....		6	162	10,150	4,275
5 w/cab.....	502.....		6	162	11,700	5,990
<i>Six wheelers—Dual drive</i>						
2 w/cab.....	204.....		6	162	7,200	2,550
2½ w/cab.....	254.....		6	162	8,050	3,000
3 w/cab.....	294.....		6	162	9,200	3,900
5 w/cab.....	504.....		6	162	11,000	5,075
5 w/cab.....	504a.....		6	162	12,500	6,675
3½ w/cab.....	35.....		6	140	6,700	2,395
4 w/cab.....	45.....		6	140	7,300	2,950
5 w/cab.....	55.....		6	140	8,000	3,525
5 w/cab.....	55H.....		6	140	8,400	4,005
<i>Six wheelers—Single drive</i>						
4 w/cab.....	452.....		6	167	10,250	4,425
5 w/cab.....	552.....		6	167	11,800	6,140
<i>Six wheelers—Dual drive</i>						
5 w/cab.....	554.....		6	167	11,100	5,225
5 w/cab.....	554A.....		6	167	12,600	6,825
1½ w/cab.....	16.....	104,825 up.....	6	135	3,960	695
1½ w/cab.....	17.....		6	135	4,250	795
1½ w/cab.....	76.....		6	135	4,000	795
1½ w/cab.....	77.....		6	135	4,280	895
3½ w/cab.....	90.....		6	116	6,600	2,560
4 w/cab.....	92.....		6	116	7,400	3,050
5 w/cab.....	94.....		6	116	8,100	3,645
5 w/cab.....	94H.....		6	116	8,500	4,125

(J) FEDERAL—Continued

(9) 1941

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
				<i>Inches</i>		
3/4 w/cab.....	8.....	104825 up.....	6	102	2,500	\$595
1 1/4 w/cab.....	16.....		6	135	3,960	695
1 1/2 w/cab.....	17.....		6	135	4,250	795
2 w/cab.....	18.....		6	135	4,350	945
2 w/cab.....	20.....		6	135	4,850	1,150
2 1/2 w/cab.....	25.....		6	135	5,550	1,450
3 w/cab.....	29.....		6	135	5,660	1,850
3 1/2 w/cab.....	35.....		6	140	6,700	2,395
4 w/cab.....	45.....		6	140	7,300	2,950
5 w/cab.....	55.....		6	140	8,000	3,525
6 w/cab.....	62.....		6	141	10,400	5,675
<i>Cab-Over-engine</i>						
1 1/2 w/cab.....	76.....	104825 and up.....	6	104	4,000	795
1 1/2 w/cab.....	77.....		6	104	4,300	895
2 w/cab.....	80.....		6	104	4,900	1,260
2 1/2 w/cab.....	85.....		6	104	5,600	1,565
3 w/cab.....	89.....		6	104	5,720	1,945
3 1/2 w/cab.....	90.....		6	116	6,600	2,560
4 w/cab.....	92.....		6	116	7,200	3,095
5 w/cab.....	94.....		6	116	7,900	3,645
<i>Six wheelers—Dual drive</i>						
3 w/cab.....	296 x 4.....		6	162	9,200	4,675
3 1/2 w/cab.....	356 x 4.....		6	167	10,700	5,300
5 w/cab.....	556 x 4.....		6	167	11,200	6,550
6 w/cab.....	626 x 4.....		6	168	14,000	8,750
<i>Cab over engine—Six wheelers—Dual drive</i>						
3 w/cab.....	896 x 4.....		6	127	9,100	4,755
3 1/2 w/cab.....	906 x 4.....		6	140	10,600	5,445
5 w/cab.....	946 x 4.....		6	140	11,100	6,690

(10) 1942

1 1/4 w/cab.....	16.....	107901 and up.....	6	135	3,960	\$745
1 1/2 w/cab.....	17.....		6	135	4,250	879
1 1/2 w/cab.....	76.....		6	135	4,000	855
1 1/2 w/cab.....	77.....		6	135	4,280	980
2 w/cab.....	18.....		6	135	4,350	1,045
2 w/cab.....	20.....		6	135	4,850	1,245
2 1/2 w/cab.....	25.....		6	135	5,500	1,545
3 w/cab.....	29.....		6	135	5,660	1,960
3 1/2 w/cab.....	35.....		6	140	6,700	2,495
4 w/cab.....	45.....		6	140	7,300	3,145
5 w/cab.....	55.....		6	140	8,000	3,695
6 w/cab.....	62.....		6	141	10,400	3,945
<i>Cab over engine</i>						
1 1/2 w/cab.....	76.....		6	104	4,000	855
1 1/2 w/cab.....	77.....		6	104	4,300	980
2 w/cab.....	80.....		6	104	4,900	355
2 1/2 w/cab.....	85.....		6	104	5,600	1,665
3 w/cab.....	89.....		6	104	5,720	2,055
3 1/2 w/cab.....	90.....		6	116	6,600	2,695
4 w/cab.....	92.....		6	116	7,200	3,320
5 w/cab.....	94.....		6	116	7,900	3,845
<i>Six wheeler—Dual drive</i>						
3 w/cab.....	296 x 4.....		6	162	9,200	4,895
3 1/2 w/cab.....	356 x 4.....		6	167	10,700	5,550
5 w/cab.....	556 x 4.....		6	167	11,200	6,875
6 w/cab.....	626 x 4.....		6	168	14,000	9,245
<i>Cab over engine—Six wheelers—Dual drive</i>						
3 w/cab.....	896 x 4.....		6	127	9,100	4,975
3 1/2 w/cab.....	906 x 4.....		6	140	10,600	5,750
5 w/cab.....	946 x 4.....		6	140	11,100	7,025

(K) FORD

[Manufacture: Ford Motor Company. Principal plant: Dearborn, Michigan]

(1) 1933

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
				Inches		
Com'l 3,950 lb. chassis.....	46.....	N. A.....	4	112	1,650	\$320
3,950 lb. w/cab.....	46.....		4	112	2,031	406
3,950 lb. pickup ch. and cab.....	46.....		4	112	2,367	430
3,950 lb. pan. std.....	46.....		4	112	2,645	510
3,950 lb. pan. del.....	46.....		4	112	2,665	530
3,950 lb. sed. del.....	46.....		4	112	2,543	540
3,950 lb. chassis.....	46.....		8	112	1,730	360
3,950 lb. pickup ch. and cab.....	46.....		8	112	2,447	470
3,950 lb. pan. std.....	46.....		8	112	2,733	550
3,950 lb. pan. del. De L.....	46.....		8	112	2,733	565
3,950 lb. sed. del.....	46.....		8	112	2,648	570
1½ chassis.....	(BB) 46.....		4	131½	2,770	470
1½ chassis.....			4	157	2,880	500
<i>Single rear wheels</i>						
1½ chassis.....	(BB) 40.....		8	131½	2,858	500
1½ chassis.....			8	157	2,968	520
<i>Dual rear wheels</i>						
1½.....	BB.....		4	157	2,966	545
1½.....			8	131½	3,035	525

(2) 1934

<i>Single rear wheels</i>						
1½ chassis.....		5189491 and up.....	4	131½	2,770	\$460
1½ chassis.....			4	157	2,880	485
1½ ch. cab.....		18-457478 thru.....	8	131½	3,267	570
1½ pan. del.....		18-1234356.....	8	131½	4,200	740
1½ exp. hvy. duty cl. cab.....	BB.....		8	131½	N. A.	675
1½ cl. cab.....	BB.....		8	157	3,267	595
<i>Dual rear wheels</i>						
1½ chassis.....			4	131½	2,947	490
1½ chassis.....			4	157	2,986	505
1½ ch. cl. cab.....	BB.....		8	131½	3,473	590
1½ pan. del.....			8	131½	4,200	760
1½ exp. hvy. duty cl. cab.....			8	131½	4,312	695
1½ hydraulic dump.....	204-A.....		8	131½	4,727	800
1½ platform cl. cab.....			8	131½	4,062	650
1½ stake cl. cab.....	BB.....		8	157	4,416	735
1½ cl. cab.....			8	157	3,507	615
1½ pan. del.....			8	157	4,644	870
Com'l 3,950 lb. chass.....	46.....	5189491 and up.....	4	112	1,650	335
3,950 lb. pickup cl. cab.....			4	112	2,367	445
3,950 lb. pan. std.....			4	112	2,645	525
3,950 lb. pan. De L.....			4	112	2,665	540
3,950 lb. sed. del.....			4	112	2,543	540
3,950 lb. chassis.....		18-457478 through 18-1234356.....	8	112	1,730	360
3,950 lb. pickup cl. cab.....			8	112	2,447	470
3,950 lb. pan. std.....			8	112	2,733	550
3,950 lb. pan. del.....			8	112	2,753	565
3,950 lb. sed. del.....			8	112	2,648	566
1½ dump chassis.....			4	131½	4,995	800
1½ platform ch. cab.....			8	157	4,344	690
1½ stake cl. cab.....			8	157	4,720	735
Dump.....			8	131½	5,115	815

(3) 1935

Sed. del.....		18-1234357 through 18-2207110.....	8	112	N. A.	\$585
½ chassis.....			8	112	1,877	360
½ cab.....			8	112	2,288	455
Pan. del.....			8	112	2,943	565
Pickup cl. cab.....			8	112	2,633	480
Del. pan. del.....			8	112	3,051	580
<i>Single rear wheels</i>						
1½.....			8	131½	3,109	500
1½ cl. cab.....			8	131½	3,475	595
1½ pan. del.....			8	131½	4,499	760
1½ hydraulic dump cl. cab.....			8	131½	4,897	800
1½ platform cl. cab.....			8	131½	4,182	650
1½ stake cl. cab.....			8	131½	4,513	675
1½ chassis.....			8	157	3,186	525
1½ cl. cab.....			8	157	3,518	620
1½ platform cl. cab.....			8	157	4,391	690
1½ stake cl. cab.....			8	157	4,740	735

(K) FORD—Continued

(4) 1936

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
Sed. del.	68	18-2207111 thru 18-3331856		<i>Inches</i> 112	2,840	\$590
Com'l chassis	67			112	2,027	360
Com'l cab	67			112	2,408	450
Pan. del.	67			112	3,026	565
Del. pan.	67			112	3,063	580
Pickup cab	67			112	2,690	480
1½ chassis	51	BB18-2207810 thru BB18-3352046		131½	3,220	500
1½ cab	51			131½	3,559	590
1½ stake	51			131½	4,624	670
1½ platform	51			131½	4,293	645
1½ pan.	51			131½	4,674	765
1½ dump	51			131½	3,441	530
1½ dump	51			131½	3,847	620
1½ dump	51			131½	5,141	795
Bus ch.	51			131½		740
1½ chassis	51			157	3,297	525
1½ cab	51			157	3,629	615
1½ stake	51			157	4,851	730
1½ platform	51			157	4,502	685
Bus ch.	51			157		765

(5) 1937

Commercial—60 h. p.						
1½ chassis	73	54-39101 thru 54-358334	8	112	1,784	\$360
Ch. and cab	73		8	112	2,121	450
Pick-up	73		8	112	2,397	470
Platform	73		8	112	2,467	485
Stake	73		8	112	2,637	500
Pan. dely.	73		8	112	2,756	560
Pan. dely.	73		8	112	N. A.	570
Sed. dely.	73		8	112	2,536	585
85 h. p.	77	18-3331857 thru to 184186446	8	112	1,989	
1½ chassis	77		8	112	2,337	370
Ch. and cab	77		8	112	2,594	460
Pickup	77		8	112	2,672	480
Platform	77		8	112	2,842	495
Stake	77		8	112	2,971	510
Pan. dely.	77		8	112	N. A.	570
Pan. dely.	77		8	112		580
Sed. dely.	77		8	112	2,741	595
<i>Trucks S. W. equipped—60 h. p.</i>						
1½ chassis	75	BB54-39101 thru BB54-358334	8	131½	2,893	495
Ch. and cab	75		8	131½	3,235	585
Platform	75		8	131½	3,944	640
Stake	75		8	131½	4,274	665
Pan. dely.	75		8	131½	4,247	760
<i>S. W. equipped—85 h. p.</i>						
1½ chassis	79	BB18-3552047 thru BB18-4186446	8	131½	3,123	505
Dump ch.	79		8	131½	3,324	520
Ch. and cab	79		8	131½	3,465	595
Dump ch. and cab	79		8	131½	3,557	610
Platform	79		8	131½	4,174	650
Stake	79		8	131½	4,504	675
Pan. dely.	79		8	131½	4,497	770
Hyd. dump and cab	79		8	131½	5,047	810
1½ chassis	79		8	157	3,184	530
Ch. and cab	79		8	157	3,524	620
Platform	79		8	157	4,387	685
Stake	79		8	157	4,803	730
(Transit bus) chassis	79		8	141	9,625	1,400

(6) 1938

Commercial—60 h. p.						
1½ ch. open	82c	54-358335 up	8	112	1,973	\$455
Ch. cl.			8	112	1,820	475
Ch. and cab			8	112	2,199	550
Pickup and cab			8	112	2,526	580
Platform and cab			8	112	2,602	600
Stake and cab			8	112	2,655	615
Panel			8	112	2,788	675
Panel			8	112	2,780	685
Sed. dely.			8	112	2,574	690
<i>Truck 60 h. p.</i>						
1 ch. open	82y	54-358335 up	8	122	2,373	565
Ch. cl.			8	122	2,400	585
Ch. and cab			8	122	2,748	660
Exp. and cab			8	122	3,300	720
Platform and cab			8	122	3,319	715
Stake and cab			8	122	3,579	735
Panel			8	122	3,510	840

(K) FORD—Continued

(6) 1938—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>85 h. p.</i>						
1/2 ch. open	81O	18-4186447 thru 18-46610000	8	<i>Inches</i> 112	1,989	\$465
Ch. cl.			8	112	2,016	485
Ch. and cab			8	112	2,425	560
Pickup and cab			8	112	2,684	590
Platform and cab			8	112	2,700	610
Stake and cab			8	112	2,842	625
Panel			8	112	2,987	685
Panel			8	112	2,995	695
Sed. dely			8	112	2,755	700
<i>Trucks</i>						
1 ch. open	81Y		8	122	2,614	575
Ch. cl.			8	122	2,641	595
Ch. and cab			8	122	2,939	670
Exp. and cab			8	122	3,482	730
Platforms and cab			8	122	3,448	725
Stake and cab			8	122	3,713	745
Panel			8	122	3,711	850
<i>Trucks—55 h. p.</i>						
1 1/2 ch. open	81T	BB18-4186447 thru BB18-4661000		134	3,463	590
Ch. cl.				134	3,490	610
Ch. and cab				134	3,845	685
Platform and cab				134	4,483	745
Stake and cab				134	4,822	770
Panel				134	4,635	870
1 1/2 ch. open	817T			157	3,533	615
Ch. cl.				157	3,560	635
Ch. and cab				157	3,905	710
Platform and cab				157	4,730	780
Stake and cab			8	157	5,115	825
<i>Dump trucks</i>						
1 1/2 ch. open	81U		8	134		605
Ch. cl.			8	134		625
Ch. and cab			8	134		700
Body and cab			8	134		930
School bus chassis			8	134		735
<i>Cab over engine</i>						
1 1/2 ch.	811W	BB18-4186447 thru BB18-4661000	8	101	3,369	820
Ch. and cab			8	101	3,846	895
Platform and cab			8	101	4,523	955
Stake and cab			8	101	4,853	980
<i>Cab over engine</i>						
1 1/2 ch.	81W	BB18-418644 thru BB18-4661000	8	134	3,468	845
Ch. and cab			8	134	3,945	920
Platform and cab			8	134	4,705	990
Stake and cab			8	134	5,090	1,035
1 1/2 ch.	817W		8	157		870
Ch. and cab			8	157		945
<i>Dump—cab over engine</i>						
1 1/2 body and cab	811Z		8	101	5,146	1,140

(7) 1939

<i>Commercial—60 h. p.</i>								
1 1/2 ch. and cowl	922C	1939 ending No. BB-54506500	8	112	1,902	\$445		
Ch. and wnsht			8	112	1,930	465		
Ch. and cab			8	112	2,259	540		
Pickup			8	112	2,544	570		
Stake			8	112	2,857	610		
Platform			8	112	2,715	590		
Pan. dely			8	112	2,874	655		
Sed. dely			8	112	2,670	670		
<i>Trucks—60 h. p.</i>								
1 ch. and cowl			92Y		8	122	2,485	535
Ch. and wnsht	8	122			2,513	555		
Ch. and cab	8	122			2,816	630		
Express	8	122			3,393	695		
Stake	8	122			3,618	710		
Platform	8	122			3,373	685		
Panel	8	122			3,596	805		
<i>Commercial—85 h. p.</i>								
1 1/2 ch. and cowl	91C	18-4661001 thru 18-5210700	8	112	2,068	460		
Ch. and wnsht			8	112	2,116	480		
Ch. and cab			8	112	2,445	555		
Pickup			8	112	2,730	585		
Stake			8	112	3,043	625		
Platform			8	112	2,901	605		
Pan. dely			8	112	3,060	670		
Sed. dely			8	112	2,856	685		

(K) FORD—Continued

(7) 1939—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Trucks—85 h. p.</i>						
1 ch. and cowl.....	91Y.....	18-4661001 thru 18-5210700.....	8	Inches 122	2,671	\$550
Ch. and wnschl.....			8	122	2,699	570
Ch. and cab.....			8	122	3,002	645
Express.....			8	122	3,579	710
Stake.....			8	122	3,804	725
Platform.....			8	122	3,559	700
Panel.....			8	122	3,782	820
1½ ch. and cowl.....	91T.....		8	134	3,307	580
Ch. and wnschl.....			8	134	3,335	600
Ch. and cab.....			8	134	3,667	675
Stake.....			8	134	4,669	765
Platform.....			8	134	4,300	735
Panel.....			8	134	4,422	860
1½ ch. and cowl.....	917T.....		8	157	3,363	605
Ch. and wnschl.....			8	157	3,395	625
Ch. and cab.....			8	157	3,730	700
Stake.....			8	157	4,906	820
Platform.....			8	157	4,517	770
Ch. and cowl.....	911T.....		8	191	3,880	710
<i>Dump—85 h. p.</i>						
1½ ch. and cowl.....	91U.....	18-4661001 thru 18-5210700.....	8	134	3,327	595
Ch. and wnschl.....			8	134	3,355	615
Ch. and cab.....			8	134	3,687	690
Body and cab.....			8	134	4,931	930
<i>Cab over engine—85 h. p.</i>						
Ch. and wnschl.....	911W.....	18-4661001 thru 18-5210700.....	8	101	3,469	770
Ch. and cab.....			8	101	3,703	845
Stake.....			8	101	4,680	935
Platform.....			8	101	4,350	905
1½ ch. and wnschl.....	91W.....		8	134	3,544	795
Ch. and cab.....			8	134	3,778	870
Stake.....			8	134	4,923	990
Platform.....			8	134	4,538	940
1½ ch. and wnschl.....	917W.....		8	157	3,611	820
Ch. and cab.....			8	157	3,845	895
<i>Dump—cab over engine—85 h. p.</i>						
Body and cab.....	911Z.....	18-4661001 thru 18-5210700.....	8	101	5,087	1,100
<i>Trucks—95 h. p.</i>						
1½ ch. and cowl.....	99T.....	99T-1 thru 99T-101700.....	8	134	3,307	605
Ch. and wnschl.....			8	134	3,335	625
Ch. and cab.....			8	134	3,667	700
Stake.....			8	134	4,669	790
Platform.....			8	134	4,330	760
Panel.....			8	134	4,422	885
1½ ch. and cowl.....	997T.....		8	157	3,363	630
Ch. and wnschl.....			8	157	3,395	650
Ch. and cab.....			8	157	3,730	725
Stake.....			8	157	4,906	845
Platform.....			8	157	4,517	795
Ch. and cowl.....	991T.....	99Y-1 thru 99Y-101700.....	8	191	3,880	735
<i>Dump—95 h. p.</i>						
1½ ch. and cowl.....	99U.....	99T-1 thru 99T-101700.....	8	134	3,327	620
Ch. and wnschl.....			8	134	3,355	640
Ch. and cab.....			8	134	3,687	715
Body and cab.....			8	134	4,931	955
<i>Cab over engine—95 h. p.</i>						
1½ Ch. and wnschl.....	991W.....	99T-1 thru 99T-101700.....	8	101	3,469	795
Ch. and cab.....			8	101	3,703	870
Stake.....			8	101	4,680	960
Platform.....			8	101	4,350	930
1½ ch. and wnschl.....	99W.....		8	134	3,544	820
Ch. and cab.....			8	134	3,778	895
Stake.....			8	134	4,923	1,015
Platform.....			8	134	4,538	965
1½ ch. and wnschl.....	997W.....		8	157	3,611	845
Ch. and cab.....			8	157	3,845	920
<i>Dump—cab over engine</i>						
1½ body and cab.....	991Z.....	99T-1 thru 99T-101700.....	8	101	5,087	1,125
<i>Rear engine transit bus</i>						
Ch. 27 passenger.....	09-B.....		8	148½		1,950
Ch. and body.....			8	148½	9,720	4,600

(K) FORD—Continued

(S) 1940

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Commercial—60 h. p.</i>						
				<i>Inches</i>		
1/4 ch. and cowl.....	022C	BB-506501 up.....	8	112	1,786	\$465
Ch. and wnschl.....			8	112	1,813	485
Ch. and cab.....			8	112	2,119	555
Pickup.....			8	112	2,450	585
Platform.....			8	112	2,428	610
Stake.....			8	112	2,568	630
Panel dely.....			8	112	2,706	675
Sed. dely. del.....			8	112	2,638	690
<i>Trucks—60 h. p.</i>						
1/4 Ch. and Cowl.....	02D		8	122	2,061	525
Ch. and Wnshl.....			8	122	2,088	545
Ch. and cab.....			8	122	2,391	615
Express.....			8	122	2,960	680
Stake.....			8	122	3,156	695
Platform.....			8	122	2,903	670
Panel.....			8	122	3,256	785
1 Ch. and Cowl.....	02Y		8	122	2,230	560
Ch. and Wnshl.....			8	122	2,275	580
Ch. and Cab.....			8	122	2,578	650
Express.....			8	122	3,103	715
Platform.....			8	122	3,021	705
Stake.....			8	122	3,274	730
Panel.....			8	122	3,328	820
<i>Commercial—85 h. p.</i>						
1/2 Ch. and Cowl.....	01C	18-5210701 thru 18-5896294.....	8	112	1,986	480
Ch. and Wnshl.....			8	112	2,013	500
Ch. and Cab.....			8	112	2,319	570
Pickup.....			8	112	2,645	595
Platform.....			8	112	2,622	625
Stake.....			8	112	2,764	645
Panel dely.....			8	112	2,906	690
Sed. Dely. DeL.....			8	112	2,844	705
<i>85 h. p.—3 speed transmission</i>						
1/4 Ch. and cowl.....	01D	18-52107014 thru 18-5896294Y.....	8	122	2,247	540
Ch. and wnschl.....			8	122	2,274	560
Ch. and cab.....			8	122	2,577	630
Express.....			8	122	3,146	695
Stake.....			8	122	3,342	710
Platform.....			8	122	3,089	685
Panel.....			8	122	3,442	800
<i>85 h. p.—truck transmission</i>						
1 Ch. and cowl.....	01Y	BB-18-5210701Y thru BB-18-5896294Y.....	8	122	2,416	575
Ch. and wnschl.....			8	122	2,461	595
Ch. and cab.....			8	122	2,764	665
Express.....			8	122	3,289	730
Stake.....			8	122	3,460	745
Platform.....			8	122	3,207	720
Panel.....			8	122	3,514	835
1 1/2 ch. and cowl.....	01T	BB18-5210701 thru BB18-5896294.....	8	134	2,967	590
Ch. and wnschl.....			8	134	2,994	610
Ch. and cab.....			8	134	3,293	680
Stake.....			8	134	4,314	770
Platform.....			8	134	3,975	740
Panel.....			8	134	4,174	870
Dump.....			8	134	4,751	940
1 1/2 ch. and cowl.....	018T		8	158	3,053	615
Ch. & wnschl.....			8	158	3,063	635
Ch. & cab.....			8	158	3,366	705
Stake.....			8	158	4,635	825
Platform.....			8	158	4,195	775
1 1/2 ch. and cowl.....			8	194	NA	715
<i>Cab over engine—85 h. p.</i>						
1 1/4 ch. and cab.....	011W		8	101	3,468	865
Stake.....			8	101	4,485	955
Platform.....			8	101	4,146	925
1 1/4 ch. and cab.....	01W		8	134	3,549	890
Stake.....			8	134	4,820	1,010
Platform.....			8	134	4,376	960
1 1/4 ch. and cab.....	018W		8	158	3,597	915
<i>Trucks—85 h. p.</i>						
1 1/2 ch. and cowl.....	99T	99T-101 701 thru 99T-257100.....	8	134	2,967	615
Ch. and wnschl.....			8	134	2,994	635
Ch. and cab.....			8	134	3,300	705
Stake.....			8	134	4,314	795
Platform.....			8	134	3,975	765
Panel.....			8	134	4,174	895
Dump.....	99U		8	134	4,751	965
1 1/2 ch. and cowl.....	998T		8	158	3,053	640
Ch. and wnschl.....			8	158	3,063	660
Ch. and cab.....			8	158	3,366	730
Stake.....			8	158	4,635	850
Platform.....			8	158	4,195	800
1 1/2 ch. and cowl.....			8	194		740

(K) FORD—Continued

(8) 1940—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Cab over engine—95 h. p.</i>						
1½ ch. and cab.....	091W.....		8	<i>Inches</i> 101	3,468	\$890
Stake.....			8	101	4,485	980
Platform.....			8	101	4,146	950
1½ ch. and cab.....	09W.....		8	134	3,549	915
Stake.....			8	134	4,820	1,035
Platform.....			8	134	4,376	985
1½ ch. and cab.....	098W.....		8	158	3,597	940

(9) 1941—Continued

<i>Commercial—36 h. p.</i>						
¼ Ch. and cowl.....	1NC.....	9C-38 up.....	4	112	1,905	\$470
Ch. and wnsbl.....			4	112	1,932	490
Ch. and cab.....			4	112	2,238	560
Pickup.....			4	112	2,575	585
Platform.....			4	112	2,552	620
Stake.....			4	112	2,694	640
Pan. del.....			4	112	2,861	680
Sed. del.....		9A-38 up.....	4	112	2,705	710
<i>Trucks—30 h. p.</i>						
¾ Ch. and cowl.....	1ND.....	9Y-38 up.....	4	122	2,205	549
Ch. and wnsbl.....			4	122	2,232	569
Ch. and cab.....			4	122	2,535	639
Platform.....			4	122	3,047	694
Express.....			4	122	3,105	704
Stake.....			4	122	3,300	719
Panel.....			4	122	3,395	809
1 Ch. and cowl.....	1NY.....	9Y-38 up.....	4	122	2,429	584
Ch. and wnsbl.....			4	122	2,510	604
Ch. and cab.....			4	122	2,813	674
Platform.....			4	122	3,208	729
Express.....			4	122	3,272	739
Stake.....			4	122	3,461	754
Panel.....			4	122	3,511	844
<i>Commercial—85 h. p. Includes 4 speed transmission</i>						
¼ Ch. and cowl.....	11C.....	18-5896 295 up.....	8	112	2,075	490
Ch. and wnsbl.....			8	112	2,102	510
Ch. and cab.....			8	112	2,408	580
Pickup.....			8	112	2,745	605
Platform.....			8	112	2,722	640
Stake.....			8	112	2,864	660
Pan. del.....			8	112	3,031	700
Sed. del.....			8	112	2,875	730
<i>85 h. p.—5 speed transmission</i>						
¾ ch. and cowl.....	11D.....	18-5896295 up.....	8	122	2,375	555
Ch. and wnsbl.....			8	122	2,402	575
Ch. and cab.....			8	122	2,705	645
Platform.....			8	122	3,217	700
Express.....			8	122	3,274	710
Stake.....			8	122	3,470	725
Panel.....			8	122	3,494	815
1 ch. and cowl.....	11Y.....	590BB18-5896295 Y up.....	8	122	2,635	590
Ch. and wnsbl.....			8	122	2,680	610
Ch. and cab.....			8	122	2,983	680
Platform.....			8	122	3,378	735
Express.....			8	122	3,442	745
Stake.....			8	122	3,631	760
Panel.....			8	122	3,681	850
<i>85 h. p.—truck transmission</i>						
1½ ch. and cowl.....	11T.....	BB18-5896295 up.....	8	134	3,138	605
Ch. and wnsbl.....			8	134	3,165	625
Ch. and cab.....			8	134	3,472	695
Platform.....			8	134	4,122	755
Stake.....			8	134	4,461	785
Panel.....			8	134	4,274	885
Dump.....	11U.....		8	134	4,833	960
1½ ch. and cowl.....	118T.....	BB18-5896295 up.....	8	158	3,264	630
Ch. and wnsbl.....			8	158	3,270	650
Ch. and cab.....			8	158	3,492	720
Platform.....			8	158	4,318	790
Stake.....			8	158	4,787	835
1½ ch. and cowl.....	114T.....	BB18-5896295 up.....	8	194	N. A.	740
<i>Cab-over-engine—85 h. p.</i>						
1½ ch. and cab.....	111W.....	BB18-5896295 up.....	8	101	3,547	840
Platform.....			8	101	4,181	900
Stake.....			8	101	4,520	930
1½ ch. and cab.....	11W.....	BB18-5896295 up.....	8	134	3,705	860
Platform.....			8	134	4,530	930
Stake.....			8	134	4,974	975
1½ ch. and cab.....	118W.....	BB18-5896295 up.....	8	158	3,701	885

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(K) FORD—Continued

(9) 1941—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Trucks—95 h. p.</i>						
1½ ch. and cowl	19T	99T-257101 up	8	Inches 134	3,133	\$630
Ch. and wnsht			8	134	3,165	650
Ch. and cab			8	134	3,472	720
Platform			8	134	4,122	780
Stake			8	134	4,461	810
Panel			8	134	4,274	910
Dump	19U		8	134	4,833	985
1½ ch. and cowl	198T	99T-257101 up	8	158	3,246	655
Ch. and w/s			8	158	3,270	675
Ch. and cab			8	158	3,492	745
Platform			8	158	4,318	815
Stake			8	158	4,787	860
1½ ch. and cowl	194T	99T-257101 up	8	194	N. A.	765
<i>Cab-over-engine—95 h. p.</i>						
1½ ch. and cab	191W	99T-257101 up	8	101	3,547	865
Platform			8	101	4,181	925
Stake			8	101	4,520	955
1½ ch. and cab	19W	99T-257101 up	8	134	3,705	885
Platform			8	134	4,530	995
Stake			8	134	4,974	1,000
1½ ch. and cab	198W	99T-257101 up	8	158	3,701	910

(10) 1942

<i>Trucks—40 h. p.</i>						
¾ ch. and cowl	2nd	9Y13201 up	4	122	2,241	\$614
Ch. and wnsht			4	122	2,264	634
Ch. and cab			4	122	2,618	709
Platform			4	122	3,076	759
Express			4	122	3,171	764
Stake			4	122	3,329	784
Panel			4	122	3,365	879
1 ch. and cowl	2NY	9Y13201 up	4	122	2,486	659
Ch. and Wnsht			4	122	2,519	679
Ch. and cab			4	122	2,873	754
Platform			4	122	3,222	809
Express			4	122	3,343	809
Stake			4	122	3,475	834
Panel			4	122	3,537	924
<i>Commercial—90 p. h.</i>						
½ ch. and cowl	2GC	IGC-34801 up	6	114	2,155	540
Ch. and wnsht			6	114	2,178	560
Ch. and cab			6	114	2,532	630
Pickup			6	114	2,805	660
Platform			6	114	N. A.	705
Stake			6	114	N. A.	725
Pan. slats			6	114	N. A.	755
Sed. dely			6	114	N. A.	810
<i>Trucks—90 h. p.</i>						
¾ ch. and cowl	2GD	IGY-34801 up	6	122	2,379	605
Ch. and wnsht			6	122	2,402	625
Ch. and cab			6	122	2,756	700
Platform			6	122	3,214	750
Express			6	122	3,309	755
Stake			6	122	3,467	775
Panel			6	122	3,503	870
1 ch. and cowl	2GY	IGY-34801 up	6	122	2,640	650
Ch. and wnsht			6	122	2,672	670
Ch. and cab			6	122	3,046	745
Platform			6	122	3,375	800
Express			6	122	3,496	800
Stake			6	122	3,628	825
Panel			6	122	3,690	915
1½ ch. and cowl	2GT	1GT-34801 up	6	134	3,164	665
Ch. and wnsht			6	134	3,187	685
Ch. and cab			6	134	3,541	760
Platform			6	134	4,121	815
Stake			6	134	4,452	850
Panel			6	134	4,262	945
Dump	2GU		6	134	4,962	1,045
1½ ch. and cowl	2G8T		6	158	3,239	690
Ch. and wnsht			6	158	3,262	710
Ch. and cab			6	158	3,616	785
Platform			6	158	4,461	855
Stake			6	158	4,737	900
1½ ch. and cowl	2G4T		6	194	3,510	795
<i>Commercial—90 H. P.</i>						
½ ch. and cowl	21O	19-6769036 up	8	114	2,170	555
Ch. and wnsht			8	114	2,193	575
Ch. and cab			8	114	2,547	645
Pickup			8	114	2,820	675
Platform			8	114	N. A.	720
Stake			8	114	N. A.	740
Pan. slats			8	114	N. A.	770
Sed. dely			8	114	N. A.	825

(K) FORD—Continued

(10) 1942—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Trucks—90 hp</i>						
				<i>Inches</i>		
¾ ch. and cowl	21D	18-6769036Y up	8	122	2,401	\$620
Ch. and wnsht.			8	122	2,424	640
Ch. and cab			8	122	2,778	715
Platform			8	122	3,236	765
Express			8	122	3,331	770
Stake			8	122	3,489	790
Panel			8	122	3,525	885
1 ch. and cowl	21Y	BB18-6769036Y up	8	122	2,661	665
Ch. and wnsht.			8	122	2,694	685
Ch. and cab			8	122	3,048	760
Platform			8	122	3,397	815
Express			8	122	3,518	815
Stake			8	122	3,650	840
Panel			8	122	3,712	930
1½ ch. and cowl	21T	BB18-6769036 up	8	134	3,186	680
Ch. and wnsht.			8	134	3,209	700
Ch. and cab			8	134	3,563	775
Platform			8	134	4,143	830
Stake			8	134	4,516	865
Panel			8	134	4,284	960
Dump	21U		8	134	4,984	1,060
1½ ch. and cowl	218T	BB18-6769036 up	8	158	3,217	705
Ch. and wnsht.			8	158	3,240	725
Ch. and cab			8	158	3,594	800
Platform			8	158	4,483	870
Stake			8	158	4,783	915
1½ ch. and cowl	214T	BB18-6769036 up	8	194	3,532	810
<i>Cab over engine—90 hp.</i>						
1½ ch. and cab	211W	BB18-6769036 up	8	101	3,584	900
Platform			8	101	4,184	955
Stake			8	101	4,557	990
1½ ch. and cab	21W		8	134	3,704	920
Platform			8	134	4,590	990
Stake			8	134	5,054	1,035
1½ ch. and cab	218W	BB18-6769036 up	8	134	3,734	945
<i>Commercial—100 hp.</i>						
¾ ch. and cowl	29C	99A-466701 up	8	114	2,170	580
Ch. and wnsht.			8	114	2,193	600
Ch. and cab			8	114	2,547	670
Pickup			8	114	2,820	700
Platform			8	114	NA	745
Stake			8	114	NA	765
Panel			8	114	NA	795
Sed. dely			8	114	NA	850
<i>Trucks—100 hp.</i>						
¾ ch. and cowl	29D	99Y-466701 up	8	122	2,401	645
Ch. and wnsht.			8	122	2,424	665
Ch. and cab			8	122	2,778	740
Express			8	122	3,331	795
Platform			8	122	3,236	790
Stake			8	122	3,489	815
Panel			8	122	3,525	910
1 ch. and cowl	29Y	99Y-466701 up	8	122	2,661	690
Ch. and wnsht.			8	122	2,694	710
Ch. and cab			8	122	3,048	785
Express			8	122	3,518	840
Platform			8	122	3,397	840
Stake			8	122	3,650	865
Panel			8	122	3,712	955
<i>Trucks—100 hp.</i>						
1½ ch. and cowl	29T	99T-466701 up	8	134	3,186	705
Ch. and wnsht.			8	134	3,209	725
Ch. and cab			8	134	3,563	800
Platform			8	134	4,143	855
Stake			8	134	4,516	890
Panel			8	134	4,284	985
Dump	29U		8	134	4,984	1,085
1½ ch. and cowl	298T	99T-466701 up	8	158	3,217	730
Ch. and wnsht.			8	158	3,240	750
Ch. and cab			8	158	3,594	825
Platform			8	158	4,483	895
Stake			8	158	4,783	940
1½ ch. and cowl	294T	99T-466701 up	8	194	3,532	835
<i>Cab-over-engine—100 hp.</i>						
1½ ch. and cab	291W		8	101	3,584	925
Platform			8	101	4,148	980
Stake			8	101	4,557	1,015
1½ ch. and cab	29W	99T-466701 up	8	134	3,704	945
Platform			8	134	4,590	1,015
Stake			8	134	5,054	1,060
1½ ch. and cab	298W	99T-466701 up	8	158	3,734	970

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(L) F. W. D.

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

(1) 1933

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
1½-2	H-4	55420 to 55433	4	<i>Inches</i> N. A.	5,300	\$3,325
2-2½	H-6		6	N. A.	5,900	3,385
2½-3	HH-6	90058 to 90071	6	N. A.	6,900	4,135
2½-3	HM	90001 to 90071	6	N. A.	6,900	4,185
3	B	28209 to 22335	4	N. A.	6,460	4,200
3½-4	CU-6		6	N. A.	8,000	4,985
3½-4	CU-6A	28207 to 22335	6	N. A.	7,800	4,685
4-5	SSU	28210 to 22335	6	N. A.	8,300	5,135
4-5	SSU-A		6	N. A.	8,100	4,835
5-6	LBU		6	N. A.	9,000	4,800
5	MF-6	75097 to 75112	6	N. A.	9,100	5,785

(2) 1934

1½-2	H-4	55434 and up	4	N. A.	5,300	\$3,325
1½-2	HS	10001 and up	6	N. A.	4,500	2,400
2-2½	H-6	55434 and up	6	N. A.	5,900	3,385
2-2½	LM		6	N. A.	5,900	3,650
2½-3	HH-6	90072 and up	6	N. A.	6,900	4,135
2½-3	HM		6	N. A.	6,900	4,185
2½-3	OFS		6	N. A.	7,000	4,711
3	B	28336 and up	4	N. A.	6,460	4,200
3½-4	CU-6		6	N. A.	8,000	4,985
3½-4	CU-6A		6	N. A.	7,800	4,685
4-5	SSU		6	N. A.	8,300	5,135
4-5	SSUA		6	N. A.	8,100	4,835
5-6	LBU		6	N. A.	9,000	4,800
5-6	MF-6	75113 and up	6	N. A.	9,770	5,785
5-7½	MJ-5	75001 and up	6	N. A.	11,600	6,335
5-7½	M-5	75113 and up	6	N. A.	11,800	7,400
6-7	MJ-6	75001 and up	6	N. A.	11,500	6,750
7½-10	MJ-7	75001 and up	6	N. A.	13,100	8,800
7½-10	M-7	75113 and up	6	N. A.	13,000	8,500
10-12	M-10	75001 and up	6	N. A.	14,000	9,600
60000 lb. tr.	T-60	28336 and up	6	N. A.	10,000	6,345
72000 lb. tr.	T-72	75113 and up	6	N. A.	10,450	7,000
72000 lb. tr.	TD-72		6	N. A.	12,500	9,100
36000 lb.	X-6	28336 and up	6	N. A.	12,650	7,385
48000 lb.	MX-6	75113 and up	6	N. A.	17,800	12,255

(3) 1935

1½	HS	100025 and up	6	N. A.	5,400	\$2,400
1½-2	H-4	55483 and up	4	N. A.	5,300	3,325
2-2½	H-6		6	N. A.	5,900	3,385
2-2½	LM		6	N. A.	7,000	3,650
2½-3	HH-6	90135 and up	6	N. A.	7,400	4,135
2½-3	HM		6	N. A.	7,400	3,985
3	B	28457 and up	4	N. A.	6,500	4,200
3½-4	CU-6		6	N. A.	8,200	4,985
3½-4	CU-6A		6	N. A.	8,000	4,685
4-5	SSU		6	N. A.	8,400	5,135
4-5	SSUA		6	N. A.	8,100	4,835
5-7½	M-5	75137 and up	6	N. A.	11,200	7,400
5-6	MF-6	75150 and up	6	N. A.	9,100	5,785
5-6	LBU	28457 and up	6	N. A.	9,000	4,800
5-6	MJ-5	75146 and up	6	N. A.	11,300	6,335
6-7	MJ-6	75001 and up	6	N. A.	11,500	6,750
7½-10	MJ-7		6	N. A.	13,100	8,800
7½-10	M-7	75143 and up	6	N. A.	12,400	8,500
10-12	M-10	75001 and up	6	N. A.	1,400	9,600
20-25	T-60	28457 and up	6	N. A.	10,000	6,300
25-30	T-72	75150 and up	6	N. A.	10,450	7,000
10-12	X-6	28168 and up	6	N. A.	13,400	8,165
10-12	MX-6	75150 and up	6	N. A.	17,100	12,255

(4) 1936

1-1½	HS	100077	6	132	5,200	\$2,400
1½-2	H-4		4	120	5,300	3,325
2-2½	H-6	55546	6	133	6,250	3,560
2½-3	HH-6	90160	6	138	7,500	4,285
2½-3	HM	90135 and up	6	138	7,400	3,985
3	B	28641	4	124	6,500	4,200
3½-4	CU-6		6	147	8,770	5,145
3½-4	CU-6A		6	147	8,570	4,845
4-5	SSU		6	147	9,000	5,295
4-5	SSUA		6	147	8,700	4,995
5-6	MF-6	75240	6	146	9,600	5,935
5-6	MJ-5		6	150	11,300	6,435
6-7	MJ-6		6	150	11,500	6,750
6-7½	M-6		6	165	11,600	7,600
7½-10	M-7		6	150	13,000	8,575
7½-10	MJ-7	75001 and up	6	150	13,100	8,800
10-12	M-10	75240	6	150	14,000	9,600
6-7 trac	T-26	100077	6	127	4,950	2,500
20-25 trac	T-60	28641	6	134	10,500	6,345
25-30 trac	T-72		6	120	11,100	7,000
5-6 fr. dr	LBU		6	171	9,000	4,800
<i>Six wheel drive</i>						
10-12	X-6		6	190	1,400	8,165
10-15	MX-6	75240	6	200	17,800	12,225

(L) F. W. D.—Continued

(5) 1937

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
1½	HS	101001 and up	6	132	5,300	\$2,600
2½-3	HH-6	91001 and up	6	138	8,600	4,380
5-6	MJ-5	76001 and up	6	150	12,000	6,700
6-7½	MJ-6		6	150	12,200	7,040
7½-10	MJ-7		6	150	13,100	8,800
10-12	M-10		6	150	14,200	10,400
<i>Road maintainer</i>						
4-5	HM	91001 and up	6	138	7,700	4,240
4-5	SUA	60001 and up	6	150	9,400	5,440
4-5	SU		6	150	9,700	5,640
5-6	YU		6	150	10,300	6,300
<i>Tractors</i>						
	T-26	101001 and up	6	132	5,300	2,900
	T-32		6	150	9,400	4,890
	T-40	60001 and up	6	150	10,300	5,450
	T-60		6	150	10,300	6,980
	T-65		6	150	13,100	9,120
	T-72	76001 and up	6	150	14,200	10,400
<i>Six wheel drive</i>						
10	MJ-6x6		6	184	18,000	10,800
15	M-6x6		6	204	19,000	12,800
Road maintainer	HG	101001 and up	6	156	6,530	3,260

(6) 1938

1½	HS	Serial numbers continued	6	132	5,300	\$2,600
			6	144	5,400	2,650
			6	156	5,600	2,675
3-4	HH-6		6	138	7,900	4,380
			6	150	8,100	4,430
			6	160	8,300	4,455
			6	170	8,500	4,480
4-5	SUA		6	150	9,400	5,440
			6	162	9,600	5,490
			6	172	9,800	5,515
4-5	SU		6	182	9,800	5,540
			6	150	9,700	5,640
			6	162	9,900	5,690
			6	172	10,100	5,715
5-6	YU		6	182	10,300	5,740
			6	150	10,300	6,300
			6	162	10,500	6,350
			6	172	10,700	6,375
			6	182	10,900	6,400
5-6	MJ-5		6	150	12,000	6,700
			6	165	12,200	6,775
			6	180	12,500	6,800
6-7½	MJ-6		6	150	12,200	7,040
			6	165	12,400	7,115
			6	180	12,600	7,140
7½-10	M-7		6	150	13,100	8,800
			6	165	13,300	8,875
			6	180	13,600	8,900
10-12	M-10		6	150	14,200	10,400
			6	165	14,400	10,475
			6	180	14,600	10,500
<i>Tractors</i>						
	T-26		6	132	5,300	2,900
	T-32		6	150	9,400	4,890
	T-40		6	150	10,300	5,450
	T-60		6	150	10,300	6,980
	T-65		6	150	13,100	9,120
	T-72		6	150	14,200	10,400
<i>Six wheelers</i>						
10	MJ-6 x 6		6	184	18,000	10,800
			6	204	18,500	10,900
15	M-6 x 6		6	204	19,000	13,585
			6	184	19,000	-----
			6	228	19,500	13,685
<i>Road maintainer</i>						
	HG		6	156	6,530	3,600
	HM		6	138	7,700	4,240
3-4	CUA	60277 and up	6	150	7,800	4,640
3-4	CU		6	150	8,100	4,920

(7) 1939

1½	HS	1001201 and up	6	132	5,960	\$2,600
2½-3	HH-6	91037 and up	6	138	7,900	4,350
3-4	CUA	60200 and up	6	150	8,600	4,640
3-4	CU		6	150	8,900	4,920
4-5	SUA		6	150	9,400	5,440
4-5	SU		6	150	9,700	5,640
5-6	YU		6	150	10,300	6,300
5-6	MJ-5	76125 and up	6	150	12,000	6,700
6-7½	MJ-6		6	150	12,200	7,040
7½-10	M-7		6	150	13,100	8,800
10-12	M-10		6	150	14,200	10,400

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(L) F. W. D.—Continued

(7) 1939—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Tractors</i>	T-26	101200 and up	6	Inches 144	5,600	\$2,900
	T-32		6	138	7,550	3,995
	T-40	60200 and up	6	134	10,300	5,450
	T-60		6	134	11,800	6,980
	T-65	76125 and up	6	150	13,800	9,120
	T-72		6	150	14,650	10,400
<i>Six wheelers</i>						
10	MJ-6 x 6	76125 and up	6	184	18,000	10,800
15	M-6 x 6		6	204	19,000	13,585
<i>Road maintainer</i>	HG	101200 and up	6	154	6,530	3,600
	HM	91037 and up	6	138	7,700	4,240

(8) 1940

1½	HS	101200 and up	6	132	5,460	\$2,600
2½-3	HH-6	91037 and up	6	138	7,100	4,380
3-4	CUA	60200 and up	6	150	7,800	4,640
3-4	CU		6	150	8,100	4,920
4-5	SUA		6	150	8,600	5,440
4-5	SU		6	150	8,900	5,640
5-6	YU		6	150	9,500	6,300
5-6	MJ-5	76125 and up	6	150	11,200	6,700
6-7½	MJ-6		6	150	11,400	7,040
7½	M-7		6	150	12,300	8,800
10-12	M-10		6	150	13,400	10,400
<i>Tractors</i>	T-26	101200 and up	6	144	6,000	2,900
	T-32		6	138	7,550	3,995
	T-40	60200 and up	6	134	10,500	5,450
<i>Six wheelers</i>						
10	MJ-6 x 6	76125 and up	6	184	17,200	11,575
15	M-6 x 6		6	204	18,200	14,555
<i>Road Maintainer</i>	HG	101200 and up	6	154	6,800	3,600
	HM	91037 and up	6	138	7,700	4,240
<i>Cab-over-engine</i>						
	T-26 COE	101200 and up	6	108	5,950	3,236
	T-32 COE		6	111	8,230	4,360
<i>Tractors</i>	T-45	60200 and up	6	134	11,940	7,725
			6	132	6,080	2,750
2	HS	101200 and up	6	138	8,400	4,450
3½	HH-6	91037 and up	6	138	8,400	4,450
4	CUA	60200 and up	6	150	8,300	4,640
4	CU		6	150	8,600	4,920
5	SUA		6	150	9,100	5,440
5	SU		6	150	10,600	5,640
6	YU		6	150	11,070	6,300
6½	MJ-5	76125 and up	6	150	11,700	6,700
7½	MJ-6		6	150	11,950	7,040
10	M-7		6	150	12,850	8,800
12	M-10		6	150	13,950	10,400
<i>Tractor type trucks</i>	T-26	101200 and up	6	132	6,080	2,965
	T-32		6	138	7,550	3,995
	T-40	60200 and up	6	134	11,000	5,450
	T-45	76125 and up	6	134	11,640	7,725
<i>Six wheels</i>						
10	MJ-6 x 6	76125 and up	6	184	17,750	11,575
15	M-6 x 6		6	204	18,750	14,555

(9) 1941

1½	HS	Serial numbers continued	6	132	5,580	\$2,750
2½-3	HH-6		6	138	7,900	4,450
3-4	CUA		6	150	7,800	4,640
3-4	CU		6	150	8,100	4,920
4-5	SUA		6	150	10,050	5,440
4-5	SU		6	150	10,100	5,640
5-6	YU		6	150	10,570	6,300
5-6	MJ-5		6	150	11,200	6,700
6-7½	MJ-6		6	150	11,450	7,040
7½-10	M-7		6	150	12,350	8,800
10-12	M-10		6	150	13,450	10,400
<i>Tractor type truck</i>	T-26		6	132	5,580	2,965
	T-32		6	138	7,050	3,995
	T-40		6	134	10,500	5,450
	T-45		6	134	11,140	7,725
				6	184	17,250	11,575
<i>Six-wheel drive</i>	MJ-6 x 6		6	184	18,250	14,555

(10) 1942

	HS	101785 and up	6	132	6,600	\$2,960
	HA		6	132	6,800	3,420
	HR		6	144	7,800	3,980
	CUA	64712 and up	6	150	9,350	4,640
	CU		6	150	9,500	4,920
	SUA		6	150	10,050	5,440
	SU		6	150	10,150	5,640
	YU		6	150	10,300	6,300
	MJ-6	76506 and up	6	150	13,350	7,040
	M-6		6	150	13,800	7,850
	M-7		6	150	14,000	8,800
	M-10		6	150	14,300	10,400
<i>Tractor type truck</i>	T-26	101785 and up	6	132	6,600	2,990
	T-30		6	132	6,800	3,450
	T-32		6	132	7,800	4,010
<i>Six wheel drive</i>	CU-6x6	64712 and up	6	184	14,700	8,700
	MJ-6x6	76506 and up	6	184	18,000	11,575
	M-6x6		6	184	19,000	14,555

(M) GENERAL MOTORS

[Manufacturer: General Motors Truck and Coach Co. .Principal plant: Pontiac, Michigan]

(1) 1933

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
				<i>Inches</i>		
2	T-26A	N. A.	6	N. A.	3,475	\$1,210
2	T-26B		6	N. A.	3,600	1,235
2	T-26C		6	N. A.	3,650	1,260
2	T-26D		6	N. A.	3,700	1,285
3 1/2	T-51A	Start 101, finish 1125	6	N. A.	5,765	2,480
3 1/2	T-51B		6	N. A.	5,805	2,505
3 1/2	T-51C		6	N. A.	5,915	2,530
3 1/2	T-51D		6	N. A.	5,980	2,555
3 1/2	T-55A	N. A.	6	N. A.	5,975	2,690
3 1/2	T-55B		6	N. A.	6,050	2,740
3 1/2	T-55C		6	N. A.	6,125	2,790
3 1/2	T-55D		6	N. A.	6,200	2,840
5	T-85A	Start 101, finish 285	6	N. A.	10,400	5,600
5	T-85B		6	N. A.	10,600	5,625
5	T-85C		6	N. A.	10,750	5,650
6 1/2	T-95A	Start 101, finish 197	6	N. A.	13,200	7,695
6 1/2	T-95B		6	N. A.	13,400	7,720
6 1/2	T-95C		6	N. A.	13,600	7,745
2 1/2	T-31A	N. A.	6	N. A.	4,375	1,695
2 1/2	T-31B		6	N. A.	4,425	1,720
2 1/2	T-31C		6	N. A.	4,475	1,745
2 1/2	T-31D		6	N. A.	4,525	1,770
3	T-45A		6	N. A.	4,925	1,865
3	T-45B		6	N. A.	4,975	1,890
3	T-45C		6	N. A.	5,025	1,915
3	T-45D		6	N. A.	5,075	1,940
1 1/2	T-18A	Start 6051, finish 8550	6	N. A.	2,820	595
1 1/2	T-18B		6	N. A.	2,920	635
1 1/2	T-19A		6	N. A.	3,125	745
1 1/2	T-19B		6	N. A.	3,150	770
1 1/2	T-19C	N. A.	6	N. A.	3,175	795
1 1/2	T-19D		6	N. A.	3,325	820
1 1/2	T-23A	Start 776, finish 3925	6	N. A.	3,000	745
1 1/2	T-23B		6	N. A.	3,100	790
4	T-61A	Start 318, finish 746	6	N. A.	7,055	3,710
4	T-61B		6	N. A.	7,120	3,735
4	T-61C		6	N. A.	7,205	3,760
4	T-61D		6	N. A.	7,250	3,785
4 1/2	T-83A	Start 195, finish 320	6	N. A.	7,440	4,205
4 1/2	T-83B		6	N. A.	7,480	4,230
4 1/2	T-83C		6	N. A.	7,565	4,255
4 1/2	T-83D		6	N. A.	7,610	4,280
5	T-90A	N. A.	6	N. A.	9,245	4,690
5	T-90B		6	N. A.	9,370	4,715
5	T-90C		6	N. A.	9,495	4,740
7 1/2	T-110A	Start 001, finish 008	6	N. A.	12,450	8,110
7 1/2	T-110B		6	N. A.	12,630	8,145
7 1/2	T-110C		6	N. A.	12,800	8,180
10	T-130A	Start 001, finish 001	6	N. A.	14,195	9,490
10	T-130B		6	N. A.	14,375	9,525
10	T-130C		6	N. A.	14,575	9,560
1 1/2	T-18A	Start 6051, finish 8550	6	N. A.	3,020	675
1 1/2	T-18B		6	N. A.	3,075	715
1 1/2	T-23A	Start 776, finish 3925	6	N. A.	3,310	795
1 1/2	T-23B		6	N. A.	3,365	840
1 1/2	T-23C		6	N. A.	3,405	915
2	T-33A	Start 001, finish 1265	6	N. A.	4,215	1,225
2	T-33B		6	N. A.	4,235	1,250
2	T-33C		6	N. A.	4,285	1,275
2	T-33D		6	N. A.	4,315	1,300
2 1/2	T-43A	Start 001, finish 700	6	N. A.	4,735	1,525
2 1/2	T-43B		6	N. A.	4,755	1,550
2 1/2	T-43C		6	N. A.	4,805	1,575
2 1/2	T-43D		6	N. A.	4,830	1,600
3 1/2	T-51HA	Start 101, finish 1125	6	N. A.	6,585	2,800
3 1/2	T-51HB		6	N. A.	6,625	2,825
3 1/2	T-51HC		6	N. A.	6,735	2,850
3 1/2	T-51HD		6	N. A.	6,780	2,875
5	T-85HA	Start 101, finish 295	6	N. A.	10,710	6,195
5	T-85HB		6	N. A.	10,880	6,220
5	T-85HC		6	N. A.	11,035	6,245
3 1/2	T-51WA	Start 101, finish 1125	6	N. A.	6,655	2,700
3 1/2	T-51WB		6	N. A.	6,695	2,725
3 1/2	T-51WC		6	N. A.	6,805	2,750
3 1/2	T-51WD		6	N. A.	6,850	2,775
5	T-84A	Start 001, finish 062	6	N. A.	8,925	4,745
5	T-84B		6	N. A.	9,125	4,770
5	T-84C		6	N. A.	9,275	4,795
2	T-33LA	Start 001, finish 1265	6	N. A.	4,120	1,085
2	T-33LB		6	N. A.	4,140	1,110
2	T-33LC		6	N. A.	4,190	1,135
2	T-33LD		6	N. A.	4,220	1,160
2 1/2	T-43TA	Start 001, finish 700	6	N. A.	5,035	1,935
2 1/2	T-43TB		6	N. A.	5,055	1,960
2 1/2	T-43TC		6	N. A.	5,105	1,985

(2) 1934

1 1/2	T-18A	Start 8551, finish 12800	6	N. A.	3,020	\$645
1 1/2	T-18B		6	N. A.	3,075	685
1 1/2	T-23A	Start 3925, finish 5969	6	N. A.	3,310	795
1 1/2	T-23B		6	N. A.	3,365	840
1 1/2	T-23C		6	N. A.	3,405	915

(M) GENERAL MOTORS—Continued

(2). 1934—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
				<i>Inches</i>		
2	T-33A	Start 1251, finish 2507	6	N. A.	4, 215	\$1, 225
2	T-33B		6	N. A.	4, 235	1, 250
2	T-33C		6	N. A.	4, 285	1, 275
2	T-33D		6	N. A.	4, 315	1, 300
2	T-33LA		6	N. A.	4, 120	1, 160
2	T-33LB		6	N. A.	4, 140	1, 170
2	T-33LC		6	N. A.	4, 190	1, 180
2	T-33LD		6	N. A.	4, 220	1, 190
2½	T-43A	Start 701, finish 1500	6	N. A.	4, 735	1, 745
2½	T-43B		6	N. A.	4, 755	1, 755
2½	T-43C		6	N. A.	4, 805	1, 765
2½	T-43D		6	N. A.	4, 830	1, 775
2½	T-43TA		6	N. A.	5, 035	1, 995
2½	T-43TB		6	N. A.	5, 055	2, 005
2½	T-43TC		6	N. A.	5, 105	2, 015
3½	T-51A	Start 1126, finish 1575	6	N. A.	5, 765	2, 480
3½	T-51B		6	N. A.	5, 805	2, 505
3½	T-51C		6	N. A.	5, 915	2, 530
3½	T-51D		6	N. A.	5, 980	2, 555
3½	T-51HA		6	N. A.	6, 585	2, 800
3½	T-51HB		6	N. A.	6, 625	2, 825
3½	T-51HC		6	N. A.	6, 735	2, 850
3½	T-51HD		6	N. A.	6, 780	2, 875
3½	T-51WA		6	N. A.	6, 635	2, 700
3½	T-51WB		6	N. A.	6, 695	2, 725
3½	T-51WC		6	N. A.	6, 805	2, 750
3½	T-51WD		6	N. A.	6, 850	2, 775
4	T-61A	Start 676, finish 918	6	N. A.	7, 055	3, 710
4	T-61B		6	N. A.	7, 120	3, 735
4	T-61C		6	N. A.	7, 206	3, 760
4	T-61D		6	N. A.	7, 250	3, 785
4½	T-83A	Start 313, finish 367	6	N. A.	7, 440	4, 205
4½	T-83B		6	N. A.	7, 480	4, 230
4½	T-83C		6	N. A.	7, 565	4, 255
4½	T-83D		6	N. A.	7, 610	4, 280
5	T-84A	Start 1166, finish 1169	6	N. A.	8, 925	4, 745
5	T-84B		6	N. A.	9, 125	4, 770
5	T-84C		6	N. A.	9, 275	4, 795
5	T-85A	N. A.	6	N. A.	10, 400	5, 600
5	T-85B		6	N. A.	10, 600	5, 625
5	T-85C		6	N. A.	10, 750	5, 650
5	T-85HA		6	N. A.	10, 710	6, 195
5	T-85HB		6	N. A.	10, 880	6, 220
5	T-85HC		6	N. A.	11, 035	6, 245
6½	T-95A		6	N. A.	13, 200	7, 695
6½	T-95B		6	N. A.	13, 400	7, 720
6½	T-95C		6	N. A.	13, 600	7, 745
7½	T-110A		6	N. A.	12, 450	8, 110
7½	T-110B		6	N. A.	12, 630	8, 145
7½	T-110C		6	N. A.	12, 800	8, 180
10	T-130A		6	N. A.	14, 195	9, 490
10	T-130B		6	N. A.	14, 375	9, 525
10	T-130C		6	N. A.	14, 575	9, 560
11½	T-23A	Start 3926, finish 5969	6	N. A.	3, 350	795
11½	T-23B		6	N. A.	3, 405	820
2	T-33A	Start 1251, finish 2507	6	N. A.	4, 270	1, 495
2	T-33B		6	N. A.	4, 290	1, 505
2	T-33C		6	N. A.	4, 340	1, 515
2	T-33D		6	N. A.	4, 365	1, 525
<i>Cab-over-engine</i>						
	T-73A	Start 001, finish 032	6	N. A.	5, 765	2, 995
	T-73B		6	N. A.	5, 745	3, 005
	T-73C		6	N. A.	5, 775	3, 015
	T-73D		6	N. A.	5, 825	3, 025
3½	T-51A	Start 1126, finish 1575	6	N. A.	6, 635	2, 925
3½	T-51B		6	N. A.	6, 675	2, 940
3½	T-51C		6	N. A.	6, 715	2, 955
3½	T-51D		6	N. A.	6, 755	2, 970
3½	T-51HA		6	N. A.	7, 420	3, 295
3½	T-51HB		6	N. A.	7, 465	3, 310
3½	T-51HC		6	N. A.	7, 505	3, 325
3½	T-51HD		6	N. A.	7, 545	3, 340
3½	T-51WA		6	N. A.	7, 490	3, 095
3½	T-51WB		6	N. A.	7, 535	3, 110
3½	T-51WC		6	N. A.	7, 575	3, 125
3½	T-51WD		6	N. A.	7, 615	3, 140
4	T-61A	Start 676, finish 918	6	N. A.	8, 065	4, 395
4	T-61B		6	N. A.	8, 110	4, 410
4	T-61C		6	N. A.	8, 150	4, 425
4	T-61D		6	N. A.	8, 190	4, 440
4½	T-83A	Start 313, finish 367	6	N. A.	8, 415	5, 185
4½	T-83B		6	N. A.	8, 450	5, 200
4½	T-83C		6	N. A.	8, 515	5, 215
4½	T-83D		6	N. A.	8, 565	5, 230
5	T-84A	Start 1166, finish 1169	6	N. A.	8, 565	5, 760
5	T-84B		6	N. A.	8, 600	5, 775
5	T-84C		6	N. A.	8, 665	5, 790
5	T-84D		6	N. A.	8, 715	5, 805
11½	T-16A	Start 001, finish 4001	6	N. A.	3, 140	595
11½	T-16B		6	N. A.	3, 195	625
11½	T-18A	Start 8551, finish 12800	6	N. A.	3, 190	675
11½	T-18B		6	N. A.	3, 330	700
2½	T-73HA	Start 001, finish 032	6	N. A.	6, 030	3, 150
2½	T-73HB		6	N. A.	6, 070	3, 160
2½	T-73HC		6	N. A.	6, 100	3, 170
2½	T-73HD		6	N. A.	6, 150	3, 180

(M) GENERAL MOTORS—Continued

(2) 1934—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
				Inches		
2 1/2	T-74A	Start 001, finish 040	6	N. A.	6,630	\$3,695
2 1/2	T-74B		6	N. A.	6,670	3,705
2 1/2	T-74C		6	N. A.	6,700	3,715
2 1/2	T-74D		6	N. A.	6,750	3,725
3 1/2	T-74HA		6	N. A.	7,530	4,180
3 1/2	T-74HB		6	N. A.	7,570	4,160
3 1/2	T-74HC		6	N. A.	7,600	4,170
3 1/2	T-74HD		6	N. A.	7,650	4,180
4	T-75B	Start 001, finish 045	6	N. A.	8,430	5,490
4	T-75C		6	N. A.	8,530	5,505
4	T-75D		6	N. A.	8,600	5,520
4	T-75E		6	N. A.	8,675	5,535
4	T-75T	Start 001, finish 045	6	N. A.	7,825	5,340
4 1/2	T-75HA		6	N. A.	8,430	5,790
4 1/2	T-75HB		6	N. A.	8,530	5,805
4 1/2	T-75HC		6	N. A.	8,600	5,820
4 1/2	T-75HD		6	N. A.	8,675	5,835
5	T-78A	Start 001, finish 049	6	N. A.	9,370	6,160
5	T-78B		6	N. A.	9,470	6,175
5	T-78C		6	N. A.	9,530	6,190
5	T-78D		6	N. A.	9,590	6,205
5	T-78T		6	N. A.	8,775	5,950
2	T-23A	Start 3926, finish 5969	6	N. A.	3,930	925
2	T-23B		6	N. A.	4,000	950
2	T-23C		6	N. A.	4,030	970
3 1/2	T-46A	Start 001, finish 205	6	N. A.	5,425	2,285
3 1/2	T-46B		6	N. A.	5,485	2,295
3 1/2	T-46C		6	N. A.	5,565	2,305
3 1/2	T-46D		6	N. A.	5,600	2,315

(3) 1935

1 1/2	T-16A	Start 4001, finish 9050	6	N. A.	3,140	\$570
1 1/2	T-16B		6	N. A.	3,195	595
1 1/2	T-18A	Start 12801, finish 17600	6	N. A.	3,190	675
1 1/2	T-18B		6	N. A.	3,330	700
1 1/2	T-23A	Start 5970, finish 7251	6	N. A.	3,310	795
1 1/2	T-23B		6	N. A.	3,365	840
1 1/2	T-23C		6	N. A.	3,405	915
1 1/2	T-23A		6	N. A.	3,350	795
1 1/2	T-23B		6	N. A.	3,405	820
2	T-23A		6	N. A.	3,930	925
2	T-23B		6	N. A.	4,000	950
2	T-23C		6	N. A.	4,030	970
2	T-33A	Start 2508, finish 3105	6	N. A.	4,270	1,495
2	T-33B		6	N. A.	4,290	1,505
2	T-33C		6	N. A.	4,340	1,515
2	T-33D		6	N. A.	4,365	1,525
2	T-33LA		6	N. A.	4,120	1,160
2	T-33LB		6	N. A.	4,140	1,170
2	T-33LC		6	N. A.	4,190	1,180
2	T-33LD		6	N. A.	4,220	1,190
2 1/2	T-43A	Start 1501, finish 1825	6	N. A.	4,735	1,745
2 1/2	T-43B		6	N. A.	4,755	1,755
2 1/2	T-43C		6	N. A.	4,805	1,765
2 1/2	T-43D		6	N. A.	4,830	1,775
2 1/2	T-43TA		6	N. A.	5,035	1,995
2 1/2	T-43TB		6	N. A.	5,055	2,005
2 1/2	T-43TC		6	N. A.	5,105	2,015
3 1/2	T-46A	Start 206, finish 905	6	N. A.	5,435	2,285
3 1/2	T-46D		6	N. A.	5,485	2,295
3 1/2	T-46C		6	N. A.	5,565	2,305
3 1/2	T-46D		6	N. A.	5,600	2,315
3 1/2	T-51A	N. A.	6	N. A.	5,765	2,480
3 1/2	T-51B		6	N. A.	5,805	2,505
3 1/2	T-51C		6	N. A.	5,915	2,530
3 1/2	T-51D		6	N. A.	5,980	2,555
3 1/2	T-51A		6	N. A.	6,635	2,925
3 1/2	T-51B		6	N. A.	6,675	2,940
3 1/2	T-51C		6	N. A.	6,715	2,955
3 1/2	T-51D		6	N. A.	6,755	2,970
3 1/2	T-51HA		6	N. A.	7,420	3,295
3 1/2	T-51HB		6	N. A.	7,465	3,310
3 1/2	T-51HC		6	N. A.	7,505	3,325
3 1/2	T-51HD		6	N. A.	7,545	3,340
3 1/2	T-51WA		6	N. A.	7,490	3,095
3 1/2	T-51WB		6	N. A.	7,535	3,110
3 1/2	T-51WC		6	N. A.	7,575	3,125
3 1/2	T-51WD		6	N. A.	7,615	3,140
4	T-61A		6	N. A.	8,065	4,395
4	T-61B		6	N. A.	8,110	4,410
4	T-61C		6	N. A.	8,150	4,425
4	T-61D		6	N. A.	8,190	4,440
4 1/2	T-83A		6	N. A.	8,415	5,185
4 1/2	T-83B		6	N. A.	8,450	5,200
4 1/2	T-83C		6	N. A.	8,515	5,215
4 1/2	T-83D		6	N. A.	8,565	5,230
5	T-84A	Start 1001 finish 1156	6	N. A.	8,565	5,760
5	T-84B		6	N. A.	8,600	5,775
5	T-84C		6	N. A.	8,665	5,790
5	T-84D		6	N. A.	8,715	5,805

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(M) GENERAL MOTORS—Continued

(3) 1935—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Cab-over-engine</i>				<i>Inches</i>		
2	T-73A	Start 033 finish 068	6	N. A.	5,705	\$2,995
2	T-73B		6	N. A.	5,745	3,005
2	T-73C		6	N. A.	5,775	3,015
2	T-73D		6	N. A.	5,825	3,025
2½	T-73HA		6	N. A.	6,030	3,150
2½	T-73HB		6	N. A.	6,070	3,160
2½	T-73HC		6	N. A.	6,100	3,170
2½	T-73HD		6	N. A.	6,150	3,180
2½	T-74A	Start 041 finish 074	6	N. A.	6,630	3,635
2½	T-74B		6	N. A.	6,670	3,705
2½	T-74C		6	N. A.	6,700	3,715
2½	T-74D		6	N. A.	6,750	3,725
3½	T-74HA		6	N. A.	7,530	4,150
3½	T-74HB		6	N. A.	7,570	4,160
3½	T-74HC		6	N. A.	7,600	4,170
3½	T-74HD		6	N. A.	7,650	4,180
4	T-75A	Start 046 finish 088	6	N. A.	8,430	5,490
4	T-75B		6	N. A.	8,530	5,505
4	T-75C		6	N. A.	8,600	5,520
4	T-75D		6	N. A.	8,675	5,535
4	T-75T		6	N. A.	7,825	5,340
4½	T-75HA		6	N. A.	8,430	5,790
4½	T-75HB		6	N. A.	8,530	5,805
4½	T-75HC		6	N. A.	8,600	5,820
4½	T-75HD		6	N. A.	8,675	5,835
5	T-78A	Start 050 finish 082	6	N. A.	9,370	6,160
5	T-78B		6	N. A.	9,470	6,175
5	T-78C		6	N. A.	9,530	6,190
5	T-78D		6	N. A.	9,590	6,205
5	T-78T		6	N. A.	8,775	5,950
1½	T-16A	Start 4001 finish 9050	6	N. A.	3,240	620
1½	T-16B		6	N. A.	3,285	645
1½	T-18A	Start 12801 finish 17600	6	N. A.	3,690	777
1½	T-18B		6	N. A.	3,790	812
2	T-23A	Start 5970 finish 7251	6	N. A.	3,895	1,115
2	T-23B		6	N. A.	4,045	1,150
2	T-23C		6	N. A.	4,085	1,160
2	T-33A	Start 2508 finish 3105	6	N. A.	4,280	1,655
2	T-33B		6	N. A.	4,300	1,665
2	T-33C		6	N. A.	4,350	1,675
2	T-33D		6	N. A.	4,375	1,685
2½	T-43A	Start 1501 finish 1825	6	N. A.	4,530	1,795
2½	T-43B		6	N. A.	4,540	1,805
2½	T-43C		6	N. A.	4,600	1,815
2½	T-43D		6	N. A.	4,625	1,825
3½	T-46HA	Start 206 finish 905	6	N. A.	6,285	2,625
3½	T-46HB		6	N. A.	6,335	2,635
3½	T-46HC		6	N. A.	6,415	2,645
3½	T-46HD		6	N. A.	6,455	2,655

(4) 1936

<i>Single rear wheels</i>						
1-1½	T-16	Start 9051 finish 18801	6	131	3,240	\$595
1-1½	T-16		6	157	3,285	630
1-1½	T-18	Start 17601 finish 22311	6	1409½	3,690	777
1-1½	T-18		6	1649½	3,790	812
<i>Dual rear wheels</i>						
2	T-23	Start 7252 finish 8502	6	142	3,895	1,115
2	T-23		6	166	4,045	1,150
2	T-23		6	184	4,085	1,160
2	T-33	Start 3106 finish 3811	6	142	4,280	1,655
2	T-33		6	154	4,300	1,665
2	T-33		6	166	4,350	1,675
2	T-33		6	184	4,375	1,685
2½	T-43	N. A.	6	142	4,530	1,795
2½	T-43		6	154	4,540	1,805
2½	T-43		6	166	4,600	1,815
2½	T-43		6	184	4,625	1,825
3½	T-46	Start 906 finish 1687	6	145	5,435	2,285
3½	T-46		6	157	5,485	2,295
3½	T-46		6	169	5,565	2,305
3½	T-46		6	187	5,600	2,315
3½	T-46H		6	145	6,285	2,625
3½	T-46H		6	157	6,335	2,635
3½	T-46H		6	169	6,415	2,645
3½	T-46H		6	187	6,455	2,655
3½	T-51	N. A.	6	145	6,635	2,925
3½	T-51		6	157	6,675	2,940
3½	T-51		6	175	6,715	2,955
3½	T-51		6	193	6,755	2,970
3½	T-51H		6	145	7,420	3,295
3½	T-51H		6	157	7,465	3,310
3½	T-51H		6	175	7,505	3,325
3½	T-51H		6	193	7,545	3,340
3½	T-51W		6	145	7,490	3,095
3½	T-51W		6	157	7,535	3,110
3½	T-51W		6	175	7,575	3,125
3½	T-51W		6	193	7,615	3,140
4	T-61	Start 919, finish 1059	6	145	8,065	4,395
4	T-61		6	157	8,110	4,410
4	T-61		6	175	8,150	4,425
4	T-61		6	193	8,190	4,440

(M) GENERAL MOTORS—Continued

(4) 1936—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Cab-over-engine</i>						
2	T-73	N. A.	6	94	5,705	\$2,785
2	T-73		6	106	5,745	2,795
2	T-73		6	124	5,775	2,805
2	T-73		6	142	5,825	2,815
2½	T-73H		6	94	6,030	2,940
2½	T-73H		6	106	6,070	2,950
2½	T-73H		6	124	6,100	2,960
2½	T-73H		6	142	6,150	2,970
2½	T-74		6	94	6,630	3,695
2½	T-74		6	106	6,670	3,705
2½	T-74		6	124	6,700	3,715
2½	T-74		6	142	6,750	3,725
3½	T-74H		6	94	7,530	4,150
3½	T-74H		6	106	7,570	4,160
3½	T-74H		6	124	7,600	4,170
3½	T-74H		6	142	7,650	4,180
4	T-75		6	94	8,330	5,880
4	T-75		6	106	8,430	5,895
4	T-75		6	124	8,530	5,910
4	T-75		6	142	8,600	5,925
4	T-75		6	160	8,675	5,940
4½	T-75H		6	106	8,430	5,790
4½	T-75H		6	124	8,530	5,805
4½	T-75H		6	142	8,600	5,820
4½	T-75H		6	160	8,675	5,835
5	T-78		6	94	9,270	6,480
5	T-78		6	106	9,370	6,495
5	T-78		6	124	9,470	6,510
5	T-78		6	142	9,530	6,525
5	T-78		6	160	9,590	6,540
<i>Single rear wheels</i>						
1½	T-14	Start 001, finish 11251	6	126	2,210	425
¾	T-16L	Start 9051, finish 18801	6	131	3,360	525
¾	T-16L		6	157	3,440	550
¾	T-16M		6	131	3,360	525
1-1½	T-16		6	131	3,360	525
1-1½	T-16		6	157	3,440	550
1-1½	T-16H		6	139½	3,805	645
1-1½	T-16H		6	163½	3,855	670
1-1½	T-16H		6	181½	3,955	685
<i>Dual rear wheels optional at extra cost</i>						
1-1½	T-18	Start 17601, finish 22311	6	136	4,180	815
1-1½	T-18		6	160	4,200	845
1-1½	T-18		6	178	4,240	860
<i>Dual rear wheels</i>						
1-1½	T-16	Start 9051, finish 18801	6	131	3,490	545
1-1½	T-16		6	157	3,570	570
1-1½	T-16H		6	139½	3,935	665
1-1½	T-16H		6	163½	3,985	690
1-1½	T-16H		6	181½	4,085	705
1-1½	T-18H	Start 17601, finish 22311	6	136	4,505	895
1-1½	T-18H		6	160	4,615	895
1-1½	T-18H		6	178	4,655	925
2	T-23	Start 7252, finish 8502	6	136	4,670	940
2	T-23		6	160	4,690	1,285
2	T-23		6	178	4,720	1,315
2	T-23		6	196	4,800	1,330
2	T-23H		6	136	4,935	1,355
2	T-23H		6	160	4,955	1,515
2	T-23H		6	178	4,985	1,545
2	T-23H		6	196	5,065	1,560
2½	T-33	Start 3106 finish 3811	6	136	5,510	1,585
2½	T-33		6	160	5,600	1,785
2½	T-33		6	178	5,670	1,815
2½	T-33		6	196	5,730	1,830
2½	T-33H		6	136	6,630	1,855
2½	T-33H		6	160	6,720	2,135
2½	T-33H		6	178	6,790	2,165
2½	T-33H		6	196	6,865	2,180
3½	T-46	Start 906 finish 1687	6	136	7,330	2,205
3½	T-46		6	160	7,440	2,485
3½	T-46		6	178	7,580	2,515
3½	T-46		6	196	7,740	2,530
4	T-61	Start 919 finish 1059	6	136	8,705	2,555
4	T-61		6	160	8,750	4,835
4	T-61		6	178	8,790	4,865
4	T-61		6	196	8,830	4,880
4	T-61H		6	136	9,640	4,905
5	T-61H		6	160	9,675	5,175
5	T-61H		6	178	9,740	5,220
5	T-61H		6	196	9,790	5,245

(M) GENERAL MOTORS—Continued

(5) 1937

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
				Inches		
1/2	T-14	Start 11252, finish 34527	6	126	2, 210	\$425
3/4	T-6L	Start 18802, finish 36415	6	131	3, 360	525
1			6	157	3, 440	550
1 1/2	T-16		6	131	3, 360	525
1 1/2			6	157	3, 440	550
1 1/2	T-16		6	131	3, 490	545
1 1/2			6	157	3, 570	570
1 1/2	T-16H		6	139 1/2	3, 805	645
1 1/2			6	163 1/2	3, 855	670
1 1/2			6	181 1/2	3, 955	685
1 1/2			6	139 1/2	3, 935	665
1 1/2			6	163 1/2	3, 985	690
1 1/2			6	181 1/2	4, 065	705
1 1/2	T-18	Start 22312, finish 27076	6	136	4, 180	815
1 1/2			6	170	4, 200	845
1 1/2			6	178	4, 240	860
1 1/2	T-18H		6	136	4, 595	895
1 1/2			6	160	4, 615	925
1 1/2			6	178	4, 685	940
2	T-23	Start 8503, finish 9778	6	136	4, 670	1, 285
2			6	160	4, 690	1, 315
2			6	178	4, 720	1, 330
2			6	196	4, 800	1, 355
2	T-23H		6	136	4, 935	1, 515
2			6	160	4, 955	1, 545
2			6	178	4, 985	1, 560
2			6	196	5, 065	1, 585
2 1/2	T-33	Start 3812, finish 4512	6	136	5, 510	1, 785
2 1/2			6	160	5, 600	1, 815
2 1/2			6	178	5, 670	1, 830
2 1/2			6	196	5, 730	1, 855
2 1/2	T-33H		6	136	6, 630	2, 135
2 1/2			6	160	6, 720	2, 165
2 1/2			6	178	6, 790	2, 180
2 1/2			6	196	6, 865	2, 205
3 1/2	T-46	Start 1688, finish 2296	6	136	7, 330	2, 485
3 1/2			6	160	7, 440	2, 515
3 1/2			6	178	7, 580	2, 530
3 1/2			6	196	7, 745	2, 555
4	T-61	Start 1060, finish 1192	6	136	8, 705	4, 835
4			6	160	8, 750	4, 865
4			6	178	8, 790	4, 880
4			6	196	8, 830	4, 905
5	T-61H		6	136	9, 640	5, 175
5			6	160	9, 675	5, 205
5			6	178	9, 740	5, 220
5			6	196	9, 790	5, 245
1/2	T-14	Start 11252, finish 34527	6	112	2, 195	410
3/4			6	126	2, 260	440
1	T-16L	Start 18802, finish 36415	6	131 1/2	3, 155	535
1 1/2			6	157	3, 235	570
1 1/2			6	131 1/2	3, 155	535
1 1/2	T-16		6	157	3, 235	570
1 1/2			6	131 1/2	3, 280	555
1 1/2	T-16H		6	157	3, 360	590
1 1/2			6	130	3, 345	700
1 1/2			6	155 1/2	3, 425	725
1 1/2			6	174 1/4	3, 495	740
1 1/2			6	190	3, 470	720
1 1/2			6	155 1/2	3, 550	745
1 1/2			6	174 1/4	3, 620	760
1 1/2	T-18	Start 22312, finish 27076	6	136	4, 375	895
1 1/2			6	160	4, 415	925
1 1/2			6	178	4, 475	940
1 1/2	T-18H		6	136	4, 655	1, 045
1 1/2			6	160	4, 695	1, 075
1 1/2			6	178	4, 755	1, 090
2	T-23	Start 8503, finish 9778	6	136	4, 895	1, 345
2			6	160	4, 995	1, 375
2			6	178	5, 165	1, 390
2			6	196	5, 395	1, 415
2	T-23H		6	136	5, 420	1, 635
2			6	160	5, 520	1, 665
2			6	178	5, 590	1, 680
2			6	196	5, 740	1, 705
2 1/2	T-33	Start 3812, finish 4512	6	136	5, 875	1, 915
2 1/2			6	160	5, 935	1, 945
2 1/2			6	178	6, 035	1, 960
2 1/2			6	196	6, 215	1, 985
2 1/2	T-33H		6	136	6, 400	2, 315
2 1/2			6	160	6, 480	2, 345
2 1/2			6	178	6, 580	2, 360
2 1/2			6	196	6, 715	2, 385
3 1/2	T-46	Start 1688, finish 2296	6	136	7, 255	2, 625
3 1/2			6	160	7, 345	2, 655
3 1/2			6	178	7, 425	2, 670
3 1/2			6	196	7, 515	2, 695
4	T-61	Start 1060, finish 1192	6	136	8, 555	4, 125
4			6	160	8, 720	4, 155
4			6	178	8, 945	4, 170
4			6	198	9, 085	4, 195
5	T-61H		6	136	9, 530	4, 205
5			6	160	9, 420	4, 525
5			6	178	9, 640	4, 540
5			6	196	9, 780	4, 565

(M) GENERAL MOTORS—Continued
(5) 1937—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Cab-over-engine</i>						
1/2	F-16L	Start 002, finish 1847	6	Inches 108	3,290	\$645
1/2			6	130	3,310	680
1/2			6	155 1/2	3,380	695
1 1/2	F-16		6	108	3,230	645
1 1/2			6	130	3,310	680
1 1/2			6	155 1/2	3,380	695
1 1/2			6	108	3,355	665
1 1/2			6	130	3,435	700
1 1/2			6	155 1/2	3,505	715
1 1/2	F-16H		6	108	3,415	780
1 1/2			6	130	3,495	805
1 1/2			6	155 1/2	3,565	820
1 1/2	T-16H	Start 18802, finish 36415	6	174 1/4	3,645	845
1 1/2			6	108	3,540	800
1 1/2			6	130	3,620	825
1 1/2			6	155 1/2	3,690	840
1 1/2			6	171 1/4	3,770	865
1 1/2	F-18	Start 001, finish 813	6	108	4,445	1,025
1 1/2			6	136	4,525	1,055
1 1/2			6	160	4,565	1,070
1 1/2			6	178	4,625	1,095
1 1/2	F-18H		6	108	4,725	1,175
1 1/2			6	136	4,805	1,205
1 1/2			6	160	4,845	1,220
1 1/2			6	178	4,905	1,245
2	F-23	Start 8503, finish 9778	6	108	4,915	1,505
2			6	136	5,015	1,535
2			6	160	5,085	1,550
2			6	178	5,280	1,575
2			6	196	5,400	1,600
2	F-23H		6	108	5,610	1,795
2			6	136	5,760	1,825
2			6	160	5,900	1,840
2			6	178	6,040	1,865
2			6	196	6,160	1,890
2 1/2	F-33	Start 002, finish 210	6	108	5,925	2,095
2 1/2			6	136	6,025	2,125
2 1/2			6	160	6,140	2,140
2 1/2			6	178	6,285	2,165
2 1/2			6	196	6,405	2,190
2 1/2	F-33H		6	108	6,450	2,495
2 1/2			6	136	6,550	2,525
2 1/2			6	160	6,675	2,540
2 1/2			6	178	6,800	2,565
2 1/2			6	196	6,975	2,590
3 1/2	F-46	Start 002, finish 158	6	108	7,655	2,805
3 1/2			6	136	7,735	2,835
3 1/2			6	160	7,815	2,850
3 1/2			6	178	7,905	2,875
3 1/2			6	196	7,995	2,900
4	F-61	Start 001, finish 097	6	108	8,855	4,305
4			6	136	9,025	4,335
4			6	160	9,245	4,350
4			6	178	9,385	4,375
4			6	196	9,460	4,400
5	F-61H		6	108	9,360	4,575
5			6	136	9,530	4,605
5			6	160	9,750	4,620
5			6	178	9,890	4,645
5			6	196	10,055	4,670

(6) 1938

1/2	T-14	Start 34528, finish 41217	6	112	2,195	\$410
1/2			6	126	2,260	440
1/2			6	112	2,300	445
1/2			6	126	2,355	475
1 1/2	T-145	Start 001, finish 1310	6	126	2,470	515
1 1/2	T-15	Start 5001, finish 6066	6	131 1/2	2,655	545
1 1/2	T-155	Start 001, finish 1601	6	131 1/2	2,795	565
1 1/2	T-16(S)	Start 36416, finish 40203	6	131 1/2	3,155	585
1 1/2			6	157	3,235	615
1 1/2	T-16(D)		6	131 1/2	3,280	605
1 1/2			6	157	3,360	635
1 1/2	T-16H(S)		6	130	3,345	805
1 1/2			6	155 1/2	3,425	835
1 1/2			6	174 1/4	3,495	850
1 1/2	T-16H(D)	Start 27056, finish 28985	6	130	3,470	825
1 1/2			6	155 1/2	3,550	855
1 1/2			6	174 1/4	3,620	870
1 1/2	T-18		6	136	4,375	965
1 1/2			6	160	4,415	995
1 1/2			6	178	4,475	1,010
1 1/2	T-18H		6	136	4,655	1,140
1 1/2			6	160	4,695	1,170
1 1/2			6	178	4,755	1,185
2	T-23	Start 9779, finish 10788	6	136	4,895	1,440
2			6	160	4,995	1,470
2			6	178	5,165	1,485
2			6	196	5,365	1,510
2	T-23H		6	136	5,420	1,735
2			6	160	5,520	1,765
2			6	178	5,590	1,780
2			6	196	5,740	1,805

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(M) GENERAL MOTORS—Continued

(6) 1938—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base <i>Inches</i>	Base weight	Price
2 1/2	T-33	Start 4513, finish 4968	6	136	5,875	\$2,010
2 1/2			6	160	5,935	2,040
2 1/2			6	178	6,035	2,055
2 1/2			6	196	6,215	2,080
2 1/2	T-33H		6	136	6,400	2,475
2 1/2			6	160	6,490	2,505
2 1/2			6	178	6,590	2,520
2 1/2			6	196	6,715	2,545
3 1/2	T-46	Start 2297, finish 2542	6	136	7,255	3,235
3 1/2			6	160	7,345	3,265
3 1/2			6	178	7,425	3,280
3 1/2			6	196	7,515	3,305
4	T-61	Start 1193, finish 1376	6	136	8,555	4,695
4			6	160	8,720	4,725
4			6	178	8,945	4,740
4			6	196	9,085	4,765
5	T-61H		6	136	9,250	5,065
5			6	160	9,420	5,095
5			6	178	9,640	5,110
5			6	196	9,780	5,135
<i>Cab-over-engine</i>						
1 1/2	F-16 (S)	Start 1848, finish 2393	6	108	3,230	755
1 1/2			6	130	3,310	785
1 1/2			6	155 1/2	3,380	800
1 1/2	F-16 (D)		6	108	3,355	775
1 1/2			6	130	3,435	805
1 1/2			6	155 1/2	3,505	820
1 1/2	T-16H (S)		6	108	3,415	920
1 1/2			6	130	3,495	950
1 1/2			6	155 1/2	3,565	965
1 1/2			6	174 1/2	3,645	990
1 1/2	F16H (D)		6	108	3,540	940
1 1/2			6	130	3,620	970
1 1/2			6	155 1/2	3,690	985
1 1/2			6	174 1/2	3,770	1,010
1 1/2	F-18	Start 814, finish 1065	6	108	4,445	1,110
1 1/2			6	136	4,525	1,140
1 1/2			6	160	4,565	1,155
1 1/2			6	178	4,625	1,180
1 1/2	F-18H		6	108	4,725	1,285
1 1/2			6	136	4,805	1,315
1 1/2			6	160	4,845	1,330
1 1/2			6	178	4,905	1,355
2	F-23	Start 300, finish 382	6	108	4,915	1,615
2			6	136	5,015	1,645
2			6	160	5,085	1,660
2			6	178	5,280	1,685
2			6	196	5,400	1,710
2	F-23H		6	108	5,610	1,910
2			6	136	5,760	1,940
2			6	160	5,900	1,955
2			6	178	6,040	1,980
2			6	196	6,160	2,005
2 1/2	F-33	Start 002, finish 265	6	108	5,925	2,205
2 1/2			6	136	6,025	2,235
2 1/2			6	160	6,140	2,250
2 1/2			6	178	6,285	2,275
2 1/2			6	196	6,405	2,300
2 1/2	F-33H		6	108	6,450	2,670
2 1/2			6	136	6,550	2,700
2 1/2			6	160	6,675	2,715
2 1/2			6	178	6,890	2,740
2 1/2			6	196	6,975	2,765
3 1/2	F-46	Start 159, finish 256	6	108	7,655	3,460
3 1/2			6	136	7,735	3,490
3 1/2			6	160	7,815	3,505
3 1/2			6	178	7,905	3,530
3 1/2			6	196	7,995	3,555
4	F-61	Start 098, finish 153	6	108	8,855	4,920
4			6	136	9,025	4,950
4			6	160	9,245	4,965
4			6	178	9,385	4,990
4			6	196	9,460	5,015
5	F-61H		6	108	9,360	5,175
5			6	136	9,530	5,205
5			6	160	9,750	5,220
5			6	178	9,890	5,245
5			6	196	10,055	5,270

(7) 1939

1 1/2	AC-100	Start 001, finish 11213	6	113 1/2	2,230	\$460
1 1/2			6	123 3/4	2,290	490
1 1/2	AC-150	Start 001, finish 2392	6	123 3/4	2,470	535
1 1/2	AC-250	Start 001, finish 2830	6	133	2,660	555
1	A.F.-230	N. A.	6	112	4,440	1,385
1	ACL-300		6	133	3,050	575
1			6	137 1/2	3,100	605
1 1/2	AC-300	Start 001, finish 12945	6	133	3,050	575
1 1/2			6	137 1/2	3,100	605
1 1/2	AC-350	Start 001, finish 1788	6	133 1/2	3,300	795
1 1/2			6	157 1/2	3,360	825
1 1/2			6	175 1/2	3,410	840
1 1/2			6	193 1/2	3,580	890

(M) GENERAL MOTORS—Continued
(7) 1939—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Dual wheels</i>						
1½	AC-300	Start 001, finish 12945	6	133	3,180	\$595
1½			6	157½	3,230	625
1½	AC-350	Start 001, finish 1788	6	133¾	3,430	815
1½			6	157¾	3,490	845
1½			6	175¾	3,550	860
1½			6	193¾	3,610	910
1½	AC-400	Start 001, finish 2461	6	133¾	3,610	950
1½			6	157¾	3,670	980
1½			6	175¾	3,720	995
1½			6	193¾	3,780	1,020
1½	AC-450	Start 001, finish 1363	6	133¾	4,050	1,125
1½			6	157¾	4,120	1,155
1½			6	175¾	4,160	1,170
1½			6	193¾	4,220	1,195
2	AC-500	Start 001, finish 701	6	136	5,040	1,465
2			6	160	5,100	1,495
2			6	178	5,160	1,510
2			6	196	5,220	1,535
2	AC-550	Start 001, finish 283	6	136	5,380	1,795
2			6	160	5,440	1,825
2			6	178	5,490	1,840
2			6	196	5,560	1,865
2½	AC-600	Start 001, finish 509	6	136	5,930	2,010
2½			6	160	5,990	2,040
2½			6	178	6,040	2,055
2½			6	196	6,110	2,080
2½	AC-650	Start 001, finish 098	6	136	6,680	2,455
2½			6	160	6,730	2,485
2½			6	178	6,770	2,500
2½			6	196	6,850	2,525
3½	AC-700	Start 001, finish 272	6	136	7,010	3,235
3½			6	160	7,090	3,265
3½			6	178	7,150	3,280
3½			6	196	7,240	3,305
4	AC-800	Start 001, finish 057	6	136	8,160	4,695
4			6	160	8,290	4,725
4			6	178	8,390	4,740
4			6	196	8,470	4,765
5	AC-850	Start 001, finish 083	6	136	8,450	5,215
5			6	160	8,580	5,245
5			6	178	8,680	5,260
5			6	196	8,760	5,285
<i>Cab-over-engine—single wheelers</i>						
1½	AF-300	Start 001, finish 220	6	108	3,390	745
1½			6	131½	3,450	775
1½			6	157	3,510	790
1½	AF-350	Start 001, finish 182	6	108	3,540	910
1½			6	133¾	3,600	940
1½			6	157¾	3,660	955
1½			6	175¾	3,740	980
1½			6	193¾	3,800	1,030
<i>Cab-over-engine—dual wheelers</i>						
1½	AF-300	Start 001, finish 220	6	108	3,510	765
1½			6	131½	3,570	795
1½			6	157	3,630	810
1½	AF-350	Start 001, finish 182	6	108	3,660	930
1½			6	133¾	3,720	960
1½			6	157¾	3,780	975
1½			6	175¾	3,860	1,000
1½			6	193¾	3,920	1,050
1½	AF-400	Start 001, finish 201	6	108	3,840	1,095
1½			6	133¾	3,880	1,125
1½			6	157¾	3,940	1,140
1½			6	175¾	3,980	1,165
1½			6	193¾	4,040	1,190
1½	AF-450	Start 001, finish 145	6	108	4,270	1,270
1½			6	133¾	4,340	1,300
1½			6	157¾	4,370	1,315
1½			6	175¾	4,480	1,340
1½			6	193¾	4,550	1,365
2	AF-500	Start 001, finish 110	6	108	5,270	1,610
2			6	136	5,310	1,670
2			6	160	5,370	1,685
2			6	178	5,420	1,710
2			6	196	5,490	1,735
2	AF-550	Start 001, finish 033	6	108	5,610	1,970
2			6	136	5,650	2,000
2			6	160	5,710	2,015
2			6	178	5,760	2,040
2			6	196	5,830	2,065
2½	AF-600	Start 001, finish 061	6	108	5,880	2,205
2½			6	136	5,920	2,235
2½			6	160	5,980	2,250
2½			6	178	6,030	2,275
2½			6	196	6,100	2,300
2½	AF-650	Start 001, finish 014	6	108	6,620	2,650
2½			6	136	6,650	2,680
2½			6	160	6,720	2,695
2½			6	178	6,760	2,720
2½			6	196	6,850	2,745
3½	AF-700	Start 001, finish 183	6	108	7,070	3,460
3½			6	136	7,120	3,490
3½			6	160	7,210	3,505
3½			6	178	7,260	3,530
3½			6	196	7,340	3,555

(M) GENERAL MOTORS—Continued

(7) 1939—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
				<i>Inches</i>		
4	AF-500	Start 001, finish 025	6	108	8,250	\$4,920
4			6	136	8,390	4,950
4			6	160	8,450	4,965
4			6	178	8,550	4,990
4			6	196	8,630	5,015
5	AF-850	Start 001, finish 094	6	108	8,410	5,325
5			6	136	8,490	5,355
5			6	160	8,600	5,370
5			6	178	8,700	5,395
5			6	196	8,810	5,420
<i>Two cycle Diesel equipped—dual wheelers</i>						
2	ADC-500	Start 001, finish 040	3	136	5,870	3,300
2			3	160	5,920	3,330
2			3	178	5,980	3,345
2			3	196	6,050	3,370
2 1/2	ADC-600	Start 001, finish 049	3	136	6,830	3,895
2 1/2			3	160	6,890	3,925
2 1/2			3	178	6,940	3,940
2 1/2			3	196	7,000	3,965
3 1/2	ADC-700	Start 001, finish 051	4	136	7,980	5,385
3 1/2			4	160	8,070	5,415
3 1/2			4	178	8,130	5,430
3 1/2			4	196	8,200	5,455
4	ADC-800	Start 001, finish 030	4	136	8,970	6,550
4			4	160	9,100	6,580
4			4	178	9,200	6,595
4			4	196	9,280	6,620
5	ADC-850	Start 001, finish 016	4	136	9,260	7,000
5			4	160	9,390	7,030
5			4	178	9,490	7,045
5			4	196	9,570	7,070
<i>Two cycle Diesel equipped—Cab-over-engine dual wheelers</i>						
2	ADF-500	Start 001, finish 007	3	108	6,100	3,475
2			3	136	6,140	3,505
2			3	160	6,190	3,520
2			3	178	6,250	3,545
2			3	196	6,320	3,570
2 1/2	ADF-600	Start 001, finish 009	3	108	6,780	4,090
2 1/2			3	136	6,820	4,120
2 1/2			3	160	6,880	4,135
2 1/2			3	178	6,930	4,160
2 1/2			3	196	7,000	4,185
3 1/2	ADF-700	Start 001, finish 012	4	108	8,050	5,610
3 1/2			4	136	8,100	5,640
3 1/2			4	160	8,190	5,655
3 1/2			4	178	8,240	5,680
3 1/2			4	196	8,320	5,705
4	ADF-800	Start 001, finish 006	4	108	9,100	6,775
4			4	136	9,180	6,805
4			4	160	9,300	6,820
4			4	178	9,400	6,845
4			4	196	9,480	6,870
5	ADF-850	Start 009, finish 070	4	108	9,230	7,110
5			4	136	9,310	7,140
5			4	160	9,420	7,155
5			4	178	9,520	7,180
5			4	196	9,630	7,205
<i>Cab-over-engine—Single wheelers</i>						
1 1/2	AF-310	Start 637, finish 2452	6	107 3/4	3,355	690
1 1/2			6	131 1/2	3,425	720
1 1/2			6	156 3/4	3,485	735
<i>Cab-over-engine—Dual wheels</i>						
1 1/2	AF-310		6	107 3/4	3,480	710
1 1/2			6	131 1/2	3,550	740
1 1/2			6	156 3/4	3,610	755
<i>Single wheelers</i>						
1 1/2	AC-304	N. A.	6	177 1/4	3,250	655
<i>Dual wheelers</i>						
1 1/2	AC-304		6	177 1/4	3,375	675
4	AC-773		6	160	8,150	4,125
5	ACX-874		6	166	9,435	5,600
6	ACX-894		6	166	13,175	6,915
<i>Two cycle Diesel equipped—Dual wheeler</i>						
4	ADC-773		4	160	9,270	6,275
5	ADCX-874		4	166	10,240	7,585
6	ADCX-894		4	166	13,985	8,700

(M) GENERAL MOTORS—Continued

(8) 1940

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Two cycle Diesel equipped—Dual wheeler—Con.</i>						
	AC-100	Start 7375, finish 18890	6	Inches 113 1/4	2,230	\$460
				123 3/4	2,290	475
	AC-150	Start 2393, finish 6434	6	123 3/4	2,470	535
	AC-250	Start 1903, finish 5683	6	133	2,660	555
	AF-240	N. A.	6	112	4,630	1,365
	ACL-300		6	133	3,050	575
				158 1/2	3,100	605
				177 1/2	3,250	655
	AC-300 S	Start 10015, finish 26220	6	133	3,050	575
				158 1/2	3,100	605
				177 1/2	3,250	655
	AC-300 D		6	133	3,180	595
				158 1/2	3,230	625
				177 1/2	3,375	675
	AF-310 S	Start 637, finish 2452	6	107 3/8	3,370	690
				131 1/8	3,400	715
				156 3/8	3,445	740
	AF-310 D		6	107 3/8	3,505	710
				131 1/8	3,535	735
				156 3/8	3,580	760
			6	133 3/4	3,300	795
				157 3/4	3,350	825
				175 3/4	3,410	840
	AC-350 D	Start 1776, finish 3212	6	193 3/4	3,580	890
				133 3/4	3,430	815
				157 3/4	3,490	845
				175 3/4	3,550	860
	AF-350 S	Start 183, finish 310	6	108	3,610	910
				133 3/4	3,540	910
				157 3/4	3,600	940
				175 3/4	3,660	955
				193 3/4	3,740	980
	AF-350 D	Start 183, finish 310	6	108	3,800	1,030
				133 3/4	3,660	930
				157 3/4	3,720	960
				175 3/4	3,780	975
				193 3/4	3,860	1,000
				193 3/4	3,920	1,050
	AF-360 S	Start 001, finish 130	6	107 3/8	3,545	970
				133 3/4	3,645	1,000
				157 3/8	3,705	1,015
				175 3/8	3,830	1,040
				193 3/8	3,950	1,090
	AF-360 D		6	107 3/8	3,680	990
				133 3/8	3,750	1,020
				157 3/8	3,840	1,035
				175 3/8	3,965	1,060
				193 3/8	4,085	1,110
	AC-400	Start 2462, finish 4268		133 3/8	3,610	950
				157 3/8	3,670	980
				175 3/8	3,720	995
				193 3/8	3,780	1,020
	AF-400	Start 202, finish 332	6	108	3,840	1,095
				133 3/4	3,890	1,125
				157 3/4	3,940	1,140
				175 3/4	3,980	1,165
				193 3/4	4,040	1,190
	AF-410	Start 001, finish 121	6	107 3/8	3,890	1,155
				133 3/8	3,960	1,185
				157 3/8	4,050	1,200
				175 3/8	4,095	1,225
				193 3/8	4,215	1,250
	AC-450	Start 1332, finish 2397	6	133 3/4	4,050	1,125
				157 3/4	4,120	1,155
				175 3/4	4,160	1,170
				193 3/4	4,220	1,195
	AF-450	Start 146, finish 244	6	108	4,270	1,270
				133 3/4	4,340	1,300
				157 3/4	4,370	1,315
				175 3/4	4,480	1,340
				193 3/4	4,550	1,365
	AF-460	Start 001, finish 089	6	107 3/8	4,195	1,330
				133 3/8	4,275	1,360
				157 3/8	4,365	1,375
				175 3/8	4,410	1,400
				193 3/8	4,530	1,425
	AC-500	Start 662, finish 1598	6	136	5,040	1,465
				160	5,100	1,495
				178	5,150	1,510
				196	5,220	1,535
	ADC-500 ¹	Start 041, finish 077	3	136	5,870	3,300
				160	5,920	3,330
				178	5,980	3,345
				196	6,050	3,370
	AF-500	Start 109, finish 265	6	108	5,270	1,640
				136	5,310	1,670
				160	5,370	1,685
				178	5,420	1,710
				196	5,490	1,735
	ADF-500 ¹	Start 007, finish 020	3	108	6,100	3,475
				136	6,140	3,505
				160	6,190	3,520
				178	6,250	3,545
				196	6,320	3,570
	AC-550	Start 282, finish 635	6	136	5,390	1,795
				160	5,440	1,825
				178	5,490	1,840
				196	5,560	1,865

¹Truck models with 2-cycle Diesel engines.

(M) GENERAL MOTORS—Continued

(8) 1940—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price	
<i>Two cycle Diesel equipped —Dual wheeler—Con.</i>	AF-550.....	Start 034, finish 073.....	6	<i>Inches</i>			
				108	5,610	\$1,970	
				136	5,650	2,000	
				160	5,710	2,015	
	AC-600.....	Start 495, finish 1,037.....	6	178	5,760	2,040	
				196	5,830	2,065	
				136	5,930	2,010	
				160	5,990	2,040	
	ADC-600 ¹	Start 050, finish 078.....	3	178	6,040	2,055	
				196	6,110	2,088	
				136	6,830	3,895	
				160	6,890	3,925	
	AF-600.....	Start 062, finish 163.....	6	178	6,940	3,940	
				196	7,000	3,965	
				108	5,880	2,205	
				136	5,920	2,235	
	ADF-600 ¹	Start 010, finish 043.....	3	160	5,980	2,250	
				178	6,030	2,275	
				108	6,100	2,300	
				136	6,780	4,090	
	AC-650.....	Start 099, finish 206.....	6	136	6,820	4,120	
				160	6,880	4,135	
				178	6,930	4,160	
				196	7,000	4,185	
	AF-650 ¹	Start 015, finish 041.....	6	136	6,680	2,455	
				160	6,730	2,485	
				178	6,770	2,500	
				196	6,850	2,525	
	AC-700.....	Start 269, finish 588.....	6	108	6,620	2,650	
				136	6,650	2,680	
				160	6,720	2,695	
				178	6,760	2,720	
	ADC-700 ¹	Start 052, finish 092.....	4	196	6,850	2,745	
				136	7,010	3,235	
				160	7,090	3,265	
				178	7,150	3,280	
	AF-700.....	Start 180, finish 272.....	6	196	7,240	3,305	
				136	7,980	5,385	
				160	8,070	5,415	
				178	8,130	5,430	
	ADF-700 ¹	Start 013, finish 024.....	4	196	8,200	5,455	
				108	7,070	3,460	
				136	7,120	3,490	
				160	7,210	3,505	
	AC-773.....	Start 020, finish 041.....	6	178	7,260	3,530	
				196	7,340	3,555	
				108	8,050	5,610	
				136	8,100	5,640	
	ADC-773 ¹	Start 001, finish 001.....	4	160	8,190	5,655	
				178	8,240	5,680	
				196	8,320	5,705	
				160	8,150	4,125	
	AC-800.....	Start 058, finish 132.....	6	160	9,270	6,275	
				136	8,160	4,695	
				160	8,290	4,725	
				178	8,390	4,740	
	ADC-800 ¹	Start 031, finish 045.....	4	196	8,470	4,765	
				136	8,970	6,550	
				160	9,100	6,580	
				178	9,200	6,595	
	AF-800.....	Start 026, finish 062.....	6	196	9,280	6,620	
				108	8,250	4,920	
				136	8,330	4,950	
				160	8,450	4,965	
	ADF-800 ¹	Start 007, finish 009.....	4	178	8,550	4,990	
				196	8,630	5,015	
				108	9,100	6,775	
				136	9,180	6,805	
	AC-850.....	Start 084, finish 144.....	6	160	9,300	6,820	
				178	9,400	6,845	
				196	9,480	6,870	
				136	8,450	5,215	
	ADC-850 ¹	Start 017, finish 021.....	4	160	8,580	5,245	
				178	8,680	5,260	
				196	8,760	5,285	
				136	9,260	7,000	
	AF-850.....	Start 088, finish 174.....	6	160	9,390	7,030	
				178	9,490	7,045	
				196	9,570	7,070	
				108	8,410	5,325	
	ADF-850 ¹	Start 009, finish 070.....	4	136	8,490	5,355	
				160	8,600	5,370	
				178	8,700	5,395	
				196	8,810	5,420	
	ACX-874.....	Start 003, finish 017.....	6	108	9,230	7,110	
				136	9,310	7,140	
				160	9,420	7,155	
				178	9,520	7,180	
	ADCX-874 ¹	Start 001, finish 011.....	4	196	9,630	7,205	
				166	9,435	5,800	
				166	10,240	7,585	
				166	13,175	6,915	
	ACX-894.....	Start 004, finish 016.....	6	166	13,175	6,915	
				166	13,985	8,700	
				166	13,985	8,700	
				166	13,985	8,700	
	Delivery trucks.....	ACV-100.....	Start 7375, finish 18890.....	4	113½	3,695	1,035
		AFP-240.....	Start 001, finish 172.....	6	100	4,955	1,495

(M) GENERAL MOTORS—Continued

(8) 1940—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price	
<i>Tractor type trucks</i>	ACR-520	Start 001, finish 131	6	<i>Inches</i> 136	4,660	\$1,660	
	ADCR-520 ¹	Start 001, finish 001	3	160 136	4,710 5,890	1,690 3,385	
	AFR-520	Start 001, finish 022	6	160 108	4,960 4,875	3,415 1,835	
	ADFR-520 ¹	Start 001, finish 001	3	136 108	4,980 6,125	1,865 3,560	
	ACR-720	Start 010, finish 077	6	136 160	6,215 6,395	3,590 3,815	
	ADCR-720 ¹	Start 001, finish 007	4	136 160	6,480 7,530	3,845 5,355	
	AFR-720	N. A.	6	160 108	7,620 6,370	5,385 4,040	
	ADFR-720 ¹	Start 001, finish 008	4	136 108	6,500 7,515	4,070 5,580	
	ACR-750	Start 001, finish 004	6	136 160	7,630 6,725	5,610 4,640	
	ADCR-750 ¹		4	136 160	6,810 7,675	4,670 5,990	
	AFR-750		6	160 108	7,765 6,700	6,020 4,815	
	ADFR-750 ¹	Start 001, finish 001	4	136 108	6,830 7,660	4,845 6,165	
	ADC-900 ¹	Start 002, finish 024	6	136 150 174 192 210	7,715 10,130 11,285 11,390 11,940	6,195 7,650 7,680 7,695 7,720	
	<i>Four-wheel drive</i>	ACK-350 ¹	N. A.	6	133 ³ / ₄ 157 ³ / ₄	4,400 4,710	1,980 2,010
	<i>Six-wheel drive</i>	ACKW-350		6	162	6,145	3,045

¹ Truck models with 2-cycle Diesel engines.

(9) 1941 and 1942

	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price cab	Price chassis	
Series 100	CC-101	Start 001, finish 16713	6	<i>Inches</i> 115	2,335	\$104	\$515	
	CC-102		6	125 ¹ / ₄	2,575		530	
Series 150	CC-152	Start 001, finish 5629	6	125 ¹ / ₄	2,575	104	595	
Series 250	CC-251	Start 001, finish 5575	6	115	2,325	104	620	
	CCX-252		6	125 ¹ / ₄	2,575		620	
Series 260	CC-252		6	134 ¹ / ₂	2,685	104	620	
	CC-262	Start 001, finish 1550	6	134 ¹ / ₂	2,950	104	635	
Series 300	CC-302	Start 001, finish 29315	6	134 ¹ / ₂	3,070	104	645	
	CC-303		6	160	3,755	104	675	
	CC-304		6	178 ¹ / ₄	3,915		725	
	CCS304		6	178 ¹ / ₄	3,065		795	
	CCS305		6	195 ¹ / ₄	N. A.		805	
	CF-301	Start 001, finish 2803	6	109 ¹ / ₄	3,880	135	765	
	CF-302		6	132 ³ / ₄	3,940	135	790	
	CF-303		6	158 ¹ / ₄	4,000	135	815	
	Series 350	CC-352	Start 001, finish 26423	6	135 ¹ / ₂	4,330	104	865
		CC-353		6	159 ¹ / ₄	4,290	104	895
		CC-354		6	177 ¹ / ₄	4,210	104	910
		CC-355		6	195 ¹ / ₄	4,540	104	960
CCS356			6	207 ¹ / ₄	N. A.		1,025	
CCS357			6	222 ¹ / ₄	N. A.		1,050	
CCT352			6	157 ¹ / ₄	4,430	104	1,580	
CCT353			6	181 ¹ / ₄	4,540	104	1,610	
CCT354			6	199 ¹ / ₄	4,640	104	1,625	
CCW352			6	157 ¹ / ₄	4,875	104	1,900	
CCW353			6	181 ¹ / ₄	4,970	104	2,020	
CCW354			6	199 ¹ / ₄	5,110	104	2,035	
Series 400	CF-351	Start 001, finish 710	6	109 ¹ / ₄	4,480	135.20	1,050	
	CF-352		6	134 ¹ / ₂	4,540	135.20	1,080	
	CF-353		6	158 ¹ / ₄	4,600	135.20	1,095	
	CF-354		6	176 ¹ / ₄	4,710	135.20	1,120	
	CF-355		6	194 ¹ / ₄	4,850	135.20	1,170	
	CFT352		6	156 ¹ / ₄	6,160	135.20	1,795	
	CFT353		6	180 ¹ / ₄	6,280	135.20	1,810	
	CFW352		6	156 ¹ / ₄	6,600	135.20	2,205	
	CFW353		6	180 ¹ / ₄	6,750	135.20	2,220	
	CC-402	Start 001, finish 4024	6	135 ¹ / ₂	3,835	104	985	
	CC-403		6	159 ¹ / ₄	4,570	104	1,015	
	CC-404		6	177 ¹ / ₄	4,610	104	1,030	
CC-405		6	195 ¹ / ₄	4,815	104	1,055		
CCS406		6	207 ¹ / ₄	N. A.		1,125		
CCS407		6	222 ¹ / ₄	N. A.		1,150		
CCT402		6	157 ¹ / ₄	5,920	104	1,665		
CCT403		6	181 ¹ / ₄	6,010	104	1,695		
CCT404		6	199 ¹ / ₄	6,110	104	1,710		
CCW402		6	157 ¹ / ₄	4,935	104	2,075		
CCW403		6	181 ¹ / ₄	5,040	104	2,015		
CCW404		6	199 ¹ / ₄	5,165	104	2,122		
Series 400	CF-401	Start 001, finish 661		109 ¹ / ₄	4,700	135.20	1,245	
	CF-402			134 ¹ / ₂	4,770	135.20	1,275	
	CF-403			158 ¹ / ₄	4,870	135.20	1,290	
	CF-404			176 ¹ / ₄	4,910	135.20	1,315	
	CF-405			194 ¹ / ₄	4,980	135.20	1,340	
	CFT402			156 ¹ / ₄	6,230	135.20	1,955	

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(M) GENERAL MOTORS—Continued

(9) 1941 and 1942—Continued

	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price cab	Price chassis	
Series 400	CFT403	Start 001, finish 661		Inches				
	CFW402		180 ⁷ / ₈	6,270	\$135.20	\$1,970		
	CFW403		156 ⁷ / ₈	N. A.	135.20	2,365		
Series 450	CC-452	Start 001, finish 2702		180 ⁷ / ₈	N. A.	135.20	2,380	
	CC-453		135 ⁷ / ₈	4,180	104	1,225		
	CC-454		159 ⁷ / ₈	4,865	104	1,255		
	CC-455		177 ⁷ / ₈	4,905	104	1,270		
	CC457S		195 ⁷ / ₈	5,110	104	1,295		
	CCS458		222 ⁷ / ₈	N. A.		1,435		
	CF-451		251 ⁷ / ₈	N. A.		1,460		
	CF-452		109 ⁷ / ₈	4,950	135.20	1,440		
	CF-453		134 ⁷ / ₈	5,040	135.20	1,470		
	CF-454		158 ⁷ / ₈	5,130	135.20	1,485		
Series 500	CF-455	Start 1500, finish 4591		176 ⁷ / ₈	5,180	135.20	1,510	
	AC-502		194 ⁷ / ₈	5,250	135.20	1,535		
	AC-503		6	136	5,040	161.20	1,605	
	AC-504		6	160	5,100	161.20	1,635	
	AC-505		6	178	5,150	161.20	1,650	
	ACS507		6	196	5,220	161.20	1,675	
	ACS508		6	224	N. A.		1,800	
	ACT502		6	250	N. A.		1,825	
	ACT503		6	159	5,655	161.20	2,435	
	ACT504		6	183	5,780	161.20	2,465	
Series 520	ACT505	Start 078, finish 141		201	5,925	161.20	2,480	
	ADC502 ¹		6	219	6,060	161.20	2,505	
	ADC503 ¹		3	136	5,870	161.20	3,150	
	ADC504 ¹		3	160	5,920	161.20	3,180	
	ADC505 ¹		3	178	5,980	161.20	3,195	
	AF-501		3	196	6,050	161.20	3,220	
	AF-502		6	108	5,270	244.40	1,790	
	AF-503		6	136	5,310	244.40	1,820	
	AF-504		6	160	5,370	244.40	1,835	
	AF-505		6	178	5,420	244.40	1,860	
Series 550	AFT-502	Start 266, finish 453		6	196	5,490	244.40	1,885
	AFT503		6	159	6,095	244.40	2,650	
	ADF501 ¹		6	183	6,230	244.40	2,665	
	ADF502 ¹		3	108	6,100	244.40	3,335	
	ADF503 ¹		3	136	6,140	244.40	3,365	
	ADF504 ¹		3	160	6,190	244.40	3,380	
	ADF505 ¹		3	178	6,250	244.40	3,405	
	ACR522		3	196	6,300	244.40	3,430	
	ACR523		6	136	5,820	161.20	1,810	
	ADCR522 ¹		6	160	5,930	161.20	1,840	
Series 600	ADCR523 ¹	Start 126, finish 1417		3	136	6,950	161.20	3,480
	AFR521		3	160	7,020	161.20	3,510	
	AFR522		6	108	6,040	244.40	1,995	
	ADFR521 ¹		6	136	6,160	244.40	2,025	
	ADFR522 ¹		3	108	7,090	244.40	3,665	
	AC-552		3	136	7,220	244.40	3,695	
	AC-553		6	136	5,380	161.20	1,955	
	AC-554		6	160	5,400	161.20	1,985	
	AC-555		6	178	5,490	161.20	2,000	
	AF-551		6	196	5,560	161.20	2,025	
Series 650	AF-552	Start 074, finish 157		6	108	5,610	244.40	2,135
	AF-553		6	136	5,650	244.40	2,165	
	AF-554		6	160	5,710	244.40	2,180	
	AF-555		6	178	5,760	244.40	2,205	
	AC-602		6	196	5,830	244.40	2,230	
	AC-603		6	136	5,930	161.20	2,185	
	AC-604		6	160	5,990	161.20	2,215	
	AC-605		6	178	6,040	161.20	2,230	
	ACT603		6	196	6,110	161.20	2,255	
	ACT604		6	183	6,885	161.20	3,325	
Series 700	ACT605	Start 983, finish 2049		6	201	7,040	161.20	3,340
	ACW603		6	219	7,205	161.20	3,365	
	ACW604		6	183	7,130	161.20	3,735	
	ACW605		6	201	7,285	161.20	3,750	
	ADC602 ¹		6	219	7,430	161.20	3,775	
	ADC603 ¹		3	136	6,830	161.20	3,775	
	ADC604 ¹		3	160	6,890	161.20	3,805	
	ADC605 ¹		3	178	6,940	161.20	3,820	
	AF-601		3	196	7,000	161.20	3,845	
	AF-602		6	108	5,880	244.40	2,390	
Series 800	AF-603	Start 164, finish 448		6	136	5,920	244.40	2,420
	AF-604		6	160	5,980	244.40	2,435	
	AF-605		6	178	6,030	244.40	2,460	
	AFT602		6	196	6,100	244.40	2,485	
	AFT603		6	159	6,940	244.40	3,520	
	AFT604		6	183	7,160	244.40	3,545	
	AFW602		6	201	7,290	244.40	3,570	
	AFW603		6	159	7,185	244.40	3,940	
	AFW604		6	183	7,405	244.40	3,955	
	ADF601 ¹		6	201	7,535	244.40	3,980	
Series 850	ADF602 ¹	Start 044, finish 093		3	108	6,780	244.40	3,980
	ADF603 ¹		3	136	6,820	244.40	4,010	
	ADF604 ¹		3	160	6,890	244.40	4,025	
	ADF605 ¹		3	178	6,930	244.40	4,050	
	ACR622		3	196	7,000	244.40	4,075	
	ACR623		6	136	8,130	161.20	2,870	
	ADCR622 ¹		6	160	8,240	161.20	2,900	
	ADCR623 ¹		4	136	7,530	161.20	4,535	
	AFR622		4	160	7,620	161.20	4,565	
	AFR623		6	108	7,130	161.20	3,075	
Series 900	ADFR621 ¹	Start 006, finish 232		6	136	7,280	161.20	3,105
	ADFR622 ¹		4	108	8,150	244.40	4,740	
	AC-632		4	136	8,310	244.40	4,770	
	AC-633		6	436	6,680	161.20	2,650	
	AC-634		6	160	6,730	161.20	2,680	
	AC-635		6	178	6,770	161.20	2,695	
	AC-652		6	196	6,850	161.20	2,720	

Models with Diesel engines.

(M) GENERAL MOTORS—Continued
(9) and (10) 1941 and 1942—Continued

	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price cab	Price chassis
				<i>Inches</i>			
Series 650	AF-651	Start 042, finish 096	6	108	6,220	\$244.40	\$2,855
	AF-652		6	136	6,550	244.40	2,885
	AF-653		6	160	6,720	244.40	2,900
	AF-654		6	178	6,780	244.40	2,925
	AF-655		6	196	6,850	244.40	2,950
Series 700	AC-702	Start 589, finish 1370	6	136	7,012	161.20	3,470
	AC-703		6	160	7,090	161.20	3,500
	AC-704		6	178	7,150	161.20	3,515
	AC-705		6	196	7,240	161.20	3,540
	ACT703		6	184	7,960	161.20	5,255
	ACT704		6	202	8,095	161.20	5,270
	ACT705		6	220	8,260	161.20	5,295
	ACW703		6	184	8,465	161.20	6,295
	ACW704		6	202	8,600	161.20	6,310
	ACW705		6	220	8,765	161.20	6,335
	ADC702 ¹	Start 093, finish 132	4	136	7,980	161.20	5,445
	ADC703 ¹		4	160	8,070	161.20	5,475
	ADC704 ¹		4	178	8,130	161.20	5,490
	ADC705 ¹		4	196	8,200	161.20	5,515
	AF-701	Start 273, finish 419	6	108	7,050	244.40	3,705
	AF-702		6	136	7,120	244.40	3,735
	AF-703		6	160	7,210	244.40	3,750
	AF-704		6	178	7,260	244.40	3,775
	AF-705		6	196	7,340	244.40	3,800
	AFT702		6	100	8,045	244.40	5,490
	AFT703		6	184	8,275	244.40	5,505
	AFT704		6	202	8,420	244.40	5,530
	AFW702		6	160	8,520	244.40	6,530
	AFW703		6	184	8,780	244.40	6,545
	AFW704		6	202	8,925	244.40	6,570
	ADF701 ¹	Start 025, finish 035	4	108	8,050	244.40	5,680
	ADF702 ¹		4	136	8,100	244.40	5,710
	ADF703 ¹		4	160	8,190	244.40	5,725
	ADF704 ¹		4	178	8,130	244.40	5,750
	ADF705 ¹		4	196	8,200	244.40	5,775
	AY-701	Start 006, finish 026	6	120	10,500		4,990
	AY-702		6	138	10,600		5,020
Series 720	ACR722	Start 078, finish 222	6	136	6,395	161.20	4,080
	ACR723		6	160	6,480	161.20	4,110
	ADCR722 ¹	Start 008, finish 096	4	136	7,530	161.20	5,625
	ADCR723 ¹		4	160	7,620	161.20	5,655
	AFR721	Start 023, finish 098	6	108	6,370	244.40	4,315
	AFR722		6	136	6,500	244.40	4,345
	ADFR721 ¹	Start 009, finish 124	4	108	7,515	244.40	5,860
	ADFR722 ¹		4	136	7,630	244.40	5,890
Series 750	ACR752	Start 005, finish 141	6	136	6,725	161.20	4,945
	ACR753		6	160	6,810	161.20	4,975
	ADCR752 ¹	Start 005, finish 028	4	136	7,675	161.20	6,290
	ADCR753 ¹		4	160	7,765	161.20	6,320
	AFR751	Start 002, finish 081	6	108	6,700	244.40	5,130
	AFR752		6	136	6,830	244.40	5,160
	ADFR751 ¹	Start N. A., finish 014	4	108	7,660	244.40	6,475
	ADFR752 ¹		4	136	7,775	244.40	6,505
Series 770	AC-773	Start 042, finish 095	6	160	8,150	161.20	4,405
	ADC773 ¹	N. A.	4	160	9,270	161.20	6,380
Series 800	AC802	Start 133, finish 294	6	136	8,160	161.20	5,020
	AC803		6	160	8,290	161.20	5,050
	AC804		6	178	8,390	161.20	5,065
	AC805		6	196	8,470	161.20	5,090
	ACW803		6	184	9,765	161.20	8,120
	ACW804		6	202	9,945	161.20	8,135
	ACW805		6	220	10,105	161.20	8,160
	ADC802 ¹	Start 046, finish 056	4	136	8,970	161.20	6,665
	ADC803 ¹		4	160	9,100	161.20	6,695
	ADC804 ¹		4	178	9,200	161.20	6,710
	ADC805 ¹		4	196	9,280	161.20	6,735
	ADCW803 ¹		4	184	10,795	161.20	9,770
	ADCW804 ¹		4	202	10,975	161.20	9,785
	ADC805 ¹		4	220	11,135	161.20	9,810
	AF801	Start 063, finish 161	6	108	8,250	244.40	5,255
	AF802		6	136	8,330	244.40	5,285
	AF803		6	160	8,450	244.40	5,300
	AF804		6	178	8,550	244.40	5,325
	AF805		6	196	8,630	244.40	5,350
	AFW802		6	160	9,765	244.40	8,360
	AFW803		6	184	10,010	244.40	8,375
	AFW804		6	202	10,195	244.40	8,400
	ADF801 ¹	Start 008, finish 013	4	108	9,100	244.40	6,905
	ADF802 ¹		4	136	9,180	244.40	6,935
	ADF803 ¹		4	160	9,300	244.40	6,950
	ADF804 ¹		4	178	9,400	244.40	6,975
	ADF805 ¹		4	196	9,480	244.40	7,000
	ADFW802 ¹		4	160	10,790	244.40	10,000
	ADFW803 ¹		4	184	11,035	244.40	10,015
	ADFW804 ¹		4	202	11,220	244.40	10,040
	AY801	Start 016, finish 065	6	120	11,980		6,425
	AY802		6	138	12,040		6,455
Series 830	AC832	Start 145, finish 431	6	136	8,450	161.20	5,665
	AC833		6	160	8,580	161.20	5,595
	AC834		6	178	8,680	161.20	5,610
	AC835		6	196	8,760	161.20	5,635
	ACT833		6	186	9,995	161.20	8,120
	ACT834		6	204	10,175	161.20	8,135
	ACT835		6	222	13,020	161.20	8,160
	ACW833		6	186	10,754	161.20	8,980
	ACW834		6	204	10,925	161.20	8,995
	ACW835		6	222	11,070	161.20	9,020
	ADC832 ¹	Start 022, finish 029	4	136	9,260	161.20	7,140
	ADC833 ¹		4	160	9,390	161.20	7,170
	ADC834 ¹		4	178	9,490	161.20	7,185

¹ Models with Diesel engines.

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(M) GENERAL MOTORS—Continued

(9) and (10) 1941 and 1942—Continued

	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price cab	Price chassis		
Series 830	ADC855 ¹	Start 022, finish 029	4	<i>Inches</i> 106	9,570	\$161.20	\$7,240		
	ADCT853 ¹		4	186	11,020	161.20	9,695		
	ADCT854 ¹		4	204	11,205	161.20	9,710		
	ADCT855 ¹		4	222	11,350	161.20	9,735		
	ADCW853 ¹		4	186	11,770	161.20	10,550		
	ADCW854 ¹		4	204	11,955	161.20	10,565		
	ADCW855 ¹		4	222	12,100	161.20	10,590		
	AF851		Start 175, finish 225	6	108	8,410	244.40	5,680	
	AF852			6	126	8,490	244.40	5,710	
	AF853			6	160	8,600	244.40	5,725	
AF854	6	178		8,700	244.40	5,750			
AF855	6	196		8,810	244.40	5,775			
AFT852	6	162		9,925	244.40	8,240			
AFT853	6	186		10,170	244.40	8,255			
AFT854	6	204		10,355	244.40	8,280			
AFW852	6	162		10,675	244.40	9,095			
AFW853	6	186		10,920	244.40	9,110			
AFW854	6	204	11,105	244.40	9,135				
Series 850	ADF851 ¹	Start 071, finish 073	4	108	9,230	244.40	7,255		
	ADF852 ¹		4	136	9,310	244.40	7,285		
	ADF853 ¹		4	160	9,420	244.40	7,300		
	ADF854 ¹		4	178	9,520	244.40	7,325		
	ADF855 ¹		4	196	9,630	244.40	7,350		
	ADFT852 ¹		4	162	10,930	244.40	9,810		
	ADFT853 ¹		4	186	11,175	244.40	9,825		
	ADFT854 ¹		4	204	11,360	244.40	9,850		
	ADFW852 ¹		4	162	11,680	244.40	10,670		
	ADFW853 ¹		4	186	11,925	244.40	10,685		
	ADFW854 ¹		4	204	12,110	244.40	10,710		
	AY851		Start 010, finish 077	6	120	12,230	-----	7,150	
	AY852			6	138	12,490	-----	7,180	
	Series 870		ACX874	Start 018, finish 062	6	166	10,465	161.20	6,880
			ADCX874 ¹		4	166	11,325	161.20	7,755
	Series 890		ACX894	Start 017, finish 041	6	166	13,175	161.20	7,350
			ADCX894 ¹		4	166	13,985	161.20	8,925
	Series 900		ADC902	Start 025, finish 147	6	150	11,030	161.20	8,035
ADC903		6	174		11,190	161.20	8,065		
Series 950	ADC904	Start 013, finish 055	6	192	11,300	161.20	8,080		
	ADC905		6	210	11,450	161.20	8,105		
	ADCT952		6	176	10,790	161.20	10,780		
	ADCT953		6	200	11,005	161.20	10,810		
	ADCT954		6	218	11,255	161.20	10,825		
	ADCW952		6	174	10,650	161.20	10,970		
	ACDW953		6	198	10,865	161.20	11,000		
	ACDW954		6	216	11,065	161.20	11,115		
	ADCW972		Start 002, finish 044	6	176	15,450	161.20	11,500	
	ADCW973			6	200	15,810	161.20	11,530	
ADCW974	6	218		16,150	161.20	11,545			
Suburban Delivery	CC-100	Start 001, finish 16713	6	115	3,325	-----	875		
	CCV-100 ²		6	115	2,255	-----	1,100		
	AF-240 ³		6	112	4,630	-----	1,430		
Series 350	AFP240 ³	Start 3213, finish 3248	6	100	4,965	-----	1,560		
	ACK352		6	133 $\frac{1}{2}$	4,650	-----	2,110		
	ACK353		6	157 $\frac{1}{2}$	4,720	-----	2,140		
	ACKW353		6	162	6,820	-----	3,330		

¹ Models with Diesel engines.
² Price includes panel-type body and chassis.
³ Price includes cab and chassis.

(N) HUDSON

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

(1) 1938

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
1/2 chassis	112	8901	6	<i>Inches</i> 112	-----	\$495
Ch. and cab			6	112	2,375	593
Pickup and cab			6	112	2,750	625
Panel del.			6	112	2,975	774

(2) 1939

1/2 chassis	112	90101 to 9054902	6	112	2,025	\$516
Ch. and cab			6	112	2,369	615
Pickup and cab			6	112	2,770	651
Panel del. cus.			6	112	2,922	808
<i>"Big Boy" series</i>						
3/4 chassis	98	98101 to 9854902	6	119	2,155	547
Ch. and cab			6	119	2,656	652
Pickup and cab			6	119	2,940	695
Panel del. custom			6	119	3,072	864
3/4 panel del. custom	91	91101 to 9154902	6	118	3,037	830

(N) HUDSON—Continued

(3) 1940

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
1/2 ch. and cab.....	112.....	40101 to 4089192.....	6	<i>Inches</i> 113	2,575	\$635
Pickup and cab.....			6	113	2,945	671
Panel del.....			6	113	3,225	828
<i>"Big Boy" series</i>						
3/4 ch. and cab.....	48.....	48101 to 4889192.....	6	125	2,675	672
Pickup and cab.....			6	125	3,045	715
Panel del.....			6	125	3,310	884

(4) 1941

1/2 ch. and cab.....	10.....	C10101 to C1092988.....	6	116	2,575	\$697
Pickup and cab.....			6	116	2,935	732
Coach utility.....			6	116	2,900	782
Cpe. utility.....			6	116	2,890	724
Del.....			6	116	3,120	1,118
<i>"Big Boy" series</i>						
3/4 ch. and cab.....	18.....	C18101 to C1892988.....	6	128	2,670	737
Pickup and cab.....			6	128	3,040	775
Sed. carry-all.....			6	128	3,200	1,022

(5) 1942

Cpe. utility.....	T20.....	T20101 to T2041232.....	6	116	2,900	\$829
Coach utility.....					2,905	867
1/2 pickup.....	C20.....	C20101 to C2041232.....	6	116	2,910	828
3/4 pickup.....	C28.....	C28101 to C2841232.....	6	128	3,040	872

(O) INDIANA

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

(1) 1935

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
1 1/2.....	85.....	Not available for any model.....	6	N. A.	3,950	\$1,025
2.....	95.....		6	N. A.	4,400	1,195
2 1/2.....	95DR.....		6	N. A.	4,650	1,525
3.....	95SW75.....		6	N. A.	5,800	2,000
3.....	95SWT151.....		6	N. A.	6,125	1,975
3.....	17.....		6	N. A.	6,600	2,450
3.....	17-DR.....		6	N. A.	6,700	2,675
3.....	17ASW-151.....		6	N. A.	7,500	3,450
3.....	17A.....		6	N. A.	6,300	2,300
3.....	17ADR.....		6	N. A.	6,350	2,475
3 1/2.....	19-DR.....		6	N. A.	7,600	3,400
3 1/2.....	18X4.....		6	N. A.	8,000	5,850
4.....	17SBT-251.....		6	N. A.	8,850	3,500
4.....	17SW-251.....		6	N. A.	9,500	3,900
5.....	43-DR.....		6	N. A.	10,500	7,500
5.....	47-DR.....		6	N. A.	10,500	7,500
Bus.....	16.....		6	N. A.	10,510	6,600
Bus.....	14B.....		6	N. A.	5,100	1,890

(2) 1936

1 1/2-2.....	86.....	Not available for any model.....	6	<i>Inches</i> 131	3,300	\$595
2.....	87.....		6	131	3,800	895
2 1/2-3 1/2.....	95DR.....		6	141	4,400	1,525
4.....	17.....		6	170	6,600	2,450
4.....	17DR.....		6	170	6,700	2,675
4 1/2.....	19DR.....		6	170	7,600	3,400
4 1/2 Diesel.....	20DR.....		6	170	9,300	5,250
5 1/2.....	22DR.....		6	172	8,100	3,600
6.....	43DR.....		6	170	8,000	4,300
7 1/2 Diesel.....	47DR.....		6	188	10,500	7,500
7 1/2.....	49DR.....		6	188	10,900	7,350
3 1/2.....	95SW75.....		6	168	5,800	1,900
4.....	95SBT151.....		6	168	6,125	1,875
6.....	17SW251.....		6	188	9,500	3,900
6.....	17SBT251.....		6	188	8,850	3,500

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(O) INDIANA—Continued

(3) 1937

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
				Inches		
1½-2	86	Not available for any model	6	131	3,300	\$595
2	87		6	131	3,800	895
2½-3½	95DR		6	141	4,400	1,525
4	17		6	170	6,600	2,450
4	17DR		6	170	6,700	2,675
4½	19DR		6	170	7,600	3,400
4½ Diesel	20DR		6	170	9,300	5,250
5½	22DR		6	172	8,100	3,600
6	43DR		6	170	8,000	4,300
7½ Diesel	47DR		6	188	10,500	7,500
7½	49DR		6	188	10,900	7,350
3½	95SW75		6	168	5,800	1,900
4	95BT151		6	168	6,125	1,875
6	17SW251		6	188	9,500	3,900
6	178BT251		6	188	8,850	3,500
1	84		4	180	3,250	745
1½	86		6	192	3,350	765
2	87		6	192	3,850	955
4	17ADR		6	212	6,350	2,475
5	22DR		6	196	7,790	3,600
6	45DR		6	224	8,700	4,800
<i>Diesel equipped</i>						
4½	20DR		6	224	9,300	5,750
7½	47DR		6	224	10,900	7,500

(4) 1938

1½	86	Not available for any model	6	N.A.	3,350	\$825
2	87		6	N.A.	3,850	955

(5) 1939

1½	86	Not available for any model	6	N.A.	3,350	\$825
2	87		6	N.A.	3,850	955

(6) 1940

1½	86	Not available for any model	6	N.A.	3,350	\$825
2	87		6	N.A.	3,850	955

(7) 1941

1½	86	Not available for any model	6	N.A.	3,350	\$825
2	87		6	N.A.	3,850	955

(P) INTERNATIONAL

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

(1) 1935

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
				Inches		
½	C-1	Model prefix—501 and up for each model.	6	113	2,220	\$400
½	C-1		6	125	2,265	425
¾	C-10		4	133	3,089	575
1	M-2		4	118	3,215	850
1-1½	C-20		4	133	3,089	575
1-1½	C-20		4	167	3,254	610
1-½	C-30		6	133	3,210	595
1-½	C-30		6	167	3,385	690
1-½-2	C-35		6	136	3,629	795
1-½-2	C-35		6	160	3,804	840
1-½-2	C-35		6	175	3,839	895
2-3	C-40		6	145	4,386	1,145
2-3	C-40		6	155	4,421	1,160
2-3	C-40		6	170	4,473	1,175
2-3	C-40		6	185	4,525	1,190
3-4	C-50		6	145	5,550	1,795
3-4	C-50		6	156	5,624	1,820
3-4	C-50		6	170	5,718	1,845
3-4	C-50		6	185	5,818	1,870
3½	W-2		4	130	8,218	3,300
3½	W-2		4	148	8,418	3,300
3½	W-2		4	170	8,683	3,350
3½	W-2		4	185	8,733	3,400
3½	W-2		4	200	8,783	3,450
3½-4½	C-55		6	140	6,606	2,450
3½-4½	C-55		6	156	6,681	2,450
3½-4½	C-55		6	170	6,746	2,475
3½-4½	C-55		6	190	6,839	2,500
3½-4½	C-55		6	210	6,932	2,525
3½-4½	C-60		6	140	6,685	2,575
3½-4½	C-60		6	156	6,700	2,575

(P) INTERNATIONAL—Continued

(1) 1935—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
3½-4½	C-60	Model prefix—501 and up for each model.	6	Inches 170	6,825	\$2,600
3½-4½	C-60		6	190	6,918	2,625
3½-4½	C-60		6	210	7,011	2,650
5-7½	A-7		6	160	11,590	6,200
5-7½	A-7		6	180	11,820	6,250
5-7½	A-7		6	200	11,990	6,300
5-7½	A-7		6	225	12,240	6,350
7½	A-8		6	160	11,590	6,390
7½	A-8		6	180	11,820	6,350
7½	A-8		6	200	11,990	6,400
7½	A-8	6	225	12,240	6,450	

(2) 1936

¾	C-1	Model prefix—501 and up for each model.	6	113	2,220	\$415
¾	C-5		4	125	2,265	440
¾	C-10		4	113	2,100	415
¾-1	C-15		6	125	2,145	440
1-1½	C-20		4	133	3,089	590
1-1½	C-20		4	136	2,706	545
1	M-3		4	133	3,089	590
1-½	C-30		6	157	3,254	625
1-½	C-30		6	118	3,215	850
1-½	C-30		6	133	3,210	610
1-½	C-30	6	157	3,385	645	
1-½	C-30	6	172	3,410	670	
1-½	CS-30	6	133	3,315	705	
1-½	CS-30	6	157	3,490	740	
1-½	CS-30	6	172	3,515	765	
1-½-2	CS-35	6	136	3,734	890	
1-½-2	CS-35	6	160	3,909	935	
1-½-2	CS-35	6	175	3,944	960	
2-3	CS-40	6	145	4,501	1,280	
2-3	CS-40	6	155	4,536	1,295	
2-3	CS-40	6	170	4,588	1,310	
2-3	CS-40	6	185	4,646	1,325	
3½-4½	C-60	6	140	6,685	2,575	
3½-4½	C-60	6	156	6,760	2,575	
3½-4½	C-60	6	170	6,825	2,600	
3½-4½	C-60	6	190	6,918	2,625	
3½-4½	C-60	6	210	7,011	2,650	
1½-4	C-35-T	6	168	5,050	1,575	
1½-4	CS-35-T	6	186	5,125	1,575	
1½-4	CS-35-T	6	168	5,155	1,670	
1½-4	CS-35-T	6	186	5,230	1,670	
2-5	C-40-T	6	168	6,100	2,200	
2-5	C-40-T	6	186	6,190	2,200	
2-5	C-40-T	6	204	6,280	2,200	
2-5	CS-40-T	6	168	6,215	2,335	
2-5	CS-40-T	6	186	6,305	2,335	
2-5	CS-40-T	6	204	6,395	2,335	
2-5	C-40-F	6	168	6,600	2,975	
2-5	C-40-F	6	186	6,690	2,975	
2-5	C-40-F	6	204	6,780	2,975	
3-6	C-50-T	6	170	7,718	3,300	
3-6	C-50-T	6	188	7,843	3,300	
3-6	C-50-T	6	206	8,013	3,300	
3½-7	C-55-T	6	170	9,030	3,950	
3½-7	C-55-T	6	206	9,185	3,950	
3½-7	C-55-T	6	224	9,420	3,950	
3½-7	C-55-F	6	170	9,705	4,950	
3½-7	C-55-F	6	206	9,860	4,950	
3½-7	C-55-F	6	224	10,095	4,950	
3½-7	C-60-T	6	170	9,105	4,075	
3½-7	C-60-T	6	206	9,260	4,075	
3½-7	C-60-T	6	224	9,495	4,075	
3½-7	C-60-T	6	N. A.	---	---	

(3) 1937

¾	C-1	Model prefix—501 and up for each model.	6	113	2,092	\$415
¾	C-5		4	113	1,989	415
¾	C-10		4	133	2,888	590
¾-1	C-75		6	136	2,633	545
1-1½	C-20		4	133	2,917	590
1-1½	CS-20		4	133	3,000	685
1	M-3		4	118	3,163	850
1-½	C-30		6	133	3,038	610
1-½	CS-30		6	133	3,121	705
1½-2	C-35		6	136	3,417	795
1½-2	CS-35	6	136	3,535	890	
2-3	C-40	6	145	4,185	1,145	
2-3	CS-40	6	145	4,271	1,280	
3-4	C-50	6	145	5,453	1,835	
3-4	CS-50	6	145	5,528	1,985	
3½-4½	C-55	6	140	6,407	2,490	
4-5	C-60	6	140	6,486	2,615	
5-7½	A-7	6	160	11,233	6,500	
7½	A-8	6	160	11,233	6,600	
Engine—Under seat						
1½	C-300		6	99	3,192	695

(P) INTERNATIONAL—Continued

(3) 1937—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Busses</i>						
1-1½	C-35-B	Model prefix—501 and up for each model.	6	175	3,603	\$990
1-1½	CS-35-B		6	175	3,653	995
<i>Six wheelers</i>						
1½-4	C-35-T		6	168	5,233	1,575
1½-4	CS-35-T		6	168	5,263	1,670
2-5	C-40-F		6	168	7,023	2,975
2-5	C-40-T		6	168	6,313	2,200
2-5	CS-40-T		6	168	6,343	2,335
3-6	C-50-F		6	170	8,208	3,950
3-6	C-50-T		6	170	7,708	3,300
3-6	CS-50-T		6	170	7,783	3,450
3½-7	C-55-F		6	170	9,971	4,950
3½-7	C-55-T		6	170	9,116	3,950
3½-7	C-60-T		6	170	9,196	4,075
5-7½	A-7-F		6	190	13,262	8,950
½ chassis	D-2		6	113	2,290	475
Ch. and cab	D-2		6	113	2,725	610
Express	D-2		6	113	3,565	653
Panel	D-2		6	113	3,210	750
Chassis	D-2		6	125	2,315	500
Ch. and cab	D-2		6	125	2,750	635
Express	D-2		6	125	3,590	698
Panel	D-2		6	125	3,315	787
½ chassis	D-5		4	113	2,170	490
½ chassis	D-5		4	125	2,195	515
¾-1 chassis	D-15		6	150	2,800	605
Ch. and cab	D-15		6	130	3,235	740
Express	D-15		6	130	4,170	818
Panel	D-15		6	130	4,000	910
1 chassis	M-3		4	118	3,280	850
D M body	M-3		4	118	4,580	1,100
1½ chassis	D-30		6	128	3,510	650
Ch. and cab	D-30		6	128	3,945	785
Chassis	D-30		6	155	3,595	685
Ch. and cab	D-30		6	155	4,030	820
Chassis	D-30		6	173	3,685	710
Ch. and cab	D-30		6	173	4,120	845
1½ chassis	DS-30		6	128	3,610	765
Ch. and cab	DS-30		6	128	4,045	900
Chassis	DS-30		6	155	3,695	800
Ch. and cab	DS-30		6	155	4,130	935
Chassis	DS-30		6	173	3,785	825
Ch. and cab	DS-30		6	173	4,220	960
1½-2 ch	D-35		6	137	4,120	970
Ch. and cab	D-35		6	137	4,555	1,115
Chassis	D-35		6	149	4,145	1,015
Ch. and cab	D-35		6	149	4,580	1,160
Chassis	D-35		6	161	4,170	1,040
Ch. and cab	D-35		6	161	4,605	1,185
Chassis	D-35		6	179	4,205	1,065
Ch. and cab	D-35		6	179	4,640	1,200
1½-2 ch	DS-35		6	137	4,220	1,085
Ch. and cab	DS-35		6	137	4,655	1,230
Chassis	DS-35		6	149	4,245	1,130
Ch. and cab	DS-35		6	149	4,780	1,275
Chassis	DS-35		6	161	4,270	1,155
Ch. and cab	DS-35		6	161	4,705	1,300
Chassis	DS-35		6	179	4,305	1,170
Ch. and cab	DS-35		6	179	4,740	1,315
2-3 ch	D-40		6	134	4,805	1,365
Ch. and cab	D-40		6	134	5,240	1,510
Chassis	D-40		6	146	4,830	1,380
Ch. and cab	D-40		6	146	5,265	1,525
Chassis	D-40		6	158	4,855	1,395
Ch. and cab	D-40		6	158	5,290	1,540
Chassis	D-40		6	176	4,885	1,410
Ch. and cab	D-40		6	176	5,330	1,555
3-4 ch	D-50		6	137	6,215	1,975
Ch. and cab	D-50		6	137	6,650	2,120
Chassis	D-50		6	149	6,245	2,010
Ch. and cab	D-50		6	149	6,680	2,155
Chassis	D-50		6	161	6,275	2,035
Ch. and cab	D-50		6	161	6,710	2,180
Chassis	D-50		6	179	6,335	2,060
Ch. and cab	D-50		6	179	6,770	2,205
3½-4½ ch	D-60		6	149	7,190	2,795
Ch. and cab	D-60		6	149	7,625	2,940
Chassis	D-60		6	161	7,265	2,820
Ch. and cab	D-60		6	161	7,700	2,965
Chassis	D-60		6	179	7,320	2,846
Ch. and cab	D-60		6	179	7,755	2,990
Chassis	D-60		6	197	7,375	2,870
Ch. and cab	D-60		6	197	7,810	3,015
4-5 ch	DR-60		6	149	7,265	2,945
Ch. and cab	DR-60		6	149	7,700	3,090
Chassis	DR-60		6	161	7,340	2,970
Ch. and cab	DR-60		6	161	7,775	3,115
Chassis	DR-60		6	179	7,395	2,995
Ch. and cab	DR-60		6	179	7,830	3,140
Chassis	DR-60		6	197	7,450	3,020
Ch. and cab	DR-60		6	197	7,885	3,165
4-6 Ch	DR-70		6	149	8,100	4,195
Ch. and cab	DR-70		6	149	8,535	4,340
Chassis	DR-70		6	161	8,175	4,220
Ch. and cab	DR-70		6	161	8,610	4,365
Chassis	DR-70		6	179	8,230	4,245
Ch. and cab	DR-70		6	179	8,665	4,390
Chassis	DR-70		6	197	8,285	4,270

(P) INTERNATIONAL—Continued

(3) 1937—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price	
<i>Six wheelers—Con.</i>							
Ch. and cab	DR-70	Model prefix—501 and up for each model.	6	Inches	8,720	\$4,415	
5-7½ chassis	A-7		6	197	11,590	6,100	
Ch. and cab	A-7		6	160	12,420	6,425	
Chassis	A-7		6	180	11,820	6,150	
Ch. and cab	A-7		6	180	12,650	6,425	
Chassis	A-7		6	200	11,990	6,200	
Ch. and cab	A-7		6	200	12,820	6,525	
Chassis	A-7		6	225	12,240	6,250	
Ch. and cab	A-7		6	225	13,070	6,575	
7-chas.	A-8		6	160	11,590	6,200	
Cab and chassis	A-8		6	160	12,420	6,525	
Chassis	A-8		6	180	11,820	6,250	
Ch. and cab	A-8		6	180	12,650	6,575	
Chassis	A-8		6	200	11,990	6,300	
Ch. and cab	A-8		6	200	12,820	6,625	
Chassis	A-8		6	225	12,240	6,350	
Ch. and cab	A-8		6	225	13,070	6,675	
<i>Cab-over-engine</i>							
1½-2 ch.	D-300			6	99	3,345	750
½-2 ch.	D-300			6	117		785
1½-2 ch. and cab	D-300		6	99	3,450	1,075	
1½-2 ch. and cab	D-30		6	117		1,110	
1½-2 ch.	DS-300		6	99	3,445	865	
1½-2 ch.	DS-300		6	117		900	
1½-2 ch. and cab	DS-300		6	99	3,550	1,190	
1½-2 ch. and cab	DS-30		6	117		1,225	

(4) 1938

½ chassis	D-2	Model prefix—501 and up for each model.	6	113	2,290	\$475
Ch. and cab	D-2		6	113	2,725	610
Express	D-2		6	113	3,565	653
Canopy top express	D-2		6	113	3,565	775
Panel	D-2		6	113	3,210	750
DM or DB body	D-2		6	113	3,295	860
Chassis	D-2		6	125	2,315	500
Ch. and cab	D-2		6	125	2,750	635
Express	D-2		6	125	3,590	693
Stake	D-2		6	125	3,625	695
Canopy top express	D-2		6	125	3,625	810
Panel	D-2		6	125	3,315	787
½ chassis	D-5		4	113	2,170	490
Ch. and cab	D-5		4	113	2,605	625
Express	D-5		4	113	3,445	668
Canopy exp.	D-5		4	113	3,545	750
Panel	D-5		4	113	3,090	765
DM or DB body	D-5		4	113	3,175	875
Chassis	D-5		4	125	2,195	515
Ch. and cab	D-5		4	125	2,630	650
Express	D-5	4	125	3,470	708	
Stake	D-5	4	125	3,505	710	
Canopy exp.	D-5	4	125	3,470	785	
Panel	D-5	4	125	3,195	802	
¾-1 chassis	D-15	4	113	2,770	605	
Ch. and cab	D-15	6	113	3,205	712	
Express	D-15	6	113	4,140	750	
DM or DB body	D-15	6	113	3,775	1,000	
Stordor body	D-15	6	113	N. A.	1,255	
Chassis	D-15	6	130	2,800	605	
Ch. and cab	D-15	6	130	3,235	712	
Express	D-15	6	130	4,170	785	
Stake	D-15	6	130	4,110	787	
Canopy Ex	D-15	6	130	4,170	930	
Panel	D-15	6	130	4,000	872	
1½ chassis	D-30	6	128	3,510	650	
Ch. and cab	D-30	6	128	3,945	757	
Stake	D-30	6	128	4,820	857	
Panel	D-30	6	128	5,010	1,175	
Chassis	D-30	6	155	3,595	685	
Ch. and cab	D-30	6	155	4,030	792	
Stake	D-30	6	155	5,080	912	
Panel	D-30	6	155	5,295	1,235	
Chassis	D-30	6	173	3,685	710	
Ch. and cab	D-30	6	173	4,120	817	
Stake	D-30	6	173	4,885	967	
1½ chassis	DS-30	6	128	3,610	765	
Ch. and cab	DS-30	6	128	4,045	872	
Stake	DS-30	6	128	4,920	972	
Panel	DS-30	6	128	5,110	1,290	
Chassis	DS-30	6	155	3,695	800	
Ch. and cab	DS-30	6	155	4,130	907	
Stake	DS-30	6	155	5,180	1,027	
Panel	DS-30	6	155	5,395	1,350	
Chassis	DS-30	6	173	3,785	825	
Ch. and cab	DS-30	6	173	4,220	922	
Stake	DS-30	6	173	4,985	1,082	
1½-2 chassis	D-35	6	137	4,135	970	
Ch. and cab	D-35	6	137	4,570	1,115	
Chassis	D-35	6	149	4,160	1,015	
Ch. and cab	D-35	6	149	4,595	1,160	
Chassis	D-35	6	161	4,185	1,040	
Ch. and cab	D-35	6	161	4,620	1,185	
Chassis	D-35	6	179	4,220	1,055	
Ch. and cab	D-35	6	179	4,655	1,200	

(P) INTERNATIONAL—Continued

(4) 1938—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
				<i>Inches</i>		
1½ chassis	DS-35	Model prefix—501 and up for each model.	6	137	4,135	\$1,085
Ch. and cab	DS-35		6	137	4,570	1,230
Chassis	DS-35		6	149	4,160	1,130
Ch. and cab	DS-35		6	149	4,595	1,275
Chassis	DS-35		6	161	4,185	1,155
Ch. and cab	DS-35		6	161	4,620	1,300
Chassis	DS-35		6	179	4,220	1,170
Chassis and cab	DS-35		6	179	4,655	1,315
2-3 chassis	D-40		6	134	4,805	1,365
Ch. and cab	D-40		6	134	5,240	1,510
Chassis	D-40		6	146	4,830	1,380
Ch. and cab	D-40		6	146	5,265	1,525
Chassis	D-40		6	158	4,855	1,395
Ch. and cab	D-40		6	158	5,290	1,540
Chassis	D-40		6	176	4,895	1,410
Ch. and cab	D-40		6	176	5,330	1,555
¾ chassis	D-50		6	137	6,215	1,975
Ch. and cab	D-50		6	137	6,650	2,120
Chassis	D-50		6	149	6,245	2,010
Ch. and cab	D-50		6	149	6,680	2,155
Chassis	D-50		6	161	6,275	2,035
Ch. and cab	D-50		6	161	6,710	2,180
Chassis	D-50		6	179	6,335	2,060
Ch. and cab	D-50		6	179	6,770	2,205
3¼-4½ chassis	D-60		6	149	7,190	2,795
Ch. and cab	D-60		6	149	7,625	2,940
Chassis	D-60		6	161	7,265	2,820
Ch. and cab	D-60		6	161	7,700	2,965
Chassis	D-60		6	179	7,320	2,845
Ch. and cab	D-60		6	179	7,755	2,990
Chassis	D-60		6	197	7,375	2,870
Ch. and cab	D-60		6	197	7,810	3,015
4-5 chassis	DR-60		6	149	7,190	2,945
Ch. and cab	DR-60		6	149	7,625	3,090
Chassis	DR-60		6	161	7,265	2,970
Ch. and cab	DR-60		6	161	7,700	3,115
Chassis	DR-60		6	179	7,320	2,995
Ch. and cab	DR-60		6	179	7,755	3,140
Chassis	DR-60		6	197	7,375	3,020
Ch. and cab	DR-60		6	197	7,810	3,165
4-6 chassis	DR-70		6	149	8,100	4,195
Ch. and cab	DR-70		6	149	8,535	4,340
Chassis	DR-70		6	161	8,175	4,220
Ch. and cab	DR-70		6	161	8,610	4,365
Chassis	DR-70		6	179	8,230	4,245
Ch. and cab	DR-70		6	179	8,665	4,390
Chassis	DR-70		6	197	8,285	4,270
Ch. and cab	DR-70		6	197	8,720	4,415
5-7-1-2 chassis	A-8		6	160	12,035	6,200
Ch. and cab	A-8		6	160	12,650	6,525
Chassis	A-8		6	180	12,265	6,250
Ch. and cab	A-8		6	180	12,880	6,575
Chassis	A-8		6	200	12,435	6,300
Ch. and cab	A-8		6	200	13,050	6,625
Chassis	A-8		6	225	12,085	6,350
Ch. & cab	A-8		6	225	13,300	6,675
<i>Cab over engine</i>						
1½-2 chassis	D-300		6	99	3,345	750
Ch. and cab	D-300		6	99	4,025	1,075
Ch. and fr. end	D-300		6	99	3,695	995
Chassis	D-300		6	117	3,450	785
Ch. and Cab	D-300		6	117	4,130	1,110
Ch. and fr. end	D-300		6	117	3,800	990
1½-2 chassis	DS-300		6	99	3,445	865
Ch. and cab	DS-300		6	99	4,125	1,190
Chassis	DS-300		6	117	3,550	900
Ch. and cab	DS-300		6	117	4,230	1,190
<i>Six-wheelers</i>						
2-4 chassis	D-216-T		6	176	6,370	1,760
Ch. and cab	D-216-T		6	176	6,805	1,905
Chassis	D-216-T		6	194	6,430	1,775
Ch. and cab	D-216-T		6	194	6,865	1,920
2-4 chassis	DS-216-T		6	176	6,370	1,845
Ch. and cab	DS-216-T		6	176	6,805	2,090
Chassis	DS-216-T		6	194	6,430	1,960
Ch. and cab	DS-216-T		6	194	6,865	2,105
2½-5 chassis	D-246-T		6	161	8,185	2,850
Ch. and cab	D-246-T		6	161	8,620	2,995
Chassis	D-246-T		6	179	8,405	2,875
Ch. and cab	D-246-T		6	179	8,840	3,020
Chassis	D-246-T		6	197	8,505	2,900
Ch. and cab	D-246-T		6	197	8,940	3,045
Chassis	D-246-T		6	215	8,635	2,925
Ch. and cab	D-246-T		6	215	9,070	3,070
2½-5 chassis	D-246-F		6	161	8,440	3,300
Ch. and cab	D-246-F		6	161	8,875	3,445
Chassis	D-246-F		6	179	8,565	3,325
Ch. and cab	D-246-F		6	179	9,000	3,470
Chassis	D-246-F		6	197	8,790	3,350
Ch. and cab	D-246-F		6	197	9,225	3,495
Chassis	D-246-F		6	215	9,035	3,375
Ch. and cab	D-246-F		6	215	9,470	3,520
3½-7 chassis	DR-346-F		6	161	10,245	5,000
Ch. and cab	DR-346-F		6	161	10,680	5,145
Chassis	DR-346-F		6	197	10,515	5,025
Ch. and cab	DR-346-F		6	197	10,950	5,170

(P) INTERNATIONAL—Continued

(4) 1938—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base Inches	Base weight	Price
<i>Six-wheelers—Con.</i>						
Chassis.....	DR-346-F	Model prefix—501 and up for each model.	6	215	10,645	\$5,050
Ch. and cab.....	DR-346-F		6	215	11,080	5,195
3½-7 chassis.....	D-346-T		6	161	11,215	5,900
Ch. and cab.....	D-346-T		6	161	11,650	6,045
Chassis.....	D-346-T		6	197	11,485	5,925
Ch. and cab.....	D-346-T		6	197	11,920	6,070
Chassis.....	D-346-T		6	215	11,615	5,950
Ch. and cab.....	D-346-T		6	215	12,050	6,095
5-8 chassis.....	DR-426-F		6	161	12,775	7,500
Ch. and cab.....	DR-426-F		6	161	13,190	7,645
Chassis.....	DR-426-F		6	215	13,295	7,525
Ch. and cab.....	DR-426-F		6	215	13,730	7,670
Chassis.....	DR-426-F		6	233	13,465	7,550
Ch. and cab.....	DR-426-F		6	233	13,900	7,695
10-15 chassis.....	AR-626-F		6	180	18,355	12,500
Ch. and cab.....	AR-626-F		6	253	18,970	12,825
½ metro body.....	D-2		6	113	N.A.	1,200
2-3 chassis.....	DS-40		6	134	4,805	1,550
Ch. and cab.....	DS-40		6	134	5,240	1,695
Chassis.....	D-40		6	146	4,830	1,565
Ch. and cab.....	D-40		6	146	5,265	1,710
Chassis.....	D-40		6	158	4,855	1,580
Ch. and cab.....	D-40		6	158	5,290	1,725
Chassis.....	D-40		6	176	4,895	1,595
Ch. and cab.....	D-40		6	176	5,330	1,740
3-4 ch.....	DR-50		6	137	6,350	2,140
Ch. and cab.....	DR-50		6	137	6,785	2,285
Chassis.....	DR-50		6	149	6,380	2,175
Ch. and cab.....	DR-50		6	149	6,815	2,320
Chassis.....	DR-50		6	161	6,410	2,200
Ch. and cab.....	DR-50		6	161	6,845	2,345
Chassis.....	DR-50		6	179	6,470	2,225
Ch. and cab.....	DR-50		6	179	6,905	2,370
3-4 ch.....	DS-50		6	137	6,215	2,185
Ch. and cab.....	DS-50		6	137	6,650	2,330
Chassis.....	DS-50		6	149	6,245	2,220
Ch. and cab.....	DS-50		6	149	6,680	2,365
Chassis.....	DS-50		6	161	6,275	2,245
Ch. and cab.....	DS-50		6	161	6,710	2,390
Chassis.....	DS-50		6	179	6,335	2,270
Ch. and cab.....	DS-50		6	179	6,770	2,415
<i>Cab over engine</i>						
1½-2 Chassis.....	D-300		6	87	3,270	715
Ch. and cab.....	D-300		6	87	3,950	1,040
Ch. and fr. end.....	D-300		6	87	3,620	920
1½-2 ch.....	DS-300		6	87	3,370	830
Ch. and cab.....	DS-300		6	87	4,050	1,155
Ch. and fr. end.....	DS-300		6	87	3,720	1,035
Ch. and fr. end.....	DS-300		6	99	3,795	1,035
Ch. and fr. end.....	DS-300		6	117	3,900	1,070
<i>Six wheelers</i>						
1½-3½ ch.....	D-186-T			148	5,390	1,475
Ch. and cab.....	D-186-T			148	5,825	1,582
Chassis.....	D-186-T			173	5,520	1,490
Ch. and cab.....	D-186-T			173	5,965	1,597
Chassis.....	D-186-T			191	5,585	1,505
Ch. and cab.....	D-186-T			191	6,020	1,612
1½-3½ ch.....	DS-186-T			148	5,490	1,590
Ch. and cab.....	DS-186-T			148	5,925	1,697
Chassis.....	DS-186-T		6	173	5,620	1,605
Ch. and cab.....	DS-186-T		6	173	6,055	1,712
Chassis.....	DS-186-T		6	191	5,685	1,620
Ch. and cab.....	DS-186-T		6	191	6,120	1,727
2½-5 ch.....	DR-246-T		6	161	8,320	3,015
Ch. and cab.....	DR-246-T		6	161	8,755	3,160
Chassis.....	DR-246-T		6	179	8,535	3,040
Ch. and cab.....	DR-246-T		6	179	8,970	3,185
Chassis.....	DR-246-T		6	197	8,635	3,065
Ch. and cab.....	DR-246-T		6	197	9,070	3,210
Chassis.....	DR-246-T		6	215	9,770	3,090
Ch. and cab.....	DR-246-T		6	215	9,205	3,235
2½-5 ch.....	DS-246-T		6	161	8,185	3,060
Ch. and cab.....	DS-246-T		6	161	8,620	3,205
Chassis.....	DS-246-T		6	179	8,405	3,085
Ch. and cab.....	DS-246-T		6	179	8,840	3,230
Chassis.....	DS-246-T		6	197	8,505	3,110
Ch. and cab.....	DS-246-T		6	197	8,940	3,255
Chassis.....	DS-246-T		6	215	8,635	3,135
Ch. & cab.....	DS-246-T		6	215	9,070	3,280

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(P) INTERNATIONAL—Continued

(5) 1939¹

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price chassis	Price chassis w/ cab
Metro body.....	D-2-M.....	Model prefix-501 and up for each model.	6	<i>Inches</i> 102	3,800		\$1,110
Chassis.....	D-2-M.....		6	113	3,925		² 1,170
	D-5.....		6	113	2,170	\$490	598
	D-5.....		6	125	2,195	515	623
Metro body.....	D-15-M.....		6	102	4,275		² 1,240
Chassis.....	D-15-M.....		6	113	4,425		² 1,310
	D-500.....		6	94	6,830	2,210	2,560
	D-500.....		6	106	7,020	2,235	2,585
	D-500.....		6	124	7,180	2,260	2,610
	DR-500.....		6	94	6,965	2,375	2,725
	DR-500.....		6	106	7,155	2,400	2,750
	DR-500.....		6	124	7,315	2,425	2,775
	DS-500.....		6	94	6,830	2,420	2,770
	DS-500.....		6	106	7,020	2,445	2,795
	DS-500.....		6	124	7,180	2,470	2,820
	DR-700.....		6	94	8,530	4,250	4,600
	DR-700.....		6	106	8,645	4,275	4,625
	DR-700.....		6	124	8,755	4,300	4,650
	DR-700.....		6	142	8,930	4,325	4,675

¹ Models, specifications, and prices for 1938 continue unchanged for 1939 except as noted.
² Price includes body.

(6) 1940

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price cab	Price chassis
Conventional 4-wheel equipment.	D-2.....	Model prefix-501 and up for each model.	6	<i>Inches</i> 113	2,290	108.00	\$475
	D-2-H.....		6	125	2,315	108.00	500
	D-2-M.....		6	102	2,045		1,100
	D-2-M.....		6	113	2,055		1,170
	D-5.....		6	113	2,170	108.00	400
	D-5.....	6	125	2,195	108.00	515	
	D-15.....	6	113	2,770	108.00	605	
	D-15-L.....	6	113	2,770		605	
	D-15-LL.....	6	130	2,900	108.00	605	
	D-15-M.....	528 up.....	6	102	2,325		1,240
	D-15-ML.....	6	113	2,424		1,310	
	D-29.....	661 up.....	6	128	3,510	108.00	650
	D-29.....	6	143	3,555	108.00	685	
	D-29.....	6	155	3,595	108.00	685	
	D-29.....	6	173	3,685	108.00	710	
	DS-29.....	6	128	3,610	108.00	765	
	DS-29.....	6	143	3,655	108.00	800	
	DS-29.....	6	155	3,695	108.00	800	
	DS-29.....	6	173	3,785	108.00	825	
	D-30, D-30-L.....	62, 775 up.....	6	128	3,510	108.00	650
	D-30-D.....	6	143	3,555	108.00	685	
		6	155	3,595	108.00	685	
		6	173	3,685	108.00	710	
	DS-30, DS-30-L.....	6, 978 up.....	6	128	3,610	108.00	768
	DS-30-D.....	6	143	3,655	108.00	800	
		6	155	3,695	108.00	800	
		6	173	3,785	108.00	825	
	D-35, D-35-L.....	20,161 up.....	6	137	4,135	145.50	970
	D-35-H, D-35-HH.....	6	149	4,160	145.00	1,015	
	D-35-HHH.....	6	161	4,185	145.00	1,040	
		6	179	4,220	145.00	1,055	
		6	137	4,135	145.00	1,085	
		6	149	4,160	145.00	1,130	
	DS-35-HHH.....	6	161	4,185	145.00	1,155	
		6	179	4,220	145.00	1,170	
	D-39, D-40.....	14488 up.....	6	134	4,805	145.00	1,365
	D-40-L, D-40-H.....	6	146	4,830	145.00	1,380	
		6	158	4,855	145.00	1,395	
		6	176	4,895	145.00	1,410	
	DS-39, DS-40.....	1804 up.....	6	134	4,930	145.00	1,550
	DS-40-L, DS-40-H.....	6	146	4,955	145.00	1,565	
		6	158	4,980	145.00	1,580	
		6	176	5,020	145.00	1,595	
	D-50, D-50-LS.....	3072 up.....	6	137	6,215	145.00	1,975
	D-50-LL, D-50-L.....	6	149	6,245	145.00	2,010	
	DH-50-H.....	6	161	6,275	145.00	2,035	
		6	179	6,335	145.00	2,060	
	DS-50, DS-50-LS.....	839 up.....	6	137	6,215	145.00	2,185
	DS-50-LL.....	6	149	6,245	145.00	2,220	
	DS-50-L, DS-50-H.....	6	161	6,275	145.00	2,245	
	6	179	6,335	145.00	2,270		
DR-50, DR-50-LS.....	1189 up.....	6	137	6,350	145.00	2,140	
DR-50-LL.....	6	149	6,380	145.00	2,175		
DR-50-L, DR-50-H.....	6	161	6,410	145.00	2,200		
	6	179	6,470	145.00	2,225		
D-60, D-60-SB.....	1028 up.....	6	149	7,190	145.00	2,795	
D-60-L, D-60-H.....	6	161	7,265	145.00	2,820		
	6	179	7,320	145.00	2,845		
	6	197	7,375	145.00	2,870		
DR-60.....	1950 up.....	6	149	7,190	145.00	2,945	
DR-60-SR.....	6	161	7,265	145.00	2,970		
DR-60-L, DR-60-H.....	6	179	7,320	145.00	2,995		
	6	197	7,375	145.00	3,200		

(P) INTERNATIONAL—Continued

(G) 1940—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price cab	Price chassis			
Conventional 4-wheel equipment.	DR-70, DR-70-LS	1061 up	6	Inches 149	8,100	\$145.00	\$4,195			
	DR-70-L, DR-70-H		6	161	8,175	145.00	4,220			
			6	179	8,230	145.00	4,245			
	A-8, A-8-L, A-8-H	1043 up	6	197	8,285	145.00	4,290			
			6	160	12,035	325.00	6,200			
			6	180	12,265	325.00	6,250			
			6	200	12,485	325.00	6,300			
			6	225	12,685	325.00	6,350			
			Six wheel equipment	D-186-T, D-186-TL	520 up	6	148	5,390	108.00	1,475
				D-186-TH		6	173	5,520	108.00	1,490
DS-186-T		6		191	5,585	108.00	1,505			
DS-186-TL		6		148	5,490	108.00	1,590			
DS-186-TH		6		173	5,620	108.00	1,605			
D-216-T, D-216-TL		6		191	5,685	108.00	1,620			
D-216-TH		6		176	6,370	108.00	1,760			
		6		194	6,430	108.00	1,775			

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Standard cab	Price standard chassis
Diesel equipped	DS-216-T, DS-216-TL	712 up	6	Inches 176	6,495	\$145.00	\$1,945
	DS-216-TH		6	194	6,555	145.00	1,960
	D-216-F, D-216-FL	508 up	6	167	6,835	145.00	2,185
	D-216-FH		6	176	6,895	145.00	2,200
	D-246-T, D-246-TL	593 up	6	194	N. A.	145.00	2,215
	D-246-TH		6	161	8,185	145.00	2,850
	DS-246-T, DS-246-TL	528 up	6	179	8,405	145.00	2,875
			6	197	8,505	145.00	2,900
			6	215	8,635	145.00	2,925
			6	161	8,185	145.00	3,060
			6	179	8,405	145.00	3,085
			6	197	8,505	145.00	3,110
			6	215	8,635	145.00	3,135
			6	161	8,320	145.00	3,035
			6	179	8,535	145.00	3,040
			6	197	8,635	145.00	3,065
	D-246-F, D-246-FL	928 up	6	215	8,770	145.00	3,090
			6	161	8,440	145.00	3,150
			6	179	8,565	145.00	3,175
	DR-346-T, DR-346-TL	542 up	6	197	8,790	145.00	3,200
			6	215	9,035	145.00	3,225
	DR-346-TH		6	161	10,245	145.00	5,000
			6	197	10,515	145.00	5,025
			6	215	10,645	145.00	5,050
	D-346-F, D-346-FL	660 up	6	161	11,215	145.00	5,750
			6	197	11,485	145.00	5,775
	DR-426-F, DR-426-FL	565 up	6	215	11,615	145.00	5,800
			6	161	12,755	145.00	7,500
	DR-426-FH		6	215	13,295	145.00	7,525
			6	233	13,465	145.00	7,550
	AR-626-F		6	180	18,355	325.00	12,500
			6	253	18,770	325.00	12,500
	DD-50, DD-50-L	529 UP	4	137	7,445	145.00	3,275
			4	149	7,475	145.00	3,310
			4	161	7,505	145.00	3,335
			4	179	7,565	145.00	3,360
			4	137	7,445	145.00	3,485
			4	149	7,475	145.00	3,520
			4	161	7,505	145.00	3,545
			4	179	7,565	145.00	3,570
			4	137	7,580	145.00	3,440
			4	149	7,610	145.00	3,475
	DD-60, DD-60-L	501 UP	4	161	7,640	145.00	3,500
			4	179	7,700	145.00	3,525
			4	149	8,255	145.00	4,095
	DD-60-H		4	161	8,390	145.00	4,120
			4	179	8,415	145.00	4,145
			4	197	8,470	145.00	4,170
	DRD-60, DRD-60-L	508 UP	4	149	8,285	145.00	4,245
			4	161	8,360	145.00	4,270
			4	179	8,415	145.00	4,295
	DRD-60-H		4	197	8,470	145.00	4,320
			6	149	10,025	145.00	5,725
			6	161	10,100	145.00	5,750
	DRD-70, DRD-70-L	524 UP	6	179	10,155	145.00	5,775
			6	197	10,210	145.00	5,800
			6	160	12,915	325.00	7,185
	AD-8, AD-8-L, AD-8-H	507 up	6	180	13,145	325.00	7,235
			6	200	13,315	325.00	7,285
			6	225	13,565	325.00	7,335
	DD-246-T, DD-246-TL	504	4	161	9,415	145.00	4,150
			4	179	9,535	145.00	4,175
	DD-246-TH		4	197	9,735	145.00	4,200
			4	215	9,865	145.00	4,225
			4	161	9,415	145.00	4,360
	DSD-246-T	501 up	4	179	9,535	145.00	4,385
			4	197	9,735	145.00	4,310
	DSD-246-TL		4	215	9,865	145.00	4,335
			4	161	9,650	145.00	4,315
			4	179	9,670	145.00	4,340
	DSD-246-TH		4	197	9,870	145.00	4,365
			4	215	10,000	145.00	4,390
	DRD-246-T		4	161	9,530	145.00	4,450
			4	179	9,655	145.00	4,475

(P) INTERNATIONAL—Continued

(6) 1940—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Standard cab	Price standard chassis			
Diesel equipped	DD-246-FH	506 up	4	Inches 197	9,940	\$145.00	\$4,500			
	DRD-346-T, DRD-346-TL, DRD-346-TH	505 up	6	215 161	10,220 11,315	145.00 145.00	4,505 6,530			
	DD-346-F, DD-346-FL, DD-346-FH	510 up	6	197 215 161	11,585 11,715 12,815	145.00 145.00 145.00	6,555 6,580 7,280			
	DRD-426-F, DRD-426-FL, DRD-426-FH, ARD-626-F, ARD-626-FL, ARD-626-FH	504 up	6	197 215 233 180	13,515 13,645 14,355 15,325 15,495 18,805	145.00 145.00 145.00 325.00	7,305 7,330 9,030 9,055 9,080 13,485			
	Cab over engine	D-300-D, D-300-L, D-300-H	3862 up	6	253 87 99	19,650 3,270 3,345	325.00 325.00 325.00	13,845 715 715		
		DS-300, DS-300-L, DS-300-H	744 up	6	117 87 99	3,450 3,370 3,445	325.00 325.00 325.00	750 830 830		
		D-500, D-500-LS, D-500-LL, D-55-H	530 up	6	117 94 106	3,550 6,185 6,215	325.00 325.00 325.00	865 2,210 2,235		
		DS-500, DS-500-LS, DS-500-LL, DS-500-L, DS-500-H	501 up	6	124 94 106	6,275 6,185 6,215	325.00 350.00 350.00	2,260 2,420 2,445		
		DR-500, DR-500-LS, DR-500-LL, DR-500-L, DR-500-H	506 up	6	124 94 106	6,275 6,310 6,340	350.00 350.00 350.00	2,470 2,375 2,400		
		DR-700, DR-700-LS, DR-700-L, DR-700-H	502 up	6	124 94 106 124 142	7,795 7,835 7,895 7,935 3,705	350.00 350.00 350.00 350.00	4,250 4,275 4,300 4,325		
		Passenger bus chassis	D-30-B	889 up	6	155 173	3,795 3,805		785 810	
			DS-30-B	506 up	6	155 173	3,805 3,895		900 925	
			D-35-B, DS-35-B	885 up 511 up	6	179 179	4,525 4,560		1,170 1,285	
			School bus chassis	D-30, D-30-L, D-30-D	62775 up	6	128 143 155 173 191	3,510 3,555 3,595 3,685 3,903		650 685 685 710 745
				DS-30, DS-30-L, DS-30-D	6978 up	6	128 143 155 173 191	3,610 3,655 3,695 3,785 4,003		765 800 800 825 860
D-35, D-35-L, D-35-H, D-35-HH, D-35-HHH		20161 up		6	161 179 197 218	4,185 4,220 4,620 4,993		1,040 1,055 1,090 1,130		
DS-35, DS-35-L, DS-35-H, DS-35-HH, DS-35-HHH		6966 up		6	161 179 197 218	4,185 4,220 4,620 4,998		1,155 1,170 1,205 1,245		
D-40, D-40-L, D-40-H		14488		6	176 215 235 253	4,895 5,620 5,858 6,065		1,420 1,495 1,535 1,625		
DS-40, DS-40-L, DS-40-H		1804 up		6	176 215 235 253	5,020 5,745 5,983 6,190		1,595 1,680 1,720 1,810		
D-50, DS-50, DR-50	3,072 up 839 up 1,189 up	6		256 256 256	7,033 7,168 7,303		2,210 2,420 2,375			
D-12-SB, D-21-SB, D-21-SBB, D-31-SB, D-31-SBB, D-37-SB, D-37-SBB, D-43-SB, D-49-SB, D-49-SBB, D-55-SB, D-55-SBB	505 up 506 up 501 up 525 up 501 up 531 up 501 up 522 up 549 up 501 up 530 up 501 up	6		130 155 155 155 187 187 212 231 231 250 250	2,820 4,045 4,401 4,045 4,510 4,367 4,675 4,985 5,350 5,350 7,133 7,133		885 855 1,195 855 1,195 920 1,225 1,325 1,695 1,845 2,560 2,635			

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price chassis	Price chas. w/cab
Light duty trucks—single wheel equipment.	K-1, K-1-H	501 up	6	Inches 113	2,250	\$490	\$598
	K-2, K-2-L		6	125	2,275	510	618
	K-3-H, K-3		6	125	2,285	520	630
	K-3-L, K-3-H		6	113 130	3,000 3,030	620 620	730 730

(P) INTERNATIONAL—Continued

(6) 1940—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price chassis	Price chas. w/cab	
<i>Light duty trucks—Single wheel equipment.</i>	K-4, K-4-L, K-4-H.....	501 up.....	6	Inches				
				113	3,250	\$645	\$753	
				135	3,300	645	753	
	K-5, K-5-L, K-5-H.....			147	3,360	665	773	
				156	3,410	685	793	
				135	3,555	645	753	
	<i>Light duty truck—dual wheel equipment.</i>			K-5, K-5-L, K-5-H.....	147	3,620	645	753
					159	3,665	665	773
					177	3,715	685	793
				<i>Medium duty trucks—dual wheel equipment.</i>	K-6, K-6-L, K-6-H.....	135	3,660	690	798
147		3,725	710			818		
159		3,770	730			838		
K-7, K-7-L, K-7-H.....		177	3,820		750	858		
		134	4,475		1,005	1,170		
		146	4,515		1,025	1,190		
		158	4,560		1,045	1,210		
	176	4,620	1,065		1,230			
	134	4,905	1,270		1,535			
	146	4,950	1,390		1,555			
	158	4,995	1,410	1,575				
	176	5,065	1,430	1,595				
	K-8, K-8-L, K-8-H.....	137	6,250	1,910	2,075			
149		6,310	1,930	2,095				
161		6,370	1,950	2,115				
179		6,460	1,970	2,135				
197		6,550	1,990	2,155				
149		7,095	2,700	2,865				
161		7,170	2,720	2,885				
179		7,225	2,740	2,905				
197		7,280	2,760	2,925				
<i>Heavy duty truck—Dual wheel equipment</i>		K-10, K-10-L, K-10-H.....	149	7,095	2,700	2,865		
	161		7,170	2,720	2,885			
	179		7,225	2,740	2,905			
	<i>Heavy duty truck—Double reduction axle—Dual wheel equipment</i>	KR-11, KR-11-L, KR-11-H.	149	7,280	2,760	2,925		
			161	8,021	3,900	4,065		
			161	8,096	3,290	4,085		
		179	8,151	3,940	4,105			
		197	8,206	3,960	4,125			

(7) 1941 and 1942

<i>Light duty trucks—Single wheel equipment</i>	K-1, K-1-H.....	501 up.....	6	113	2,250	N. A.	\$663	
			6	125	2,275	N. A.	683	
Metro	K-1-M.....	501 up.....			3,800	N. A.	1,170	
					4,010	N. A.	1,215	
Body and chassis	K-1-MH.....	501 up.....			\$580		\$693	
					680		793	
Metro body and chassis.....	K-2, K-2-L, K-2-H.....	501 up.....	6	125	2,285	680	793	
			6	113	3,000	680	793	
			6	130	3,030	680	793	
	K-3, K-3-L, K-3-H.....		6	102	4,235	N. A.	1,280	
			6	113	4,535	N. A.	1,325	
			6	113	3,250	710	823	
	Medium duty truck—dual wheel equipment.		K-4, K-4-L, K-4-H.....	6	147	3,360	730	843
				6	159	3,410	750	863
				6	134	3,660	770	883
			K-5, K-5-L, K-5-H.....	6	146	3,725	790	903
6		158		3,770	810	923		
6		176		3,820	830	943		
Medium duty truck—dual wheel equipment.		K-6, K-6-L, K-6-H.....	6	134	4,475	1,125	1,295	
			6	146	4,515	1,145	1,315	
			6	158	4,560	1,165	1,335	
		K-7, K-7-L, K-7-H.....	6	176	4,620	1,185	1,355	
	6		134	4,905	1,490	1,660		
	6		146	4,950	1,510	1,680		
	Heavy duty trucks—dual wheel equipment.	K-8, K-8-L, K-8-H.....	6	158	4,995	1,530	1,700	
			6	176	5,065	1,550	1,720	
			6	137	6,250	2,155	2,325	
		Heavy duty trucks—double reduction axle—dual wheel equipment.	K-10, K-10-L, K-10-H.....	6	149	6,310	2,175	2,345
6				161	6,370	2,195	2,365	
6				179	6,460	2,215	2,385	
Light duty trucks—cab-over-engine—Dual wheel equipment.			K-10, K-10-L, K-10-H.....	6	197	6,550	2,235	2,405
				6	149	7,095	3,025	3,195
				6	161	7,170	3,045	3,215
			Medium duty truck—cab-over-engine—Dual wheel equipment.	KR-11, KR-11-L, KR-11-H.....	6	179	7,225	3,065	3,235
	6				197	7,280	3,085	3,255
	6				149	8,021	4,225	4,395
	Light duty trucks—cab-over-engine—Dual wheel equipment.			KR-11, KR-11-L, KR-11-H.....	6	161	8,096	4,245	4,415
		6			179	8,151	4,265	4,435
		6			197	8,206	4,285	4,455
		Medium duty truck—cab-over-engine—Dual wheel equipment.		K-5-COE, K-5-L-COE.....	6	87	N. A.	965	1,140
6					99	N. A.	965	1,140
6					117	N. A.	985	1,160
Medium duty truck—cab-over-engine—Dual wheel equipment.				K-7-COE, K-7-L-COE.....	6	87	5,200	1,730	1,965
			6		99	5,270	1,750	1,985
			6		117	5,355	1,770	2,005
			K-8-COE, K-8-L-COE.....	6	153	5,600	1,810	2,045
	6			94	6,810	2,530	2,805	
	6			106	7,000	2,550	2,825	
	6			124	7,160	2,570	2,845	
6	124	7,330	2,590	2,865				

(P) INTERNATIONAL—Continued

(7) 1941 and 1942—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price chassis	Price chassis w/cab	
Heavy duty trucks—cab-over-engine—double reduction axle DW—equipment.	KR-11-COF.....	501 up	6	<i>Inches</i> 94	8,530	\$4,650	\$4,925	
	KR-11-L-COE.....		6	106	8,645	4,670	4,945	
	KR-11-H-CEO.....		6	124	8,755	4,690	4,965	
Six wheel—2 wheel drive—dual wheel equipment.	K-6-T, K-6-TL, K-6-TH.....		6	142	8,930	4,710	4,985	
	K-8-T, K-8-TL, K-8-TH.....		6	176	6,370	1,915	2,165	
			6	194	6,430	2,015	2,185	
			6	161	8,215	3,115	2,285	
			6	179	8,335	3,135	3,305	
			6	197	8,535	3,155	3,325	
Six wheel—2 wheel drive—double reduction axle—DW equipment.	KR-11-T, KR-11-TL.....		6	215	8,665	3,175	3,345	
	KR-11-TH.....		6	161	10,450	4,785	4,955	
			6	197	10,950	4,825	4,995	
Six wheel—4 wheel drive—dual wheel equipment.	K-6-F, K-6-FL.....		6	215	11,250	4,845	5,015	
		K-6-FH.....		6	151	6,750	2,445	2,615
				6	176	6,875	2,465	2,635
	K-8-F, K-8-FL.....		6	194	7,000	2,485	2,655	
		K-8-FH.....		6	161	8,470	3,525	3,695
				6	179	8,600	3,545	3,715
	K-11-F, K-11-FL.....		6	197	8,880	3,565	3,735	
		K-11-FH.....		6	215	9,160	3,585	3,755
				6	161	10,925	5,420	5,590
	School bus chassis.....	K-5.....		6	197	11,425	5,460	5,630
				6	215	11,725	5,680	5,650
		K-6.....		6	195	N. A.	865
				6	194	N. A.	1,220
		K-7.....		6	212	N. A.	1,260
				6	212	N. A.	1,635
K-8.....		6	230	N. A.	.....	1,675	
		6	248	N. A.	.....	1,765	
		6	251	N. A.	.....	2,365	

(Q) MACK

[Manufacturer: Mack International Motor Truck Corp. Principal plant: Allentown, Pennsylvania]
(1) 1935

Rated capacity and type	Model	Serial No.	Number cylinders	Rear axle	Wheel base	Base weight	Price
Chassis.....	BG.....	Not available for any model.	6	Single reduction.....	<i>Inches</i> 138	5,200	\$3,000
Tractor.....	BG.....		6	Single reduction.....	148	5,300	3,150
Chassis.....	BF.....		6	Single reduction.....	156	5,350	3,750
Chassis.....	BF.....		6	Dual reduction.....	156	6,700	4,000
Tractor.....	BF.....		6	Dual reduction.....	138	N. A.	4,150
Chassis.....	AB.....		4	Chain drive.....	156	6,900	4,000
Tractor.....	AB.....		4	Chain drive.....	138	N. A.	4,150
Chassis.....	AB.....		4	Dual reduction.....	156	6,900	4,200
Tractor.....	AB.....		4	Dual reduction.....	138	N. A.	4,350
Chassis.....	BM.....		6	Dual reduction.....	157	N. A.	4,700
Tractor.....	BM.....		6	Dual reduction.....	138	N. A.	4,850
Chassis.....	CH ¹		6	Dual reduction.....	132	8,400	5,200
Tractor.....	CH ¹		6	Dual reduction.....	104	N. A.	5,350
Chassis.....	CJ ¹		6	Dual reduction.....	132	9,600	6,100
Tractor.....	CJ ¹		6	Dual reduction.....	104	N. A.	6,250
Chassis.....	BX.....		6	Chain drive.....	171	9,400	5,750
Tractor.....	BX.....		6	Chain drive.....	136	N. A.	5,900
Chassis.....	BX.....		6	Dual reduction.....	171	9,400	5,600
Tractor.....	BX.....		6	Dual reduction.....	136	N. A.	5,750
Chassis: 6 wheel, 2 wheel drive.	BX.....		6	Dual reduction.....	180	N. A.	7,500
Chassis: 6 wheel, 4 wheel drive.	BX.....		6	Dual reduction.....	178	N. A.	7,950
Chassis.....	BQ.....		6	Dual reduction.....	176	10,800	6,800
Tractor.....	BQ.....		6	Dual reduction.....	141	N. A.	6,950
Chassis: 6 wheel, 2 wheel drive.	BQ.....		6	Dual reduction.....	187	N. A.	8,850
Chassis: 6 wheel, 4 wheel drive.	BQ.....		6	Dual reduction.....	185	N. A.	9,350
Chassis.....	AK.....		4	Dual reduction.....	162	9,400	5,250
Tractor.....	AK.....		4	Dual reduction.....	143	N. A.	5,400
Chassis.....	AK.....		6	Dual reduction.....	174	N. A.	6,800
Tractor.....	AK.....		6	Dual reduction.....	155	N. A.	6,950
Chassis.....	AC.....		4	Chain drive.....	174	10,200	5,750
Tractor.....	AC.....		4	Chain drive.....	138	N. A.	5,900

(Q) MACK—Continued

(2) 1936

Rated capacity and type	Model	Serial No.	Number cylinders	Rear axle	Wheel base	Base weight	Price
Chassis.....	EH.....	Not available for any model.	6	Single reduction....	146	N. A.	\$2,095
Tractor.....	EH.....		6	Single reduction....	139	N. A.	2,245
Chassis.....	BG.....		6	Single reduction....	138	N. A.	2,500
Tractor.....	BG.....		6	Single reduction....	148	N. A.	2,650
Tractor ¹	EC ¹		6	Single reduction....	108	N. A.	3,600
Tractor ¹	EC ¹		6	Single reduction....	96	N. A.	3,750
Chassis.....	BF.....		6	Dual reduction....	144	N. A.	3,450
Tractor.....	BF.....		6	Dual reduction....	138	N. A.	3,600
Chassis.....	EB ¹		3	Dual reduction....	108	N. A.	4,250
Tractor.....	EB ¹		6	Dual reduction....	96	N. A.	4,400
Chassis.....	BM.....		3	Dual reduction....	157	N. A.	4,250
Tractor.....	BM.....		6	Dual reduction....	138	N. A.	4,400
Chassis.....	CH ¹		6	Dual reduction....	119	N. A.	5,150
Tractor.....	CH ¹		6	Dual reduction....	98	N. A.	5,300
Chassis.....	BX.....		6	Dual reduction....	171	N. A.	5,250
Tractor.....	BX.....		6	Dual reduction....	136	N. A.	5,400
Chassis: 6 wheel, 2 wheel drive.	BX.....		6	Dual reduction....	180	N. A.	7,000
Chassis.....	CJ ¹		6	Dual reduction....	112	N. A.	6,100
Tractor.....	CJ ¹		6	Dual reduction....	98	N. A.	6,250
Chassis: 6 wheel, 2 wheel drive.	CJ ¹		6	Dual reduction....	136	N. A.	7,850
Chassis: 6 wheel, 4 wheel drive.	CJ ¹		6	Dual reduction....	134	N. A.	8,350
Chassis.....	BF.....		6	Chain drive.....	144	N. A.	4,200
Tractor.....	BF.....		6	Chain drive.....	138	N. A.	4,350
Chassis.....	AB.....		6	Chain drive.....	144	N. A.	4,000
Tractor.....	AB.....		6	Chain drive.....	138	N. A.	4,150
Chassis.....	AB.....		6	Dual reduction....	144	N. A.	4,200
Tractor.....	AB.....		6	Dual reduction....	138	N. A.	4,350
Chassis.....	BX.....		6	Chain drive.....	160	N. A.	6,250
Tractor.....	BX.....		6	Chain drive.....	136	N. A.	6,400
Chassis: 6 wheel, 4 wheel drive.	BX.....		6	Chain drive.....	178	N. A.	7,500
Chassis.....	BQ.....	6	Dual reduction....	176	N. A.	7,600	
Tractor.....	BQ.....	6	Dual reduction....	141	N. A.	7,750	
Chassis: 6 wheel, 2 wheel drive.	BQ.....	6	Dual reduction....	187	N. A.	8,850	
Chassis: 6 wheel, 4 wheel drive.	BQ.....	6	Dual reduction....	185	N. A.	9,350	
Chassis.....	AK.....	4	Dual reduction....	156	N. A.	5,500	
Tractor.....	AK.....	4	Dual reduction....	138	N. A.	5,650	
Chassis.....	AK.....	6	Dual reduction....	165	N. A.	7,600	
Tractor.....	AK.....	6	Dual reduction....	145	N. A.	7,750	
Chassis.....	AC.....	4	Chain drive.....	156	N. A.	6,150	
Tractor.....	AC.....	4	Chain drive.....	138	N. A.	6,300	
Chassis.....	AC.....	6	Chain drive.....	165	N. A.	8,250	
Tractor.....	AC.....	6	Chain drive.....	145	N. A.	8,400	
Chassis.....	AP.....	6	Chain drive.....	174	N. A.	9,000	
Tractor.....	AP.....	6	Chain drive.....	156	N. A.	9,150	

(3) 1937

Chassis.....	EE.....	Not available for any model.	6	Single reduction....	133	N. A.	\$985
Tractor.....	EE.....		6	Single reduction....	132	N. A.	1,135
Chassis.....	EJ.....		6	Single reduction....	146	N. A.	1,625
Tractor.....	EJ.....		6	Single reduction....	139	N. A.	1,775
Chassis.....	EH.....		6	Single reduction....	146	N. A.	2,095
Tractor.....	EH.....		6	Single reduction....	139	N. A.	2,245
Chassis.....	EM.....		6	Single reduction....	146	7,350	2,750
Tractor.....	EM.....		6	Single reduction....	141	N. A.	2,900
Chassis.....	EQ.....		6	Dual reduction....	146	8,100	3,250
Tractor.....	EQ.....		6	Dual reduction....	141	N. A.	3,400
Chassis.....	BM.....		6	Dual reduction....	157	N. A.	4,250
Tractor.....	BM.....		6	Dual reduction....	138	N. A.	4,400
Chassis.....	BX.....		6	Dual reduction....	171	N. A.	5,250
Tractor.....	BX.....		6	Dual reduction....	136	N. A.	5,400
Chassis: 6 wheel, 2 wheel drive.	BX.....		6	Dual reduction....	180	N. A.	7,000
Chassis: 6 wheel, 4 wheel drive.	BX.....		6	Dual reduction....	178	N. A.	7,500
Chassis.....	EC ¹		6	Single reduction....	108	N. A.	3,600
Tractor.....	EC ¹		6	Single reduction....	96	N. A.	3,750
Chassis.....	EB ¹		6	Dual reduction....	108	N. A.	4,250
Tractor.....	EB ¹		6	Dual reduction....	96	N. A.	4,400
Chassis.....	CH ¹		6	Dual reduction....	119	N. A.	6,130
Tractor.....	CH ¹		6	Dual reduction....	98	N. A.	5,300
Chassis.....	CJ ¹		6	Dual reduction....	119	N. A.	6,100
Tractor.....	CJ ¹		6	Dual reduction....	98	N. A.	6,250
Chassis: 6 wheel, 2 wheel drive.	CJ ¹		6	Dual reduction....	136	N. A.	5,870
Chassis: 6 wheel, 4 wheel drive.	CJ ¹		6	Dual reduction....	134	N. A.	8,350
Chassis.....	ER.....		6	Chain drive.....	146	7,350	2,950
Chassis.....	BF.....		6	Chain drive.....	144	8,100	4,200
Tractor.....	BF.....		6	Chain drive.....	138	N. A.	4,350
Chassis.....	BX.....		6	Chain drive.....	160	N. A.	6,250
Tractor.....	BX.....	6	Chain drive.....	136	N. A.	6,400	
Chassis.....	BQ.....	6	Dual reduction....	168	N. A.	7,600	
Tractor.....	BQ.....	6	Dual reduction....	141	N. A.	7,750	
Chassis: 6 wheel, 2 wheel drive.	BQ.....	6	Dual reduction....	187	N. A.	8,850	
Chassis: 6 wheel, 4 wheel drive.	BQ.....	6	Dual reduction....	185	N. A.	9,350	
Chassis.....	AK.....	6	Dual reduction....	165	N. A.	7,600	
Tractor.....	AK.....	6	Dual reduction....	145	N. A.	7,750	
Chassis.....	AC.....	4	Chain drive.....	156	N. A.	6,150	
Tractor.....	AC.....	4	Chain drive.....	138	N. A.	6,300	

¹ Cab over engine.

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(Q) MACK—Continued

(3) 1937—Continued

Rated capacity and type	Model	Serial No.	Number cylinders	Rear axle	Wheel base	Base weight	Price
Chassis.....	AC.....	Not available for any model.	6	Chain drive.....	165	N. A.	\$8,250
Tractor.....	AC.....		6	Chain drive.....	141	N. A.	8,400
Chassis.....	AP.....		6	Chain drive.....	174	N. A.	9,000
Tractor.....	AP.....		6	Chain drive.....	156	N. A.	9,150
Chassis.....	FC.....		6	Chain drive.....	N. A.	N. A.	9,250
Chassis.....	EF.....		6	Single reduction.....	132	N. A.	1,195
Tractor.....	EF.....		6	Single reduction.....	132	N. A.	1,295

(4) 1938

Chassis.....	ED.....	Not available for any model.	6	Single reduction.....	120	N. A.	\$675
Chassis.....	EE.....		6	Single reduction.....	132	4,650	985
Chassis.....	EEU ¹		6	Single reduction.....	107	4,800	1,180
Tractor.....	EE.....		6	Single reduction.....	132	4,650	985
Tractor.....	EEU ¹		6	Single reduction.....	107	4,800	1,180
Chassis.....	EF.....		6	Single reduction.....	132	4,900	1,195
Chassis.....	EFU ¹		6	Single reduction.....	107	5,000	1,390
Tractor.....	EFT.....		6	Single reduction.....	132	N. A.	1,345
Tractor.....	EFUT ¹		6	Single reduction.....	107	N. A.	1,540
Chassis.....	EG.....		6	Single reduction.....	132	5,150	1,495
Chassis.....	EGU ¹		6	Single reduction.....	107	5,200	1,690
Chassis.....	EH.....		6	Single reduction.....	146	N. A.	2,095
Chassis.....	EHU ¹		6	Single reduction.....	108	N. A.	2,320
Tractor.....	EH.....		6	Single reduction.....	139	N. A.	2,095
Tractor.....	EHU ¹		6	Single reduction.....	108	N. A.	2,320
Chassis.....	EM.....		6	Single reduction.....	146	N. A.	2,495
Chassis.....	EMU ¹		6	Single reduction.....	108	N. A.	2,720
Tractor.....	EM.....		6	Single reduction.....	141	N. A.	2,495
Tractor.....	EMU ¹		6	Single reduction.....	108	N. A.	2,720
Chassis.....	EQ.....		6	Dual reduction.....	146	N. A.	2,995
Chassis.....	EQU ¹		6	Dual reduction.....	108	N. A.	3,220
Tractor.....	EQ.....		6	Dual reduction.....	141	N. A.	2,995
Tractor.....	EQU ¹		6	Dual reduction.....	108	N. A.	3,220
Tractor.....	EG.....		6	Single reduction.....	132	5,150	1,495
Tractor.....	EGU.....		6	Single reduction.....	107	5,200	1,690
Chassis.....	BM.....		6	Dual reduction.....	153	N. A.	4,250
Tractor.....	BM.....		6	Dual reduction.....	134	N. A.	4,250
Chassis.....	BX.....		6	Dual reduction.....	171	N. A.	5,250
Tractor.....	BX.....		6	Dual reduction.....	156	N. A.	5,250
Chassis: 6 wheel, 4 wheel drive	BX.....		6	Dual reduction.....	178	N. A.	7,500
Chassis.....	CH ¹		6	Dual reduction.....	119	N. A.	5,150
Tractor.....	CH ¹		6	Dual reduction.....	98	N. A.	5,150
Chassis.....	CJ ¹		6	Dual reduction.....	119	N. A.	6,100
Tractor.....	CJ ¹		6	Dual reduction.....	98	N. A.	6,100
Chassis: 6 wheel, 4 wheel drive	CJ ¹		6	Dual reduction.....	134	N. A.	8,350
Chassis.....	EC ¹		6	Single reduction.....	108	N. A.	3,600
Tractor.....	EC ¹		6	Single reduction.....	96	N. A.	3,600
Chassis.....	EB ¹		6	Dual reduction.....	108	N. A.	4,250
Tractor.....	EB ¹		6	Dual reduction.....	96	N. A.	4,250
Chassis.....	ER.....		6	Chain drive.....	146	N. A.	2,950
Chassis.....	ES.....		6	Chain drive.....	158	N. A.	4,000
Tractor.....	ES.....		6	Chain drive.....	158	N. A.	4,000
Chassis.....	BX.....		6	Chain drive.....	160	N. A.	6,250
Tractor.....	BX.....		6	Chain drive.....	136	N. A.	6,250
Chassis.....	BQ.....		6	Dual reduction.....	168	N. A.	7,600
Tractor.....	BQ.....		6	Dual reduction.....	141	N. A.	7,600
Chassis.....	AK.....		6	Dual reduction.....	165	N. A.	7,600
Tractor.....	AK.....		6	Dual reduction.....	145	N. A.	7,600
Chassis.....	AC.....		4	Chain drive.....	156	N. A.	6,150
Tractor.....	AC.....		4	Chain drive.....	138	N. A.	6,150
Chassis.....	AC.....		6	Chain drive.....	165	N. A.	8,250
Tractor.....	AC.....		6	Chain drive.....	141	N. A.	8,250

(5) 1939

Chassis.....	ED.....	Not available for any model.	6	Single reduction.....	120	3,800	\$675
Chassis.....	DE.....		6	Single reduction.....	136	N. A.	790
Chassis.....	EE.....		6	Single reduction.....	132	4,800	985
Chassis.....	EEU ¹		6	Single reduction.....	107	5,125	1,180
Chassis.....	EE.....		6	Single reduction.....	132	4,800	985
Chassis.....	EEU ¹		6	Single reduction.....	107	5,125	1,180
Chassis.....	EED.....		¹ 4	Single reduction.....	132	5,350	1,785
Chassis.....	EED.....		² 6	Single reduction.....	132	5,350	2,385
Chassis.....	EEUD ¹		¹ 4	Single reduction.....	107	5,675	1,980
Chassis.....	EEUD ¹		¹ 6	Single reduction.....	107	5,675	2,580
Chassis.....	EF.....		6	Single reduction.....	132	5,275	1,195
Chassis.....	EFU ¹		6	Single reduction.....	167	5,500	1,390
Tractor.....	EFT.....		6	Single reduction.....	132	N. A.	1,345
Tractor.....	EFUT ¹		6	Single reduction.....	107	N. A.	1,540
Chassis.....	efd.....		¹ 6	Single reduction.....	132	6,000	2,595
Chassis.....	EFUD ¹		¹ 6	Single reduction.....	107	6,200	2,790
Chassis.....	EG.....		6	Single reduction.....	132	5,500	1,495
Chassis.....	EGU ¹		6	Single reduction.....	107	5,625	1,690
Tractor.....	EG.....		6	Single reduction.....	132	5,500	1,495
Tractor.....	EGU ¹		6	Single reduction.....	107	5,625	1,690
Chassis.....	EGD.....		¹ 6	Single reduction.....	132	6,250	2,995
Chassis.....	EGUD ¹		¹ 6	Single reduction.....	107	6,375	3,190
Chassis.....	EH.....		6	Single reduction.....	132	N. A.	2,095
Chassis.....	EHU ¹		6	Single reduction.....	107	6,500	2,320
Tractor.....	EH.....		6	Single reduction.....	146	6,350	2,095
Tractor.....	EHU ¹		6	Single reduction.....	108	6,550	2,320
Chassis.....	EHD.....		¹ 6	Single reduction.....	139	N. A.	4,075
Chassis.....	FHUD ¹		¹ 6	Single reduction.....	108	7,150	4,300
Chassis.....	EM.....		6	Single reduction.....	146	7,850	2,495

¹ Cab over engine.
² Diesel engines.

(Q) MACK—Continued

(5) 1939—Continued

Rated capacity and type	Model	Serial No.	Number cylinders	Rear axle	Wheel base	Base weight	Price
Chassis.....	EMU ¹	Not available for any model.	6	Single reduction...	<i>Inches</i> 108	7,775	\$2,720
Tractor.....	EM.....		6	Single reduction...	146	7,850	2,495
Tractor.....	EMU ¹		6	Single reduction...	108	7,775	2,720
Chassis.....	EMD.....		26	Single reduction...	141	N. A.	4,275
Chassis.....	EMUD ¹		26	Single reduction...	108	8,525	4,500
Chassis.....	EQ.....		6	Dual reduction...	146	7,950	2,995
Chassis.....	EQU ¹		6	Dual reduction...	108	8,000	3,220
Tractor.....	EQ.....		6	Dual reduction...	146	7,950	2,995
Tractor.....	EQU ¹		6	Dual reduction...	108	8,000	2,220
Chassis.....	EQD.....		26	Dual reduction...	146	8,850	4,275
Chassis.....	EQUD.....		26	Dual reduction...	108	8,900	4,950
Chassis.....	BM.....		6	Dual reduction...	153	9,550	4,500
Tractor.....	BM.....		6	Dual reduction...	134	N. A.	4,500
Chassis.....	CH.....		6	Dual reduction...	119	N. A.	5,150
Tractor.....	CH ¹		6	Dual reduction...	98	N. A.	5,150
Chassis.....	BX.....		6	Dual reduction...	171	N. A.	5,500
Tractor.....	BX.....		6	Dual reduction...	136	N. A.	5,500
Chassis: 6 wheel, 4 wheel drive.	BX.....		6	Dual reduction...	178	14,500	7,500
Chassis.....	CJ ¹		6	Dual reduction...	119	N. A.	6,100
Tractor.....	CJ ¹		6	Dual reduction...	98	N. A.	6,100
Chassis: 6 wheel, 4 wheel drive.	CJ ¹		6	Dual reduction...	134	N. A.	8,350

(6) 1940

Chassis.....	ED.....	Not available for any model.		Single reduction...	120	3,800	\$675
Chassis.....	DE.....			Single reduction...	136	4,800	790
Chassis.....	EE.....			Single reduction...	132	4,800	985
Chassis.....	EEU ¹			Single reduction...	107	5,125	1,125
Chassis.....	EED.....		24	Single reduction...	132	5,350	1,825
Chassis.....	EEUD ¹		24	Single reduction...	107	5,675	1,965
Chassis.....	EF.....			Single reduction...	132	7,275	1,195
Chassis.....	EFU ¹			Single reduction...	107	5,500	1,335
Chassis.....	efd.....		26	Single reduction...	132	6,000	2,757
Chassis.....	EFUD ¹		26	Single reduction...	107	6,200	2,885
Chassis.....	EG.....			Single reduction...	132	5,500	1,495
Chassis.....	EGU ¹			Single reduction...	107	5,625	1,635
Chassis.....	EGD.....		26	Single reduction...	132	6,250	3,045
Chassis.....	EGUD ¹		26	Single reduction...	107	6,375	3,185
Chassis.....	EH.....		6	Single reduction...	146	6,350	2,095
Chassis.....	EHU ¹		6	Single reduction...	108	6,500	2,265
Chassis.....	EHD.....		26	Single reduction...	146	7,050	4,150
Chassis.....	EHUD ¹		26	Single reduction...	108	7,150	4,320
Chassis.....	EM.....		6	Single reduction...	146	7,850	2,495
Chassis.....	EMU ¹		6	Single reduction...	108	7,775	2,665
Chassis.....	EMD.....		26	Single reduction...	146	8,600	2,375
Chassis.....	EMUD ¹		26	Single reduction...	108	8,525	4,545
Chassis.....	EQ.....		6	Dual reduction...	146	7,950	2,995
Chassis.....	EQU ¹		6	Dual reduction...	108	8,000	3,165
Chassis.....	EQD.....		26	Dual reduction...	146	8,850	4,850
Chassis.....	EQUD ¹		26	Dual reduction...	108	8,900	5,020
Chassis.....	LF.....		6	Dual reduction...	176	N. A.	3,700
Chassis.....	BM.....		6	Dual reduction...	153	9,500	4,500
Chassis.....	LJ.....		6	Dual reduction...	176	N. A.	4,900
Chassis.....	LM.....		6	Dual reduction...	176	N. A.	6,150
Chassis: 6 wheel, 4 wheel drive.	LM.....	6	Dual reduction...	165	N. A.	8,650	
Chassis.....	CH ¹	6	Dual reduction...	119	11,000	5,150	
Chassis.....	CJ ¹	6	Dual reduction...	119	11,450	6,750	
Chassis: 6 wheel, 4 wheel drive.	CJ.....	6	Dual reduction...	134	N. A.	9,250	
Tractor.....	EFT.....	6	Single reduction...	132	N. A.	1,450	
Tractor.....	EFUT ¹	6	Single reduction...	107	N. A.	1,590	
Chassis: 6 wheel, 4 wheel drive.	LF.....	6	Dual reduction...	165	N. A.	6,775	
Chassis.....	EFTD.....	26	Single reduction...	132	N. A.	3,000	
Chassis.....	EFUTD ¹	16	Single reduction...	107	N. A.	3,140	
Tractor.....	EHT.....	6	Single reduction...	141	N. A.	2,200	
Tractor.....	EHUT ¹	6	Single reduction...	108	N. A.	2,370	
Chassis.....	EHTD.....	26	Single reduction...	141	N. A.	4,255	
Chassis.....	EHUTD ¹	16	Single reduction...	108	N. A.	4,425	
Tractor.....	EMT.....	6	Single reduction...	141	N. A.	2,700	
Tractor.....	EMUT ¹	6	Single reduction...	108	N. A.	2,870	
Chassis.....	EMT.....	26	Single reduction...	141	N. A.	4,780	
Chassis.....	EMUTD ¹	26	Single reduction...	108	N. A.	4,950	
Tractor.....	LFT.....	6	Dual reduction...	140	N. A.	4,350	
Tractor.....	BM.....	6	Dual reduction...	134	N. A.	4,500	
Tractor.....	LJT.....	6	Dual reduction...	140	N. A.	5,600	
Tractor.....	LMT.....	6	Dual reduction...	140	N. A.	6,850	
Tractor.....	CH.....	6	Dual reduction...	98	N. A.	5,150	
Tractor.....	CJ.....	6	Dual reduction...	98	N. A.	6,750	

(7) 1941-1942

Chassis.....	ED.....	Not available for any model.	6	Single reduction...	120	3,800	\$655
Chassis.....	DE.....		6	Single reduction...	136	4,800	765
Chassis.....	EE.....		6	Single reduction...	132	4,800	1,025
Chassis.....	EEU ¹		6	Single reduction...	107	5,125	1,165
Chassis.....	EF.....		6	Single reduction...	132	5,275	1,245
Chassis.....	EFU ¹		6	Single reduction...	107	5,500	1,385
Chassis.....	EG.....		6	Single reduction...	132	5,500	1,545
Chassis.....	EGU ¹		6	Single reduction...	107	5,625	1,685
Chassis.....	EH.....		6	Single reduction...	146	6,350	2,170
Chassis.....	EHU ¹		6	Single reduction...	108	6,500	2,340
Chassis.....	EM.....		6	Single reduction...	146	7,850	2,595

¹ Cab over engine.
² Diesel engines.

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(Q) MACK—Continued
(7) 1941-1942—Continued

Rated capacity and type	Model	Serial No.	Number cylinders	Rear axle	Wheel base	Base weight	Price
Chassis.....	EMU ¹	Not available for any model.	6	Single reduction.....	<i>Inches</i> 108	7,775	\$2,765
Chassis.....	EQ.....		6	Dual reduction.....	146	7,950	3,120
Chassis.....	EQU ¹		6	Dual reduction.....	108	8,000	3,290
Chassis.....	LF.....		6	Dual reduction.....	176	N. A.	3,700
Chassis: 6 wheel, 4 wheel drive.....	LF.....		6	Dual reduction.....	165	N. A.	6,575
Chassis.....	LJ.....		6	Dual reduction.....	176	N. A.	4,900
Chassis.....	LM.....		6	Dual reduction.....	176	N. A.	6,150
Chassis: 6 wheel, 4 wheel drive.....	LM.....		6	Dual reduction.....	165	N. A.	8,650
Chassis.....	LJU ¹		6	Dual reduction.....	135	N. A.	5,550
Chassis.....	LMU ¹		6	Dual reduction.....	135	N. A.	6,750
Chassis: 6 wheel, 4 wheel drive.....	LMU ¹		6	Dual reduction.....	134	N. A.	9,250
Tractor.....	EPT.....		6	Single reduction.....	132	N. A.	1,500
Tractor.....	EFUT ¹		6	Single reduction.....	107	N. A.	1,640
Tractor.....	EHT.....		6	Single reduction.....	141	N. A.	2,275
Tractor.....	EHUT ¹		6	Single reduction.....	108	N. A.	2,445
Tractor.....	EMT.....		6	Single reduction.....	141	N. A.	2,800
Tractor.....	EMUT ¹		6	Single reduction.....	108	N. A.	2,970
Tractor.....	LFT.....		6	Dual reduction.....	140	N. A.	4,350
Tractor.....	LJT.....		6	Dual reduction.....	140	N. A.	5,650
Tractor.....	LMT.....		6	Dual reduction.....	140	N. A.	6,850
Tractor.....	LJUT ¹	6	Dual reduction.....	112	N. A.	6,300	
Tractor.....	LMUT ¹	6	Dual reduction.....	112	N. A.	7,450	

¹ Cab over engine.

(R) PLYMOUTH

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

(1) 1936

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Commercial</i>						
Com'l sed.....	P-1.....	1111701 to 1183569.....	6	<i>Inches</i> 113	2,785	\$605
Sta. wagon.....	P-1.....	9000101 to 9012724..... 3157151 to 3162365.	6	113	2,920	765

(2) 1937

Com'l ch. and cab.....	PT-50.....	8850101 to 8861664..... 9182701 to 9185118, 9206601 to 9208110. No. T50-1001 to T50-17519.	6	116	2,400	\$473
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(3) 1938

Com'l ch. and cab.....	PT-57.....	8618701 to 8624034..... 9185301 to 9186417. 9208201 to 9208798. No. PT57-1001 to PT57-9717.	6	116	2,350	\$537
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(4) 1939

Com'l ch. and cab.....	PT-81.....	8624201 to 8630419..... 9208851 to 9209341. Motor No. PT81-1001 to PT81-35162.	6	116	2,600	\$522
Panel del. sed. util. 2DR.-2.....	P-7.....	1298001 to 1377476.....	6	114	1,985	692
	Evansville.....	9150401 to 9164594.....	6	114	2,844	662
	Los Angeles.....	3110001 to 3114681. Motor No. P8-1001 to P8-411924.				

(5) 1940

Com'l 1000 ch. and cab.....	PT-105.....		6	116	2,610	\$532
Com'l 750 pan. del.....	P-9.....		6	117	1,941	697
Com'l 750 sed. util. 2DR.-2.....	P-9.....		6	117	1,941	676

(6) 1941

Com'l 1000 ch. and cab.....	PT-125.....		6	116	2,615	\$565
Com'l 1000 pickup.....	PT-125.....		6	116	2,615	600
Com'l 750 pan. del.....	P-11.....		6	117	1,994	730
Com'l 750 sed. util. 2DR.-2.....	P-11.....		6	117	1,994	735

(S) REO

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

(1) 1935

Rated capacity and type	Model	Serial No.	Num ber of cylin- ders	Wheel base	Base weight	Price
				<i>Inches</i>		
1½	S4P	SP-100 and up	6	N. A.	2,565	\$495
1	1A4Y	1-4AY-100 and up	6	N. A.	2,805	535
1½	1B	1B-26029 and up	6	N. A.	3,260	595
1½	1D	1D-45199 and up	6	N. A.	3,360	635
1½	1A4	1-4A-100 and up	6	N. A.	2,805	535
1½	1C4	1-4C-100 and up	6	N. A.	2,930	575
2	2B	2B-5497 and up	6	N. A.	3,865	845
2	2D	2D13208 and up	6	N. A.	4,015	890
2	2L	2L-4150 and up	6	N. A.	3,970	1,065
2½	2H	2H-1876 and up	6	N. A.	4,475	1,245
2½	2J	2J-5272 and up	6	N. A.	4,650	1,295
2½	2K	2K-2957 and up	6	N. A.	4,765	1,365
3	2HR	2HR-1478 and up	6	N. A.	4,865	1,575
3	2JR	2JR-1670 and up	6	N. A.	5,040	1,625
3	2KR	2KR-1198 and up	6	N. A.	5,255	1,695
3	3H	3H-1630 and up	6	N. A.	5,125	1,795
3	3J	3J-2483 and up	6	N. A.	5,285	1,845
3	3K	3K-2692 and up	6	N. A.	5,400	1,895
3	3M	3M-1360 and up	6	N. A.	5,540	1,975
3½	3HR	3HR-1141 and up	6	N. A.	5,485	2,275
3½	3JR	3JR-1176 and up	6	N. A.	5,645	2,325
3½	3KR	3KR-1172 and up	6	N. A.	5,760	2,375
3½	3MR	3MR-1132 and up	6	N. A.	5,900	2,455
4	4H	4H-1498 and up	8	N. A.	6,210	2,595
4	4J	4J-1515 and up	8	N. A.	6,340	2,670
4	4K	4K-1731 and up	8	N. A.	6,455	2,745
4	4M	4M-1206 and up	8	N. A.	6,370	2,865
¾	BN	BN-8860 and up	6	N. A.	2,800	530
1	1BY	1BY-1553 and up	6	N. A.	2,926	695
3	3LC	3LC-1206 and up	6	N. A.	6,300	2,170
1	1BY4	1-4BY-100 and up	6	N. A.	2,985	595
1½	1B4	1-4B-100 and up	6	N. A.	3,298	595
1½	1D4	1-4D-100 and up	6	N. A.	3,383	655
2	2B4	2-4B-100 and up	6	N. A.	3,785	845
2	2D4	2-4D-100 and up	6	N. A.	3,910	920
21-25 PS	3L-8	3L8-1177 and up	8	N. A.	6,515	2,755
21-25 PS	3L-6	3L6-1585 and up	6	N. A.	6,375	2,425

(2) 1936

Rated capacity and type	Model	Serial No.	Num ber of cylin- ders	Wheel base	Base weight	Price
				<i>Inches</i>		
1½	6AP	6AP-573	6	118	2,250	\$445
1	1A4Y	1-4AY-261	6	139	2,805	575
1	1A4HY	1A4HY-101 and up	6	139	3,045	641
1	1C4Y	1C4Y-101 and up	6	166	3,060	635
1	1B4	1B4Y-1001 and up	6	139	3,240	695
1	1D4Y	1D4Y-1001 and up	6	166	3,325	745
1½	1A4	1-4A-5697	6	139	2,750	595
1½	1C4	1-4C-5681	6	166	2,750	635
1½	1A4H	1-4AH-101 and up	6	139	3,045	641
1½	1C4H	1-4CH-101 and up	6	166	3,150	681
1½	1B4H	1-4BH-101 and up	6	139	3,240	775
1½	1D4H	1-4DH-101 and up	6	166	3,325	825
1½	1BL	1-4B-13500	6	139	3,200	695
1½	1D4	1-4D-21815	6	166	3,200	745
1½	1L5	1-5L-179	6	166	3,705	885
2	2D4M	2-10M-103 and up	6	166	4,050	1,075
2	2D4MH	2-4K MH-101 and up	6	166	4,060	1,155
2	1B4R	1-4BR-13119	6	139	3,353	761
2	1D4R	1-4DR-5029	6	166	3,353	811
1½	1B4M	1-4BM-104	6	139	3,700	1,025
2½	2H5	2-511-101 and up	6	142	4,211	1,195
2½	2I5	2-51-101 and up	6	166	4,338	1,265
1½	1B4M	1-4DM-219	6	166	3,850	1,075
2	2B4	2-4S-2894	6	142	3,700	925
2	2D4	2-4D-11213	6	142	3,700	925
2	2D4M	2-4DM-103	6	166	4,020	1,075
2½	2D4R	2-4DR-144	6	142	3,815	1,044
2½	2D4R	2-4DR-175	6	142	3,940	1,044
2	2L4	2-4L-3064	6	166	4,100	1,155
2½	2L4H	2-LH-3064	6	166	4,350	1,420
2	2LM	2LM-629	6	166	4,200	1,350
2½	2LMH	2LMH-487	6	166	4,450	1,665
2	2H	2H-2262	6	142	4,875	1,435
2	2J	2J-7285	6	166	5,050	1,485
2	2K	2K-4235	6	184	5,165	1,560
2½	2HR	2HR-1651	6	142	4,950	1,740
2½	2JR	2JR-2405	6	166	5,125	1,790
2½	2KR	2KR-1405	6	184	5,240	1,855
3	3L8	3L8-1353	6	188	6,750	2,825
2 six wh	1D4	1-4D-21815	6	188	4,275	1,225
2 six wh	2D4	2-4D-11213	6	188	4,890	1,515
3	3H	3H-2112	6	153	5,125	2,055
3	3J	3J-3734	6	170	5,125	2,055
3	3K	3K-3767	6	185	5,125	2,055
3	3M	3M-1609	6	205	5,125	2,055
3½	3HR	3HR-1303	6	153	5,400	2,570
3½	3JR	3JR-1332	6	170	5,560	2,570
3½	3KR	3KR-1457	6	185	5,675	2,570
3½	3MR	3MR-1202	6	190	5,815	2,760
3	3L6	3L6-2265	6	188	6,550	2,495
4	4H	4H-1727	8	150	6,280	3,080
4	4J	4J-1812	8	170	6,280	3,080
4	4K	4K-2002	8	190	6,280	3,080
4	4M	4M-1501	8	205	6,280	3,080
3	3H5	3-5H-101 and up	6	153	5,300	1,745
3	3J5	3-5H-101 and up	6	170	5,400	1,795

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(S) REO—Continued

(2) 1936—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
				Inches		
3	3K5	3-5K-101 and up	6	185	5,500	\$1,865
3 1/2	311R5	3511R-101 and up	6	153	5,375	2,065
3 1/2	3JR5	3-5JR-101 and up	6	170	5,475	2,115
3 1/2	3KR5	3-5KR-101 and up	6	185	5,575	2,185
4	4115	4-5H-101 and up	6	156	6,400	2,775
4	4J5	4-5J-101 and up	6	170	6,500	2,850
4	4K5	4-5K-101 and up	6	190	6,600	2,930

(3) 1937

1 1/2	450	450-101 and up	4	114	1,973	\$545
1 1/2	450 L	450-L-101 and up	4	120	2,053	570
1 1/2	450	450-101 and up	4	114	2,100	555
1 1/2	450L	450-L-101 and up	4	120	2,150	585
3 1/4	475	475-101 and up	4	114	2,105	605
3 1/4	475L	475-L-101 and up	4	120	2,185	630
3 1/4	475	475-101 and up	4	114	2,300	615
3 1/4	475L	475-L-101 and up	4	120	2,350	645
1 1/2	650	650-101 and up	6	114	2,053	545
1 1/2	650L	650-L-101 and up	6	120	2,133	570
1 1/2	6AP	6AP-1415 and up	6	118	2,000	445
1 1/2	650	650-101 and up	6	114	2,170	555
1 1/2	650L	650-L-101 and up	6	120	2,220	585
3 1/4	675	675-101 and up	6	114	2,185	605
3 1/4	675L	675-L-101 and up	6	120	2,265	630
3 1/4	675	675-101 and up	6	114	2,370	615
3 1/4	675L	675-L-101 and up	6	120	2,420	645
1	1A4Y	14A Y276 and up	6	139	2,785	605
1	1A4HY	14A HY105 and up	6	139	3,070	645
1	1C4Y	14CY133 and up	6	166	3,060	645
1	1C4HY	14CHY101 and up	6	166	3,345	685
1	1B4Y	14BY229 and up	6	139	3,240	695
1	1D4Y	14DY139 and up	6	166	3,325	745
1 1/2	1A4	14A-6816 and up	6	139	2,785	605
1 1/2	1A4H	14AH-215 and up	6	139	3,070	645
1 1/2	1C4	14C-6491 and up	6	166	3,060	645
1 1/2	1C4H	14CH281 and up	6	166	3,345	685
1 1/2	1B4	14B-14415 and up	6	139	3,240	695
1 1/2	1B4H	14BH-145 and up	6	139	3,328	775
1 1/2	1D4	14D-23052 and up	6	166	3,325	745
1 1/2	1D4H	14DH-230 and up	6	166	3,450	825
2	2B4	24B-5450 and up	6	142	3,750	925
2	2D4	24D-12155 and up	6	166	3,575	985
2	2D4M	24DM-122 and up	6	166	3,970	1,075
2	2D4MH	24DMH-139 and up	6	166	4,020	1,155
2 1/2	2115	25H-109 and up	6	142	4,285	1,195
2 1/2	215	25J-263 and up	6	166	4,410	1,265
3	3115	35H-106 and up	6	153	6,280	1,745
3	315	35J-143 and up	6	170	6,160	1,795
3	3K5	35K-123 and up	6	185	6,300	1,865
3 1/4	311R5	3511R-110 and up	6	153	6,470	2,065
3 1/4	3JR5	35JR-106 and up	6	170	6,350	2,115
3 1/4	3KR5	35KR-109 and up	6	185	6,490	2,185
4	4115	45H-103 and up	6	156	7,270	2,775
4	4J5	45J-108 and up	6	170	7,150	2,850
4	4K5	45K-107 and up	6	190	7,375	2,930
<i>Bus chassis</i>						
1 1/2	1L5	15L-243 and up	6	166 1/2	3,535	795
2	2L4	24L-3261 and up	6	166 1/2	4,100	1,155
2	2LM	24LM-694 and up	6	166	4,260	1,350
2 1/2	2LAM	24LM-3264 and up	6	166 1/2	4,300	1,555
2 1/2	2LMH	24LMH-511 and up	6	166	4,400	1,735
3	3L6H	34L6H-2282 and up	6	188	6,850	2,695

(4) 1938

1 1/2	4-50	450-471 and up	4	114	1,973	\$637
1 1/2	6-50	650-871 and up	6	114	2,063	660
1 1/2	4-50L	450L-184 and up	4	120	2,053	671
1 1/2	6-50L	650L-897 and up	6	120	2,143	695
3 1/4	4-75	475-124 and up	4	114	2,081	705
3 1/4	6-75	675-165 and up	6	114	2,171	730
3 1/4	4-75L	475L-176 and up	4	120	2,161	738
3 1/4	6-75L	675L-703 and up	6	120	2,251	764
1	1A4Y	14A Y2310 and up	6	139	2,930	700
1	1A4HY	14A HY2305 and up	6	139	3,315	745
1	1C4Y	14CY2201 and up	6	166	3,150	745
1	1C4HY	14CHY101 and up	6	166	3,376	790
1	1B4Y	14BY2300 and up	6	139	3,405	793
1	1D4Y	14DY2200 and up	6	166	3,530	849
1 1/2	1A4	14A9437 and up	6	139	2,930	700
1 1/2	1A4H	14AH2393 and up	6	139	3,315	745
1 1/2	1C4	14C9125 and up	6	166	3,150	745
1 1/2	1C4H	14CH2363 and up	6	166	3,370	790
1 1/2	1B4	14B16822 and up	6	139	3,465	793
1 1/2	1B4H	14BH2248 and up	6	139	3,425	883
1 1/2	1D4	14D26198 and up	6	166	3,536	849
1 1/2	1D4H	14DH2465 and up	6	166	3,550	939
1 1/2	1L5	15L2316 and up	6	166 1/2	3,535	912
1 1/2	1L5H	15LH128 and up	6	166 1/2	3,850	957
2	2B4	24B7770 and up	6	142	3,800	1,099
2	2D4	24D14958 and up	6	166	3,935	1,168
2	2L4	24L5394 and up	6	166 1/2	4,100	1,327
2	2LM	24LM725 and up	6	166	4,260	1,543
2	2L7M	24L7M101 and up	6	142	4,655	1,698

¹ Includes chassis and cab.

² Includes chassis, cab, and pickup body.

(S) REO—Continued

(4) 1938—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base Inches	Base weight	Price
2	2L7MF	2L7MF101 and up	6	175	4,700	\$1,769
2	2L7MF	2L7MF101 and up	6	190	4,810	1,840
2½	2H5	25H250 and up	6	142	4,260	1,368
2½	2J5	25J2527 and up	6	166	4,525	1,446
2½	2L4H	24LH5304 and up	6	166½	4,560	1,777
2½	2LMH	2LMH534 and up	6	166	4,400	1,977
2½	2L7MH	2L7MH101 and up	6	142	4,950	2,132
2½	2L7MHF	2L7MHF101 and up	6	175	5,000	2,203
2½	2L7MHF	2L7MHF101 and up	6	190	5,120	2,274
3	3H5	35H131 and up	6	153	6,280	1,981
3	3J5	35J182 and up	6	170	6,300	2,037
3	3K5	35K175 and up	6	185	6,345	2,115
3	3L6H	36L2297 and up	6	188	6,400	3,062
3	3L6HW	3L6HW102 and up	6	188	6,800	3,535
3½	3HR5	35HR127 and up	6	153	6,470	2,338
3½	3JR5	35JR123 and up	6	170	6,490	2,394
3½	3KR5	35KR122 and up	6	185	6,535	2,472
4	4H5	45H128 and up	6	156	7,270	3,133
4	4J5	45J125 and up	6	170	7,320	3,216
4	4K5	45K115 and up	6	190	7,375	3,306
<i>Cab-over-engine</i>						
1	1B7MY	1B7MY101 and up	6	105	3,915	967
1	1B7MY		6	125	4,015	1,002
1	1B7MY		6	147	4,040	1,037
1	1B7MY		6	166	4,065	1,072
1½	1B7M	1B7M101 and up	6	105	3,915	967
1½	1B7M		6	125	4,015	1,002
1½	1B7M		6	147	4,040	1,037
1½	1B7M		6	166	4,065	1,072
2	2B7M		6	105	4,095	1,269
2	2B7M		6	125	4,195	1,313
2	2B7M		6	147	4,270	1,349
2	2B7M		6	166	4,295	1,385
2	2H5Z		6	142	4,260	1,317
2	2J5Z		6	166	4,525	1,389

(5) 1939

¼ pick-up and cab	4-50	450-998 and up	4	114	1,973	\$579
¼ pick-up and cab	6-50	650-1604 and up	6	114	2,063	613
¼ pick-up and cab	4-50L	450L-257 and up	4	120	2,053	606
¼ pick-up and cab	6-50L	650L-1569 and up	6	120	2,143	641
¼ pick-up and cab	4-75	475-141 and up	4	114	2,081	661
¼ pick-up and cab	6-75	675-241 and up	6	114	2,171	696
¼ pick-up and cab	4-75L	475L-326 and up	4	120	2,161	689
¼ pick-up and cab	6-75L	675L-1266 and up	6	120	2,251	723
¼ pick-up and cab	1A4Y	14AY-2323 and up	6	139	2,930	657
1	1A4HY	14AHY-2209 and up	6	139	3,315	702
1	1C4Y	14CY-2202 and up	6	166	3,150	711
1	1C4HY	14CHY-2693 and up	6	166	3,370	756
1	1B4Y	14BY-2306 and up	6	139	3,405	732
1	1D4Y	14DY-2200 and up	6	166	3,530	789
1½	1A4	14A-10162 and up	6	139	2,930	657
1½	1A4H	14AH-2465 and up	6	139	3,315	702
1½	1C4	14C-9864 and up	6	166	3,150	711
1½	1C4H	14CH-2693 and up	6	166	3,370	756
1½	1B4	14B-17432 and up	6	139	3,405	732
1½	1B4H	14BH-2290 and up	6	139	3,425	822
1½	1D4	14D-27613 and up	6	166	3,530	789
1½	1D4H	14DH-2625 and up	6	166	3,550	879
2	2B4	24B-7989 and up	6	142	3,800	969
2	2D4	24D-15629 and up	6	166	3,935	1,061
2 Bus chassis	2L4C	24LC-2304 and up	6	166½	3,850	1,206
2 Bus chassis	2L4	24L-5593 and up	6	166½	4,100	1,327
2 Bus chassis	2L7M	2L7M-148 and up	6	142	4,655	1,698
2 Bus chassis	2L7MF	2L7MF-148 and up	6	175	4,700	1,769
2½	2H5Z	25HZ-2318 and up	6	142	4,260	1,317
2½	2J5Z	25JZ-2754 and up	6	166	4,525	1,389
2½ Bus chassis	2L4H	24LH-5593 and up	6	166½	4,560	1,777
2½ Bus chassis	2L7MH	2L7MH-147 and up	6	142	4,950	2,132
2½ Bus chassis	2L7MHF	2L7MHF-147 and up	6	175	5,000	2,203
3	3H5	35H-144 and up	6	153	6,280	1,909
3	3J5	35J-216 and up	6	170	6,300	1,965
3	3K5	35K-195 and up	6	185	6,345	2,043
3	3L6H	36LH-2308 and up	6	188	6,400	3,062
3	3L6HW	3L6HW-104 and up	6	188	6,800	3,472
3½	3HR5	35HR-138 and up	6	153	6,470	2,266
3½	3JR5	35JR-134 and up	6	170	6,490	2,322
3½	3KR5	35KR-130 and up	6	185	6,535	2,400
4	4H5	45H-130 and up	6	156	7,270	2,988
4	4J5	45J-134 and up	6	170	7,320	3,072
4	4K5	46K-119 and up	6	190	7,375	3,161
<i>Cab-over-engine</i>						
1 ch. and cowl	1B7MY	1B7MY-267 and up	6	105	3,915	967
1 ch. and cowl	1B7MY		6	125	4,015	1,002
1 ch. and cowl	1B7MY		6	147	4,040	1,037
1 ch. and cowl	1B7MY		6	166	4,065	1,072
1½ ch. and cowl	1B7M	1B7M-267 and up	6	105	3,915	967
1½ ch. and cowl	1B7M		6	125	4,015	1,002
1½ ch. and cowl	1B7M		6	147	4,040	1,037
1½ ch. and cowl	1B7M		6	166	4,065	1,072
2½ ch. and cowl	2B7M	2B7M-189 and up	6	105	4,095	1,269
2½ ch. and cowl	2B7M		6	125	4,195	1,313
2½ ch. and cowl	2B7M		6	147	4,270	1,349
2½ ch. and cowl	2B7M		6	166	4,295	1,385

(S) REO—Continued

(6) 1940

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base <i>Inches</i>	Base weight	Price
1½	19A	19A-101 and up	6	120	3,760	\$891
	19B	19B-101 and up	6	145	3,933	924
	19C	19C-101 and up	6	165	3,968	951
2	20A	20A-101 and up	6	120	4,320	1,142
	20B	20B-101 and up	6	145	4,445	1,178
	20C	20C-101 and up	6	165	4,514	1,206
2½	21A	21A-101 and up	6	120	4,820	1,443
	21B	21B-101 and up	6	145	4,945	1,479
	21C	21C-101 and up	6	165	5,014	1,508
3	22A	22A-101 and up	6	120	5,825	1,871
	22B	22B-101 and up	6	145	5,957	1,908
	22C	22C-101 and up	6	165	6,034	1,937
4	23A	23A-101 and up	6	120	6,525	2,467
	23B	23B-101 and up	6	145	6,657	2,503
	23C	23C-101 and up	6	165	6,737	2,533
School bus	119	119B-101 and up	6	145	3,834	971
School bus	120	120C-101 and up	6	165	4,400	1,256
School bus	121	121D-101 and up	6	195	5,174	1,629
School bus	122	122E-101 and up	6	215	6,264	2,125
School bus	123	123F-101 and up	6	235	6,364	2,258
Conventional trucks	19R	19R-101 and up	6	120	3,860	941
	21R	21R-101 and up	6	120	4,970	1,550
	22R	22R-101 and up	6	120	6,025	1,980
	23R	23R-101 and up	6	120	6,815	2,673

(7) 1941

1½	19A	Continuation of 1940 Serial Nos. 3123	6	120	3,760	\$891
	19B		6	145	3,933	924
	19C		6	165	3,968	951
2	20A		6	120	4,320	1,142
	20B		6	145	4,445	1,178
	20C		6	165	4,514	1,206
2½	21A		6	120	4,820	1,443
	21B		6	145	4,945	1,479
	21C		6	165	5,014	1,508
3	22A		6	120	5,825	1,871
	22B		6	145	5,957	1,908
	22C		6	165	6,034	1,937
4	23A		6	120	6,525	2,467
	23B	6	145	6,657	2,503	
	23C	6	165	6,737	2,533	
School bus	119		6	145	3,843	971
School bus	120		6	165	4,440	1,256
School bus	121		6	195	5,174	1,629
School bus	122		6	215	6,264	2,125
School bus	123		6	215	6,364	2,258
Conventional trucks	19R		6	120	3,860	941
	21R		6	120	4,970	1,550
	22R		6	120	6,025	1,980
	23R		6	120	6,815	2,673
1¼-2¼	19	19A-101 to 3123	6	120	3,760	891
2-3	20	20A-101 to 3123	6	120	4,320	1,142
2-4	21	21A-101 to 3123	6	120	4,820	1,443
2-4	21H	21H-2561 to 3123	6	120	4,844	1,515
3-5	22	22-101 to 3123	6	120	5,825	1,871
3-5	22H	22H-2561 to 3123	6	120	5,825	1,908
4-6	23	23-101 to 3123	6	120	6,525	2,467
4-6	23H	23H-2561 to 3123	6	120	6,630	2,925
3-5	OSL41	OSL41-101 to 3123	6	145	6,250	2,729
4-6	NLW41	NLW41-101 to 3123	6	145	8,126	3,398

(8) 1942

1½	19A	3124 and up	6	120	3,760	\$949
	19B			145	3,933	980
	19C			165	3,968	1,007
2	20A		6	120	4,320	1,211
	20B			145	4,445	1,247
	20C			165	4,514	1,267
2½	21A		6	120	4,820	1,550
	21B			145	4,945	1,586
	21C			165	5,014	1,614
2-4	21A	5700 and up	6	120	4,844	1,730
	21B			145	4,967	1,766
	21C			165	5,036	1,794
2-4	21AH	3124 and up	6	120	4,844	1,710
	21BH			145	4,967	1,746
	21CH			165	5,036	1,774
3	22A		6	120	5,825	1,988
	22B			145	5,957	2,025
	22C			165	6,034	2,054
3-5	22A	5700 and up	6	120	5,825	2,103
	22B			145	5,957	2,140
	22C			165	6,034	2,169
3-5	22AH	3124 and up	6	120	5,825	2,054
	22BH			145	5,957	2,091
	22CH			165	6,034	2,120
4	23A		6	120	6,525	2,591
	23B			145	6,657	2,628
	23C			165	6,737	2,657

(S) REO—Continued

(8) 1942—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
4-6	23AH	3124 and up.	6	Inches 120	6,630	\$3,050
	23BH			145	6,762	3,087
	23CH			165	6,842	3,116
5-7	25A		6	120	7,539	3,768
	25B			145	7,631	3,806
	25C			165	7,751	3,837
6-8	27A		6	132	8,586	5,792
	27B			157	8,718	5,831
	27C			177	8,798	5,862
3-5	OSL41B		6	145	6,250	3,137
4-6	OSL41C		6	165	6,350	3,168
	NWL41B			145	8,126	3,792
	NWL41C			165	8,236	3,823

(T) STERLING

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

(1) 1935

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
3 1/4	FB80	80B-649 to 657	6	Inches N. A.	6,525	\$2,915
3 1/2				N. A.	6,775	3,030
4	FD90	90D-628 to 636	6	N. A.	7,175	3,175
4				N. A.	7,425	3,285
5	FD97	97D652 to 660	6	N. A.	8,235	4,825
5				N. A.	8,535	4,990
5	FD97D		6	N. A.	8,985	7,155
5	FD97H		6	N. A.	9,335	7,985
5	FC100	100C629 to 648	6	N. A.	7,835	4,375
5				N. A.	8,185	4,805
5	FC100D		6	N. A.	8,935	7,135
5	FC100H		6	N. A.	9,210	7,965
5	HC100		6	N. A.	8,085	4,595
5	FD115	115D683 to 693	6	N. A.	8,435	5,025
6				N. A.	8,685	5,225
6	FD115H		6	N. A.	8,985	6,130
6	FBT130	130BT601 to 604	6	N. A.	9,685	8,220
7	FC135	135C687 to 6123	6	N. A.	7,325	4,105
6	FC135H		6	N. A.	8,835	4,905
6				N. A.	9,135	5,075
7	HC140	140C648 to 670	6	N. A.	9,835	8,070
7	HC140D		6	N. A.	9,485	5,295
7				N. A.	9,785	5,465
9	HC170	170C609 to 613	6	N. A.	10,585	7,800
9	HC170H		6	N. A.	10,485	7,175
12	FCT200	200CT615 to 626	6	N. A.	11,085	9,345
12	FCT200H		6	N. A.	11,965	7,645
12	FDT200	200DT603 to 605	6	N. A.	12,985	10,640
12	FCS210	210CS617 to 621	6	N. A.	11,985	7,920
12	HCS210H		5	N. A.	14,435	10,435
12			6	N. A.	15,285	12,990
<i>DeLuxe</i>						
2	FB50	50B-608S to 609S	6	N. A.	4,900	1,905
2 1/2	FB60	60B-629S to 635S	6	N. A.	5,150	2,055
3	FB70	70B-609S to 643S	6	N. A.	5,475	2,305

(2) 1936

2	Del. FB50	50B-609S to 614S	6	162	4,900	\$1,905
2 1/2	Del. FB60	60B-635S to 647S	6	162	5,150	2,055
3	Del. FB70	70B-643S to 670S	6	162	5,475	2,305
3 1/2	FB80	80B-657 to 670	6	155	6,525	2,915
3 3/4	FD90	90D636 to 647	6	155	6,775	3,030
4				155	7,175	3,175
4	FC95	90C609 to 618	6	155	7,425	3,285
4				162	6,775	3,090
4 1/2	FD97	95D601 to 602	6	177	7,775	3,830
4 1/2				177	7,850	3,640
5	FC100	100C648 to 672	6	151	8,235	4,825
5				151	8,535	4,990
5	FD115	115D693 to 698	6	151	7,835	4,480
5				151	8,185	4,775
6	FC135	135C6123 to 6198	6	151	8,385	5,055
6				151	8,685	5,225
6	HC140	140C670 to 6151	6	161	8,985	6,215
6				151	8,835	4,905
6	HC170	170C613 to 628	6	151	9,135	5,075
6				145	9,485	5,030
7	FD97H	97D660 to 677	6	145	9,785	5,175
7				155	10,485	7,175
9	FC100H	100C648 to 672	6	161	9,335	7,625
5	FD115H	115D693 to 698	6	161	9,210	7,580
6	FC135H	135C6123 to 6198	6	161	9,685	8,010
6	HC170H	170C613 to 628	6	161	10,135	7,810
9			6	155	11,085	8,960

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(T) STERLING—Continued

(2) 1936—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Six wheelers</i>						
8.....	FBT152.....	152BT603 to 606.....	6	Inches 177	9,475	\$4,880
8.....	HCS210.....	210CS621 to 627.....	6	181	9,975	5,350
12.....	HCS210H.....		6	129	14,685	10,545
12.....			6	129	15,285	12,435

(3) 1937

2.....	Del. FB50.....	50B614S to 620.....	6	177	4,900	\$1,915
2½.....	Del. FB60.....	60B647S to 650.....	6	177	5,150	2,065
3.....	Del. FB70.....	70B670S to 684.....	6	177	5,470	2,315
3.....			6	177	5,670	2,635
3.....		70D-621 to 626.....	6	177	5,540	2,384
3½.....	FB80.....	80D670 to 676.....	6	177	6,525	3,070
3½.....		80B670 to 676.....	6	177	6,775	3,230
4.....	FC90.....	90C618 to 627.....	6	177	6,775	3,250
			6	177	7,225	3,690
	FD90.....	90D647 to 666.....	6	177	7,175	3,360
			6	177	7,205	3,500
4½.....	FC95.....	95C602 to 617.....	6	177	7,775	4,035
4½.....			6	177	8,025	4,085
4½.....		95D610 to 617.....	6	177	8,325	3,840
5.....	FD97.....	97D678 to 697.....	6	195	8,235	5,300
			6	195	8,275	5,320
	FC100.....	100C672 to 6110.....	6	195	8,185	5,245
			6	195	7,825	4,805
6.....	FD115.....	115D698 to 6102.....	6	195	8,725	5,580
	FC135.....	135C6198 to 6302.....	6	195	9,135	5,415
			6	195	8,835	5,580
7.....	HC140.....	140C6151 to 6262.....	6	189	9,485	5,550
			6	189	9,285	5,715
9.....	HC170.....	170C628 to 640.....	6	199	10,335	6,755
9.....			6	199	10,485	7,705
12.....	HCS210.....	210CS628 to 635.....	6	*182	14,535	11,595
10.....	FDS180.....	180DS601 to 601.....	6	181	13,500	8,490
12.....	HC250H.....	250C601 to 604.....	6	177	18,000	9,795
			6	*177		
8.....	FBT152.....	152BT606 to 615.....	6	-52	9,515	4,105
			6	*154		
8.....	FWS152.....	152WS606 to 614.....	6	-52	9,475	4,560
			6	*154		
8.....			6	-52	9,975	5,095
5.....	FD97H.....	97D677 to 697.....	6	203	9,335	8,560
6.....	FD115H.....	115D698 to 6102.....	6	203	9,685	8,615
	FC135H.....	135C6198 to 6302.....	6	203	10,135	8,470
	HC170H.....	170C628 to 640.....	6	199	11,085	9,625
			6	*182		
12.....	HCS210H.....	210CS628 to 635.....	6	-52	15,285	13,520
7.....	FD140.....	140D607 to 609.....	6	195	9,850	7,025

(4) 1938

Chassis tractor or dump	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
2.....	FB50.....	50B261S up.....	6	177	4,900	\$1,915
2½.....	FB60.....	60B651S up.....	6	177	5,150	2,065
3.....	FB70.....	70B68S3 up.....	6	177	5,470	2,315
3.....	FD70.....	70D627 up.....	6	177	5,470	2,385
3½.....	FB80.....	80B677 up.....	6	177	6,525	3,070
4.....	FD90.....	90D667 up.....	6	177	7,175	3,340
4.....	FC90.....	90C628 up.....	6	177	6,775	3,250
4½.....	FD95.....	95D613 up.....	6	177	8,325	3,840
4½.....	FC95.....	95C618 up.....	6	177	7,775	4,035
5.....	FD97.....	97D698 up.....	6	195	8,235	5,300
5.....	FC100.....	100C6111 up.....	6	195	8,185	5,245
5.....			6	203	9,210	8,305
6.....	FD115.....	115D6103 up.....	6	195	8,825	5,745
6.....	FC135.....	135C6303 up.....	6	195	9,135	5,580
6.....			6	203	10,135	8,470
7.....	FD140.....	140D610 up.....	6	195	9,850	6,860
7.....	HC140.....	140C6263 up.....	6	189	9,285	5,550
7.....			6	189	9,485	5,715
9.....	HC185.....	185HC601 up.....	6	195	11,785	8,930
	HC200.....	200HC601 up.....	6	195	14,985	9,895
	HC250.....	250HC605 up.....	6	177	16,985	11,495
8.....	FBT152.....	152BT616 up.....	6	177	9,515	4,105
			6	+52		
8.....	FWS152.....	152WS615 up.....	6	177	9,865	4,560
			6	+52		
	FDS180.....	180DS602 up.....	6	181	12,985	8,490
			6	+52		
12.....	HCS210.....	210CS636 up.....	6	177	14,835	11,595
			6	+52		
12.....	HCS210.....	210CS636 up.....	6	185	17,485	13,265
			6	+52		

*Plus or minus.

(T) STERLING—Continued

(5) 1939

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
2½-3	FB60	60B653S to 654S	6	<i>Inches</i> N. A.	5, 150	\$2, 065
3-4	FB70	70B695S to 695S	6	N. A.	5, 470	2, 365
3-5	MB75	75MB601 to 602	6	N. A.	6, 350	2, 520
3½-5½	MD85	85MD601 to 604	6	N. A.	6, 675	2, 770
4-6½	NB90B	90NB603 to 603	4	N. A.	.....	5, 045
4-6½	HD90	90HD601 to 601	6	N. A.	7, 650	3, 485
4½-7	MC96	96MC601 to 607	6	N. A.	7, 875	3, 800
5-8	HC105	105HC606 to 614	6	N. A.	8, 825	4, 085
5-8	JD105	105JD602 to 602	6	N. A.	9, 050	5, 385
5-8	HD105	105HD603 to 611	6	N. A.	8, 600	3, 770
5-8½	HD110	110HD605 to 607	6	N. A.	9, 070	5, 020
5-8½	HD110	110HD608 to 608	6	N. A.	10, 700	7, 115
6-9	JC115	115JC603 to 631	6	N. A.	10, 650	7, 370
6-9	HC115	115HC604 to 647	6	N. A.	9, 375	5, 185
6-9	HC115	.....	6	N. A.	9, 445	5, 310
6-9	HC115	.....	4	N. A.	10, 215	6, 900
6-9	HC115	.....	6	N. A.	10, 650	7, 370
6-9	JD115	115JD601 to 601	6	N. A.	9, 245	5, 210
6-9	HD115	115HD602 to 602	6	N. A.	10, 875	7, 300
6-10	ND135	135ND601 to 602	6	N. A.	11, 200	7, 890
6-10	HD135	135HD603 to 603	6	N. A.	10, 025	5, 900
6-10	JC137	137JC610 to 658	6	N. A.	11, 150	7, 825
6-10	HC137	137HC610 to 658	6	N. A.	11, 150	7, 825
6-10	HC137	.....	6	N. A.	9, 750	5, 715
6-10	JD137	137JD604 to 613	6	N. A.	11, 150	8, 060
6-10	HD137	137HD604 to 613	6	N. A.	11, 150	8, 060
7-8	HC140	140HC6352 to 6358	6	N. A.	9, 485	5, 715
7-8	.....	.....	6	N. A.	9, 285	5, 550
7-10	JWS128	128JWS601 to 601	6	N. A.	10, 775	5, 325
7-10	NWS128	128NWS602 to 602	6	N. A.	10, 775	5, 325
7-10	HWS128	128HWS603 to 603	6	N. A.	10, 775	5, 325
7-11	HC145	145HC602 to 661	6	N. A.	.....	5, 565
7-11	HC145	.....	6	N. A.	10, 375	5, 565
7-11	HO145	.....	6	N. A.	12, 375	8, 400
7-11	JC145	145JC602 to 661	6	N. A.	12, 375	7, 930
7-11	HD145	145HD604 to 608	6	N. A.	10, 750	6, 565
7-11	HD145	.....	6	N. A.	12, 025	8, 615
7-11	HC147	147HC612 to 639	6	N. A.	10, 600	5, 910
8-12	HC147	.....	6	N. A.	.....	5, 660
8-12	HC156	156HC601 to 605	6	N. A.	11, 050	6, 130
8-12	JWS160	160JWS602 to 614	6	N. A.	13, 950	10, 240
8-12	NWS160	160NWS602 to 614	6	N. A.	13, 950	10, 240
8-12	RWS160	160RWS602 to 614	6	N. A.	13, 950	10, 240
8-12	HC165	165HC612 to 625	6	N. A.	11, 275	6, 480
8-12	HC165	.....	6	N. A.	12, 925	9, 170
8-12	HD165	165HD601 to 601	6	N. A.	12, 900	9, 025
9-12½	HC175	175HC602 to 638	6	N. A.	12, 600	7, 360
9-14	HC175	.....	6	N. A.	13, 500	9, 430
9-14	HC185	185HC608 to 611	6	N. A.	14, 400	9, 930
10-15	HCS225	225HCS601 to 604	6	N. A.	14, 600	9, 900
10-15	HCS225	.....	6	N. A.	15, 750	11, 985
10-15	HWS235	235HWS601 to 601	6	N. A.	14, 750	11, 165
12-18	HCS255	255HCS613 to 625	6	N. A.	16, 425	12, 545
12-18	GCS255	255GCS613 to 625	6	N. A.	.....	13, 550
15-20	HCS285	285HCS602 to 606	6	N. A.	.....	14, 205
18-25	HCS300	300HCS601 to 620	6	N. A.	.....	15, 065

(6) 1940

2½-4	MB65	65MB602 to 602	6	N. A.	6, 100	\$2, 180
3-5	MB75	75MB603 to 605	6	N. A.	6, 350	*2, 520
3-5	MD75	75MD602 to 604	6	N. A.	6, 675	2, 770
3-5	MD75	.....	4	N. A.	8, 320	3, 990
3½-5½	MB85	85MB601 to 604	6	N. A.	6, 575	*2, 680
3½-5½	MD85	85MD605 to 608	6	N. A.	6, 675	2, 770
4-6	MCS7	87MC601 to 601	6	N. A.	7, 200	*3, 260
4-6½	HB90	90HB604 to 608	6	N. A.	7, 600	3, 385
4-6½	HB90	90HB604 to 608	6	N. A.	8, 380	4, 740
4-6½	RB90	90RB609 to 609	6	N. A.	9, 500	5, 090
4-6½	JD90	90JD602 to 602	6	N. A.	7, 650	3, 485
4-6½	HD90	90HD603 to 603	6	N. A.	7, 650	3, 485
4-6½	MB90	90MB601 to 601	6	N. A.	6, 950	*2, 910
4-6½	MB90	90MB602 to 602	6	N. A.	7, 030	2, 995
4-6½	MD90	90MD601 to 608	6	N. A.	7, 010	2, 962
4-6½	MD90	.....	6	N. A.	7, 090	3, 087
4½-7	MC96	96MC608 to 614	6	N. A.	7, 825	*3, 600
4½-7	MC96	.....	6	N. A.	2, 905	3, 585
4½-7	MC96	.....	6	N. A.	8, 425	5, 300
4½-7	MD96	96MD601 to 603	6	N. A.	7, 550	*3, 250
5-8	HC105	105HC615 to 620	6	N. A.	8, 825	4, 085
5-8	HC105	.....	6	N. A.	9, 375	5, 695
5-8	JD105	105JD612 to 612	6	N. A.	8, 955	4, 070
5-8	HD105	105HD613 to 617	6	N. A.	8, 600	3, 770
5-8	HD105	.....	6	N. A.	10, 500	5, 535
5-8½	HC110	110HC601 to 601	4	N. A.	10, 200	5, 695
5-8½	HD110	110HD609 to 618	6	N. A.	9, 000	4, 895
5-8½	HD110	.....	6	N. A.	9, 085	5, 020
5-8½	HD110	.....	6	N. A.	9, 425	5, 950
5-8½	HD110	.....	6	N. A.	10, 700	7, 115
5-8½	GD110	110GD613 to 613	6	N. A.	9, 485	5, 840
6-9	JC115	115JC648 to 650	6	N. A.	10, 650	7, 370
6-9	HC115	115HC649 to 698	6	N. A.	9, 445	5, 310
6-9	HC115	.....	6	N. A.	9, 845	5, 310
6-9	HC115	.....	4	N. A.	10, 125	6, 900
6-9	HC115	.....	6	N. A.	10, 650	7, 370
6-9	HC115	.....	6	N. A.	9, 375	5, 185

*Plus or minus.

(T) STERLING—Continued

(G) 1940—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
6-9	HD115	115HD603 to 623	6	N. A.	9,175	\$5,085
6-9	HD115		6	N. A.	9,245	5,210
6-9	HD115		6	N. A.	10,875	7,300
6-9	HW115	115HW612 to 621	6	N. A.	10,875	7,300
6-10	HD135	135HD604 to 604	6	N. A.	11,200	7,890
6-10	RD135	135RD605 to 606	6	N. A.	11,200	7,890
6-10	JC137	137JC662 to 691	6	N. A.	11,150	7,825
6-10	HC137	137HC659 to 691	6	N. A.	9,750	5,715
6-10	HC137		6	N. A.	11,150	7,825
6-10	HD137	137HD614 to 614	6	N. A.	11,150	8,060
7-10	NWS128	128NWS604 to 604	6	N. A.	10,775	5,325
7-10	HWS128	128HWS605 to 610	6	N. A.	11,120	5,625
7-10	HWS128		6	N. A.	11,205	5,750
7-10	HWS128		6	N. A.	10,775	5,325
7-10	HDS128	128HDS608 to 608	6	N. A.	11,250	7,200
7-11	HC144	144HC601 to 607	6	N. A.	10,175	5,530
7-11	HC145	145HC662 to 6146	6	N. A.	10,375	5,565
7-11	HC145	145HC699 to 6146	6	N. A.	12,375	8,400
7-11	HD145	145HD609 to 613	6	N. A.	12,025	8,615
7-11	HC147	147HC640 to 641	6	N. A.	10,600	5,910
8-12	HC156	156HC600 to 610	6	N. A.	11,050	6,130
8-12	HDS160	160HDS602 to 602	6	N. A.	12,875	8,165
8-12	JWS160	160JWS615 to 619	6	N. A.	12,775	8,165
8-12	JWS160		6	N. A.	13,950	10,240
8-12	HWS160	160HWS616 to 636	4	N. A.	13,000	9,765
8-12	HWS160		6	N. A.	13,950	10,240
8-12	HWS160		6	N. A.	14,080	10,030
8-12	HWS160		6	N. A.	13,325	9,115
8-12	NWS160	160NWS617 to 617	6	N. A.	13,950	10,240
8-12	RWS160	160RWS620 to 633	6	N. A.	13,950	10,240
8-12	HC165	165HC626 to 633	6	N. A.	12,925	9,170
9-12 1/2	HC175	175HC639 to 649	6	N. A.	13,560	9,430
9-14	HC185	185HC612 to 619	6	N. A.	14,400	9,930
10-15	HCS235	235HCS601 to 609	6	N. A.	15,425	11,770
10-15	HCS235		6	N. A.	16,050	12,880
10-15	HCS235	235HDS604 to 604	6	N. A.	14,800	12,040
10-15	HWS235	235HWS602 to 603	6	N. A.	14,750	11,165
12-18	HC250	250HC601 to 602	6	N. A.	12,000	12,465
12-18	GCS225	255GCS626 to 627	6	N. A.	16,425	13,550
12-18	HCS265	265HCS601 to 609	6	N. A.	16,300	12,350
12-18	HCS265		6	N. A.	16,925	13,480
15-20	HCS297	297HCS601 to 607	6	N. A.	18,825	15,000

(7) 1941

2-3 1/2	MB60	60MB601 to 607	6	N. A.	5,750	\$2,060
2 1/2-4	MB65	65MB603 to 608	6	N. A.	6,100	2,180
2 1/2-4	MB65		6	N. A.	6,230	2,330
3-5	MB75	75MB606 to 609	6	N. A.	6,350	2,400
3-5	MB75		4	N. A.	7,350	3,900
3 1/2-5 1/2	MB85	85MB609 to 618	6	N. A.	6,075	2,590
3 1/2-5 1/2	MD85	85MD609 to 618	6	N. A.	6,675	2,500
3 1/2-5 1/2	MB85	85MB609 to 618	6	N. A.	7,000	2,820
3 1/2-5 1/2	MD85	85MD609 to 618	6	N. A.	7,000	2,820
4-6	MC87	87MC602 to 606	6	N. A.	7,200	3,080
4-6 1/2	HB90	90HB610 to 611	6	N. A.	8,280	4,740
4-6 1/2	MB90	90MB603 to 619	6	N. A.	7,010	2,962
4-6 1/2	MD90	90MD603 to 619	6	N. A.	7,010	2,962
4-6 1/2	MB90	90MB603 to 619	6	N. A.	7,080	3,087
4-6 1/2	MD90	90MD603 to 619	6	N. A.	7,090	3,087
4-6 1/2	MB90	90MB603 to 619	6	N. A.	7,750	4,600
4-6 1/2	MD90	90MD603 to 619	6	N. A.	7,750	4,600
4 1/2-7	MC90	96MC615 to 654	6	N. A.	7,825	3,460
4 1/2-7	MC96		6	N. A.	7,905	3,585
4 1/2-7	MD96	96MD604 to 604	6	N. A.	7,550	3,220
5-8	HC105	105HC621 to 633	6	N. A.	8,825	4,085
5-8	HC105		6	N. A.	9,150	4,435
5-8	HC105		6	N. A.	9,375	5,695
5-8	HC105		6	N. A.	10,550	5,995
5-8	HD105	105HD618 to 619	6	N. A.	8,600	3,770
5-8	HD105		6	N. A.	9,325	5,380
5-8 1/2	HD110	110HD619 to 628	6	N. A.	9,000	4,895
5-8 1/2	HD110		6	N. A.	9,085	5,020
5-8 1/2	HD110		6	N. A.	9,315	6,020
5-8 1/2	HD110		6	N. A.	10,425	6,930
5-8 1/2	HD110		6	N. A.	10,700	7,115
6-9	HC115	115HC699 to 6196	6	N. A.	9,405	5,285
6-9	HC115		6	N. A.	9,445	5,310
6-9	HC115		6	N. A.	10,800	7,250
6-9	HC115		4	N. A.	10,125	6,900
6-9	HC115		6	N. A.	10,650	7,370
6-9	HC115		6	N. A.	9,645	5,450
6-9	HC115		6	N. A.	9,685	5,490
6-9	HD115	115HD624 to 6114	6	N. A.	9,245	5,210
6-9	HD115		6	N. A.	10,875	7,300
7-10	GWS128	128GWS611 to 611	6	N. A.	11,240	6,125
7-10	HDS128	128HDS612 to 624	6	N. A.	10,775	5,325
7-10	HWS128	128HWS612 to 624	6	N. A.	10,775	5,325
6-10	HD135	135HD607 to 617	6	N. A.	11,200	7,890
6-10	GD135	135GD607 to 617	6	N. A.	11,665	8,700
6-10	HC137	137HC692 to 692	6	N. A.	11,150	7,825
7-11	HC144	144HC608 to 680	6	N. A.	10,175	5,530
7-11	HC145	145HC6147 to 6297	6	N. A.	10,375	5,565
7-11	HC145		6	N. A.	12,375	8,400
7-11	HD145	145HD614 to 619	6	N. A.	10,475	6,565
7-11	HD145		6	N. A.	12,025	8,615
7-11	HC147	147HC642 to 650	6	N. A.	10,600	5,910
8-12	HC156	156HC611 to 616	6	N. A.	11,050	6,130
8-12	HC156		6	N. A.	12,600	8,820

(T) STEBLING—Continued
(7) 1941—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
				Inches		
8-12	HWS160	160HWS637 to 6111	6	N. A.	13,950	\$10,240
8-12	RWS160	160RWS637 to 6111	6	N. A.	13,950	10,240
8-12	HWS160	160HWS637 to 6111	6	N. A.	13,325	9,115
8-12	RWS160	160RWS637 to 6111	6	N. A.	13,325	9,115
8-12	HC165	165HC634 to 644	6	N. A.	11,275	6,480
8-12	HC165		6	H. A.	12,925	9,170
9-12½	HC175	175HC650 to 659	6	N. A.	13,500	9,430
9-14	HC185	185HC620 to 623	6	N. A.	14,400	9,930
10-15	HCS235	235HC610 to 617	6	N. A.	16,050	12,880
10-15	HDS235	235HDS605 to 606	6	N. A.	13,200	9,115
10-15	HDS235	235HDS605 to 606	6	N. A.	14,750	11,165
12-18	HC250	250HC607 to 608	6	N. A.	12,000	12,465
12-18	HCS265	265HCS610 to 613	6	N. A.	16,925	13,480
12-18	HCS265		6	N. A.	16,300	12,350
15-20	HCS297	297HCS608 to 648	6	N. A.	18,825	15,000
18-25	HCS330	330HCS601 to 603	6	N. A.	21,650	16,350
2-3½	MB60	60MB601 to 607	6	N. A.	5,900	2,270
2½-4	MB65	65MB603 to 608	6	N. A.	6,175	2,385
2½-4	MB65		6	N. A.	6,305	2,535
3-5	MB75	75MB606 to 609	6	N. A.	6,450	2,560
3-5	MB75		6	N. A.	7,450	4,060
3½-5½	MB85	85MB609 to 618	6	N. A.	6,700	2,760
3½-5½	MD85	85MD609 to 618	6	N. A.	6,700	2,760
3½-5½	MB85	85MB609 to 618	6	N. A.	7,025	2,990
3½-5½	MD85	85MD609 to 618	6	N. A.	7,025	2,990
4-6	MC87	87MC602 to 606	6	N. A.	7,250	3,175
4-6½	MB90	90MB603 to 619	6	N. A.	7,100	3,020
4-6½	MD90	90MD603 to 619	6	N. A.	7,100	3,020
4-6½	MB90	90MB603 to 619	6	N. A.	7,180	3,145
4-6½	MD90	90MD603 to 619	6	N. A.	7,180	3,145
4-6½	MB90	90MB603 to 619	6	N. A.	7,775	4,980
4-6½	MD90	90MD603 to 619	6	N. A.	7,775	4,980
4½x7	MC96	96MC615 to 654	6	N. A.	8,000	3,605
4½x7	MC96		6	N. A.	8,080	3,730
4½x7	MD96	96MD604 to 604	6	N. A.	7,700	3,420
5-8	HC105	105HC621 to 633	6	N. A.	8,900	5,420
5-8	HC105		6	N. A.	9,225	5,770
5-8	HC105		6	N. A.	9,600	7,660
5-8	HC105		6	N. A.	10,775	7,960
5-8	HD105	105HD618 to 619	6	N. A.	8,650	4,890
5-8	HD105		6	N. A.	9,375	7,060
6-9	HC115	115HC699 to 6196	6	N. A.	9,985	6,175
6-9	HC115		6	N. A.	10,025	6,180
6-9	HC115		6	N. A.	11,300	8,150
6-9	HC115		4	N. A.	10,625	7,800
6-9	HC115		6	N. A.	11,575	8,800
6-9	HC115		6	N. A.	11,425	9,200
6-9	HC115		6	N. A.	11,825	9,600
6-9	HC115		6	N. A.	10,225	6,320
6-9	HC115		6	N. A.	10,265	6,360
6-9	DD115	115DD601 to 601	6	N. A.	10,800	7,250
6-9	HD115	115HD624 to 6114	6	N. A.	9,600	6,060
6-9	HD115		6	N. A.	11,150	8,330
6-9	HD115		6	N. A.	10,950	8,490
6-8	MBS120	120MBS601 to 606	6	N. A.	9,750	4,720
7-10	HDS140	140HDS601 to 606	6	N. A.	10,975	6,900
7-10	HWS140	140HWS601 to 601	6	N. A.	10,975	6,900
7-10	HDS140	140HDS601 to 606	6	N. A.	11,580	7,450
7-10	HWS140	140HWS601 to 606	6	N. A.	11,580	7,450
7-11	HC144	144HC608 to 680	6	N. A.	10,475	6,540
7-11	HC144		6	N. A.	10,675	6,680
7-11	HC144		6	N. A.	10,715	6,720
7-11	HC145	145HC6147 to 6297	6	N. A.	10,475	6,540
7-11	HC145		6	N. A.	12,025	8,990
7-11	DD145	145DD601 to 601	6	N. A.	13,400	10,650
7-11	HD145	145HD614 to 619	6	N. A.	10,500	6,650
7-11	HD145		6	N. A.	12,200	8,900
7-11	HC147	147HC642 to 650	6	N. A.	10,900	6,670
8-12	HC156	156HC611 to 616	6	N. A.	11,925	7,600
8-12	HC156		6	N. A.	13,300	10,050
8-12	HD156	156HD617 to 617	6	N. A.	13,000	9,040
8-12	HWS160	160HWS637 to 6111	6	N. A.	12,450	10,760
8-12	RWS160	160RWS637 to 6111	6	N. A.	12,450	10,760
8-12	HWS160	160HWS637 to 6111	6	N. A.	12,650	10,600
8-12	RWS160	160RWS637 to 6111	6	N. A.	12,650	10,600
8-12	HWS160	160HWS637 to 6111	6	N. A.	12,355	9,980
8-12	RWS160	160RWS637 to 6111	6	N. A.	12,355	9,980
8-12	HWS160	160HWS637 to 7111	6	N. A.	12,280	9,180
8-12	RWS160	160RWS637 to 6111	6	N. A.	12,280	9,180
8-12	HWS160	160HWS637 to 6111	6	N. A.	12,025	9,380
8-12	RWS160	160RWS637 to 6111	6	N. A.	12,025	9,380
8-12	HC165	165HC634 to 644	6	N. A.	12,000	7,600
8-12	HC165		6	N. A.	12,315	8,700
8-12	HC165		6	N. A.	13,350	10,050
9-12½	HC175	175HC650 to 659	6	N. A.	14,100	10,320
9-14	HC185	185HC620 to 623	6	N. A.	14,625	11,000
10-15	HCS235	235HCS610 to 617	6	N. A.	15,905	12,925
10-15	HCS235		6	N. A.	15,830	12,160
10-15	HDS235	235HDS605 to 606	6	N. A.	16,200	13,650
10-15	HDS235		6	N. A.	13,275	9,600
10-15	HDS235		6	N. A.	14,825	11,850
12-18	HC250	250HC607 to 608	6	N. A.	17,950	13,200
12-18	HCS265	265HCS210 to 613	6	N. A.	17,450	14,250
12-18	HCS265		6	N. A.	16,825	13,000
15-20	HCS297	297HCS608 to 648	6	N. A.	20,375	15,800
18-25	HCS330	330HCS601 to 603	6	N. A.	21,775	17,000

(T) STERLING—Continued

(6) 1942

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
				<i>Inches</i>		
2-3½	MB60	60MB608 up	6	N. A.	5,900	\$2,270
2½-4	MB65	65MB609 up	6	N. A.	6,175	2,385
3-5	MB75	75MB610 up	6	N. A.	6,450	2,560
3½-5½	MB85	85MB619 up	6	N. A.	6,700	2,760
4-6	MC87	87MC607 up	6	N. A.	7,250	3,175
4-6½	MB90	90MB620 up	6	N. A.	7,100	3,020
4½-7	MC96	96MC655 up	6	N. A.	8,000	3,605
4½-7	MD96	96MD605 up	6	N. A.	7,700	3,420
5-8	HC105	105HC634 up	6	N. A.	8,900	5,420
5-8	HD105	105HD620 up	6	N. A.	8,650	4,890
6-9	HC115	115HC6196 up	6	N. A.	10,025	6,180
6-9	HD115	115HD6115 up	6	N. A.	9,600	6,060
6-8	MBS120	120MBS607 up	6	N. A.	9,750	4,720
7-10	HDS140	140HDS607 up	6	N. A.	10,975	6,900
7-10	HWS140	140HWS607 up	6	N. A.	10,975	6,900
7-11	HC144	144HC686 up	6	N. A.	10,475	6,540
7-11	HC145	145HC6298 up	6	N. A.	10,475	6,540
7-11	HD145	145HD620 up	6	N. A.	10,560	6,650
7-11	HC147	147HC651 up	6	N. A.	10,900	6,670
7-12	HC148	148HC601 up	6	N. A.	10,800	6,900
7-12	HC150	150HC601 up	6	N. A.	10,875	7,050
7-12	HC152	152HC601 up	6	N. A.	11,225	2,050
8-12	HC156	156HC618 up	6	N. A.	11,925	7,600
8-12	HDS160	160HDS6112 up	6	N. A.	11,475	8,430
8-12	HWS160	160HWS6112 up	6	N. A.	11,475	8,430
8-12	HC165	165HC645 up	6	N. A.	12,000	7,600
9-12½	HC175	175HC660 up	6	N. A.	13,725	8,850
9-12½	HD175	175HD601 up	6	N. A.	13,425	9,050
9-14	HC185	185HC624 up	6	N. A.	14,275	9,500
10-15	HC200	200HC601 up	6	N. A.	15,325	10,250
10-15	HCS235	235HCS618 up	6	N. A.	15,800	12,100
10-15	HDS235	235HDS607 up	6	N. A.	14,525	10,400
10-15	HW S235	235HWS607 up	6	N. A.	14,525	10,400
12-18	HC250	250HC609 up	6	N. A.	17,600	11,630
12-18	HCS265	265HCS614 up	6	N. A.	17,100	12,800
15-20	HCS297	297HCS649 up	6	N. A.	20,025	14,250
18-25	HCS330	330HCS604 up	6	N. A.	21,425	15,600

(U) STEWART

[Manufacturer: Stewart Motor Corporation. Principal plant: Buffalo, New York]

(1) 1935

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
				<i>Inches</i>		
1	41H	41H200 to 284	6	124	2,990	\$685
1	41H		6	134	2,990	685
1	41H		6	145	3,040	735
1½	46H	46H500 to 1205	6	134	3,310	695
1½	46H		6	145	3,360	735
1½	46H		6	160	3,410	775
1½	46H		6	176	3,460	795
2	47H	47H300 to 662	6	134	4,070	895
2	47H		6	145	4,120	935
2	47H		6	160	4,170	975
2	47H		6	176	4,220	995
2	47H		6	190	4,270	1,035
2½	48H	48H200 to 291	6	134	4,570	1,395
2½	48H		6	145	4,570	1,395
2½	48H		6	160	4,620	1,435
2½	48H		6	176	4,670	1,475
2½	48H		6	190	4,720	1,515
3	49H	49H100 to 288	6	145	5,325	1,695
3	49H		6	160	5,375	1,735
3	49H		6	176	5,425	1,775
3	49H		6	190	5,475	1,815
3	49H		6	220	5,525	1,895
2½	29XS	29XS1100 to 1106	6	135	5,190	1,895
2½	29XS		6	145	5,190	1,895
2½	29XS		6	160	5,240	1,935
2½	29XS		6	176	5,290	1,975
2½	29XS		6	190	5,340	2,015
2½	29XS		6	220	5,390	2,095
3	32X	32X1000 to 1010	6	148	5,460	2,190
3	32X		6	165	5,460	2,190
3	32X		6	176	5,510	2,290
3	32X		6	190	5,560	2,290
3	32X		6	220	5,610	2,390
3	58-8	58200 to 58202	8	160	6,025	2,390
3	58-8		8	170	6,025	2,390
3	58-8		8	160	6,075	2,490
3	58-8		8	196	6,125	2,490
3	58-8		8	226	6,175	2,590
3	58-8		8	241	6,225	2,690
3½	18XS	18XS2000 to 2014	6	160	6,800	2,890
3½	18XS		6	176	6,850	2,990
3½	18XS		6	190	6,900	2,990
3½	18XS		6	220	6,950	3,090
3½	18XS		6	235	7,000	3,190

(U) STEWART—Continued
(1) 1935—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base Inches	Base weight	Price
3 1/2	48-S	48300 to 48304	8	160	6,750	\$3,090
3 1/2	48-S		8	170	6,750	3,090
3 1/2	48-S		8	180	6,800	3,190
3 1/2	48-S		8	196	6,850	3,190
3 1/2	48-S		8	226	6,900	3,290
3 1/2	48-S		8	241	6,950	3,390
3 1/2	38-S	38400 to 38405	8	160	7,600	4,090
3 1/2	38-S		8	170	7,600	4,090
3 1/2	38-S		8	180	7,650	4,190
3 1/2	38-S		8	196	7,700	4,190
3 1/2	38-S		8	226	7,750	4,290
3 1/2	38-S		8	241	7,800	4,390
3 1/2	38-6	38X-400 to 402	6	160	7,600	4,090
3 1/2	38-6		6	170	7,600	4,090
3 1/2	38-6		6	180	7,650	4,190
3 1/2	38-6		6	196	7,700	4,190
3 1/2	38-6		6	226	7,750	4,290
3 1/2	38-6		6	241	7,800	4,390
5	31X	31X400 and up	6	165	9,340	5,490
5	31X		6	175	9,390	5,590
5	31X		6	190	9,440	5,590
5	31X		6	220	9,490	5,690
5	31X		6	235	9,540	5,790
3 1/2	58X	58X100 to 137	6	160	6,250	2,490
3 1/2	58X		6	176	6,300	2,540
3 1/2	58X		6	190	6,350	2,590
3 1/2	58X		6	220	6,400	2,640
4	40H	40H101 to 480	4	133	2,110	495
2 1/2	50H	50H100 to 158	6	134	4,250	1,095
2 1/2	50H		6	145	4,300	1,135
2 1/2	50H		6	160	4,350	1,175
2 1/2	50H		6	176	4,400	1,195
2 1/2	50H		6	190	4,450	1,215
2 1/2	60H	60H101 to 108	6	120	2,325	545
2 1/2	60H		6	128	2,325	545

(2) 1936

1 1/2	40H	40H500 to 785	4	113	2,110	\$495
2 1/2	60H	60H200 to 512	6	120	2,325	545
2 1/2	60H		6	128	2,325	545
1	41H	41H300 to 310	6	124	2,990	685
1	41H		6	134	2,990	685
1	41H		6	145	3,040	735
1 1/2	46H	46H1300 to 1572	6	134	3,310	695
1 1/2	46H		6	145	3,360	735
1 1/2	46H		6	160	3,410	775
1 1/2	46H		6	176	3,460	795
2	47H	47H700 to 872	6	134	4,070	895
2	47H		6	145	4,120	935
2	47H		6	160	4,170	975
2	47H		6	176	4,220	995
2 1/2	50H	50H200 to 294	6	190	4,270	1,015
2 1/2	50H		6	134	4,250	1,095
2 1/2	50H		6	145	4,300	1,135
2 1/2	50H		6	160	4,350	1,175
2 1/2	50H		6	176	4,400	1,195
2 1/2	50H		6	190	4,450	1,215
2 1/2	48H	48H300 to 345	6	145	4,570	1,395
2 1/2	48H		6	134	4,570	1,395
2 1/2	48H		6	160	4,620	1,435
2 1/2	48H		6	176	4,670	1,475
2 1/2	48H		6	190	4,720	1,495
3	49H	49H300 to 481	6	145	5,325	1,695
3	49H		6	160	5,375	1,735
3	49H		6	176	5,425	1,775
3	49H		6	190	5,475	1,795
3	49H		6	220	5,525	1,845
3 1/2	58X	58X200 to 300	6	160	6,250	2,490
3 1/2	58X		6	155	6,250	2,490
3 1/2	58X		6	176	6,300	2,540
3 1/2	58X		6	190	6,350	2,590
3 1/2	58X		6	220	6,400	2,640
3 1/2	18XS	18XS2100 to 2115	6	160	6,800	2,890
3 1/2	18XS		6	155	6,800	2,890
3 1/2	18XS		6	176	6,850	2,940
3 1/2	18XS		6	190	6,900	2,990
3 1/2	18XS		6	220	6,950	3,040
3 1/2	18XS		6	235	7,000	3,090
3 1/2	38-S	38500 to 38502	8	170	7,600	4,090
3 1/2	38-S		8	160	7,600	4,090
3 1/2	38-S		8	180	7,650	4,140
3 1/2	38-S		8	196	7,700	4,190
3 1/2	38-S		8	226	7,750	4,240
3 1/2	38-S		8	241	7,800	4,290
3 1/2	38-6	38X500 to 532	6	170	7,600	4,090
3 1/2	38-6		6	160	7,600	4,090
3 1/2	38-6		6	180	7,650	4,140
3 1/2	38-6		6	196	7,700	4,190
3 1/2	38-6		6	226	7,750	4,240
3 1/2	38-6		6	241	7,800	4,290
5	31X	31X500 to 504	6	165	9,340	5,490
5	31X		6	175	9,390	5,540
5	31X		6	190	9,440	5,590
5	31X		6	220	9,490	5,640
5	31X		6	235	9,540	5,690
1	45HT	45HT101 to 638	6	130	3,165	595
1	45HT		6	142	3,205	595

(U) STEWART—Continued

(2) 1936—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base Inches	Base weight	Price
1½	45H	45H101 to 638	6	130	3,165	\$595
1½	45H		6	142	3,205	595
1½	45H		6	165	3,265	635
1½	45H		6	176	3,315	675
1½	46H	46H1573 to 1634	6	134	3,310	695
	46H		6	145	3,360	735
	46H		6	160	3,410	775
	46H		6	176	3,460	795
	46H		6	190	3,510	815

(3) 1937

¾	40H	40H800 to 999	4	113	2,110	\$495
¾	60H	60H601 to 729	6	120	2,300	545
	60H		6	128	2,325	545
1	45AT	45AT101 to 672	6	134	3,490	645
	45AT		6	144	3,540	685
1½	45A	45A101 to 672	6	134	3,490	645
	45A		6	144	3,540	685
	45A		6	154	3,590	705
	45A		6	170	3,640	725
	45A		6	188	3,690	765
1½	45AS	45AS101 to 131	6	134	3,540	845
	45AS		6	144	3,590	845
	45AS		6	154	3,640	865
	45AS		6	170	3,690	885
	45AS		6	188	3,740	925
1½	45H	45H701 to 715	6	130	3,165	595
	45H		6	142	3,205	595
	45H		6	165	3,265	635
	45H		6	176	3,315	675
2	47H	47H900 to 904	6	134	4,070	895
	47H		6	145	4,120	935
	47H		6	160	4,170	975
	47H		6	176	4,220	995
	47H		6	190	4,270	1,015
2	47A	47A101 to 275	6	134	4,340	945
	47A		6	144	4,390	985
	47A		6	154	4,440	1,005
	47A		6	170	4,490	1,025
	47A		6	188	4,540	1,065
	47A		6	205	4,590	1,135
2½	50A	50A101 to 154	6	134	4,430	1,145
	50A		6	144	4,540	1,185
	50A		6	154	4,590	1,205
	50A		6	170	4,640	1,225
	50A		6	188	4,690	1,265
	50A		6	205	4,740	1,335
2½	50AS	50AS101 to 131	6	134	4,540	1,275
	50AS		6	144	4,590	1,295
	50AS		6	154	4,640	1,315
	50AS		6	170	4,690	1,355
	50AS		6	188	4,740	1,375
	50AS		6	205	4,790	1,445
3	49A	49A101 to 174	6	144	5,640	1,695
	49A		6	154	5,690	1,735
	49A		6	170	5,740	1,775
	49A		6	188	5,790	1,795
	49A		6	205	5,840	1,820
	49A		6	220	5,890	1,845
3½	58XH	58XH401 to 413	6	155	6,070	2,490
	58XH		6	160	6,690	2,490
	58XH		6	176	6,740	2,540
	58XH		6	190	6,790	2,590
	58XH		6	220	6,840	2,640
	58XH		6	235	6,890	2,690
3½	18XS	18XS2200 to 2231	6	155	7,170	2,890
	18XS		6	160	7,190	2,890
	18XS		6	176	7,240	2,940
	18XS		6	190	7,290	2,990
	18XS		6	220	7,340	3,040
	18XS		6	235	7,390	3,090
3½	38-6	38X600 to 606	6	160	8,050	4,090
	38-6		6	170	8,070	4,090
	38-6		6	180	8,120	4,140
	38-6		6	196	8,170	4,190
	38-6		6	226	8,220	4,240
5	31X	31X600 to 699	6	165	9,490	5,490
	31X		6	175	9,540	5,540
	31X		6	190	9,590	5,590
	31X		6	220	9,640	5,640
	31X		6	235	9,690	5,690
¾	40HC	40HC1001 to 1999	4	113	2,190	595
	40HC		4	121	2,220	630
3½	58A	58A101 to 199	6	164	6,840	2,590
	58A		6	140	6,790	2,590
	58A		6	148	6,790	2,590
	58A		6	178	6,890	2,640
	58A		6	208	6,940	2,690
	58A		6	224	6,990	2,740
3½	59A	59A101 to 199	6	164	7,340	2,990
	59A		6	140	7,290	2,990
	59A		6	148	7,290	2,990
	59A		6	178	7,390	3,040
	59A		6	208	7,440	3,090
	59A		6	224	7,490	3,140
¾	60H	60H730 to 899	6	128	2,325	645
	60H		6	120	2,325	645

(U) STEWART—Continued

(3) 1937—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base Inches	Base weight	Price
1	45AT	45AT673 to 1099	6	134	3,490	\$745
	45AT		6	128	3,490	745
	45AT		6	144	3,540	785
1½	45A	45A673 to 1099	6	134	3,490	745
	45A		6	128	3,490	745
	45A		6	144	3,540	785
	45A		6	154	3,590	805
	45A		6	170	3,640	825
	45A		6	188	3,690	865
1½	45AS	45AS132 to 199	6	144	3,590	945
	45AS		6	134	3,590	945
	45AS		6	154	3,640	965
	45AS		6	170	3,690	985
	45AS		6	188	3,740	1,025
2	47A	47A276 to 499	6	134	4,340	1,045
	47A		6	144	4,390	1,085
	47A		6	154	4,440	1,105
	47A		6	170	4,490	1,125
	47A		6	188	4,540	1,165
	47A		6	205	4,590	1,205
2½	50A	50A155 to 299	6	134	4,490	1,245
	50A		6	144	4,540	1,285
	50A		6	154	4,590	1,305
	50A		6	170	4,640	1,325
	50A		6	188	4,690	1,365
	50A		6	205	4,740	1,405
2½	50AS	50AS132 to 199	6	144	4,590	1,395
	50AS		6	134	4,590	1,395
	50AS		6	154	4,640	1,415
	50AS		6	170	4,690	1,435
	50AS		6	188	4,740	1,475
	50AS		6	205	4,790	1,515
3	49A	49A175 to 299	6	144	5,640	1,795
	49A		6	154	5,690	1,835
	49A		6	170	5,740	1,875
	49A		6	188	5,790	1,895
	49A		6	205	5,840	1,935
	49A		6	220	5,890	1,965
3½	38-6	38X607 to 699	6	170	8,070	4,190
	38-6		6	160	8,070	4,190
	38-6		6	180	8,120	4,240
	38-6		6	196	8,170	4,290
	38-6		6	226	8,220	4,340
	38-6		6	241	8,270	4,390
6	31X	31X600 to 699	6	165	9,490	5,590
	31X		6	175	9,540	5,640
	31X		6	190	9,590	5,690
	31X		6	220	9,640	5,740
	31X		6	235	9,690	5,790
3	51A	51A101 to 199	6	144	5,940	1,995
	51A		6	154	5,890	2,035
	51A		6	170	5,940	2,075
	51A		6	188	5,990	2,095
	51A		6	205	6,040	2,135
	51A		6	220	6,090	2,165
1	61A		6	123	2,800	680
1			6	132	2,825	680
1			6	140	2,875	720
1			6	145	2,900	720
1			6	163	2,960	740

(4) 1938

¾	40HC	40HC2000 to 2025	4	113	2,190	\$595
¾	40HC		4	121	2,220	630
¾	60H	60H900 to 925	6	120	2,325	645
¾	60H		6	128	2,325	645
1	61A	61A200 to 299	6	123	2,800	680
1	61A		6	132	2,825	680
1	61A		6	140	2,875	720
1	61A		6	145	2,900	720
1	61A		6	163	2,690	740
1	45AT	45AT1100 to 1250	6	128	3,490	745
1	45AT		6	134	3,490	745
1	45AT		6	144	3,540	785
1½	45A	45A1100 to 1250	6	128	3,490	745
1½	45A		6	134	3,490	745
1½	45A		6	144	3,540	785
1½	45A		6	154	3,590	805
1½	45A		6	170	3,640	825
1½	45A		6	188	3,690	865
1½	45AS	45AS200 to 1250	6	134	3,590	945
1½	45AS		6	144	3,590	945
1½	45AS		6	154	3,640	965
1½	45AS		6	170	3,690	985
1½	45AS		6	188	3,740	1,025
2	47A	47A500 to 699	6	134	4,340	1,045
2	47A		6	144	4,390	1,085
2	47A		6	154	4,440	1,105
2	47A		6	170	4,490	1,125
2	47A		6	188	4,540	1,165
2	47A		6	205	4,590	1,205
2½	50A	50A300 to 399	6	134	4,490	1,245
2½	50A		6	144	4,540	1,285
2½	50A		6	154	4,590	1,305
2½	50A		6	170	4,640	1,325
2½	50A		6	188	4,690	1,365
2½	50A		6	205	4,740	1,405

(U) STEWART—Continued

(4) 1938—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
				<i>Inches</i>		
2 1/2	50AS	50AS200 to 299	6	134	4,590	\$1,395
2 1/2	50AS		6	144	4,590	1,395
2 1/2	50AS		6	154	4,640	1,415
2 1/2	50AS		6	170	4,690	1,435
2 1/2	50AS		6	188	4,740	1,475
2 1/2	50AS		6	205	4,790	1,515
3	49A	49A300 to 399	6	144	5,640	1,795
3	49A		6	154	5,690	1,835
3	49A		6	170	5,740	1,875
3	49A		6	188	5,790	1,895
3	49A		6	205	5,840	1,935
3	49A		6	220	5,890	1,965
3	51A	51A200 to 299	6	144	5,840	1,995
3	51A		6	154	5,890	2,035
3	51A		6	170	5,940	2,075
3	51A		6	188	5,990	2,095
3	51A		6	205	6,040	2,135
3	51A		6	220	6,090	2,165
3 1/2	58A	58A200 to 299	6	140	6,790	2,590
3 1/2	58A		6	148	6,790	2,590
3 1/2	58A		6	164	6,840	2,590
3 1/2	58A		6	178	6,890	2,640
3 1/2	58A		6	208	6,940	2,690
3 1/2	58A		6	224	6,990	2,740
3 1/2	59A	59A200 to 299	6	140	7,290	2,990
3 1/2	59A		6	148	7,290	2,990
3 1/2	59A		6	164	7,340	2,990
3 1/2	59A		6	178	7,390	3,040
3 1/2	59A		6	208	7,440	3,090
3 1/2	59A		6	224	7,490	3,140
3 1/2	38-6	38X700 to 710	6	160	8,070	4,190
3 1/2	38-6		6	170	8,070	4,190
3 1/2	38-6		6	180	8,120	4,240
3 1/2	38-6		6	196	8,170	4,290
3 1/2	38-6		6	226	8,220	4,340
3 1/2	38-6		6	241	8,270	4,390
5	31X	31X700 to 710	6	165	9,490	5,590
5	31X		6	175	9,540	5,640
5	31X		6	190	9,590	5,690
5	31X		6	220	9,640	5,740
5	31X		6	235	9,690	5,790
3 1/2	40A	40A101 to 299	4	117	2,190	595
3 1/2	40A		4	123	2,220	630
3 1/2	60A	60A1001 to 1199	6	117	2,325	645
3 1/2	60A		6	123	2,325	645
1 1/2	45AL	45A L101 to 399	6	128	3,540	795
1 1/2	45AL		6	134	3,540	795
1 1/2	45AL		6	144	3,590	835
1 1/2	45AL		6	154	3,640	855
1 1/2	45AL		6	170	3,690	875
1 1/2	45AL		6	188	3,740	915
1 1/2	1COE	1COE101 to 124	6	104	3,690	1,045
1 1/2	1COE		6	112	3,720	1,060
1 1/2	1COE		6	120	3,750	1,075
1 1/2	1COE		6	132	3,780	1,095
1 1/2	1COE		6	148	3,810	1,105
1 1/2	1COE		6	164	3,840	1,125
2	2COE	2COE201 to 124	6	104	4,540	1,260
2	2COE		6	112	4,570	1,275
2	2COE		6	120	4,600	1,290
2	2COE		6	132	4,630	1,310
2	2COE		6	148	4,660	1,320
2	2COE		6	164	4,690	1,340
2	2COE		6	180	4,720	1,380
2	2COE		6	196	4,750	1,400
2 1/2	3COE	3COE301 to 324	6	104	4,690	1,390
2 1/2	3COE		6	112	4,720	1,405
2 1/2	3COE		6	120	4,750	1,420
2 1/2	3COE		6	132	4,780	1,440
2 1/2	3COE		6	148	4,810	1,450
2 1/2	3COE		6	164	4,840	1,470
2 1/2	3COE		6	180	4,870	1,510
2 1/2	3COE		6	196	4,900	1,530
3	4COE	4COE401 to 424	6	104	5,440	1,890
3	4COE		6	112	5,470	1,905
3	4COE		6	120	5,500	1,920
3	4COE		6	132	5,530	1,940
3	4COE		6	148	5,560	1,950
3	4COE		6	164	5,590	1,970
3	4COE		6	180	5,620	2,010
3	4COE		6	196	5,650	2,030
1 1/2	62A	62A101 to 299	6	128	3,100	695
1 1/2	62A		6	123	3,100	695
1 1/2	62A		6	140	3,150	735
1 1/2	62A		6	145	3,175	735
1 1/2	62A		6	163	3,225	755
1 1/2	62A		6	176	3,250	795
3 1/2	38A	38A101 to 199	6	140	8,030	4,190
3 1/2	38A		6	150	8,050	4,190
3 1/2	38A		6	160	8,070	4,190
3 1/2	38A		6	183	8,120	4,240
3 1/2	38A		6	199	8,170	4,290
3 1/2	38A		6	210	8,220	4,340
5	31A	31A750 to 799	6	140	9,450	5,590
5	31A		6	150	9,470	5,590
5	31A		6	160	9,490	5,590
5	31A		6	183	9,540	5,640
5	31A		6	199	9,590	5,690
5	31A		6	210	9,640	5,740

(U) STEWART—Continued

(5) 1939

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
1	62A T	62A T300 and up	6	Inches 128	3,100	\$695
1			6	123	3,100	695
1			6	140	3,150	735
1			6	145	3,175	735

(6) 1940

3	49A	49A401 to 425	6	220	5,640	\$2,015
3½	58A	58A325 to 350	6	224	6,790	2,840
3½	59A	59A325 to 340	6	224	7,290	3,240

(7) 1941

3	49A	49A401 to 449	6	224	5,600	\$2,095
3½	58A	58A330 to 374	6	220	7,000	2,995
4	59A	59A302 to 324	6	224	7,400	3,340
5	38A	38A201 to 224	6	210	8,300	4,340

(8) 1942

3	49A	49A450 and up	6	224	5,600	\$2,095
3½	58A	58A375 and up	6	220	7,000	2,995
4	59A	59A325 and up	6	224	7,400	3,340
5	38A	38A225 and up	6	210	8,300	4,340

(V) STUDEBAKER

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

(1) 1935

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Single wheel equipment</i>						
1-1-2	1-T-2	1-T-2-1801 to 1-T-2-4335	6	Inches 130	3,025	\$565
1-1-2			6	141	3,065	610
1-1-2			6	165	3,115	615
<i>Dual wheel equipment</i>						
2	1-T-6	1-T-6-1001 to 1-T-6-1764	6	141	3,970	945
2			6	153	4,010	970
2			6	165	4,055	995
2			6	183	4,270	1,045
3	1-W-8	1-W-8-501 to 1-W-8-769	6	141	5,615	1,845
3			6	165	5,685	1,895
3			6	183	5,775	1,920
<i>Dual wheel equipment</i>						
2-1-2	1-W-7	1-W-7-101 to 1-W-7-769	6	141	5,070	1,545
2-1-2			6	165	5,110	1,595
2-1-2			6	183	5,220	1,620

(2) 1936

<i>Single wheel equipment</i>						
1-1-1-2 Ace	2-T-2	2-T-2-4401 to 2-T-2-7045	6	125	3,230	\$595
1-1-2 Ace			6	133	3,270	635
1-1-2 Ace			6	157	3,390	655
<i>Dual wheel equipment</i>						
1-1-1-2 Ace	2-T-2	2-W-6-101 to 2-W-6-1025	6	125	3,360	593
1-1-1-2 Ace			6	133	3,400	623
1-1-1-2 Ace			6	157	3,520	643
2-Boss	2-W-6	2-W-6-801 to 2-W-6-1268	6	133	4,140	945
2-Boss			6	157	4,225	995
2-Boss			6	175	4,265	1,045
3-Chief	2-W-8	2-W-8-801 to 2-W-8-1268	6	141	6,035	1,845
3-Chief			6	165	6,090	1,895
3-Chief			6	183	6,195	1,920
<i>Dual wheel equipment</i>						
2½ Mogul	2-W-7	2-W-7-401 to 2-W-7-578	6	141	5,200	1,475
2½ Mogul			6	165	5,270	1,525
2½ Mogul			6	183	5,345	1,550

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(V) STUDEBAKER—Continued

(2) 1936—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Single wheel equipment cab forward</i>						
1-1½ Ace	2-M-2	2-M-2-101 to 2002-1405	6	101	3,025	\$595
1-1½ Ace	2-M-2		6	125	3,125	635
<i>Dual wheel equipment cab forward</i>						
1-1½ Ace	2-M-2	2-M-6-101 to 2-M-6-959	6	101	3,155	623
1-1½ Ace	2-M-2		6	125	3,255	643
2-Boss	2-M-6		6	101	3,885	945
2-Boss	2-M-6		6	125	3,970	995
2-Boss	2-M-6		6	157	4,090	1,045
<i>Bus chassis</i>						
1-1½ SW	2-TB-2	2-T-2-B-101 to 2-T-2-B-198	6	157	3,535	765
2-BW	2-MB-6	2-M-6-B-101 to 2-M-6-B-191	6	167	4,505	1,195

(3) 1937

Coupe express	J-5	J-5-001 to 3125	6	116	2,840	\$595
Suburban 8			6	116	3,175	865
Suburban 8			6	116	3,245	985
1½-2	J-15	J-15-001 to 4828	6	138	3,405	685
1½-2			6	162	3,485	715
<i>Cab forward</i>						
1½-2	J-15-M	J-15-M-001 to 754	6	101	3,140	685
1½-2			6	138	3,270	715
1½-2			6	162	3,355	755
Buses	J-15-B	J-15-B-001 to 143	6	187	N. A.	885
2-3	J-20	J-20-001 to 944	6	138	4,210	990
2-3			6	162	4,290	1,040
2-3			6	180	4,350	1,090
1½-3½	J-25	J-25-001 to 137	6	138	5,077	1,535
2½-3½			6	162	5,127	1,585
2½-3½			6	180	5,297	1,635
3-4	J-30	J-30-001 to 319	6	142	5,886	1,930
3-4			6	166	6,046	1,980
3-4			6	184	6,086	2,030
<i>Cab forward</i>						
2-3	J-20-M	J-20-M-001 to 315	6	101	4,117	990
2-3			6	138	4,177	1,040
2-3			6	162	4,257	1,090
2½-3½	J-25-M	J-25-M-001 to 065	6	101	4,987	1,535
2½-3½			6	138	5,047	1,585
2½-3½			6	162	5,097	1,635
3-4	J-30-M	J-30-M-001 to 059	6	101	5,800	1,930
3-4			6	142	5,900	1,980
3-4			6	166	6,060	2,030
Buses	J-20-MB	J-20-MB-001 to 060	6	187	N. A.	1,230
Buses	J-25-MB	J-25-MB-001 to 225	6	187	N. A.	1,675

(4) 1938

½ Cpe. exp. (pickup)	K-5*	K-5-001 to 1001	6	116	3,105	\$690
1	K-10	K-10-001 to 388	6	130	2,685	645
1½-3	K-15	K-15-001 to 1299	6	138	3,240	725
2-3	K-20	K-20-001 to 270	6	138	4,050	1,035
2-3 Diesel	K-20-D	K-20-D-001 to 008	6	138	5,050	2,530
2½-4	K-25	K-25-001 to 038	6	138	4,750	1,585
3-5	K-30	K-30-001 to 035	6	142	5,490	1,985
<i>Cab forward</i>						
1½-2	K-15-M	K-15-M-001 to 213	6	101	2,975	725
<i>Cab forward</i>						
2-3	K-20-M	K-20-M-001 to 147	6	101	3,780	1,035
2½-4	K-25-M	K-25-M-001 to 018	6	101	4,465	1,585
3-5	K-30-M	K-30-M-001 to 017	6	101	5,300	1,985
Sub. wagon	K-5	K-5-001 to 1001	6	116	3,385	1,175
Buses	K-15-B	K-15-B-001 to 029	6	187	3,770	990
	K-20-MB	K-20-MB-001 to 016	6	187	4,407	1,315
	K-25-MB	K-25-MB-012	6	187	5,247	1,725

(5) 1939

<i>Coupe express</i>						
½ ch. and cab	L-5	L-5-001 to 1201	6	116	2,370	\$657
Express and cab			6	116	3,105	702
1	K-10	K-10-388 to 629	6	130	2,700	620
1½	K-15	K-15-1300 to 3071	6	138	3,405	710
1½			6	162	3,535	740
2	K-20	K-20-271 to 638	6	138	4,210	1,035
2			6	162	4,290	1,085
2			6	180	4,350	1,135

(V) STUDEBAKER—Continued
(5) 1939—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Coupe express—Con.</i>						
2½	K-25	K-25-039 to 164	6	138	5,077	\$1,585
2½			6	162	5,127	1,635
2½	K-30	K-30-036 to 091	6	180	5,297	1,685
3			6	142	5,886	1,985
3			6	166	6,046	2,035
3			6	184	6,086	2,085
<i>Cab-over-engine</i>						
1½	K-15-M	K-15-M-214 to 533	6	101	3,140	710
1½			6	138	3,270	740
1½	K-20-M	K-20-M-148 to 248	6	162	3,355	780
2			6	101	4,117	1,035
2			6	138	4,177	1,085
2	K-25-M	K-25-M-019 to 034	6	162	4,257	1,135
2½			6	101	4,987	1,585
2½	K-30-M	K-30-M-018 to 051	6	138	5,047	1,635
2½			6	162	5,097	1,685
3			6	101	5,800	1,985
3			6	142	5,900	2,035
3			6	166	6,060	2,085
<i>Buses</i>						
	K-15-B	K-15-B-030 to 144	6	187	3,770	930
	K-20-MB	K-20-MB-017 to 037	6	187	4,407	1,315
	K-25-MB	K-25-MB-013 to 025	6	187	5,247	1,725

(6) 1940

<i>Single wheel equipment</i>						
1 ch	K-10	K-10-630 and up	6	130	2,840	\$620
Ch. and cab			6	130	3,240	755
1½ ch	K-15	K-15-3072 and up	6	138	3,405	710
Ch. and cab			6	138	3,805	855
Ch			6	162	3,485	740
Ch. and cab			6	162	3,885	885
<i>Dual wheel equipment</i>						
1 ch	K-10	K-10-630 and up	6	130	2,940	662
Ch. and cab			6	130	3,340	797
1½ ch	K-15	K-15-3072 and up	6	138	3,610	745
Ch. and cab			6	138	4,010	890
Ch			6	162	3,690	775
Ch. and cab			6	162	4,090	920
2 ch	K-20	K-20-639 up	6	138	4,315	1,035
Ch. and cab			6	138	4,715	1,185
Ch			6	162	4,365	1,085
Ch. and cab			6	162	4,765	1,235
Ch			6	180	4,415	1,135
Ch. and cab			6	180	4,815	1,285
2½ ch	K-25	K-25-165 up	6	138	5,030	1,585
Ch. and cab			6	138	5,450	1,740
Ch			6	162	5,110	1,635
Ch. and cab			6	162	5,510	1,790
Ch	K-30	K-30-092 up	6	180	5,165	1,685
Ch. and cab			6	180	5,565	1,840
3 ch			6	142	5,800	1,985
Ch. and cab			6	142	6,200	2,140
Ch			6	166	6,050	2,035
Ch. and cab			6	166	6,450	2,190
Ch	K-30	K-30-092 up	6	184	6,105	2,085
Ch. and cab			6	184	6,505	2,240
<i>Cab-over-engine—Single wheel equipment</i>						
1½ ch	K-15-M	K-15-M-534 up	6	101	3,140	710
Ch. and cab			6	101	3,740	915
Ch			6	138	3,270	740
Ch. and cab			6	138	3,870	945
Ch			6	162	3,370	780
Ch. and cab			6	162	3,970	985
<i>Cab-over-engine—Dual wheel equipment</i>						
1½ ch	K-15-M	K-15-M-534 up	6	101	3,345	745
Ch. and cab			6	101	3,945	950
Ch			6	138	3,475	775
Ch. and cab			6	138	4,075	980
Ch			6	162	3,575	815
Ch. and cab			6	162	4,175	1,020
2 ch	K-20-M	K-20-M-249 up	6	101	4,040	1,035
Ch. and cab			6	101	4,640	1,245
Ch			6	138	4,125	1,085
Ch. and cab			6	138	4,725	1,295
Ch			6	162	4,210	1,135
Ch. and cab			6	162	4,810	1,345
2½ ch	K-25-M	K-2-M-035 up	6	101	4,765	1,585
Ch. and cab			6	101	5,365	1,805
Ch			6	138	4,825	1,635
Ch. and cab			6	138	5,425	1,855
Ch			6	162	4,865	1,685
Ch. and cab			6	162	5,465	1,905

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(V) STUDEBAKER—Continued

(6) 1940—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Cab-engine-Dual wheel equipment—Continued</i>						
2½ ch.....	K-25-MR.....	K-25-MR-005 up.....	6	Inch 101	4,765	\$1,685
Ch. and cab.....			6	101	5,365	1,905
Ch.....			6	138	4,825	1,735
Ch. and cab.....			6	138	5,425	1,955
Ch.....	K-30-M.....	K-30-M-052 up.....	6	162	4,865	1,785
Ch. and cab.....			6	162	5,465	2,005
3 ch.....			6	101	5,610	1,985
Ch. and cab.....			6	101	6,210	2,205
Ch.....			6	142	5,670	2,035
Ch. and cab.....			6	142	6,270	2,255
Ch.....	K-15-B.....	K-15-B-145 up.....	6	166	5,950	2,085
Ch. and cab.....			6	166	6,550	2,305
Buses—single wheel—equipment.....			6	187	3,780	880
Buses—dual wheel—equipment.....	K-15-B.....		6	187	3,910	915
	K-20-MB.....	K-20-MB-038 up.....	6	187	4,325	1,275
	K-25-MB.....	K-25-MB-026 up.....	6	187	4,940	1,725
Champion sedan del.—2-6F-3 (lites)						
5.50/16 (4).....		G-30501 and up.....	6	190½	2,340	707
5.50/16 (6).....		Motor No. 34101 up.....	6	190½	2,360	719
6.00/16 (6).....			6	190½	2,380	730
5.50/16 (4).....		G-30501 up.....	6	190½	2,330	650
6.00/16 (4).....		Motor No. 34101 up.....	6	190½	2,350	658
6.00/16 (6).....			6	190½	2,370	674

(7) 1941

<i>Single wheel equipment</i>								
1½ chassis.....	M-5.....	M-5-001 to 4685.....	6	113	1,965	\$532		
Ch. and cab.....			6	113	2,365	650		
Pickup and cab.....	M-15.....	M-15-001 to 1221.....	6	113	2,700	680		
1½ chassis.....			6	120	2,730	652		
Ch. and cab.....			6	120	3,130	774		
Pickup and cab.....			6	120	4,080	841		
Chassis.....			6	128	2,805	678		
Ch. and cab.....			6	128	3,205	800		
Chassis.....	M-16.....	M-16-001 to 2524.....	6	152	2,920	703		
Ch. and cab.....			6	152	3,320	825		
1½ chassis.....			6	128	3,260	729		
Ch. and cab.....			6	128	3,660	852		
Chassis.....			6	152	3,375	755		
Ch. and cab.....			6	152	3,775	877		
Chassis.....			6	195	3,575	796		
Ch. and cab.....			6	195	3,975	918		
<i>Dual wheel equipment</i>								
1½ chassis.....			M-15.....	M-15-001 to 1221.....	6	120	2,830	699
Ch. and cab.....	6	120			3,230	821		
Chassis.....	M-16.....	M-16-001 to 2524.....	6	128	2,905	725		
Ch. and cab.....			6	128	3,305	847		
Chassis.....			6	152	3,020	750		
Ch. and cab.....			6	152	3,420	873		
1½ chassis.....			6	128	3,460	776		
Ch. and cab.....			6	128	3,860	899		
Chassis.....			6	152	3,575	802		
Ch. and cab.....			6	152	3,975	924		
Chassis.....			6	195	3,775	842		
Ch. and cab.....			6	195	4,175	965		

(8) 1942

<i>Coupe express</i>								
1½ chassis.....	M-5.....	M-5-4686 and up.....	6	113	1,970	\$545		
Ch. and cab.....			6	113	2,370	664		
Pickup and cab.....			6	113	2,660	695		
Stake and cab.....			6	113	2,905	772		
STANDARD TRUCK SERIES								
<i>Single wheel equipment</i>								
1½ chassis.....	M-15.....	M-15-1222 and up.....	6	120	2,680	664		
Ch. and cab.....			6	120	3,080	788		
Express and cab.....	M-15.....		6	120	3,680	856		
Stake and cab.....			6	120	3,765	919		
1½ chassis.....			6	128	2,750	690		
Ch. and cab.....			6	128	3,150	814		
1½ chassis.....			M-15.....		6	152	2,860	716
Ch. and cab.....					6	152	3,260	840
<i>Dual wheel equipment</i>								
1½ chassis.....	M-15.....		6	120	2,840	713		
Ch. and cab.....			6	120	3,240	838		
Stake and cab.....			6	120	3,925	969		
1½ chassis.....	M-15.....		6	128	2,910	739		
Ch. and cab.....			6	128	3,310	864		
Stake and cab.....			6	128	4,185	1,006		
1½ chassis.....			M-15.....		6	152	3,020	765
Ch. and cab.....					6	152	3,420	890
Stake and cab.....					6	152	4,520	1,050

(V) STUDEBAKER—Continued
(8) 1942—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
HEAVY DUTY TRUCK SERIES						
<i>Single wheel equipment</i>						
1½ chassis.....	M-16.....	M-16-2525 and up.....	6	Inch 128	3,180	\$744
Ch. and cab.....			6	128	3,580	868
1½ chassis.....	M-16.....		6	152	3,290	770
Ch. and cab.....			6	152	3,690	894
1½ chassis.....	M-16.....		6	195	3,535	811
Ch. and cab.....			6	195	3,935	936
<i>Dual wheel equipment</i>						
1½ chassis.....	M-16.....		6	128	3,375	792
Ch. and cab.....			6	128	3,775	917
Stake and cab.....			6	128	4,650	1,059
Dump and cab.....			6	128	5,225	1,302
1½ chassis.....	M-16.....		6	152	3,485	818
Ch. and cab.....			6	152	3,885	943
Stake and cab.....			6	152	4,985	1,103
1½ chassis.....	M-16.....		6	195	3,730	860
Ch. and cab.....			6	195	4,130	984

(W) TERRAPLANE

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

(1) 1933

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Terraplane</i>						
½ del. sed.....		364125 to 372899.....	6	Inches 106	2,395	\$545
½ pan. del.....			6	106	2,610	530
½ cab pickup.....			6	106	2,330	440
½ chassis.....			6	106	1,865	375

(2) 1934

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Terraplane Com'l</i>						
½ del. sed.....		373000 to 416991.....	6	112	2,680	\$595
½ util.....			6	112	2,560	530
½ cab pick-up.....			6	112	2,675	515
½ chas. w/cab.....			6	112	2,250	480
½ chassis.....			6	112	1,950	405

(3) 1935

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
¾ sed. pan. del.....		51101 to 5137772.....	6	112	2,770	\$675
½ util.....			6	112	2,535	565
¾ cab pick-up.....			6	112	2,635	545
¾ chas. w/cab.....			6	112	2,305	515
¾ chassis.....			6	112	1,950	430

(4) 1936

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
¾ cus. pan. del.....		61601 to 6169750.....	6	115	2,960	\$685
½ util.....			6	115	2,625	580
¾ cab pick-up.....			6	115	2,790	560
¾ chassis.....			6	115	2,045	445
¾ chas. w/cab.....			6	115	2,390	530

(5) 1937

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Commercial</i>						
½ utility cpe.....	70	70101 to 708001.....	6	117	2,855	\$665
Utility coach.....	70		6	117	2,685	640
¾ chassis.....	70		6	117	2,080	495
Ch. and cab.....	70		6	117	2,445	590
¾ pickup exp.....	70		6	117	2,980	620
Cus. pan. del.....	70		6	117	3,150	745
<i>"Big Boy"</i>						
¾ chassis.....	78	78101 to 781051.....	6	124	2,170	525
Ch. and cab.....	78		6	124	2,540	620
Pickup exp.....	78		6	124	3,080	660
Cus. pan. del.....	78		6	124	3,210	795

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(W) TERRAPLANE—Continued

(6) 1933

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Terraplane</i>						
1/4 chassis.....	80	80101.....	6	Inches	2,165	\$551
Ch. and cab.....			6	117	2,540	650
Pickup and cab.....			6	117	2,985	680
Cus. pan. dely.....	88	88101.....	6	117	3,135	843
1/4 chassis.....			6	124	2,210	581
Ch. and cab.....			6	124	2,645	680
Pickup and cab.....			6	124	3,020	720
Cus. pan. dely.....			6	124	3,195	893

(X) WHITE

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

(1) 1935

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
1 1/4.....	701.....	Not available for any model.	6	N. A.	4,020	\$1,185
1 1/2.....	702.....		6	N. A.	4,405	1,295
2 1/2.....	620.....		6	N. A.	7,505	4,350
2 1/2.....	707.....		6	N. A.	5,085	1,790
3.....	621.....		6	N. A.	7,955	4,650
3.....	621K.....		6	N. A.	9,125	4,850
3.....	620K.....		6	N. A.	8,553	4,675
3.....	712.....		6	N. A.	6,080	2,550
3.....	630.....		6	N. A.	8,950	5,000
3.....	640.....		6	N. A.	10,185	6,100
3.....	640K.....		6	N. A.	10,365	6,300
3.....	630K.....		6	N. A.	9,205	5,200
3.....	730.....		12	N. A.	10,940	6,000
3.....	718.....		6	N. A.	6,830	2,950
3 1/2.....	731.....		12	N. A.	11,360	6,800
3 1/2.....	631.....		6	N. A.	9,424	5,750
3 1/2.....	641.....		6	N. A.	10,460	6,450
3 1/2.....	641K.....		6	N. A.	10,660	6,650
3 1/2.....	631K.....		6	N. A.	9,605	5,950
4.....	642.....		6	N. A.	11,335	6,750
5.....	643.....		6	N. A.	11,655	6,950
7 1/2.....	58SS.....		4	N. A.	9,300	5,300
7.....	691.....		6	N. A.	12,200	7,250
9.....	630SW320W.....		6	N. A.	10,000	6,657
12.....	643SW420.....		6	N. A.	14,400	8,550
Bus.....	65.....		6	N. A.	7,795	4,850
Bus chassis.....	65A.....		6	N. A.	9,100	5,450
Bus.....	685.....		12	N. A.	19,300	16,000
Bus.....	684.....		12	N. A.	14,000	11,000
Bus chassis.....	54A.....		6	N. A.	11,240	8,000
Bus chassis.....	54.....		6	N. A.	10,600	7,500
Bus chassis.....	613.....		6	N. A.	5,780	2,950
Bus chassis.....	713.....		6	N. A.	5,860	2,950

(2) 1936

1 1/4.....	701.....	Not available for any model.	6	N. A.	4,020	\$1,185
1 1/2.....	702.....		6	N. A.	4,405	1,295
2 1/2.....	620.....		6	N. A.	7,505	4,350
2 1/2.....	707.....		6	N. A.	5,085	1,790
3.....	621.....		6	N. A.	7,955	4,650
3.....	621K.....		6	N. A.	9,125	4,850
3.....	620K.....		6	N. A.	8,555	4,675
3.....	712.....		6	N. A.	6,080	2,550
3.....	630.....		6	N. A.	8,950	5,000
3.....	640.....		6	N. A.	10,185	6,100
3.....	640K.....		6	N. A.	10,365	6,300
3.....	630K.....		6	N. A.	9,205	5,200
3.....	730.....		12	N. A.	10,940	6,000
3.....	718.....		6	N. A.	6,830	2,950
3 1/2.....	731.....		12	N. A.	11,360	6,800
3 1/2.....	631.....		6	N. A.	9,424	5,750
3 1/2.....	641.....		6	N. A.	10,460	6,450
3 1/2.....	641K.....		6	N. A.	10,660	6,650
3 1/2.....	631K.....		6	N. A.	9,605	5,950
4.....	642.....		6	N. A.	11,335	6,750
5.....	643.....		6	N. A.	11,655	6,950
7 1/2.....	58SS.....		4	N. A.	9,300	5,300
7.....	691.....		6	N. A.	12,200	7,250
9.....	630SW320W.....		6	N. A.	10,000	6,657
12.....	643SW420.....		6	N. A.	14,400	8,550
Bus.....	65.....		6	N. A.	7,795	4,850
Bus chassis.....	65A.....		6	N. A.	9,100	5,450
Bus.....	685.....		12	N. A.	19,300	16,000
Bus.....	684.....		12	N. A.	14,000	11,000
Bus chassis.....	54A.....		6	N. A.	11,240	8,000
Bus chassis.....	54.....		6	N. A.	10,600	7,500
Bus chassis.....	613.....		6	N. A.	5,780	2,950
Bus chassis.....	713.....		6	N. A.	5,860	2,950
1.....	703.....		6	N. A.	4,233	1,240
1 1/2.....	704.....		6	N. A.	4,608	1,350
2 1/2.....	709.....		6	N. A.	5,547	1,940
8-10 trac.....	704K.....		6	N. A.	5,520	1,850
3.....	718.....		6	N. A.	6,830	2,990

(X) WHITE—Continued

(2) 1936—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
Bus 32 Ps.....	684.....	Not available for any model.	12	N. A.	14,000	\$11,000
Bus 36 Ps.....	686.....		12	N. A.	15,500	12,600
Bus 16 Ps.....	706.....		6	N. A.	4,640	1,850
Bus 23 Ps.....	706M.....		6	N. A.	10,000	5,850
3½.....	720.....		6	N. A.	8,460	4,175
4.....	722.....		6	N. A.	9,560	N. A.

(3) 1937

¾.....	700P.....	Not available for any model.	6	N. A.	3,350	N. A.
1.....	700.....		6	N. A.	4,148	\$1,025
1.....	703.....		6	N. A.	4,450	1,350
1½.....	704.....		6	N. A.	4,740	1,475
1½.....	705.....		6	N. A.	4,885	1,765
1½.....	709.....		6	N. A.	5,543	2,010
2.....	700H.....		6	N. A.	4,610	1,290
2.....	704A.....		6	N. A.	4,855	1,550
2.....	710.....		6	N. A.	5,959	2,290
3.....	709A.....		6	N. A.	5,657	2,110
3.....	712.....		6	N. A.	6,500	2,680
3.....	718.....		6	N. A.	6,830	3,075
3½.....	718S.....		6	N. A.	6,830	3,115
3½.....	720.....		6	N. A.	8,200	4,350
4.....	712A.....		6	N. A.	6,600	2,805
4.....	722.....		6	N. A.	9,300	5,350
4½.....	718A.....		6	N. A.	7,300	3,185
<i>Cab-over-engine</i>						
1½.....	805.....		6	N. A.	4,895	1,790
1½.....	809.....		6	N. A.	5,643	2,315
2.....	810.....		6	N. A.	6,010	2,590
3.....	812.....		6	N. A.	6,600	2,990
3.....	818.....		6	N. A.	6,930	3,375
3½.....	730.....		12	N. A.	10,940	6,100
4.....	731.....		12	N. A.	11,360	6,900
Tractors.....	700K.....		6	136	4,350	1,395
	704K.....		6	136	5,220	1,955
	720T.....		6	N. A.	8,100	4,350

(4) 1938

1.....	700.....	Not available for any model.	6	136	4,148	\$1,095
1.....	703.....		6	136	4,450	1,450
1.....	700A.....		6	136	4,520	1,190
1½.....	700H.....		6	136	4,610	1,390
1½.....	704.....		6	136	4,740	1,550
1½.....	709.....		6	136	5,543	2,150
2.....	710.....		6	136	5,959	2,450
2.....	704H.....		6	136	4,858	1,650
2.....	704A.....		6	136	4,855	1,670
3.....	712.....		6	130	6,500	2,750
3.....	709A.....		6	136	5,657	2,315
3.....	718.....		6	130	6,830	3,175
4.....	712A.....		6	130	6,600	2,915
4½.....	718A.....		6	130	7,300	3,395
4½.....	750.....		6	130	7,552	3,600
5.....	720.....		6	134	8,200	4,500
8.....	722.....		6	134	9,300	5,500
<i>Cab-over-engine</i>						
1.....	800.....		6	102	2,820	900
1½.....	802.....		6	95	4,800	995
1½.....	805.....		6	97	4,895	1,850
1½.....	809.....		6	97	5,643	2,350
2.....	810.....		6	97	6,010	2,650
3.....	812.....		6	97	6,600	2,950
3 with cab.....	818.....		6	97	6,930	3,375
5 with cab.....	820.....		6	109	8,816	5,400
8.....	822.....		6	109	9,403	6,400
Tractors.....	704K.....		6	136	5,520	2,050
	750T.....		6	136	7,168	3,600
	720T.....		6	134	8,100	4,500
<i>Six wheelers—4 wheel drive</i>	904.....		6	160	7,365	3,185
	918.....		6	154	9,450	4,995
	920.....		6	158	12,555	7,555
	922.....		6	158	13,920	9,350
	942.....		6	172	15,570	9,800
	950.....		6	---	10,300	5,520
	991.....		6	149	15,825	10,900
<i>Bus chassis</i>	54.....		6	N. A.	10,600	7,600
	54A.....		6	N. A.	11,385	8,100
	65A.....		6	N. A.	9,150	5,850
	706.....		6	N. A.	4,635	2,250
	706M.....		6	N. A.	5,800	2,850
	805M.....		6	N. A.	10,000	5,200
	810M.....		6	N. A.	N. A.	4,270
Bus.....	784.....		12	N. A.	14,800	11,600
Bus.....	786.....		12	N. A.	15,500	12,400
Bus.....	788.....		12	N. A.	15,800	13,600
3.....	710A.....		6	136	6,075	2,615

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(X) WHITE—Continued

(5) 1939

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
1	500	Not available for any model.	6	N. A.	3,695	\$950
1	700		6	N. A.	4,148	1,059
1½	700H		6	N. A.	4,610	1,390
1½	704		6	N. A.	4,895	1,550
1½	708		6	N. A.	5,520	2,050
2	710		6	N. A.	6,290	2,250
3	718		6	N. A.	7,630	2,975
4½	750		6	N. A.	7,745	3,600
5	720		6	N. A.	8,200	4,500
8	722		6	N. A.	9,300	5,500
Tractors	750T		6	N. A.	7,168	3,600
	720T		6	N. A.	8,100	4,500
<i>Cab-over-engine</i>						
1	800		6	N. A.	2,820	975
1½	802		6	N. A.	3,527	995
1½	805		6	N. A.	5,150	1,850
3	810		6	N. A.	6,329	2,550
3	818		6	N. A.	7,025	3,275
4½	850		6	N. A.	7,295	3,830
5	820		6	N. A.	10,106	5,400
8	822		6	N. A.	10,693	6,400
Six wheelers—4 wh. drive	904		6	N. A.	7,365	3,185
	918		6	N. A.	9,450	5,520
	920		6	N. A.	12,555	7,550
	922		6	N. A.	13,920	9,350
	950		6	N. A.	10,650	5,520
<i>White Horse</i>						
½	99		4	99	3,500	1,260
½	116		4	116	3,800	1,450

(6) 1940

1	500	Not available for any models.	6	N. A.	3,695	\$950
1	700		6	N. A.	4,148	1,095
1½	510		6	N. A.	3,700	995
1½	700H		6	N. A.	4,610	1,390
1½	704		6	N. A.	4,895	1,550
1½	708		6	N. A.	5,520	2,050
2	710		6	N. A.	6,209	2,250
3	718		6	N. A.	7,630	2,975
4½	750		6	N. A.	7,745	3,600
5	720		6	N. A.	8,200	4,500
8	722		6	N. A.	9,300	5,500
Tractors	750T		6	N. A.	7,168	3,600
	720T		6	N. A.	8,100	4,500
<i>Cab-over-engine</i>						
1	800		6	N. A.	2,820	975
1½	802		6	N. A.	3,527	995
1½	804		6	N. A.	3,660	1,050
1½	805		6	N. A.	5,150	1,850
2	810		6	N. A.	6,329	2,550
3	818		6	N. A.	7,025	3,275
4½	850		6	N. A.	7,275	3,830
5	820		6	N. A.	10,106	5,400
8	822		6	N. A.	10,693	6,400
Six wheelers—4 wheel drive	904		6	N. A.	7,365	3,185
	918		6	N. A.	9,450	5,520
	920		6	N. A.	12,555	7,550
	922		6	N. A.	13,920	9,350
	950		6	N. A.	10,650	5,520
<i>White Horse</i>						
½	99		4	N. A.	3,500	1,260
½	116		4	N. A.	3,800	1,450

(7) 1941 and 1942

1	WA14	Not available for any model.	6	136	4,555	\$1,175
1	WA114		6	97	4,815	1,425
1½	WA18		6	136	5,291	1,625
1½	WA118		6	97	5,150	1,825
1½	WA20		6	136	5,740	2,065
1½	WA120		6	97	6,270	2,265
2	WA22		6	136	6,340	2,540
2	WA122		6	109	6,660	2,780
4½	WA26		6	136	7,745	3,375
4½	WA126		6	109	7,295	3,575
5	WA34		6	136	8,735	4,375
5	WA134		6	109	8,429	4,575
8	722		6	134	-	5,650
8	822		6	109	-	6,550
5	720		6	N. A.	8,200	4,500
5	820		6	N. A.	10,106	5,400
<i>White Horse</i>						
½	99		4	99	3,800	1,360
½	S99		4	99	3,850	1,360
½	116		4	116	4,300	1,525
½	S116		4	116	4,350	1,450
½	H116		4	116	4,550	1,650
Tractors	720T		6	134	-	4,650
	820T		6	109	-	5,550

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(X) WHITE—Continued
(7) 1941 and 1942—Continued

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
<i>Six wheelers—4 wheel drive</i>						
7-9 tons.....	WA2064.....	Not available for any model.	6	160	-----	\$3,600
8-12 tons.....	WA2264.....		6	160	-----	4,950
10-14 tons.....	WA3464.....		6	160	-----	5,900
12-16 tons.....	920.....		6	158	-----	7,400
14-18 tons.....	922.....		6	158	-----	8,900
<i>Diesel</i>						
1-3½.....	WA14D.....		6	136	-----	2,700
1½-4.....	WA18D.....		6	136	-----	3,185
2-5.....	WA22D.....		6	136	-----	5,150
8-10.....	722D.....		6	134	-----	7,650
45C rear axle.....	720PC.....		6	212	-----	6,130
34C rear axle.....	720PC.....		6	212	-----	5,870
SW3000 rear axle.....	720PC.....		6	235	-----	7,535
School busses.....	W14B.....		6	148	-----	1,480
	W18B.....		6	166	-----	1,870
	W20B.....		6	178	-----	2,420
<i>Transit model coaches</i>						
Coach.....	782.....		6	168	-----	8,100
Chassis.....	782.....		6	168	-----	3,800
	786.....		12	191	-----	9,500
	788.....		12	214	-----	10,200
	798.....		12	238	-----	10,750
<i>Suburban model coaches</i>	782.....		6	168	-----	9,625
	786.....		12	191	-----	-----
	788.....		12	214	-----	12,250
	798.....		12	238	-----	12,950
<i>Dash one model coaches</i>	782-1.....		6	168	-----	8,100
	786-1.....		12	191	-----	9,500
	788-1.....		12	214	-----	10,200
	798-1.....		12	238	-----	10,750
<i>Bus chassis</i>	WA16.....		6	170	-----	2,450
<i>New York State school busses</i>	W-14BN-315.....		6	166	-----	1,670
	W-14BN-375.....		6	178	-----	1,740
	W-14BN-376.....		6	178	-----	1,925
	W-18BN-439.....		6	196	-----	2,575
	W-18BN-498.....		6	214	-----	2,625
	W-18BN-499.....		6	214	-----	2,825
	W-20BN-555.....		6	234	-----	3,335

(Y) WILLYS

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

(1) 1935

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
Cab pick-up.....	77	27001 to 37425.....	4	<i>Inches</i> 100	2,040	\$395
Pan. del.....	77	27001 to 35938.....	4	100	2,195	415

(2) 1936

Cab pick-up.....	77	37426 to 61000.....	4	100	2,040	\$395
Pan. del.....	77	35939 to 61000.....	4	100	2,195	415

(3) 1937

750 lb. pick-up.....	77	61000 to 68526.....	4	100	2,000	\$395
Pan. del.....	77		4	100	2,130	415

(4) 1938

½ chassis.....	38	65001 to 89000.....	4	100	1,285	\$330
Ch. and cowl.....			4	100	1,677	400
Ch. and cab.....			4	100	1,908	490
Pick-up and cab.....			4	100	2,226	530
Stake and cab.....			4	100	2,220	545
Canopy.....			4	100	2,356	573
<i>Cab-over-engine</i>						
Panel.....			4	100	2,568	824

(Y) WILLYS—Continued

(5) 1941

Rated capacity and type	Model	Serial No.	Number of cylinders	Wheel base	Base weight	Price
½ Pick-up..... <i>Cab-over-engine</i>	441	50001 to 80100.....	4	104	2,207	\$535
½ Panel del..... ½ Pick-up..... <i>Cab-over-engine</i>	441P 441	50001 to 80300.....	4 4	100 104	2,624 2,223	849 575
½ Panel del.....	441P		4	100	2,730	849

(6) 1942

½ Pick-up..... <i>Cab-over-engine</i>	442	80101 to 92011.....	4	104	2,238	\$785
¾ Panel del.....	442		4	104	2,708	1,010

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 31st day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4932; Filed, March 31, 1943; 8:55 a. m.]

PART 1340—FUEL

[MPR 137,¹ as Amended March 30, 1943]

PETROLEUM PRODUCTS SOLD AT RETAIL

Section 1340.91 (r) is amended by Amendment 29 so that Maximum Price Regulation 137 shall read as follows:

In the judgment of the Price Administrator, the prices of motor fuel and Diesel fuel, sold at service stations, have risen or are threatening to rise to an extent, and in a manner inconsistent with the purposes of the Emergency Price Control Act of 1942.

In the judgment of the Price Administrator, the maximum prices established by this Maximum Price Regulation No. 137 are necessary to check inflation and to effectuate the purpose of the Act.

In the judgment of the Price Administrator, the maximum prices established by this Maximum Price Regulation No. 137 are generally fair and equitable. So far as practicable, the Price Administrator gave due consideration to prices prevailing between October 1 and 15, 1941, and to relevant factors of general applicability. So far as practicable the Price Administrator consulted with representatives of the industry which will be affected by this Maximum Price Regulation No. 137.

A statement of the considerations² involved in the issuance of this Maximum Price Regulation No. 137 has been issued simultaneously herewith and has been filed with the Division of the Federal Register.

Therefore, under the authority invested in the Price Administrator by the

¹ 7 F.R. 3165.

² Statements of considerations also have been issued simultaneously with the issuance of amendments. Requests for copies should be addressed to the Office of Price Administration.

Emergency Price Control Act of 1942, and in accordance with Procedural Regulation No. 1² issued by the Office of Price Administration, Maximum Price Regulation No. 137 is hereby issued.

Sec.

- 1340.81 Maximum prices for petroleum products sold at retail establishments.
- 1340.82 Federal and State taxes.
- 1340.83 Less than maximum prices.
- 1340.84 Evasion.
- 1340.85 Records and reports.
- 1340.86 Statement and posting of maximum prices of motor fuels sold at retail establishments.
- 1340.87 Sales slips and receipts.
- 1340.88 Enforcement.
- 1340.88a Licensing; applicability of the registration and licensing provisions of the General Maximum Price Regulation.
- 1340.89 Procedure for adjustment or amendment.
- 1340.90 Definitions.
- 1340.91 Appendix A: Maximum prices for petroleum products sold at retail establishments.
- 1340.92 Applicability.
- 1340.93 Effective date.
- 1340.93a Effective dates of amendments.
- 1340.94 Applicability of the General Maximum Price Regulation.
- 1340.95 Transfer or changes in operators of service stations.

AUTHORITY: §§ 1340.81 to 1340.95, inclusive, issued under Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871.

§ 1340.81 *Maximum prices for petroleum products sold at retail establishments.* On and after May 18, 1942, regardless of any contract, agreement, lease or other obligation, no person shall sell or deliver petroleum products at retail establishments at prices higher than the maximum prices set forth in Appendix A, incorporated herein as § 1340.91; and no person shall agree, offer, solicit

² Revised, 7 F.R. 8961.

or attempt to sell petroleum products at retail establishments at prices higher than the maximum prices.

[§ 1340.81 as amended by Amendment 4, 7 F.R. 4853]

[NOTE: Under Supplementary Order No. 13 (7 F.R. 6523) retail sellers operating more than one establishment may apply for authorization to determine and use uniform maximum prices.]

§ 1340.82 *Federal and state taxes.* Any tax upon or incident to the sale, delivery, processing, or use of petroleum products, imposed by any statute of the United States or statute or ordinance of any state or subdivision thereof, shall be treated as follows in determining the seller's maximum price for such petroleum products and in preparing the records of such seller with respect thereto:

(a) *As to a tax in effect during March 1942.* (1) If the seller paid such tax, or if the tax was paid by any prior vendor, irrespective of whether the amount thereof was separately stated and collected from the seller, but the seller did not customarily state and collect separately from the purchase price during March, 1942, the amount of the tax paid by him or tax reimbursement collected from him by his vendor, the seller may not collect such amount in addition to the maximum price, and in such case shall include such amount in determining his maximum price under this Maximum Price Regulation No. 137.

(2) In all other cases, if, at the time the seller determines his maximum price, the statute or ordinance imposing such tax does not prohibit the seller from stating and collecting the tax separately from the purchase price, and the seller does state it separately, the seller may collect, in addition to the maximum price, the amount of the tax actually paid by him or an amount equal to the amount of the tax paid by any prior vendor and separately stated and collected, and in such case the seller shall not include such amount in determining the maximum price under this Maximum Price Regulation No. 137.

(b) *As to a tax or increase in a tax which becomes effective after March 13, 1942.* If the statute or ordinance imposing such tax or increase does not prohibit the seller from stating and collecting the tax or increase separately from the purchase price, and the seller does separately state it, the seller may collect, in addition to the maximum price, the amount of the tax or increase actually paid by him or an amount equal to the amount of tax paid by any prior vendor and separately stated and collected from the seller by the vendor from whom he purchased: *Provided, however,* That in the case of the increase in the federal excise on lubricating oils provided by the Revenue Act of 1942, effective November 1, 1942, a seller of motor lubricating oil subject to this Maximum Price Regulation No. 137 who separately states the amount of such increase and who actually pays the amount of such increase or an amount equal thereto paid by any prior vendor and separately stated and collected from the seller by the vendor

from whom he purchased, may collect in addition to the maximum price, an additional sum as follows:

On each sale of five quarts or less, one cent; on each sale of more than five quarts, the total amount of the increase, adjusted to the nearest cent.

[§ 1340.82 as amended by Amendment 12; 7 F.R. 9335]

[NOTE: Supplementary Order No. 31 (7 F.R. 9894) provides that: "Notwithstanding the provisions of any price regulation, the tax on transportation of all property (excepting coal) imposed by section 620 of the Revenue Act of 1942 shall, for purposes of determining the applicable maximum price of any commodity or service, be treated as though it were an increase of 3% in the amount charged by every person engaged in the business of transporting property for hire. It shall not be treated, under any provision of any price regulation or any interpretation thereof, as a tax for which a charge may be made in addition to the maximum price."]

§ 1340.83 *Less than maximum prices.* Lower prices than those set forth in Appendix A (§ 1340.91), may be charged, demanded or offered.

§ 1340.84 *Evasion.* The price limitations set forth in this Maximum Price Regulation No. 137 shall not be evaded, whether by direct or indirect methods, in connection with an offer, solicitation, agreement, sale, delivery, purchase or receipt of or relating to petroleum products sold at retail establishments, alone or in connection with any other commodity by way of commission, service, transportation, or other charge, or discount, premium or other privilege, or by tying agreement or other trade understanding, or otherwise. Without limiting the generality of the foregoing, no person subject to this Maximum Price Regulation No. 137 shall change his customary allowances, discounts or other price differentials unless such change results in a lower price.

[§ 1340.84 as amended by Amendment 4; 7 F.R. 4853]

[NOTE: Supplementary Order No. 29 (7 F.R. 9816) lists certain services customarily offered by retailers which may be curtailed or eliminated without a compensating reduction in ceiling prices.]

§ 1340.85 *Records and reports—(a) Base period records.* Every person selling petroleum products at service stations subject to this Maximum Price Regulation No. 137 shall:

(1) Preserve for examination by the Office of Price Administration all his existing records relating to the prices which he charged for such petroleum products as he delivered during March 1942 and his offering prices for delivery of petroleum products during such month; and

(2) Prepare, on or before July 1, 1942, on the basis of all available information and records, and thereafter keep for examination by any person during ordinary business hours, a statement showing:

(i) The highest prices which he charged for such petroleum products as he delivered during March 1942, and his offering prices for delivery of petroleum products during such month, together with an appropriate description of iden-

tification of such petroleum products by reference to kind and grade;

(ii) All his customary allowances, discounts and other price differentials.

(b) *Current records.* Every person selling petroleum products at service stations subject to this Maximum Price Regulation No. 137 shall keep, and make available for examination by the Office of Price Administration records of the same kind as he customarily kept, relating to the prices which he charged for such motor fuel as he sold at service stations after May 18, 1942, and, in addition, records showing as precisely as possible, the basis upon which he determined maximum prices for such motor fuel.

[§ 1340.85 as amended by Amendment 4, 7 F.R. 4853]

§ 1340.86 *Statement and posting of maximum prices of motor fuels sold at retail establishments.* (a) Every person selling petroleum products at service stations subject to this Maximum Price Regulation No. 137 shall post the maximum price chargeable to purchasers of the class to whom he made the bulk of his sales for each grade of petroleum products in a manner plainly visible to and understandable by, each purchaser. Such postings shall be marked "maximum prices", "ceiling prices" or "our ceiling", beneath which shall be marked each grade of the petroleum product offered for sale and opposite each grade shall be stated the maximum price for that grade. Notwithstanding anything to the contrary contained in the General Maximum Price Regulation or in § 1340.86 (d) of Maximum Price Regulation No. 137 every person whose maximum prices are increased pursuant to authorization by the Office of Price Administration shall indicate separately either for 60 days after such authorization or for so long as the increase remains effective, whichever period is shorter, the amount by which the maximum prices were increased, and the fact that such increase was authorized by the Office of Price Administration. In making this representation such person shall use the following language: "Amount of Increase—cents per gallon—Approved by the Office of Price Administration" or any other statement supplying the same information.

(b) On or before July 1, 1942, every person subject to this Maximum Price Regulation No. 137 shall file with the appropriate War Price and Rationing Board of the Office of Price Administration a statement showing his maximum price for each grade of motor fuel together with an appropriate description of its specifications. Such statement shall be kept up to date by such person by filing on the tenth day of every succeeding month a statement of his maximum price for each grade of motor fuel newly offered for sale by him at a service station during the previous month together with an appropriate description of its specifications.

[Paragraphs (a) and (b) as amended by Amendment 10, 7 F.R. 7902]

(c) Any person subject to the provisions of this section may mark or post

* 8 F.R. 3096.

maximum prices for commodities for which maximum prices are established by this regulation, either in accordance with the provisions of this section or with the provisions of § 1499.13 (a) of the General Maximum Price Regulation. [Paragraph (c) as amended by Amendment 14, 7 F.R. 11088]

(d) (1) Any seller who takes advantage of § 1340.91 (f) and after October 4, 1942, increases the price charged for a particular grade of motor fuel above the level that he would otherwise be permitted to charge shall file with the appropriate War Price and Rationing Board of the Office of Price Administration within five days after making such adjustment, an affidavit setting forth the following with respect to such grade:

(i) the seller's maximum price as determined by § 1340.91 (a) (b) and/or (c) and his delivered cost at the time the adjustment is made;

(ii) the exact extent of the margin enjoyed by him during the major portion of the period October 1-15, 1941;

(iii) the prices charged by him for the particular grade of motor fuel at that retail establishment during the major portion of the period October 1-15, 1941;

(iv) the delivered cost of the particular grade of motor fuel on which the margin enjoyed during the major portion of the period, October 1-15, 1941, was calculated.

(2) Any seller who makes an initial increase after October 4, 1942, in the price charged for a particular grade of motor fuel under § 1340.91 (f), and reports that increase under (1) above, may hereafter have a further adjustment in price, either by being required to lower the price or by raising the price upon being granted permission for an increase. In the case of either such adjustment the seller shall file with the appropriate War Price and Rationing Board of the Office of Price Administration, within five days after such adjustment is required or made, a statement setting forth his delivered cost at the time the adjustment in his selling price is made, and his new maximum price.

(3) Any seller who increases his price upon the basis of § 1340.91 (c) for a particular grade of motor fuel shall at the time he makes his initial increase file a statement setting forth his maximum price for that grade prior to the increase and his delivered cost at the time the adjustment is made. The statement shall be filed with the appropriate War Price and Rationing Board of the Office of Price Administration within five days after the seller makes such increase. If the seller increases his price upon more than one grade, the seller may file either separate statements or one combined statement.

(4) Any seller who increases or decreases his price under § 1340.91 (c), after reporting an initial increase under (3) above, shall file with the appropriate War Price and Rationing Board within five days thereafter a statement setting forth his delivered cost at the time the increase or decrease is made, and his new maximum price.

[Paragraph (d) added by Amendment 14, 7 F.R. 11008]

(e) (1) Any person subject to the provisions of this Maximum Price Regulation No. 137 selling naphthas, solvents, mineral spirits, kerosene, No. 1 fuel oil and heavier distillate fuel oil as anti-freeze preparations at retail establishments shall file with the appropriate War Price and Rationing Board within 5 days after February 1, 1943, or the initial sale, whichever is later, a written statement setting forth the following with respect to such petroleum fractions:

(i) The seller's maximum price as determined by § 1340.91 (1),

(ii) The delivered cost at the particular retail establishment, and

(iii) A description thereof by reference to trade name and type, such as naphtha type or kerosene type.

(2) Any change in delivered cost of naphthas, solvents, mineral spirits, kerosene, No. 1 fuel oil and heavier distillate fuel oil sold as an anti-freeze preparation shall be reported in writing to the appropriate War Price and Rationing Board within 5 days after such change occurs.

[Paragraph (e) added by Amendment 19, 8 F.R. 1226]

§ 1340.87 *Sales slips and receipts.* Any person subject to this Maximum Price Regulation No. 137, who has customarily given a purchaser a sales slip, receipt or similar evidence of purchase shall continue to do so. Upon request from a purchaser any person subject to this Maximum Price Regulation No. 137 shall give the purchaser a receipt showing the date, the name and address of the seller, the kind, grade and quantity of the petroleum products sold, and the price received for it.

[§ 1340.87 as amended by Amendment 4, 7 F.R. 4853]

§ 1340.88 *Enforcement.* (a) Persons violating any provision of this Maximum Price Regulation No. 137 are subject to the criminal penalties, civil enforcement actions, license suspension proceedings and suits for treble damage provided for by the Emergency Price Control Act of 1942.

(b) Persons who have evidence of any violation of this Maximum Price Regulation No. 137 or any price schedule, regulation or order issued by the Office of Price Administration or of any acts or practices which constitute such a violation are urged to communicate with the nearest field or regional office of the Office of Price Administration or its principal office in Washington, D. C.

§ 1340.88a *Licensing; applicability of the registration and licensing provisions of the General Maximum Price Regulation.* The registration and licensing provisions of §§ 1499.15 and 1499.16 of the General Maximum Price Regulation are applicable to every person subject to this Maximum Price Regulation selling at wholesale or retail any petroleum product covered by this Maximum Price Regulation. When used in this section the terms "selling at wholesale" and "selling at retail" have the definitions given to them by §§ 1499.20 (p) and 1499.20 (o) respectively of the General Maximum Price Regulation. Said registration and licensing provisions became

effective as to persons selling at wholesale on May 11, 1942, and as to persons selling at retail on May 18, 1942.

[§ 1340.88a added by Amendment 7, 7 F.R. 5941]

§ 1340.89 *Procedure for adjustment or amendment.* (a) The Office of Price Administration or any duly authorized representative thereof, may adjust any maximum price established under the Maximum Price Regulation No. 137 in the case of any seller of a petroleum product at a retail establishment who shows:

(1) That such maximum price is abnormally low in relation to the maximum price of such petroleum product established for other sellers thereof at retail establishments; and

(2) That this abnormality subjects him to substantial hardship.

Applications for adjustment under this paragraph (a) shall be filed in accordance with Revised Procedural Regulation No. 1.

No application for adjustment filed after November 30, 1942 will be granted under this paragraph (a).

[Paragraph (a) as amended by Amendment 11, 7 F.R. 8938]

(b) *Petitions for amendment.* Any person seeking an amendment of this Maximum Price Regulation No. 137 may file a petition for amendment in accordance with the provisions of Revised Procedural Regulation No. 1.

[Paragraph (b) as amended by Supplementary Order 26, 7 F.R. 8948]

[Paragraph (c) added by Amendment 6; revoked by Amendment 11, 7 F.R. 8938]

[NOTE: Procedural Regulation No. 6 (7 F.R. 5087, 5665) provides for the filing of applications for adjustment of maximum prices for commodities or services under Government contracts or subcontracts. Supplementary Order No. 9 (7 F.R. 5444) makes the provisions of Procedural Regulation No. 6 applicable to all price regulations, with the exception of those on scrap, waste, and salvage materials.]

[NOTE: Supplementary Order No. 28 (7 F.R. 9619) provides for the filing of applications for adjustment or petitions for amendment based on a pending wage or salary increase requiring the approval of the National War Labor Board.]

§ 1340.90 *Definitions.* (a) When used in this Maximum Price Regulation No. 137, the term:

(1) "Person" includes an individual, corporation, partnership, association, any other organized group of persons, legal successor or representative of any of the foregoing, and includes the United States, any agency thereof, any other government, or any of its political subdivisions and any agency of any of the foregoing.

(2) "Motor fuel" means liquid fuel, including Diesel fuel, used for the propulsion of motor vehicles or motor boats, and shall include any liquid fuel to which Federal gasoline taxes apply except liquid fuel used for the propulsion of aircraft.

(3) "Service station" means any place of business or part thereof, where motor fuel is delivered into the fuel supply tanks of motor vehicles or motorboats,

(4) "Appropriate War Price and Rationing Board" means the War Price and Rationing Board for the area in which is located the seller's service station from which petroleum products are offered for sale.

[Paragraph (4) as amended by Amendment 4, 7 F.R. 4853]

(5) "Seller." (i) Where a seller makes sales through more than one service station, each separate service station shall be deemed to be a separate seller, except that for the purposes of § 1499.16 of the General Maximum Price Regulation, granting licenses to sellers subject to this Maximum Price Regulation No. 137, the owner of the business shall be considered the seller regardless of the number of separate places of business he owns.

(ii) "Seller of the same class" means a seller (a) performing the same function, (b) of similar type, (c) dealing in the same type of commodity, and (d) selling to the same class of purchaser.

[Paragraph 5 as amended by Amendment 1, 7 F.R. 3749]

(6) "A seller's most closely competitive seller of the same class" shall be a seller of the same class who: (i) is selling the same commodity, (ii) is closely competitive in the sale of such commodity and (iii) is located nearest to the seller.

(7) "Offering price" means the price at which petroleum products were offered for sale at the seller's motor fuel pumps. But "offering price" shall not include a price offered as a bargaining price by a seller who usually sells at a price lower than his asking price.

(8) "Purchaser of the same class" refers to the practice adopted by the seller in setting different prices for petroleum products at service stations to different purchasers or kinds of purchasers located in different areas or for different quantities or grades under different conditions of sale.

[Paragraphs (7) and (8) as amended by Amendment 4, 7 F.R. 4853]

(9) "Sell" includes sell, supply, dispose, barter, exchange, transfer and deliver, and contracts and offers to do any of the foregoing.

(10) "Highest price charged during March, 1942" means the highest price which the seller charged for motor fuel delivered by him at a service station during March 1942; or if the seller made no such delivery during March, 1942, his highest offering price for delivery during that month.

(11) "Curtailed area" means:

(i) The entire eastern part of the continental United States up to and including all of the counties of Wayne, Ontario and Steuben in the State of New York; Tioga, Lycoming, Clinton, Centre, Blair and Bedford in the State of Pennsylvania; Allegany in the State of Maryland; Mineral, Grant and Pendleton in the State of West Virginia; Highland, Bath, Alleghany, Craig, Giles, Pulaski, Wythe and Grayson in the State of Virginia; Ashe, Watauga, Avery, Mitchell, Yancey, Madison, Haywood, Swain, Graham and Cherokee in the State of North

Carolina; Fannin, Murray, Whitfield, Catoosa, Dade, Walker, Chattooga, Floyd, Polk, Haralson, Carroll, Heard, Troup, Harris, Muscogee, Chattahoochee, Stewart, Quitman, Clay, Early, Seminole and Decatur in the State of Georgia; and Gadsden, Liberty and that part of Franklin which lies east of the Apalachicola River in the State of Florida: *Provided*, That if any part of any incorporated or unincorporated city, town or village or if any part of any service station is located within the aforementioned area, all of such city, town, village or service station shall be considered as within the said area.

(ii) The States of Oregon and Washington.

[Paragraph (11) added by Amendment 1, 7 F.R. 3749]

(12) "Petroleum products" means motor fuel as defined in § 1340.90 (a) (2), kerosene, prime white distillate, Nos. 1 and 2 fuel oil and range oil, cleaner's or other naphthas, motor lubricating oil, and solvents, mineral spirits and all distillate fuel oils and other petroleum fractions when sold as anti-freeze preparations.

[Paragraph (12) as amended by Amendment 22, 8 F.R. 2152]

(13) "Eastern seaboard" means the states of Connecticut, Delaware, Florida, east of the Apalachicola River, Georgia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, West Virginia, and the District of Columbia.

(14) "Retail establishment" means the physical location of the store, shop, garage, service station, or other place of business in which petroleum products are sold at retail other than by delivery in tank wagon or larger lots.

[Paragraphs (13) and (14) added by Amendment 4, 7 F.R. 4853]

(15) "Margin" means the difference between the selling price of the particular grade of motor fuel at the retail establishment and the delivered cost thereof to the retail establishment.

[Paragraph (15) added by Amendment 10, 7 F.R. 7902]

(16) "Delivered cost" for the purposes of paragraphs (c) and (f) of § 1340.91 of this Maximum Price Regulation No. 137 shall consist of one of the following:

(i) In the case of tank wagon buyers, the net price charged to such buyer.

(ii) In the case of tank car or transport truck buyers who buy on a delivered basis, (a) the net laid-down cost at the point of buyer's central storage, and (b) the actual cost of transportation from the buyer's point of central storage to the buyer's retail establishment.

(iii) In the case of tank car or transport truck buyers who buy f. o. b. a shipping point, (a) the net f. o. b. shipping point price, (b) the actual cost of transportation to the point of buyer's central storage, and (c) the actual cost of transportation from the point of buyer's cen-

tral storage to the buyer's retail establishment.

(iv) In the case of a retail establishment operated by a supplier who is a refiner, the net tank wagon price charged by the supplier to undivided dealers in the tank wagon circuit in which the particular retail establishment is located.

[Paragraph (16) added by Amendment 10; amended by Amendment 14, 7 F.R. 11008]

(b) Unless the context otherwise requires the definitions set forth in section 302 of the Emergency Price Control Act of 1942 shall apply to other terms used herein.

§ 1340.91 *Appendix A: Maximum prices for petroleum products sold at retail establishments.* (a) The seller's maximum price for each grade of a petroleum product shall be:

(1) The highest price charged to a purchaser of the same class by a seller during March 1942 for each grade of a petroleum product.

(2) If seller did not sell a particular grade of a petroleum product at a retail establishment during March 1942, the highest price charged to a purchaser of the same class during March 1942 by the most closely competitive seller of the same class for a petroleum product of the same grade.

[Paragraph (a) as amended by Amendment 4, 7 F.R. 4853]

(b) *Eastern seaboard.* In the Eastern seaboard, and within the corporate limits of Bristol, Tennessee, the maximum price of gasoline sold at service stations, determined under § 1340.91 (a) (1) and (2) may be increased by not more than 0.4 of a cent a gallon. In the Eastern seaboard the maximum price determined under § 1340.91 (a) (1) and (2) of kerosene, No. 1 fuel oil and range oil sold at retail establishments may be increased by not more than 1.4 cents a gallon and of Diesel fuel sold at retail establishments by not more than 1.1 cents a gallon.

[Paragraph (b) as amended by Amendment 8, 7 F.R. 6057 and Amendment 23, 8 F.R. 3365]

(c) A seller of motor fuel at a retail establishment may, at any time, choose his maximum price for any particular grade in either one of two ways:

(1) He may accept the maximum price as determined under the other provisions of § 1340.91.

(2) He may fix a maximum price at the particular retail establishment which will permit him a margin of 3 cents a gallon. His "margin" shall be computed as defined in § 1340.90 (a) (15).

A maximum price fixed upon the basis of a 3-cent margin will change automatically as the seller's margin is affected by changes in the delivered cost. When the delivered cost goes up thus reducing a seller's margin below 3 cents a gallon, then the maximum price will go up by the amount the margin is reduced below 3 cents. When the delivered cost goes down, then the maximum price will go down by the amount the

margin exceeds 3 cents a gallon, except that the seller does not have to reduce his maximum price below that provided for in other provisions of this § 1340.91. For the purposes of this provision, the margin is deemed to change not at the time the delivered cost changes, but only after the seller has sold an amount equal to that volume on hand at the time the change in the delivered cost occurs. Any seller who increases or decreases his price upon the basis of this 3-cent margin provision shall file a statement as provided in § 1340.86 (a) (3) and (4).

Illustration: A service station operator's maximum price on December 1 was 19 cents a gallon. On that date he received at his station a delivery by tank wagon of 500 gallons at a delivered cost of 16.5 cents a gallon. He had on hand 500 gallons. Prior thereto his delivered cost had been 15.5. After he has sold 500 gallons at a price no higher than 19 cents a gallon he may increase his price to 19.5 cents a gallon.

Assuming that he increases his price to 19.5 cents a gallon, the tank wagon price may later be reduced. Suppose that he has 400 gallons on hand on December 28, and that the tank wagon price is then reduced to 16.2 cents a gallon. After he sells 400 gallons, he is required to reduce his price to 19.2 cents a gallon or less.

[Paragraph (c) added by Amendment 1, 7 F.R. 3749; amended by Amendment 14, 7 F.R. 11008]

(d) *Montana.* Maximum prices as determined under § 1340.91 (a) (1) and (2) for service station operators within the Great Falls, Montana tank wagon area who reduced their prices on third grade and regular grade gasoline between February 25 and February 28, 1942, inclusive, are increased by the amount of such decrease but by not more than 1½ cents per gallon.

[Paragraph (d) added by Amendment 5, 7 F.R. 5363]

(e) *Pennsylvania grade motor oils in the Pacific Coast Area.* (1) Maximum prices as determined under § 1340.91 (a) (1) and (2) for sellers at retail establishments of all S. A. E. grades of Pennsylvania grade motor oils marketed by The Pennzoil Company are increased to 35 cents a quart in any case where the maximum prices of such sellers under said § 1340.91 (a) (1) and (2) are below that amount.

(2) Maximum prices as determined under § 1340.91 (a) (1) and (2) for sellers at retail establishments of all S. A. E. grades of Pennsylvania grade motor oils marketed by Hyvis Oils, Inc., of California are increased to 35 cents a quart in any case where the maximum prices of such sellers under said § 1340.91 (a) (1) and (2) are below that amount.

(3) Maximum prices as determined under § 1340.91 (a) (1) and (2) for sellers at retail establishments of all S. A. E. grades of Pennsylvania grade motor oils marketed by Kern Oil Company, Limited are increased to 30 cents a quart in any case where the maximum prices of such

sellers under said § 1340.91 (a) (1) and (2) are below that amount.

[Paragraph (e) added by Amendment 9, 7 F.R. 6896]

(f) When the maximum price for any grade of motor fuel at a retail establishment as determined by paragraphs (a), (b), (c) and (d) permits the seller a margin for a particular grade of motor fuel below that enjoyed by the seller at that particular retail establishment during the major portion of the period October 1-15, 1941, such seller's maximum price shall be increased to a level which will permit him a margin equal to that enjoyed during the major portion of the above period. In no event, however, shall the seller exceed the price received by him for such grade of motor fuel during the major portion of the period October 1-15, 1941, plus the total of any increases authorized or permitted by the Price Administrator and currently in effect. The maximum price of a seller for a particular grade of motor fuel at the particular retail establishment shall be automatically adjustable as the seller's margin changes. For the purposes of this provision, the margin is deemed to change not at the time the delivered cost changes but only after the seller has sold an amount equal to that volume on hand at the time the change in the delivered cost occurs.

[Paragraph (f) added by Amendment 10, 7 F.R. 7902; corrected 7 F.R. 8353, 10684]

(g) *Puerto Rico.* (1) In addition to the maximum price as determined by § 1340.91 (a) (1) and (2), sellers of gasoline at retail establishments in the Territory of Puerto Rico may charge from and after December 1, 1942, 3 cents per gallon inasmuch as the additional excise tax of 3 cents per gallon, which became effective on December 1, 1942, is not collectible, in addition to the maximum price, pursuant to § 1340.82 of this Maximum Price Regulation No. 137. This additional charge may not be collected from the United States Government, its agencies or instrumentalities when sold to them for their exclusive use.

(2) In addition to the maximum price as determined by § 1340.91 (a) (1) and (2) sellers of lubricating oil at retail establishments in the Territory of Puerto Rico may charge, from and after March 5, 1943, 3½ cents per gallon to cover the tax increase on lubricating oils imposed by Act No. 25 enacted by the Legislature of Puerto Rico, and approved December 4, 1942, except that the total amount charged on each lot shall be adjusted to the nearest cent.

[Paragraph (g) added by Amendment 13, 7 F.R. 10684; amended by Amendment 26, 8 F.R. 3105]

(h) Notwithstanding the provisions of other paragraphs of this section, the maximum prices for kerosene, range oil, No. 1 or Pacific Specification No. 100 fuel oil and diesel fuel oil for sellers at retail establishments in the States of Connecticut, Delaware, Florida (east of the Apalachicola River), Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine,

Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Vermont, Virginia, West Virginia, Washington, Wisconsin and in the District of Columbia shall be 0.3 of a cent per gallon above the maximum prices in the above states and the District of Columbia as determined under any provision of this maximum price regulation which would otherwise govern, except that the total amount charged on each lot sold shall be adjusted to the nearest cent.

[Paragraph (h) added by Amendment 15, 7 F.R. 11112, and amended by Amendment 22, 8 F.R. 2152, and Amendment 27, 8 F.R. 3327]

(i) In the Metropolitan Boston, Massachusetts Area comprising the following towns and cities: Arlington, Belmont, Boston, Braintree, Brookline, Cambridge, Canton, Chelsea, Cohasset, Dedham, Dover, Everett, Hingham, Lexington, Lynn, Malden, Medford, Melrose, Milton, Nahant, Needham, Newton, Quincy, Reading (but not North Reading), Revere, Saugus, Somerville, Stoneham, Swampscott, Wakefield, Waltham, Watertown, Wellesley, Weston, Westwood, Weymouth, Winchester, Winthrop and Woburn, the maximum price for sellers at retail establishments of kerosene, No. 1 fuel oil and range oil shall be 12.3 cents a gallon.

[Paragraph (i) added by Amendment 16, 7 F.R. 11075 and amended by Amendment 28, 8 F.R. 3365]

(j) In Quincy, Illinois, the maximum prices of regular and premium grade gasoline sold at retail establishments determined under § 1340.91 (a) (1) and (2) may be increased by not more than 1.5 cents a gallon.

[Paragraph (j) added by Amendment 17, 8 F.R. 231]

(k) Within the corporate limits of New York City, New York, the maximum prices for sellers at retail establishments of kerosene, No. 1 fuel oil and range oil, also known as stove oil, shall be 14.0 cents per gallon.

[Paragraph (k) added by Amendment No. 18, 8 F.R. 232 and amended by Amendment 28, 8 F.R. 3365]

(l) The maximum price at a retail establishment for naphthas, solvents, mineral spirits, kerosene, No. 1 fuel oil or heavier distillate fuel oil when sold as anti-freeze preparations shall be the sum of the delivered cost per gallon thereof at the retail establishment and 3¢ per gallon. The maximum price for the particular product at the particular retail establishment shall be automatically adjustable as the delivered cost thereof at the particular retail establishment changes. For the purposes of this paragraph (l) the delivered cost shall be deemed to change only after the seller has sold an amount equal to the volume on hand at the time the change in the delivered cost occurs.

(2) In connection with each sale at a retail establishment of naphthas, solvents, mineral spirits, kerosene, No. 1 fuel oil or heavier distillate fuel oil as an anti-freeze preparation, the seller shall notify the purchaser that the anti-freeze preparation is a petroleum fraction describing it by reference to type such as naphtha type or kerosene type and that the preparation may cause overheating and rubber deterioration.

[Paragraph (1) added by Amendment 19, 8 F.R. 1226. Corrected 8 F.R. 1586]

(m) If the maximum tank wagon price of a particular petroleum product to a retail dealer is increased pursuant to § 1340.159 (b) (11) of Revised Price Schedule No. 88 or if such maximum price is increased pursuant to any amendment to Revised Price Schedule No. 88 adopted after February 13, 1943, such retail dealer's maximum price for such petroleum product shall be increased by the same amount.

[Paragraph (m) added by Amendment 20, 8 F.R. 1799]

(n) Within the counties of Genesee, Macomb, Washtenaw, Monroe, Oakland and Wayne in the State of Michigan the maximum prices for sellers at retail establishments of kerosene, prime white distillate, Nos. 1 and 2 fuel oil and range oil, also known as stove oil or heater oil, shall be as follows:

	Cents per gallon
In the case of kerosene.....	14.2
In the case of range oil, also known as stove oil or heater oil.....	11.2
In the case of prime white distillate and Nos. 1 and 2 fuel oil.....	10.7

[Paragraph (n) added by Amendment 22, 8 F.R. 2152]

(p) In the Bridgeport, Connecticut Area, comprising the townships and cities of Bridgeport, Easton, Fairfield, Monroe, Stratford, Trumbull, Weston and Westport, the maximum price for sellers at retail establishments of kerosene, No. 1 fuel oil and range oil shall be 12.5 cents per gallon.

(q) In the New Haven, Connecticut Area, comprising the townships and cities of Bethany, Branford, East Haven, Hamden, Milford, North Branford, North Haven, New Haven, Orange, West Haven and Woodbridge, the maximum price for sellers at retail establishments of kerosene, No. 1 fuel oil and range oil shall be 12.5 cents per gallon.

(r) In the Hartford, Connecticut Area, comprising the townships and cities of Bloomfield, East Hartford, Glastonbury, Hartford, Newington, Wethersfield, Windsor, Windsor Locks, East Windsor, South Windsor and West Hartford, the maximum price for sellers at retail establishments of kerosene, No. 1 fuel oil and range oil shall be 12.7 cents per gallon.

(s) In the Danbury, Connecticut Area, comprising the following townships and cities in the State of Connecticut: Bethel, Bridgewater, Brookfield, Danbury, Redding, Ridgefield, New Fair-

field, New Milford, Newtown and Sherman; and the following townships and cities in the State of New York: Brewster, Patterson, and Pawling, the maximum price for sellers at retail establishments of kerosene, No. 1 fuel oil and range oil shall be 13.0 cents per gallon.

[Paragraphs (p), (q), (r), and (s) added by Amendment 23, 8 F.R. 2120, 2997, and amended by Amendment 28, 8 F.R. 3365]

(t) (1) *Baltimore, Maryland.* Within the corporate limits of the City of Baltimore, Maryland the maximum price for sellers at retail establishments of kerosene, No. 1 fuel oil and range oil shall be 13.0 cents per gallon.

(2) *Washington, D. C.* Within the Washington, D. C. tank wagon area the maximum price for sellers at retail establishments of kerosene, No. 1 fuel oil and range oil shall be 14.5 cents per gallon.

[Paragraph (t) added by Amendment 25, 8 F.R. 2594 and amended by Amendment 28, 8 F.R. 3365]

§ 1340.92 *Applicability.* The provisions of this Maximum Price Regulation No. 137 shall be applicable to the United States, its territories and possessions and the District of Columbia.

§ 1340.93 *Effective date.* All of the provisions of this Maximum Price Regulation No. 137 (§§ 1340.81 to 1340.93 incl.) shall become effective on May 18, 1942.

[Issued April 28, 1942]

§ 1340.93a *Effective dates of amendments.*

Amendment Nos. and Issue Dates ^a	Effective
Amendment 1, 5-18-42.....	5-19-42
Amendment 2, 6-4-42.....	6- 4-42
Amendment 3, 6-26-42.....	6-30-42
Amendment 4, 6-27-42.....	6-29-42
Amendment 5, 7-11-42.....	7-15-42
Amendment 6, 7-28-42.....	8- 1-42
Amendment 7, 7-30-42.....	7-31-42
Amendment 8, 8-3-42.....	8- 5-42
Amendment 9, 8-29-42.....	9- 4-42
Amendment 10, 10-2-42.....	10- 5-42
Correction 10-14-42.....	10- 5-42
Correction 12-18-42.....	
Amendment 11, 11-2-42.....	11- 4-42
Amendment 12, 11-12-42.....	11- 1-42
Amendment 13, 12-18-42.....	12- 1-42
Amendment 14, 12-26-42.....	12- 1-42
Amendment 15, 12-29-42.....	12-29-42
Amendment 16, 12-29-42.....	12-29-42
Amendment 17, 1-4-43.....	1- 9-43
Amendment 18, 1-4-43.....	1- 4-43
Amendment 19, 1-26-43.....	2- 1-43
Correction, 2-2-43.....	2- 1-43
Amendment 20, 2-8-43.....	2-13-43
Amendment 22, 2-16-43.....	2-22-43
Amendment 23, 2-15-43.....	2-15-43
Amendment 24, 2-26-43.....	3- 4-43
Amendment 25, 2-26-43.....	2-26-43
Amendment 26, 3-11-43.....	3-11-43
Amendment 27, 3-16-43.....	3-16-43
Amendment 28, 3-17-43.....	3-17-43
Amendment 29, 3-30-43.....	4- 5-43

§ 1340.94 *Applicability of the General Maximum Price Regulation.* Except as otherwise specifically provided in Maximum Price Regulation No. 137, all of the provisions of the General Maximum Price Regulation other than §§ 1499.2 and 1499.3 thereof, govern the sale of petroleum products at retail establishments other than service stations.

No. 64—17

§ 1340.95 *Transfer or changes in operators of service stations.* If the service station or service station lease is sold or transferred, or if the operator of the service station is changed after April 1, 1942 and the transferee or new operator continues to sell petroleum products at the service station not previously owned or operated by him, the maximum prices of the transferee or new operator shall be the maximum prices which the transferor or previous operator would have been subject to if no such change had taken place, and his obligations to keep records sufficient to verify such prices shall be the same insofar as possible. The transferor in the case of a transfer taking place after June 28, 1942 shall either preserve and make available or turn over to the transferee all records of sale prior to the transfer which are necessary to enable the transferee to comply with the record and statement provisions of this Regulation.

[§§ 1340.94 and 1340.95 added by Amendment 4, 7 F.R. 4853]

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4886; Filed, March 30, 1943; 3:47 p. m.]

PART 1364—FRESH, CURED AND CANNED MEAT AND FISH

[Revised MPR 169¹ as amended March 30, 1943]

BEEF AND VEAL CARCASSES AND WHOLESALE CUTS

Revised Maximum Price Regulation 169 is amended by Amendment 4 as follows:

Preamble: In the judgment of the Price Administrator, it is necessary and proper, in order to effectuate the purposes of the Emergency Price Control Act of 1942, as amended and Executive Order No. 9250 issued by the President on October 3, 1942, to maintain as the maximum prices for processed products the prices prevailing with respect thereto during the period March 16 to March 28, 1942, inclusive, and to establish for beef and veal carcasses and wholesale cuts specific prices slightly higher than those prevailing during such period. These prices are established as provided in §§ 1364.451 and 1364.452 for beef; §§ 1364.466 and 1364.467 for veal; and § 1364.476 for processed products. The Price Administrator has ascertained and given due consideration to the prices of beef and veal carcasses and wholesale cuts prevailing between October 1 and October 15, 1941, and has made adjustments for such relevant factors as he has determined and deemed to be of general applicability. So far as practicable, the Price Administrator has advised and consulted with representative members of the industry which will be affected by this regulation.

In the judgment of the Price Administrator the maximum prices established

¹ 7 F.R. 10381, 10719; 8 F.R. 164, 491.

by this regulation are and will be generally fair and equitable and will effectuate the purposes of said Act and Executive Order. A statement of the considerations involved in the issuance of this regulation has been issued simultaneously herewith and has been filed with the Division of the Federal Register.*

The maximum prices established herein are not below prices which will reflect to producers of the agricultural commodities from which beef and veal carcasses and wholesale cuts and processed products are produced a price for their products equal to the highest of the prices required by the provisions of the Emergency Price Control Act of 1942, as amended, and by the Executive Order of October 3, 1942.

Therefore, under the authority vested in the Price Administrator by the Emergency Price Control Act of 1942, as amended, and Executive Order No. 9250 and in accordance with Revised Procedural Regulation No. 1,² issued by the Office of Price Administration, Revised Maximum Price Regulation No. 169 is hereby issued.

[NOTE: Preamble as amended by Amendment 4, issued March 30, effective April 3, 1943]

AUTHORITY: §§ 1364.401 to 1364.530, inclusive, issued under Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871.

SUBPART A—GENERAL PROVISIONS

Sec.	Description
1364.401	Prohibition against selling beef and veal carcasses and wholesale cuts, and processed products at prices above the maximum.
1364.402	Exempt sales.
1364.403	Export sales.
1364.404	Less than maximum prices.
1364.405	Conditional agreements.
1364.406	Evasion.
1364.407	Records and reports.
1364.408	Enforcement.
1364.409	Licensing.
1364.410	Petitions for amendment.
1364.411	Duty to maintain and identify grades.
1364.412	Applicability of General Maximum Price Regulation.
1364.413	Revocation of orders issued under Maximum Price Regulation No. 169.
1364.414	Effective date.

SUBPART B—PROVISIONS AFFECTING BEEF

1364.451	Maximum prices for beef carcasses and wholesale cuts.
1364.452	Schedule I: Beef price zones and applicable zone prices.
1364.453	Schedule II: Amounts which must be deducted from zone prices listed in Schedule I.
1364.454	Schedule III: Amounts which may be added to zone prices listed in Schedule I.
1364.455	Definitions applicable to beef.

SUBPART C—PROVISIONS AFFECTING VEAL

1364.466	Maximum prices for veal carcasses and wholesale cuts.
1364.467	Schedule IV: Veal price zones and applicable zone prices.

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

² 7 F.R. 8961; 8 F.R. 3313.

Sec.	
1364.468	Schedule V: Amounts which must be deducted from zone prices listed in Schedule IV.
1364.469	Schedule VI: Amounts which may be added to zone prices listed in Schedule IV.
1364.470	Definitions applicable to veal.
SUBPART	D—PROVISIONS AFFECTING PROCESSED PRODUCTS
1364.476	Maximum prices for processed products.
1364.477	Definitions applicable to processed products.
1364.478	Petitions for adjustment.
	SUBPART E—APPENDICES
1364.526	Appendix A: Formula for meat marking fluid.
1364.527	Appendix B: Rules and regulations of the Secretary of Agriculture governing the grading and certification of meats for class, quality (grade), and condition.
1364.528	Appendix C: Specifications for grades of carcass beef.
1364.529	Appendix D: Specifications for grades of veal carcasses.
1364.530	Appendix E: Beef cutting charts.

SUBPART A—GENERAL PROVISIONS

§ 1364.401 *Prohibition against selling beef and veal carcasses and wholesale cuts, and processed products at prices above the maximum*—(a) *Beef carcasses and wholesale cuts.* On and after December 16, 1942, regardless of any contract, agreement, or other obligation no person shall sell or deliver any beef carcass or beef wholesale cut, and no person shall buy or receive any beef carcass or beef wholesale cut at a price higher than the maximum price permitted by § 1364.451; and no person shall agree, offer, solicit or attempt to do any of the foregoing. The provisions of this Revised Maximum Price Regulation No. 169 shall not be applicable to sales or deliveries of beef carcasses or beef wholesale cuts to a purchaser, if, prior to December 10, 1942, such beef carcasses or beef wholesale cuts have been received by a carrier other than a carrier owned or controlled by the seller, for shipment to such purchaser. "Person," "beef carcass," and "beef wholesale cut" are defined in § 1364.455.

(b) *Veal carcasses and wholesale cuts.* On or after April 3, 1943, regardless of any contract, agreement, or other obligation, no person shall sell or deliver any veal carcass or veal wholesale cut and no person shall buy or receive any veal carcass or veal wholesale cut at a price higher than the maximum price permitted by § 1364.466, and no person shall agree, offer, solicit, or attempt to do any of the foregoing. The provisions of this Revised Maximum Price Regulation No. 169 shall not be applicable to sales or deliveries of veal carcasses or veal wholesale cuts if, prior to April 3, 1943 such veal carcasses or veal wholesale cuts have been received by a carrier other than a carrier owned or controlled by the seller, for shipment to such purchaser. "Person," "veal carcass," and "veal wholesale cut" are defined in § 1364.470.

(c) *Processed products.* On and after December 16, 1942, regardless of any contract, agreement, or other obligation, no person shall sell or deliver any processed

product and no person shall buy or receive any processed product at a price higher than the maximum price permitted by § 1364.476; and no person shall agree, offer, solicit or attempt to do any of the foregoing. "Person" and "processed product" are defined in § 1364.477.

(d) *Maximum prices for slaughtering services.* Any person who slaughters cattle or calves as a service for the purchaser of such cattle or calves shall remit to such purchaser an amount sufficient to make the cost of the dressed beef or veal carcass or of the wholesale cuts derived therefrom, to such purchaser, equal to or less than the costs which would be incurred by the purchaser, if he purchased the carcass or cuts from the slaughterer at the slaughterer's maximum prices therefor: *Provided*, That this requirement shall not apply in cases where the purchaser does not acquire the carcasses or cuts for resale in any form: *Provided further*, That this requirement shall not apply with respect to the slaughter of cattle or calves for a purchaser who resells the meat derived therefrom other than at retail in those cases where the following circumstances exist and the slaughterer and purchaser have filed with the appropriate district, state, or regional office of the Office of Price Administration, evidence based upon regular business records showing that: (1) the slaughterer during the period January 1941 to March 1942 inclusive, (i) did not sell any beef or veal carcasses or wholesale cuts and (ii) regularly slaughtered cattle or calves for such purchaser on a continuing contractual basis; and (2) during such period the purchaser (i) did not himself slaughter cattle or calves and (ii) procured at least 75 percent of the beef or veal sold by him from cattle or calves slaughtered for him by such slaughterer.

To enable the slaughterer to determine the amount to be remitted to the purchaser, it shall be the duty of such purchaser to advise the slaughterer of the amount paid for the cattle or calves slaughtered.

[Paragraphs (b) and (d) amended, paragraph (c) added by Amendment 4 issued March 30, effective April 3, 1943]

§ 1364.402 *Exempt sales.* The provisions of this Revised Maximum Price Regulation No. 169 shall not apply

(a) To sales at retail:

(1) As defined in § 1364.455 with respect to sales of beef; and

(2) As defined in § 1364.470 with respect to sales of veal; and

(3) As defined in § 1364.477 with respect to sales of processed products;

(b) To deliveries of beef made to any political subdivision or agency of any state or of the United States, under contracts entered into prior to December 10, 1942: *Provided*, That this exemption shall not be construed to permit the upward revision of any prices fixed in such contracts;

(c) To deliveries of veal made to any political subdivision or agency of any state or of the United States, under contracts entered into prior to April 3, 1943: *Provided*, That this exemption shall not be construed to permit the upward re-

vision of any prices fixed in such contracts;

[Paragraph (a) amended, (c) added, (d) redesignated by Amendment 4, issued March 30, effective April 3, 1943]

(d) To sales outside of the forty-eight states of the United States and the District of Columbia.

§ 1364.403 *Export sales.* The maximum price at which a person may export any beef carcass or wholesale cut, veal carcass or wholesale cut, processed product, or other meat item subject to this Revised Regulation shall be determined in accordance with the provisions of the Revised Maximum Export Price Regulation^a issued by the Office of Price Administration.

§ 1364.404 *Less than maximum prices.* Lower prices than those established in §§ 1364.451, and 1364.452, for beef, in §§ 1364.466 and 1364.467 for veal and in § 1364.476 for processed products may be charged, demanded, paid or offered.

[§ 1364.404 amended by Amendment 4, issued March 30, effective April 3, 1943]

§ 1364.405 *Conditional agreements.* No seller subject to this Revised Maximum Price Regulation No. 169 shall enter into an agreement permitting or providing for the adjustment of the prices of beef carcasses or wholesale cuts, veal carcasses or wholesale cuts, processed products or other meat items subject to this Revised Regulation to prices which may be higher than the maximum prices provided by §§ 1364.451 and 1364.452 for beef, by §§ 1364.466 and 1364.467 for veal and by § 1364.476 for processed products, in the event this Revised Maximum Price Regulation No. 169 is amended, or is determined by a court to be invalid, or upon any other contingency; *Provided*, That if a petition for amendment has been duly filed, and such petition requires extensive consideration, and the Administrator determines that the public interest would be served, the Administrator may grant an exception for the provisions of this section permitting the making of contracts adjustable upon the granting of the petition for amendment. Request for such an exception may be included in the aforesaid petition.

[§ 1364.405 amended by Amendment 4, issued March 30, effective April 3, 1943]

§ 1364.406 *Evasion.* (a) The price limitations set forth in this Revised Regulation shall not be evaded, either by direct or indirect methods, in connection with an offer, solicitation, agreement, sale, delivery, purchase or receipt of, or relating to beef, veal, or processed products separately or in conjunction with any other commodity or services, or by way of any commission, service, transportation, wrapping, packaging or other charge, or discount premium or other privilege, or by tying agreement or other trade understanding, or by changing the selection of, grading, or the style of dressing, cutting, trimming, cooking or otherwise processing or the canning, wrapping or packaging of beef, veal or

^a 7 F.R. 5059, 7242, 8829, 9000, 10530.

processed products, or otherwise: *Provided*, That a payment by a buyer to a seller for icing services performed by the seller after April 2, 1943, and before delivery of any beef carcass or wholesale cut or veal carcass or wholesale cut to a railroad whose charges are paid directly to such railroad by the buyer shall not be construed as an evasion of such price limitations, if the charge for such icing services is no higher than the cost actually incurred by the seller in performing such service and in no event, higher than the charge which could lawfully have been made by the railroad if such services had been performed by the railroad.

(b) Specifically, but not exclusively, the following practices are prohibited:

(1) Unnecessarily routing beef or veal through any distribution point in order to obtain a higher zone price or for the purpose of making a higher transportation or local delivery charge.

(2) Falsely or incorrectly grading or invoicing beef, veal, or processed products.

(3) Selling or invoicing kosher beef, kosher veal, or kosher processed products to purchasers who are not bona fide buyers of kosher meat.

(4) Selling or invoicing beef or veal at the prices established for sales by hotel supply houses to buyers other than bona fide purveyors of meals, war procurement agencies, or other government agencies.

(5) Offering, selling or delivering beef, veal or any processed product on condition that the purchaser is required to purchase some other commodity.

(6) Making or receiving a charge for delivery on the basis of a route different from that actually followed and in excess of that permitted for the route by which beef or veal was actually delivered.

(7) Selling or transferring title to cattle or calves by a purchaser thereof at a lower price than was paid for such cattle or calves and/or repurchasing, purchasing or receiving title to dressed carcasses or wholesale cuts derived from such cattle or calves after the cattle or calves have been slaughtered by a custom slaughterer.

(8) Charging, paying, billing, or receiving any consideration for or in connection with any service for which a specific allowance has not been provided in this Revised Maximum Price Regulation No. 169.

[Paragraphs (a), (b) (1), (4), (6), and (8) amended by Amendment 4, issued March 30, effective April 3, 1943]

§ 1364.407 *Records and reports.* The reporting and recording provisions of this regulation are approved by the Bureau of the Budget.

(a) Not later than December 16, 1942, every person making sales subject to § 1364.476 of this Revised Maximum Price Regulation No. 169 shall keep for examination by any purchaser during ordinary business hours, a statement showing and enumerating separately the maximum selling prices of each grade of processed product for (1) carloads, (2) car routes, and (3) sales other than in carload lots and via car routes.

(b) Every person making a sale of any beef carcass, beef wholesale cut, veal carcass, or veal wholesale cut, processed product, or other meat item subject to this revised regulation, on or after December 16, 1942, in the course of trade or business or otherwise dealing therein, shall keep for inspection by the Office of Price Administration for so long as the Emergency Price Control Act of 1942, as amended, is in effect, complete and accurate records of each such sale, showing the date thereof, the name and address of the buyer and seller, the quantity, grade or grades and weight of all beef carcasses, beef wholesale cuts, veal carcasses, veal wholesale cuts, processed products or other meat items subject to this revised regulation sold, and the price charged or received therefor.

[Paragraph (b) amended by Amendment 3, 8 F.R. 491, effective 1-16-43]

(c) Persons affected by this Revised Maximum Price Regulation No. 169 shall, subject to the approval of the Bureau of the Budget in accordance with the Federal Reports Act of 1942, submit such reports to the Office of Price Administration as it may from time to time require.

(d) Not later than May 3, 1943 every person who slaughters cattle or calves and whose slaughter plant or plants are located north of the Potomac River in the area designated as Zone 9 in § 1364.452 (i) (1) shall file with the Office of Price Administration at Washington, D. C., a true copy of the abattoir stamp used in each slaughter plant, and shall identify each abattoir stamp by indicating alongside thereof the name and business address of the slaughter plant at which each such abattoir stamp is used.

[Paragraphs (a), (c), and (d) amended by Amendment 4, issued March 30, effective April 3, 1943]

(e) (1) Every person making sales to purveyors of meals, war procurement agencies, or other government agencies pursuant to the provisions of paragraph (o) of § 1364.452 shall keep for inspection by the Office of Price Administration for so long as the Emergency Price Control Act of 1942, as amended, is in effect, a complete and accurate record in schedule form for each calendar month commencing with January 1943, showing separately: (i) the total inventory in pounds at the beginning of each month of each grade of each beef carcass, beef wholesale cut, fabricated beef cut, beef offal item and beef byproduct (bones, fat, tallow, waste, etc.); the total additions to inventory in pounds during the month for each grade of each such item; and the total inventory in pounds at the end of each month for each grade of each such item; (ii) the total sales in pounds during the month of each grade of beef carcass, beef wholesale cut, fabricated beef cut, beef offal item, and beef byproduct (bones, fat, tallow, waste, etc.), showing separately the sales in pounds of each grade of each item made to purveyors of meals, war procurement agencies and other government agencies and the sales in pounds made to other buyers; (iii) the total sales realization for each item separately

enumerated in (ii) hereof and the average selling price therefor, (all sales of kosher meat shall be shown separately).

(2) Not later than January 11, 1943, every person making sales to purveyors of meals, war procurement agencies, or other government agencies pursuant to the provisions of paragraph (o) of § 1364.452, shall file with the Office of Price Administration at Washington, D. C., a statement of the applicable zone price for each grade of each fabricated beef cut determined in accordance with subparagraph (2) thereof.

[Subparagraph (2) amended by Amendment 2, 8 F.R. 164, effective 1-8-43]

(f) Every person making a sale of any beef carcass, beef wholesale cut, veal carcass, veal wholesale cut, processed product or other meat item subject to this revised regulation shall furnish to the purchaser at the time of delivery a written statement setting forth the name and address of the buyer and seller; identifying each such item sold; and setting forth the quantity, the grade, including sex identification as to cow, stag, and bull, and the weight thereof, and the price charged and received therefor, including a separate statement of the transportation and local delivery charge as required by § 1364.454 (a) (6).

[Paragraph (f) added by Amendment 3, 8 F.R. 491, effective 1-16-43]

§ 1364.408 *Enforcement.* (a) Persons violating any provisions of this Revised Maximum Price Regulation No. 169 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: *Provided*, That no war procurement agency, or any contracting or paying finance officer thereof, shall be subject to any liability, civil or criminal, imposed by this Revised Maximum Price Regulation No. 169 or the Emergency Price Control Act of 1942, as amended.

(b) Persons who have evidence of any violation of this Revised Maximum Price Regulation No. 169 or any price schedule, regulation or order issued by the Office of Price Administration, or any acts or practices which constitute such a violation are urged to communicate with the nearest district, state, or regional office of the Office of Price Administration, or its principal office in Washington, D. C.

§ 1364.409 *Licensing*—(a) *Applicability of Supplementary Order No. 14.* The provisions of Supplementary Order No. 14 (§ 1305.18 *Licensing sellers of meat and meat products*) are applicable to every seller subject to this Revised Maximum Price Regulation No. 169 now or hereafter selling any beef carcass, beef wholesale cut, veal carcass, veal wholesale cut, processed product, or other meat item for which maximum prices are established by this Revised Maximum Price Regulation No. 169. For the purposes of this § 1364.409, the term "seller" shall have the meaning given it by Supplementary Order No. 14.

* 7 F.R. 7033, 11007.

§ 1364.410 *Petitions for amendment.* Any person seeking an amendment of any provision of this Revised Maximum Price Regulation No. 169 may file a petition for amendment in accordance with the provisions of Revised Procedural Regulation No. 1, as amended, issued by the Office of Price Administration.

[NOTE: Procedural Regulation No. 6 (7 F.R. 5087, 5665) provides for the filing of applications for adjustment of maximum prices for commodities or services under Government contracts or subcontracts. Supplementary Order No. 9 (7 F.R. 5444) makes the provisions of Procedural Regulation No. 6 applicable to all price regulations, with the exception of those on scrap, waste, and salvage materials.]

[NOTE: Supplementary Order No. 28 (7 F.R. 9619) provides for the filing of applications for adjustment or petitions for amendment based on a pending wage or salary increase requiring the approval of the National War Labor Board.]

§ 1364.411 *Duty to maintain and identify grades.* No person shall sell, offer to sell, deliver or break any beef carcass or veal carcass, unless each such carcass has been identified by grade in accordance with the provisions of this section. No custom slaughterer shall ship or deliver any beef carcass or wholesale cut, or veal carcass or wholesale cut unless each such carcass or wholesale cut has been identified by grade in accordance with the provisions of this section. Each person shall maintain uniform grades, as specified in paragraph (a) of this section; shall determine his maximum prices upon the basis of such uniform grades rather than upon the basis of his own grades, as provided in paragraph (b) of this section; and shall have his products identified by grade designations, as provided by paragraph (c) of this section.

(a) *Uniform grades.* (1) Beef carcasses and wholesale cuts derived from steers, heifers and cows shall be graded into the following uniform grades: choice, good, commercial, utility, cutter and canner; except, that no cow carcass or wholesale cut shall be graded choice. Beef carcasses and wholesale cuts derived from bulls and stags shall be graded in the same manner, except that no bull carcass or wholesale cut shall be graded choice or good, and no stag carcass or wholesale cut shall be graded choice. In determining the grade of each beef carcass or beef wholesale cut, the "Specifications for Official United States Standards for Grades of Carcass Beef",⁵ set forth in Appendix C hereof, and incorporated herein as § 1364.528, shall be used, except that the specifications therein for the two grades, prime and choice, shall be combined and treated as a single grade choice, and the specifications therein for the two grades,

⁵Service and Regulatory Announcement No. 99, Official United States Standards for the Grades of Carcass Beef, United States Department of Agriculture, Food Distribution Administration, issued as amended May 1942.

cutter and canner, shall be combined and treated as a single grade.

(2) Veal carcasses and wholesale cuts shall be graded into the following uniform grades: choice, good, commercial, utility, and cull. In determining the grade of each such carcass or wholesale cut the "Specifications for Official United States Standards for Grades of Veal and Calf Carcasses",⁶ set forth in Appendix D hereof, and incorporated herein as § 1364.529, shall be used except that the specifications therein for the two grades, prime and choice, shall be combined and treated as a single grade, choice.

(b) *Duty to determine maximum prices on the basis of uniform grades.* The word "grade", as used in §§ 1364.451, 1364.452, 1364.466 and 1364.467 and in paragraph (c) of this section, means any uniform grade referred to in paragraph (a) of this section, and shall not be construed to mean the private grade of an individual seller.

Irrespective of the private grading system heretofore used by the seller, it shall be the duty of the seller, except as provided in paragraph (c) (3), to have classified into the uniform grades provided for in paragraph (a) of this section, by an official grader of the United States Department of Agriculture, the beef carcasses and beef wholesale cuts of cattle and the veal carcasses and veal wholesale cuts of calves slaughtered by the seller or sold by the seller, and then to determine the maximum price for each grade of beef carcass and beef wholesale cut by reference to §§ 1364.451 and 1364.452, and veal carcass and veal wholesale cut by reference to §§ 1364.466 and 1364.467.

(c) *Duty to identify products by grade marks.* (1) No person shall sell, offer to sell, deliver or break any beef or veal carcass unless a stamp has been placed thereon with harmless marking fluid conforming to the formula for violet branding fluid approved by the United States Department of Agriculture, Bureau of Animal Industry, set forth in Appendix A hereof, and incorporated herein as § 1364.526, marking the appropriate grade letter, as hereinafter designated, in such manner as to identify by such letter the uniform grade of each beef wholesale cut or veal wholesale cut which may be derived from the carcass, except that in the case of a calf or veal carcass sold with the skin on, the grade letter shall be stamped only on the shanks and briskets. The purchaser of a calf or veal carcass with the skin on shall not sell, offer to sell or break such carcass after removal of the skin unless a stamp has been placed thereon, marking the appropriate grade letter, as hereinafter designated, in such manner as to identify by

⁶Service and Regulatory Announcement No. 114, Official United States Standards for Grades of Veal and Calf Carcasses, United States Department of Agriculture, Food Distribution Administration, issued as amended October 1940.

such letter the uniform grade of each veal wholesale cut which may be derived from such carcass.

The sex identification shall be similarly stamped on all bull and stag carcasses and wholesale cuts. The grade and prescribed sex identification of each beef carcass and wholesale cut, and veal carcass and wholesale cut must appear on the seller's invoice.

(2) The appropriate grade letter for each uniform grade shall be as follows:

Beef grade	Grade letter	Veal grade
Choice.....	AA	Choice.
Good.....	A	Good.
Commercial.....	B	Commercial.
Utility.....	C	Utility.
Cutter.....	D	Cull.
Canner.....		

The grade letter shall be at least $\frac{1}{2}$ inch in height and width. In stamping any beef or veal carcass determined by an official grader of the United States Department of Agriculture to conform to the grade standards contained in this Revised Maximum Price Regulation No. 169, such official grader may use the grade designations U. S. choice or choice, U. S. good or good, U. S. commercial or commercial, U. S. utility or utility, U. S. cutter or cutter, U. S. canner, or canner, U. S. cull or cull, whichever is appropriate, in lieu of the grade letters established in this subparagraph.

(3) No person shall sell, offer to sell, deliver or break any beef or veal carcass irrespective of grade unless such carcass has been examined and graded by an official grader of the United States Department of Agriculture in accordance with the "Rules and Regulations of the Secretary of Agriculture Governing the Grading and Certification of Meats, etc." as modified to the extent set forth in Appendix B hereof, and thus incorporated herein as § 1364.527, and unless a stamp has been placed upon such carcass by such official grader in the manner set forth in paragraph (c) (1) of this section: *Provided*, That in any instance where any person is unable to procure the services of an official grader within 24 hours after such person has made an application for grading, pursuant to Section 3 of Regulation No. 4 (Grading Service) contained in § 1364.527 hereof, then the provisions of this subparagraph shall not apply, for so long a period as the Food Distribution Administration of the United States Department of Agriculture certifies in writing that it is un-

⁷Service and Regulatory Announcement No. 98 (Revised), Rules and Regulations of the Secretary of Agriculture Governing the Grading and Certification of Meats, Prepared meats, Meat Food Products, and Meat By-Products for Class, Quality (Grade) and Condition, United States Department of Agriculture, Food Distribution Administration, issued as amended September 26, 1942.

able to provide such person with the services of an official grader. During such period such beef and veal carcasses shall be graded by the seller in the manner provided in paragraphs (a), (b), (c) (1) and (c) (2) of this § 1364.411.

[Paragraphs (a), (b), (c) (2) and (3) amended by Amendment 4, issued March 30, effective April 3, 1943]

(4) Whenever any person having a financial interest in any beef or veal carcass which has been graded and grade stamped by an official grader pursuant to paragraph (c) (3) hereof or otherwise, is dissatisfied with the determination of such official grader, such person may appeal the grading and grade stamping by making an application for appeal grading in the manner provided in Regulation No. 5 (appeal grading) contained in § 1364.527 hereof, and shall thereafter give immediate notice in writing to the Office of Price Administration at Washington, D. C., of such appeal.

(d) *Use of other grading and branding systems.* Any seller may use a private grading and branding system in addition to that required by the foregoing paragraphs of this section: *Provided*, That he shall identify his private grading and branding system in such manner as to distinguish it from the official grade stamp as required by paragraph (c) of this section.

§ 1364.412 *Applicability of General Maximum Price Regulation.* The provisions of this Revised Maximum Price Regulation No. 169 supersede the provisions of the General Maximum Price Regulation with respect to sales and deliveries for which maximum prices are established by this revised regulation.

§ 1364.413 *Revocation of orders issued under Maximum Price Regulation No. 169.* (a) The order issued in the matter of Meyer Kornblum Packing Company (Docket No. 3169-8; July 27, 1942) and orders numbered 2, 3, 4, 5, 9, 10, 13, 15, 16, and 17 under Maximum Price Regulation No. 169 are hereby revoked.

(b) The orders issued in the matters of Jones Country Veal (Docket No. 3169-66); October 2, 1942, Order No. 11, and Earl H. Schurr (Docket No. 3169-43); October 28, 1942, Order No. 18, under Maximum Price Regulation No. 169 are hereby revoked.

[§ 1364.413 redesignated (a); (b) added by Amendment 4, issued March 30, effective April 3, 1943]

§ 1364.414 *Effective date.* Revised Maximum Price Regulation No. 169 (§§ 1364.401 to 1364.414, inclusive; §§ 1364.451 to 1364.455, inclusive; §§ 1364.476 to 1364.477, inclusive; and §§ 1364.526 to 1364.530, inclusive) shall become effective December 16, 1942, except that it shall become effective December 10, 1942 as to sales to a war procurement agency.

SUBPART B—PROVISIONS AFFECTING BEEF

§ 1364.451 *Maximum prices for beef carcasses and wholesale cuts.* Subject to the pricing instructions contained in paragraph (a), the maximum price of each grade of each beef carcass or wholesale cut shall be the maximum price determined as provided in paragraph (b).

(a) *Pricing instructions.* (1) Whenever used in this Revised Maximum Price Regulation No. 169, the term "lower price zone" means a price zone having a lower zone price, and the term "higher price zone" means a price zone having a higher zone price; the words "lower" and "higher" used in the respective terms shall not be construed to refer to the numerical designation of any zone.

(2) Except for the additions permitted in Schedule III hereof, incorporated herein as § 1364.454, the zone price shall be the delivered price anywhere within the zone to which such price applies. Schedule I (paragraphs (a) to (j), inclusive) hereof, incorporated herein as § 1364.452, contains a statement describing the geographical limits of each price zone and the zone prices established therefor.

(3) The applicable zone price shall be the price specified in Schedule I (§ 1364.452) for the zone in which is located the seller's distribution point:

(i) At which the buyer takes actual physical possession of the meat; or

(ii) From which local delivery to the buyer's place of business begins; or

(iii) From which the meat, consigned to the buyer, (a) is delivered to a common carrier, other than a railroad, for shipment to the buyer, who pays the shipping charges directly to the carrier, or (b) is delivered to a railroad for shipment at the carload rate to the buyer who pays the shipping charges directly to the carrier.

(iv) In the case of a less than carload rail shipment, other than an express shipment to a purveyor of meals, the applicable zone price shall be the price for the zone in which is located the rail unloading station nearest to the buyer's place of business.

(v) On sales to purveyors of meals the distribution point may be, in addition to those listed, the point at which meat consigned to the buyer is delivered to a railway express company for shipment by express to the buyer who pays the shipping charges directly to the carrier.

(4) Except as permitted in paragraph (l), (m), (n), or (o) of Schedule I (§ 1364.452), regardless of any contract, agreement or other obligation, no person shall sell or deliver any beef or any part or portion of any beef carcass and no person in the course of trade or business shall buy or receive any beef or any part or portion of any beef carcass unless such beef or part or portion is a beef carcass or a beef wholesale cut as defined in § 1364.455, for which applicable prices have been established.

(b) *Maximum price.* The maximum price for each grade of each beef carcass or beef wholesale cut shall be the applicable zone price determined in accordance with the provisions of paragraph (a) of this § 1364.451 and specified in Schedule I (incorporated herein as § 1364.452), minus the required deductions, if any, specified in Schedule II (incorporated herein as § 1364.453), plus the permitted additions, if any, specified in Schedule III (incorporated herein as § 1364.454).

§ 1364.452 *Schedule I: Beef price zones and applicable zone prices—(a) Zone 1.* (1) Zone 1 includes the following area:

Washington, Oregon, California, and Nevada.

(2) *Beef carcass and beef wholesale cut prices applicable in Zone 1.* Subject to the provisions of paragraph (k) of this section, the Zone 1 price for each grade of each class of beef carcass and beef wholesale cut shall be the price specified therefor in paragraph (d) hereof (the applicable zone (4) price) plus \$1.75 per cwt.

(b) *Zone 2.* (1) Zone 2 includes the following area:

Idaho, Montana, Wyoming, Utah, and Arizona.

(2) *Beef carcass and beef wholesale cut prices applicable in Zone 2.* Subject to the provisions of paragraph (k) of this section, the Zone 2 price for each grade of each class of beef carcass and beef wholesale cut shall be the price specified therefor in paragraph (d) hereof (the applicable Zone (4) price) plus \$1.00 per cwt.

(c) *Zone 3.* (1) Zone 3 includes the following area:

Colorado and New Mexico.

(2) *Beef carcass and beef wholesale cut prices applicable in Zone 3.* Subject to the provisions of paragraph (k) of this section, the Zone 3 price for each grade of each class of beef carcass and beef wholesale cut shall be the price specified therefor in paragraph (d) hereof (the applicable Zone 4 price).

(d) *Zone 4.* (1) Zone 4 includes the following area:

North Dakota, South Dakota, Minnesota, Nebraska, Kansas, Oklahoma, and Texas.

All that portion of Wisconsin west of and including the counties of Iron, Price, Taylor, Clark, Jackson, Monroe, Vernon, and Crawford.

Iowa except the counties of Dubuque, Jackson, Clinton, Scott, Muscatine, Louisa, Des Moines, and Lee.

All that portion of Missouri west of and including the counties of Scotland, Knox, Shelby, Monroe, Audrain, Montgomery, Warren, Franklin, Washington, Saint Francois, Madison, Wayne, and Butler.

(2) *Beef carcass and beef wholesale cut prices applicable in Zone 4.* Subject to the provisions of paragraph (k) the applicable zone prices for Zone 4 are as follows:

[All prices are on dollars per hundredweight bases; the price for any fraction of a hundredweight shall be reduced accordingly]

	Grade					Bologna bulls (Equivalent cutter and canner grade)
	Choice or AA	Good or A	Commercial or B	Utility or C	Cutter, canner or D	
STEER OR HEIFER						
(i) Beef carcass or side.....	\$22.00	\$21.00	\$19.00	\$17.00	\$14.50	\$16.00
(ii) Hindquarter.....	25.25	23.75	21.25	18.75	14.50	16.00
(iii) Forequarter.....	19.00	18.50	17.00	15.50	14.50	16.00
(iv) Round.....	24.25	22.75	20.25	17.50		
(v) Trimmed full loin.....	34.75	32.50	29.00	25.50		
(vi) Flank.....	11.00	11.00	11.00	11.00		
(vii) Flank steak.....	25.00	25.00	25.00	25.00		
(viii) Short loin.....	41.50	38.75	35.00	30.50		
(ix) Sirloin.....	29.25	27.50	24.25	21.50		
(x) Cross cut chuck.....	18.75	18.375	17.00	15.375		
(xi) Regular chuck.....	20.75	20.25	18.75	16.75		
(xii) Brisket.....	16.00	16.00	14.00	13.00		
(xiii) Foreshank.....	10.00	10.00	10.00	10.00		
(xiv) Rib (Kosher or traefer).....	27.75	26.25	24.00	21.50		
(xv) Short plate.....	11.50	11.50	10.50	10.50		
(xvi) Back.....	22.625	21.875	20.25	18.00		
(xvii) Triangle.....	17.375	17.125	15.75	14.50		
(xviii) Arm chuck.....	19.25	18.875	17.50	15.75		

The applicable Zone 4 price of each cow carcass or wholesale cut of cutter and canner grade or utility grade shall be the same as the Zone 4 price of the carcass or corresponding wholesale cut of steer or heifer of the same grade; the applicable Zone 4 price of each cow carcass or wholesale cut of commercial grade or good grade shall be the same as the Zone 4 price of the carcass or corresponding wholesale cut of steer or heifer of commercial grade.

The applicable Zone 4 price of each stag carcass or wholesale cut of cutter and canner grade, utility grade, commercial grade or good grade shall be the same as the Zone 4 price of the carcass or corresponding wholesale cut of steer or heifer of the same grade.

The applicable Zone 4 price of each bull carcass or wholesale cut of utility

grade or commercial grade shall be the same as the Zone 4 price of the carcass or corresponding wholesale cut of steer or heifer of the same grade. The applicable Zone 4 price of each bologna bull carcass and wholesale cut, which are equivalent to cutter and canner grade are specified above.

The applicable zone price of each beef carcass or beef wholesale cut which does not bear a grade stamp (required by paragraph (c) of § 1364.411) when offered for sale, sold or delivered shall be the price of the lowest-priced carcass or corresponding wholesale cut.

(3) *Kosher beef wholesale cut prices applicable in Zone 4.* Subject to the provisions of paragraph (k) of this § 1364.452 and paragraph (b) of Schedule III (§ 1364.454), the applicable zone prices of kosher wholesale cuts for Zone 4 are as follows:

[All prices are on dollars per hundredweight bases; the price for any fraction of a hundredweight shall be reduced accordingly]

	Grade					Bologna bulls (Equivalent cutter and canner grade)
	Choice or AA	Good or A	Commercial or B	Utility or C	Cutter, canner or D	
STEER OR HEIFER						
(i) Forequarter.....	\$19.40	\$18.90	\$17.40	\$15.90	\$14.90	\$16.40
(ii) Triangle.....	17.875	17.625	16.25	15.00		
(iii) Cross cut chuck.....	19.25	18.875	17.50	15.875		
(iv) Regular chuck.....	21.25	20.75	19.25	17.25		
(v) Brisket.....	16.50	16.50	14.50	13.50		
(vi) Foreshank.....	10.50	10.50	10.50	10.50		
(vii) Short plate.....	12.00	12.00	11.00	11.00		
(viii) Arm chuck.....	19.75	19.375	18.00	16.25		

The applicable Zone 4 price of each kosher cow wholesale cut of cutter and canner grade or utility grade shall be the same as the Zone 4 price of the corresponding kosher wholesale cut of steer or heifer of the same grade; the applicable Zone 4 price of each kosher cow wholesale cut of commercial grade or

good grade shall be the same as the Zone 4 price of the corresponding kosher wholesale cut of steer or heifer or commercial grade.

The applicable Zone 4 price of each kosher stag wholesale cut of cutter and canner grade, utility grade, commercial grade or good grade shall be the same

as the Zone 4 price of the corresponding kosher wholesale cut of steer or heifer of the same grade.

The applicable Zone 4 price of each kosher bull wholesale cut of utility grade or commercial grade shall be the same as the Zone 4 price of the corresponding kosher wholesale cut of steer or heifer of the same grade. The applicable Zone 4 price of each kosher bologna bull forequarter, which is equivalent to cutter and canner grade, is specified above.

The applicable zone price of each kosher beef wholesale cut which does not bear a grade stamp (required by paragraph (c) of § 1364.411) when offered for sale, sold or delivered shall be the price of the lowest priced corresponding kosher wholesale cut.

(e) *Zone 5.* (1) Zone 5 includes the following area:

All that portion of Michigan west of and including the counties of Marquette and Menominee.

All that portion of Wisconsin east of and including the counties of Vilas, Oneida, Lincoln, Marathon, Wood, Juneau, Sauk, Richland and Grant.

The following counties of Iowa: Dubuque, Jackson, Clinton, Scott, Muscatine, Louisa, Des Moines, and Lee.

All that portion of Illinois north and west of and including the counties of Vermilion, Champaign, Douglas, Coles, Shelby, Effingham, Fayette, Bond, Madison, St. Clair, and Monroe.

The following counties of Missouri: Clark, Lewis, Marion, Ralls, Pike, Lincoln, St. Charles, St. Louis, and Jefferson.

The following counties in Indiana: Lake, Newton, Benton, and Warren.

(2) *Beef carcass and beef wholesale cut prices applicable in Zone 5.* Subject to the provisions of paragraph (k) of this section, the Zone 5 price for each grade of each class of beef carcass and beef wholesale cut shall be the price specified therefor in paragraph (d) hereof (the applicable Zone 4 price) plus 50 cents per cwt.

(f) *Zone 6.* (1) Zone 6 includes the following area:

The following counties of Michigan: Alger, Delta, Schoolcraft, Luce, Mackinac, Chippewa, and Berrien.

Indiana except the counties of Lake, Newton, Benton, and Warren.

All that portion of Illinois east and south of and including the counties of Edgar, Clark, Cumberland, Jasper, Clay, Marion, Clinton, Washington, and Randolph.

The following counties of Missouri: Saint Genevieve, Perry, Bollinger, Cape Girardeau, Stoddard, Scott, New Madrid, Mississippi, Dunklin, and Pemiscot.

All that portion of Kentucky west and north of and including the counties of Carroll, Henry, Shelby, Anderson, Washington, Marion, Larue, Hardin, Grayson, Ohio, Muhlenberg, and Todd.

The following counties of Tennessee: Lake, Obion, Weakley, Henry, Stewart, Montgomery, Dyer, Gibson, Crockett, Carroll, Benton, and Houston.

The state of Arkansas.

All that portion of Louisiana west of the Mississippi River from the northeast point of East Carroll Parish to the northeast point of the Point Coupee Parish and west of and including the parishes of Avoyelles, Saint Landry, Saint Martin, and Iberia.

(2) *Beef carcass and beef wholesale cut prices applicable in Zone 6.* Subject

to the provisions of paragraph (k) of this section, the Zone 6 price for each grade of each class of beef carcass and beef wholesale cut shall be the price specified therefor in paragraph (d) hereof (the applicable Zone 4 price) plus 75 cents per cwt.

(g) *Zone 7.* (1) Zone 7 includes the following area:

The Lower Peninsula of Michigan except Berrien County, but including the islands of Michigan lying in Lake Michigan and Lake Huron.

The State of Ohio.

The following counties of New York: Niagara, Erie, Chautauqua, and Cattaraugus.

All that portion of Pennsylvania west of and including the counties of Warren, Forest, Clarion, Armstrong, Westmoreland, and Fayette.

All that portion of West Virginia west of and including the counties of Hancock, Brooke, Ohio, Marshall, Wetzel, Doddridge, Gilmer, Calhoun, Roane, Kanawha, Boone, Logan, and Mingo.

All that portion of Kentucky east of and including the counties of Boone, Gallatin, Owen, Franklin, Woodford, Mercer, Boyle, Casey, Taylor, Green, Hart, Edmonson, Butler, and Logan.

All that portion of Tennessee west of and including the counties of Campbell, Scott, Fentress, Overton, Putnam, White, Warren, Grundy, and Marion; but excluding the counties of Lake, Obion, Weakley, Henry, Stewart, Montgomery, Dyer, Gibson, Crockett, Carroll, Benton, and Houston.

All that portion of Alabama north and west of and including the counties of Jackson, Madison, Morgan, Cullman, Walker, Fayette, and Lamar.

All that portion of Mississippi north of and including the counties of Lowndes, Oktibeha, Choctaw, Attala, Madison, Yazoo, and Issaquena.

(2) *Beef carcass and beef wholesale cut prices applicable in Zone 7.* Subject to the provisions of paragraph (k) of this section, the Zone 7 price for each grade of each class of beef carcass and wholesale cut shall be the price specified therefor in paragraph (d) hereof (the applicable Zone 4 price) plus \$1.00 per cwt.

(h) *Zone 8.* (1) Zone 8 includes the following area:

All that portion of New York west of and including the counties of Oswego, Oneida, Madison, Chenango, and Broome; but excluding the counties of Niagara, Erie, Cattaraugus, and Chautauqua.

The following counties of Pennsylvania: McKean, Potter, Elk, Cameron, Clinton, Jefferson, Clearfield, Centre, Indiana, Cambria, Blair, Huntingdon, Somerset, Bedford, and Fulton.

All that portion of West Virginia east of and including the counties of Monongalia, Marton, Harrison, Lewis, Braxton, Clay, Nicholas, Fayette, Raleigh, Wyoming, and McDowell; but excluding the counties of Berkeley and Jefferson.

The following counties of Maryland: Garrett and Allegany.

All that portion of Virginia west of and including the counties of Highland, Bath, Alleghany, Craig, Montgomery, Floyd, and Carroll.

All that portion of Tennessee east of and including the counties of Claiborne, Union, Anderson, Morgan, Cumberland, Bledsoe, Van Buren, Sequatchie, and Hamilton.

All that portion of North Carolina west and southwest of and including the counties

of Alleghany, Wilkes, Alexander, Caldwell, Burke, and Cleveland.

All that portion of South Carolina west and northwest of and including the counties of Cherokee, Union, Newberry, Saluda, and Edgefield.

All that portion of Georgia west and northwest of and including the counties of Columbia, McDuffie, Warren, Glascock, Washington, Johnson, Laurens, Dodge, Wilcox, Ben Hill, Irwin, Tift, Colquitt, and Thomas.

All that portion of Alabama south of and including the counties of De Kalb, Marshall, Blount, Jefferson, Tuscaloosa, and Pickens.

All that portion of Mississippi south of and including the counties of Noxubee, Winston, Leake, Scott, Rankin, Hinds, and Warren.

All that portion of Louisiana east of and including the parishes of West Feliciana, Point Coupee, Iberville, Assumption, and Saint Mary.

All that portion of Florida west of and including the counties of Leon and Wakulla.

(2) *Beef carcass and beef wholesale cut prices applicable in Zone 8.* Subject to the provisions of paragraph (k) of this section, the Zone 8 price for each grade of each class of beef carcass and beef wholesale cut shall be the price specified therefor in paragraph (d) hereof (the applicable Zone 4 price) plus \$1.25 per cwt.

(i) *Zone 9.* (1) Zone 9 includes the following area:

Maine, New Hampshire, Vermont, Massachusetts, Connecticut, and Rhode Island.

All that portion of New York east of and including the counties of St. Lawrence, Jefferson, Lewis and Herkimer, and east and southeast of and including the counties of Otsego, Delaware, Sullivan, Orange, Rockland, Westchester, New York, Bronx, Kings, and Richmond.

All that portion of Pennsylvania east of and including the counties of Tioga, Lycoming, Union, Mifflin, Juniata, Perry, and Franklin.

New Jersey and Delaware.

All that portion of Maryland east and southeast of and including the counties of Washington, Frederick, Montgomery, Prince Georges, Charles, and Saint Marys.

The District of Columbia.

The following counties in West Virginia: Berkeley and Jefferson.

All that portion of Virginia east of and including the counties of Frederick, Shenandoah, Rockingham, Augusta, Rockbridge, Botetourt, Roanoke, Franklin, and Patrick.

All that portion of North Carolina east and southeast of and including the counties of Surry, Yadkin, Iredell, Catawba, Lincoln, and Gaston.

All that portion of South Carolina east of and including the counties of York, Chester, Fairfield, Richland, Lexington, Aiken, Barnwell, Allendale, Hampton, Jasper, and Beaufort.

All that portion of Georgia east of and including the counties of Richmond, Jefferson, Emanuel, Treutlen, Wheeler, Toifair, Coffee, Berrien, Cook, and Brooks.

The following counties of Florida: Jefferson, Madison, Taylor, Hamilton, Suwannee, Lafayette, Dixie, Columbia, Gilchrist, Levy, Baker, Nassau, Duval, Union, Bradford, Clay, St. Johns, Alachua, Putnam, Flagler, Marion, Volusia, Lake, Sumter, Citrus, Hernando, and Pasco.

(2) *Beef carcass and beef wholesale cut prices applicable in Zone 9.* Subject to the provisions of paragraph (k) of this section, the Zone 9 price for each grade of each class of beef carcass and beef

wholesale cut shall be the price specified therefor in paragraph (d) hereof (the applicable Zone 4 price) plus \$1.50 per cwt.

(j) *Zone 10.* (1) Zone 10 includes the following area:

All that portion of Florida south of and including the counties of Brevard, Seminole, Orange, Osceola, Polk, Hillsborough, and Pinellas.

(2) *Beef carcass and beef wholesale cut prices applicable in Zone 10.* Subject to the provisions of paragraph (k) of this section, the Zone 10 price for each grade of each class of beef carcass and beef wholesale cut shall be the price specified therefor in paragraph (d) hereof (the applicable Zone 4 price) plus \$1.75 per cwt.

(k) *Applicable zone price of miscuts.* For any beef wholesale cut which has been miscut or for any piece or portion of beef which has been cut in a manner not authorized by this Revised Maximum Price Regulation No. 169, the zone price used for the determination of the maximum price shall be the applicable zone price of the lowest priced wholesale cut.

(l) *Boneless beef for Army canned meat.* (1) On and after December 10, 1942, regardless of any contract, agreement, or other obligation no person shall sell or deliver any boneless beef for Army canned meat, and no person shall buy or receive any boneless beef for Army canned meat at a price higher than the maximum price permitted in paragraph (1) (2) of this section; and no person shall agree, offer, solicit or attempt to do any of the foregoing.

(2) The maximum delivered price for boneless beef for Army canned meat in each of the following price zones shall be:

Price zone:	Zone price per cwt. frozen
1	\$23.75
2	23.00
3	22.00
4	22.00
5	22.50
6	22.75
7	23.00
8	23.25
9	23.50
10	23.75

(3) "Boneless beef for Army canned meat" as used in this paragraph (2) means beef derived from the grades and classes and satisfying the specifications and requirements contained in Notice No. 22, "Beef for canned meats," issued August 8, 1942, by the Chicago Quartermaster Depot of the United States Army. Any boneless beef for canned meat which has been rejected by a war procurement agency, or any of its authorized agents or representatives shall not be sold as boneless beef for Army canned meat.

(4) The maximum delivered price for boneless beef which does not qualify as boneless beef for Army canned meat or which has been rejected by a war procurement agency or any of its authorized agents or representatives shall be 50¢ per cwt. lower than the applicable zone price established for boneless beef

for Army canned meat in paragraph (1) (2) of this section.

(5) In any case where the seller's plant at which the boneless beef for Army canned meat is boned, is located in a higher price zone than the canner's place of business, or the point of delivery designated by a war procurement agency, or any of its authorized agents or representatives, the price specified in paragraph (1) (2) of this section for the zone in which the seller's boning plant is located shall be the seller's f. o. b. boning plant price.

(6) In the event boneless beef for Army canned meat is ordered and delivered fresh, chilled or refrigerated, but unfrozen, the seller shall deduct 35¢ per cwt. from the applicable zone price specified in paragraph (1) (2) of this section.

(m) *Frozen boneless beef (Army specifications)*. (1) On and after December 10, 1942, regardless of any contract, agreement, or other obligation, no person shall sell or deliver frozen boneless beef (Army specifications) to any purchasing agency of a war procurement agency at a price higher than the maximum price permitted therefor in paragraph (m) (2) of this section.

(2) The maximum f. o. b. boning plant price for frozen boneless beef (Army specifications) in each of the following price zones shall be:

(Carload or less than carload quantities; in dollars per hundredweight)

Price zone	Grade	
	Good or A ¹	Commercial or B
1.....	30.75	28.00
2.....	30.00	27.25
3.....	29.00	26.25
4.....	29.00	26.25
5.....	29.50	26.75
6.....	29.75	27.00
7.....	30.00	27.25
8.....	30.25	27.50
9.....	30.50	27.75
10.....	30.75	28.00

(3) "Frozen boneless beef (Army specifications)" as used in this paragraph (m) means beef, frozen and boneless, derived from steers and heifers of the grades good or commercial and satisfying the specifications and requirements contained in "C. Q. D. No. 11 C—Specifications for Beef: Boneless, Frozen", issued May 11, 1942, by the Chicago Quartermaster Depot of the United States Army. Any frozen boneless beef which has been rejected by the purchasing agency of a war procurement agency shall not be sold as frozen boneless beef (Army specifications).

(n) *Boneless processing beef*. (1) On and after December 16, 1942, regardless of any contract, agreement, or other obligation, no person shall sell or deliver any boneless processing beef, and no person shall buy or receive any boneless processing beef at a price higher than the maximum price permitted therefor in paragraph (n) (2) of this section.

(2) The maximum delivered price for each of the following items of boneless processing beef shall be:

(A)

[All prices are on a dollars per hundredweight basis; the price for any fraction of a hundredweight shall be reduced accordingly]

Zone	I	II	III	IV
	Boneless bull (cutter or canner) fresh or frozen	Fresh or frozen cutter or canner (other than bulls)	Fresh kosher boneless bull fore-quarter (cutter or canner). Note 1.	Fresh kosher boneless bull fore-quarter (cutter or canner). Note 2.
1.....	\$23.625	\$22.875	-----	\$24.375
2.....	22.875	22.125	-----	23.625
3.....	21.875	21.125	-----	22.625
4.....	21.875	21.125	-----	22.625
5.....	22.375	21.625	-----	23.125
6.....	22.625	21.875	-----	23.375
7.....	22.875	22.125	-----	23.625
8.....	23.125	22.375	-----	23.875
9.....	23.375	22.625	\$25.625	24.125
10.....	23.625	22.875	-----	24.375

¹ Price subject to conditions 1 and 2 hereinafter set forth.

² Prices subject to condition 1 hereinafter set forth.

Condition 1: The price established for kosher boneless bull forequarters shall apply only on sales of kosher boneless processing beef as such to processors of kosher processed products and no seller shall sell or deliver any boneless bull forequarter at the price established therefor or at a price higher than established for non-kosher boneless bull meat in column I hereof, unless the buyer of such kosher boneless bull forequarter is a bona fide processor of kosher processed products. For the sale of any kosher boneless bull forequarter to a person other than a bona fide processor of kosher processed products, the price shall be determined by use of the applicable zone price established for non-kosher boneless bull meat in column I, and the seller shall remove all stamps and designations which identify the boneless bull meat as kosher.

Condition 2: For kosher boneless bull forequarters derived from bologna bulls (equivalent of cutter and canner grade) slaughtered in that portion of Zone 9 north of the Potomac River, and which clearly bear the abattoir stamp at the time of sale, the seller may charge the price established in column III hereof: *Provided*, That such kosher boneless bull forequarter shall be sold to a bona fide processor of kosher processed products located in that portion of Zone 9 north of the Potomac River. The column III price shall not be charged or received for the sale of any kosher boneless bull forequarter which does not bear the abattoir's stamp clearly legible.

Condition 3: Revoked by Amendment 4, issued March 30, 1943 and effective April 3, 1943.

(B)

[All prices are on dollars per hundredweight basis; the price for any fraction of a hundredweight shall be reduced accordingly]

Zone	VI	VII	VIII	IX
	Beef tenderloins (cutter and canner including bull) fresh or frozen	Beef trimmings 25% trimmable fat fresh or frozen	Boneless chucks (cutter and canner including bull) 10% trimmable fat fresh or frozen	Boneless shank meat fresh or frozen
1.....	\$36.75	\$20.125	\$23.125	\$21.625
2.....	36.00	19.375	22.375	20.875
3.....	35.00	18.375	21.375	19.875
4.....	35.00	18.375	21.375	19.875
5.....	35.50	18.875	21.875	20.375
6.....	35.75	19.125	22.125	20.625
7.....	36.00	19.375	22.375	20.875
8.....	36.25	19.625	22.625	21.125
9.....	36.50	19.875	22.875	21.375
10.....	36.75	20.125	23.125	21.625

[Subparagraph (2) amended by Amendment 1, 7 F.R. 10719, effective 12-19-42]

(3) "Boneless processing beef" as used in this paragraph (n) of this § 1364.452

means any beef carcass of cutter and canner grade, including any bull carcass of equivalent grade, commonly designated as "bologna bull", from which the bones have been removed and which has been trimmed. Boneless processing beef includes the items, beef tenderloins and boneless chucks (regular chucks from which the bones have been removed), derived from boneless carcasses of cutter and canner grade, including bologna bulls. Beef trimmings of any grade, boneless foreshanks of any grade, and boneless hindshanks of cutter and canner grade are separate items of boneless processing beef.

(o) *Applicable zone prices for fabricated beef cuts sold by hotel supply houses*. (1) Subject to the pricing instructions contained in paragraph (a) of § 1364.451, the maximum price for each grade of each fabricated beef cut shall be the applicable zone price determined in accordance with the provisions of paragraph (o) (2) of this § 1364.452, minus the required deductions, if any, specified in Schedule II (§ 1364.453, substituting for the purposes of this paragraph (o) the term "fabricated beef cut" whenever the words "wholesale cut" or "wholesale cuts" are used in said paragraphs of Schedule II), plus the permitted additions, if any, specified in Schedule III (§ 1364.454, substituting for the purposes of this paragraph (o) the term "fabricated beef cut" whenever the words "wholesale cut" or "wholesale cuts" are used in said Schedule III).

(2) The applicable zone price for each grade of each fabricated beef cut sold by a hotel supply house to a purveyor of meals, war procurement agency or other government agency shall be determined as follows:

(i) Each individual hotel supply house shall fix a price for each such fabricated cut on the basis of the relationship which prevailed during the month of November, 1942, between the price received by such hotel supply house for such fabricated cut and the prices received by it for the other fabricated cuts derived from the beef wholesale cut of the same grade: *Provided*, That no packing or slaughtering plant, packing branch house, wholesaler or other distributor shall sell fabricated cuts unless regularly engaged in such practice during November, 1942.

(ii) In the event that the total gross proceeds obtainable through sales at the prices so fixed of all fabricated cuts derived from such beef wholesale cut and sales at the maximum prices of all bones, fat, waste, trimmings and/or processed products obtained in making such fabricated cuts exceeds 120% of the applicable zone price for the beef wholesale cut, the hotel supply house shall adjust downward the prices of such cuts to remove the excess. In making such adjustments, the seller shall not change the relationship of such prices as established pursuant to paragraph (o) (2) (i). The price so fixed and adjusted shall be the applicable zone price for the fabricated beef cut.

(3) "Fabricated beef cut" as used in this paragraph (o) means any part or portion of a beef wholesale cut (i. e.

roasts, steaks, stewing meat, etc.) made for a purveyor of meals, which part or portion is obtained by boning or sawing through the bones of the beef wholesale cuts so as to prepare these fabricated cuts for cooking without further cutting or trimming. Beef wholesale cuts which have been trimmed and from which at least 25% of the bone has been removed, to facilitate cutting into steaks or roasts by a purveyor of meals, shall also be considered fabricated beef cuts.

[In § 1364.452 box heads in tables in (d) (2) and (3), table in (n) (2) (A) and Condition 2, paragraph (c) (2) (1), amended; Condition 3 in (n) (2) (A) revoked by Amendment 4, issued March 30, effective April 3, 1943]

§ 1364.453 *Schedule II: Amounts which must be deducted from zone prices listed in Schedule I.* As hereinafter provided, the following shall be deducted from the applicable zone prices:

(a) *For beef carcasses and beef wholesale cuts not graded by an official grader.* For the sale of any beef carcass or beef wholesale cut which does not bear the grade mark and identification of an official grader of the United States Department of Agriculture at the time of sale, the seller shall deduct 12½ cents per cwt. from the applicable zone price.

[Paragraph (a) amended by Amendment 4, issued March 30, effective April 3, 1943.]

(b) *Carload discount.* For all beef carcasses and/or beef wholesale cuts, and/or other meat items subject to this subpart B delivered in a straight or mixed carload shipment or sold as part of a straight or mixed carload sale, the seller shall deduct 75¢ per cwt. from the applicable zone price.

(c) *Wholesaler's quantity discount.* For beef carcasses and/or beef wholesale cuts sold to a wholesaler in a straight or mixed less-than-carload sale, the seller shall deduct 50¢ per cwt. from the applicable zone price.

§ 1364.454 *Schedule III: Amounts which may be added to zone prices listed in Schedule I.* Subject to the conditions hereinafter provided, the following may be added to the applicable zone price:

(a) *For transportation and/or local delivery.* (1) For transportation from the point at which the meat was slaughtered in Price Zone 3 or 4 to a distribution point located in either of those price zones, other than another slaughter, packing or processing plant owned or controlled by the same seller, the seller may add the actual cost of transportation computed at the lowest common carrier rate for the method of transportation used, but in no event more than 50¢ per cwt.

(2) For transportation from the point at which the meat was slaughtered in Price Zone 1, 2, 5, 6, 7, 8, 9, or 10 to a distribution point located in the same price zone as the slaughter point, other than another slaughter, packing or processing plant owned or controlled by the same seller, the seller may add the actual cost of transportation computed at the lowest common carrier rate for

the method of transportation used, but in no event more than 25¢ per cwt.

(3) For local delivery made within a radius of 25 miles from a slaughter plant, packing house, car-route unloading point, railroad unloading station or branch house, to the place of business of a seller at retail, wholesaler (not owned or controlled by the shipper or consignor), hotel supply house (not owned or controlled by the shipper or consignor), or commercial user, or the designated delivery point of a war procurement agency, or other government agency; or

For local delivery made within a radius of 25 miles from the place of business of a wholesaler or hotel supply house, to the place of business of a seller at retail, purveyor of meals, or commercial user, or the designated delivery point of a war procurement agency, or other government agency: the seller may add 25¢ per cwt.

(4) For local delivery made from a slaughter plant, packing house, car-route unloading point, railroad unloading station or branch house, located in Price Zone 3 or 4 to the place of business of a seller at retail, wholesaler (not owned or controlled by the shipper or consignor), hotel supply house (not owned or controlled by the shipper or consignor), or commercial user, or the designated delivery point of a war procurement agency, or other government agency, located more than 25 miles from such shipping point; or

For local delivery made from the place of business of a wholesaler or hotel supply house located in Price Zone 3 or 4 to the place of business of a seller at retail, purveyor of meals, or commercial user, or the designated delivery point of a war procurement agency, or other government agency, located more than 25 miles from such shipping point: the seller may add the actual cost of local delivery computed at the lowest common carrier rate for the method of delivery used, but in no event more than 75¢ per cwt.

(5) For local delivery made from a slaughter plant, packing house, car-route unloading point, railroad unloading station, or branch house, located in Price Zone 1, 2, 5, 6, 7, 8, 9, or 10, to the place of business of a seller at retail, wholesaler (not owned or controlled by the shipper or consignor), hotel supply house (not owned or controlled by the shipper or consignor), or commercial user, or the designated delivery point of a war procurement agency, or other government agency, located more than 25 miles from such shipping point; or

For local delivery made from the place of business of a wholesaler or hotel supply house located in Price Zone 1, 2, 5, 6, 7, 8, 9, or 10, to the place of business of a seller at retail, purveyor of meals or commercial user, or the designated delivery point of a war procurement agency, or other government agency, located more than 25 miles from such shipping point: the seller may add the actual cost of local delivery computed at the lowest common carrier rate for the

method of delivery used, but in no event more than 50¢ per cwt.

(6) Notwithstanding any of the provisions of paragraph (a) (1) to (a) (5), inclusive, of this § 1364.454, nothing therein contained shall be construed to permit a total charge for transportation and/or local delivery from the point at which the meat was slaughtered to the place of business or receiving point of a retail seller, purveyor of meals, war procurement agency, other government agency or commercial user of more than 50¢ per cwt. in Price Zone 1, 2, 5, 6, 7, 8, 9, or 10, or 75¢ per cwt. in Price Zone 3 or 4. The transportation and local delivery additions permitted in this paragraph (a) are on a hundredweight basis, and the charge for transportation and/or local delivery for any fraction of a hundredweight shall be reduced accordingly. The additions specified in this paragraph (a) for transportation and/or local delivery may be charged: *Provided*, That the seller shall itemize separately on an invoice to the buyer the amount charged the buyer for transportation and/or local delivery, except that if such separate statement of transportation charges is prohibited by local law, the seller shall maintain in his own record of the transaction a separate statement of any addition for transportation or local delivery which is included in the maximum price charged.

[Subparagraph (6) amended by Amendment 2, 8 F.R. 164, effective 1-8-43]

(b) *For kosher beef wholesale cuts.* The applicable zone price established for kosher beef wholesale cuts (which includes the additions permitted) shall apply only on sales of kosher beef as such to buyers of kosher meat and no seller shall sell or deliver any kosher beef wholesale cut and no buyer shall buy or receive any kosher beef wholesale cut at the price established therefor or at a price higher than established for the corresponding non-kosher wholesale cut in § 1364.452 (Schedule I), unless the buyer of such wholesale cut is a bona fide buyer of kosher meat. For the sale of any kosher beef wholesale cut to a buyer other than a bona fide buyer of kosher meat the maximum price shall be determined by use of the applicable zone price established for the corresponding non-kosher wholesale cut, and the seller shall remove all stamps and designations which identify the wholesale cut as kosher. Any beef carcass or wholesale cut which has been derived from cattle slaughtered in the manner of kosher slaughter but rejected as non-kosher shall not be sold, unless all stamps and designations which identify the carcass or wholesale cut as kosher have been removed.

(c) *For kosher wholesale cuts derived from cattle slaughtered in a limited area of Zone 9.* (1) For any grade of kosher beef triangle or kosher beef wholesale cut or cuts obtained from the kosher triangle, except the grades utility, cutter or canner, which cuts are derived from steers or heifers slaughtered in that por-

tion of Zone 9 north of the Potomac River and which clearly bear the abattoir stamp at the time of sale, the seller may add \$1.50 per cwt. to the applicable Zone 9 price: *Provided*, That such wholesale cut shall be sold to a bona fide buyer of kosher meat located in that portion of Zone 9 north of the Potomac River. In the case of kosher forequarters derived from steers, heifers or bulls slaughtered in the same area and sold under the same conditions, the seller may add \$1.20 per cwt. to the applicable Zone 9 price.

(2) [Revoked by Amendment 4, issued March 30 and effective April 3, 1943]

(3) The provisions of paragraph (b) of this section governing the sale of kosher wholesale cuts shall apply to sales made pursuant to this paragraph (c). No addition permitted by this paragraph (c) shall be added for the sale of any kosher wholesale cut which does not bear the abattoir's stamp clearly legible. No slaughterer shall charge the addition for kosher beef slaughtered in the limited areas of Price Zone 9 described in subparagraphs (1) or (2) hereof, until he shall have filed the report required in paragraph (d) of § 1364.407 of this Revised Maximum Price Regulation No. 169.

(d) *Wholesaler's and independent hotel supply house's selling addition.* On sales of any beef carcass or beef wholesale cut not obtained through custom slaughtering, a wholesaler or independent hotel supply house may add 25¢ per cwt. to the applicable zone price.

(e) *Packaging for war procurement agencies.* On sales of beef carcasses and beef wholesale cuts to a war procurement agency, the seller may add for packaging or wrapping, and freezing, (U. S. Government specifications) -----50¢ per cwt.

(f) *Boxing.* On sales to a seller at retail, purveyor of meals, war procurement agency, commercial user (not wholesaler, branch house, hotel supply house, etc.), war procurement agency, or other government agency, the seller may add 15¢ per cwt. for packing in boxes.

(g) *Peddler-truck selling addition.* On a peddler truck sale involving delivery of not more than 100 pounds of beef in a total delivery of not more than 150 pounds of meats and meat products in any one day from such peddler-truck to any buyer's store door, a peddler may add to the prices specified in § 1364.452 (Schedule I) the sum of \$1.25 per cwt. This addition shall be in lieu of any local delivery and/or transportation addition permitted in § 1364.454.

[Paragraph (c) (1) amended, (c) (2) revoked, (g) added by Amendment 4, issued March 30, and effective April 3, 1943]

§ 1364.455 *Definitions applicable to beef.* (a) When used in this Revised Maximum Price Regulation No. 169 and when applicable to beef, the term:

(1) "Person" means any individual, corporation, partnership, association or

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 agency of any of the foregoing: *Provided*, That no punishment provided by this Revised Maximum Price Regulation No. 169 shall apply to the United States or to any such government, political subdivision, or agency.

(2) "Carload" means:

(i) A shipment by rail of fresh or frozen wholesale meat cuts, and/or cured meat cuts, meat or processed products and/or carcasses, or any combination of the foregoing to a single delivery point, of at least the minimum weight upon which the railroad carload rate from the point of shipment to the delivery point, as evidenced by the tariffs of railroad carriers, is based: *Provided*, That where the transportation charge for shipment of a lesser weight at the railroad carload rate would be lower than the transportation charge for such a shipment at the railroad less-than-carload rate, such lesser weight shall be considered a carload;

(ii) A shipment by motor truck or trucks to a single delivery point of 15,000 pounds or more of fresh or frozen wholesale meat cuts and/or cured meat cuts, meat or processed products and/or carcasses, or any combination of the foregoing, as a single bulk sale transaction; and

(iii) Any single bulk sale transaction wherein the buyer takes delivery at the seller's place of business of 15,000 pounds or more of fresh or frozen wholesale meat cuts and/or cured meat cuts, meat or processed products and/or carcasses, or any combination of the foregoing.

(3) "Beef" means meat derived from the carcasses of bovine animals which does not qualify as veal as defined in § 1364.470 (3) of this regulation.

(4) "Car route unloading point" means any point on a car route at which a stop is made for the purpose of transferring meat to the possession of the buyer or to a truck for local delivery to the buyer.

(5) "Distribution point" includes a packing or slaughtering plant, packer's branch house, wholesaler's or jobber's or hotel supply house's warehouse, car route unloading point, or railroad unloading station.

(6) "Local delivery" means delivery by the seller otherwise than by rail, commencing at the seller's distribution point, or in the case of car routes, at the car unloading point and continuing to the buyer's place of business or other point of delivery.

(7) "Price Zone 1 to 10, inclusive" means the geographical areas described in § 1364.452.

(8) "Beef carcass" means and is limited to the dressed carcass, side, or sides of beef, which shall be dressed with the 1st and 2nd tail (caudal) vertebrae, kidney knob or knobs and hanging tender left on. The beef carcass shall not be broken in any other manner than provided in paragraph (a) (9) of this § 1364.455.

(9) "Beef wholesale cut" means and is limited to any of the following cuts meeting the following minimum specifications, derived from the beef carcass, but excluding the offal and any item not included herein. (All measurements prescribed herein shall be made with a rigid straight ruler. All cuts shall be made according to the definite guides and measurements specified. Ribs are designated as 1st to 13th, inclusive, counting as the 1st rib that one which is nearest the neck end of the side.)

(i) "Hindquarter" means the posterior portion of the side remaining after the severance of the 12-rib forequarter from the side, and comprising the round, full loin including the 13th rib, flank, kidney and hanging tender all in one piece, which posterior portion shall be obtained by cutting the beef side between the 12th and 13th ribs keeping the knife firmly against the 12th rib while cutting down the length of the rib to the point at the end of the rib where the rib joins the rib (costal) cartilage, from which point passing through the cartilage and meat of the flank and short plate in the same straight line, completing the cut.

(ii) "Forequarter" means the anterior portion of the side remaining after the severance of the 1-rib hindquarter from the side, and comprising the rib, regular chuck, brisket, short plate and foreshank all in one piece, which anterior portion contains the 1st to the 12th rib, inclusive. All heart (mediastinal) fat, but no other fat, shall be removed from the forequarter. The skirt (diaphragm) shall not be removed from any cut or part of the forequarter to which it is attached.

(iii) "Round" means the portion of the hindquarter remaining after the severance of the untrimmed full loin, and flank from the hindquarter, which portion shall be obtained as follows: the untrimmed full loin and flank shall be severed from the hindquarter by cutting in a straight line perpendicular to the contour of the outside or skin surface of the hindquarter. The cut shall be made on a straight line formed by and starting from that point on the backbone which is the juncture of the last (5th) sacral vertebra and the first (1st) tail (caudal) vertebra, and passing through that point which just misses the end of the protuberance of the femur bone and exposes the ball of the femur bone, continuing in the same straight line beyond the second point to complete the cut. Two tail vertebrae shall be left on the round. Attached to the tail bone of the round shall be the tip or rear corner of the fifth sacral vertebra. All cod, udder and pelvic fat remaining on the round after its severance from the full loin and flank shall remain on the round.

(iv) "Trimmed full loin" means the portion of the hindquarter remaining after the severance of the round, flank, hanging tender (from the open side), kidney knob and excess loin (lumbar) and pelvic (sacral) fat from the inside of the loin, from the hindquarter, and comprising the short loin and sirloin (loin end) in one piece, the back bone of

which portion shall include one and one-half (1½) thoracic vertebrae, six (6) lumbar vertebrae, and five (5) sacral vertebrae (the tip or rear corner of the fifth sacral vertebra shall have been sawed off in severing the round from the full loin and flank), and which portion shall be obtained as follows: Part of the kidney knob, all of the kidney and the fat lying closely around the kidney in open (left) and closed (right) sides shall be removed first by a cut starting at the rear end of the kidney and slanting directly to the front edge of the half of the 12th thoracic vertebra at the point of severance of the hindquarter and forequarter.

Second, the hanging tender, which means the cylindrical shaped piece of lean meat attached at one end under the kidney knob in open (left) side hindquarters shall be removed entirely from open side loins by being severed at a point opposite the juncture of the 1st and 2nd lumbar vertebrae.

Third, after the severance of the round from the hindquarter, the flank shall be severed from the full loin by a cut starting at the heavy end of the full loin at the ventral point of severance of the round from the hindquarter and continuing in a straight line to a fixed point on the inside of the 13th rib determined by measuring off ten inches in a straight line from the center of the protruding edge of the 13th thoracic vertebra, but in making the cut no more than one (1) inch of cod or udder fat shall be left on the flank side of the face of the loin.

NOTE: The 10-inch measurement shall be made from the center of the protruding edge of the 13th thoracic vertebra and not from the hollow of the chine bone where the 13th rib joins the 13th thoracic vertebra.

Fourth, the excess loin (lumbar) and pelvic (sacral) fat shall be trimmed from the inside of the full loin by placing the full loin upon a flat surface, with no other support to change its position, meat side down, and removing all fat which extends above a flat plane parallel with the flat surface supporting the full loin and on a level with the full length of the protruding edge of the lumbar section of the chine bone. Then all fat shall be removed which extends above a flat plane using the following two lines as guides for each edge of the plane: an imaginary line parallel with the full length of the protruding edge of the lumbar section of the chine bone which line extends 1 inch directly above such protruding edge; a line on the inside of the loin two inches from the flank edge and running parallel with such edge for the full length of the loin. All fat obstructing the measurement of the second line shall first be removed. In addition to the foregoing all rough fat in the pelvic cavity of the heavy end of the loin (sirloin) shall be trimmed smooth and trimming by a knife shall be apparent. No fat remaining in the pelvic cavity shall exceed one inch in depth.

(v) "Flank" means the portion of the hindquarter remaining after the severance of the round and untrimmed full

loin from the hindquarter, which shall be obtained after the removal of the round by separation from the untrimmed full loin, starting the cut at the point at the lower end of the loin end (sirloin) which was the ventral point of separation of the full loin and round, leaving no more than one inch of cod or udder fat attached to the flank side of the face of the full loin, and continuing in a straight line to a fixed point on the inside of the 13th rib determined by measuring off ten inches in a straight line along the 13th rib from the center of the protruding edge of the 13th thoracic vertebra.

NOTE: The 10-in. measurement shall be made from the center of the protruding edge of the 13th thoracic vertebra and not from the hollow of the chine bone where the 13th rib joins the 13th thoracic vertebra.

(vi) "Flank steak" means the flat, oval-shaped lean muscle of meat imbedded in the cod or udder end of the flank which shall be obtained by loosening the narrow end of the steak piece at the cod or udder end of the flank, cutting through the membrane along both sides of the steak, then pulling and cutting the steak loose and severing it from the thick membrane which lies directly under and to which it is attached. None of the thick membrane shall be left on the steak. All fat shall be trimmed from the steak, but the thin membrane on the top surface of the steak shall not be removed.

(vii) "Short loin" means that portion of the trimmed full loin remaining after the severance of the sirloin (loin end) from the trimmed full loin, which portion shall be obtained by a cut perpendicular to the contour of the outside or skin surface of the trimmed full loin begun at a point which is the juncture on the chine bone of the 5th and 6th lumbar vertebrae and continuing in a straight line perpendicular to the contour of the outside or skin surface of the trimmed full loin to and through a point flush against the end of the hip (pin) bone, but leaving no part of the hip (pin) bone in the short loin. The backbone of the short loin shall include five (5) lumbar vertebrae, one and one-half (1½) thoracic vertebrae and part of the 13th rib.

(viii) "Sirloin" (loin end) means the thick portion of the trimmed full loin remaining after the severance of the short loin from the trimmed full loin. The backbone of the sirloin shall include one (1) lumbar vertebra, five (5) sacral vertebrae (the tip or rear corner of the fifth (5th) sacral vertebra shall have been sawed off in separating the round from the trimmed full loin and flank), and the entire hip bone (ilium).

(ix) "Cross cut chuck" (kosher or traefer) means the portion of the forequarter remaining after the severance of the rib and short plate from the forequarter, and comprising the regular chuck, brisket and foreshank all in one piece, which portion shall be obtained by cutting through the forequarter in a straight line between the 5th and 6th ribs, keeping the knife firmly against the

5th rib while cutting to the point where the 5th rib joins the rib (costal) cartilage, at which point the cut shall continue in the same straight line through the cartilage, the breast bone (sternum) and the meat of the brisket and short plate to complete the severance. The cross cut chuck shall contain five (5) ribs (1st to 5th, inclusive).

(x) "Regular chuck" means the portion of the cross cut chuck remaining after the severance of the foreshank and brisket from the cross cut chuck, and containing most of the blade bone (scapula), part of the (humerus) arm bone, parts of the five ribs (1st to 5th, inclusive), that section of the back bone attached to the ribs, and the neck bone (cervical vertebrae from 1 to 7, inclusive), which portion shall be obtained by a cut through the cross cut chuck made in a straight line perpendicular to the contour of the outside or skin surface of the cross cut chuck (thereby separating the brisket and foreshank from the cross cut chuck) starting at a fixed point on the inside of the 5th rib determined by measuring off ten (10) inches along the 5th rib in a straight line from the center of the protruding edge of the 5th thoracic vertebra, continuing in the same straight line to the tip of the forward end of the breast bone (forward end of 1st segment of sternum), and passing through the (humerus) arm bone in the same straight line to complete the cut.

NOTE: The 10-inch measurement shall be made from the center of the protruding edge of the 5th thoracic vertebra and not from the hollow of the chine bone where the 5th rib joins the 5th thoracic vertebra.

(xi) "Foreshank" means the portion of the cross cut chuck remaining after the severance of the regular chuck and brisket from the cross cut chuck, which portion shall be obtained (after separation of the regular chuck) by separation from the brisket by a cut following the natural seam and leaving the entire lip, or web muscle on the brisket.

(xii) "Brisket" means the portion of the cross cut chuck remaining after the severance of the regular chuck and foreshank from the cross cut chuck, which portion contains parts of four ribs (2nd to 5th, inclusive), part of the breast bone and the rib (costal) cartilages which connect the ends of the rib bones with the breast bone. All heart (mediastinal) fat, but no other fat shall be removed from the brisket.

(xiii) "Rib" means the portion of the forequarter remaining after the severance of the cross cut chuck and short plate from the forequarter, and containing parts of seven ribs (6th to 12th, inclusive), that section of the back bone attached to the ribs, posterior tip and cartilage of the blade bone (scapula), part of the blade bone (scapula) which portion shall be obtained (by separation from the short plate) by a straight cut across the ribs starting at a fixed point determined by measuring off 10 inches on the inside of the 12th rib along the 12th rib from the center of the inside protruding edge of the 12th thoracic vertebra and continuing to and through a fixed

point determined by measuring off 10 inches on the inside of the 6th rib along the 6th rib from the center of the inside protruding edge of the 6th thoracic vertebra.

NOTE: The 10-inch measurements shall be made from the centers of the protruding edges of the 6th and 12th thoracic vertebrae, and not from the hollow of the chine.

(xiv) "Short plate" means the portion of the forequarter remaining after the severance of the cross cut chuck and the rib from the forequarter, and containing parts of seven ribs (6th to 12th, inclusive), the rib (costal) cartilages attached to them, and part of the breastbone.

(xv) "Back" means the portion of the forequarter remaining after the severance of the short plate, brisket and foreshank from the forequarter, and containing the rib and regular chuck all in one piece, which portion shall be obtained by a cut made in a straight line starting at a fixed point determined by measuring off 10 inches on the inside of the 12th rib along the 12th rib from the center of the inside protruding edge of the 12th thoracic vertebra and continuing to and through a fixed point at the tip of the forward end of the breastbone (forward end of 1st segment of sternum) through the (humerus) arm bone in the same straight line to complete the cut.

NOTE: Measurements shall be made from the center of the protruding edge of the 12th thoracic vertebra, and not from the hollow of the chine.

(xvi) "Triangle" (kosher or traefer) means the portion of the forequarter remaining after the severance of the rib from the forequarter, and containing the short plate, brisket, foreshank and regular chuck all in one piece, which portion shall be obtained by removing the rib from the forequarter by a straight cut across the ribs starting at a fixed point determined by measuring off 10 inches on the inside of the 12th rib along the 12th rib from the center of the inside of the protruding edge of the 12th thoracic vertebra and continuing to a fixed point determined by measuring off 10 inches on the inside of the 6th rib along the 6th rib from the center of the inside protruding edge of the 6th thoracic vertebra, and severing the rib from the forequarter by a second cut made in a straight line between the 5th and 6th ribs keeping the knife firmly against the 5th rib to the point where the second cut meets the end of the first cut.

NOTE: Measurements shall be from the center of the protruding edge of the 12th and 6th thoracic vertebra, and not from the hollow of the chine.

(xvii) "Arm chuck" means the portion of the cross cut chuck remaining after the severance of the brisket from the cross cut chuck and containing the regular chuck and foreshank all in one piece.

(10) "Kosher beef wholesale cut" means any beef wholesale cut derived from cattle or calves slaughtered, approved and stamped as kosher under rabbinical supervision, and sold under rabbinical supervision.

(11) "Buyer of kosher meat" means a person who maintains a selling establishment at or through which he regularly and generally sells kosher meat as such, or a person who is a purveyor of kosher meals.

(12) "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, the Marine Corps, the Coast Guard, the War Shipping Administration, or any agency of the foregoing.

(13) "Hotel supply house" means a seller of beef, veal or processed products who as an established practice handles and bories, trims, cuts or otherwise fabricates beef and/or veal for sale to hotels, restaurants or other purveyors of meals.

(14) "Wholesaler" means a person other than a hotel supply house or peddler-truck seller who buys beef carcasses and/or beef wholesale cuts for resale other than at retail and who does not own or control, in whole or in substantial part, any slaughtering plant or facilities, and who is not owned or controlled, in whole or in substantial part, by another person who owns or controls in substantial part any slaughtering plant or facilities.

(15) "Independent hotel supply house" means a hotel supply house which buys beef for resale to hotels, restaurants, and other purveyors of meals and which does not own or control, in whole or in substantial part, any slaughtering plant or facilities, and which is not controlled in whole or in substantial part, by any other person who owns or controls in substantial part any slaughtering plant or facilities.

(16) "Sales at retail" means sales to the ultimate consumer: *Provided*, That no wholesaler, processor, packer, slaughterer, branch house, car route, hotel supply house, purchaser for resale, commercial user, purveyor of meals, war procurement agency, or other government agency shall be deemed to be an ultimate consumer, except that a sale to a purveyor of meals on usual retail terms by a retailer at least 80% of whose sales of meat during the preceding calendar month were made to ultimate consumers shall be deemed a sale at retail.

(17) "Peddler-truck sale" means a sale of beef from a truck by a person who purchases beef at or below the maximum price from a seller with whom he has no other financial affiliations or relationship, who takes a delivery at the seller's place of business, and who does not sell or deal in meat in any manner other than sales out of stock carried in a truck, owned and driven by him: *Provided*, That the first record of the transaction is made by the salesman concurrently with the delivery of the products sold.

[Paragraphs (a) (3), (13), (14) amended, (17) added, by Amendment 4, issued March 30, effective April 3, 1943]

(b) Unless the context otherwise requires, the definitions set forth in section 302 of the Emergency Price Control Act of 1942 shall apply to other terms used herein.

SUBPART C—PROVISIONS AFFECTING VEAL

[NOTE: Title of Subpart C amended and §§ 1364.466 to 1364.470 added by Amendment 4, issued March 30, effective April 3, 1943]

§ 1364.466 *Maximum prices for veal carcasses and wholesale cuts.* Subject to the pricing instructions contained in paragraph (a), the maximum price of each grade of each veal carcass or veal wholesale cut shall be the maximum price determined as provided in paragraph (b).

(a) *Pricing instructions.* (1) Whenever used in this Revised Maximum Price Regulation No. 169, the term "lower price zone" means a price zone having a lower zone price, and the term "higher price zone" means a price zone having a higher zone price; the words "lower" and "higher" used in the respective terms shall not be construed to refer to the numerical designation of any zone.

(2) Except for the additions permitted in Schedule VI hereof, incorporated herein as § 1364.469, the zone price shall be the delivered price anywhere within the zone to which such price applies. Schedule IV (paragraphs (a) to (j), inclusive) hereof, incorporated herein as § 1364.467, contains a statement describing the geographical limits of each price zone and the zone prices established therefor.

(3) The applicable zone price shall be the price specified in Schedule IV § 1364.467, for the zone in which is located the seller's distribution point:

(i) At which the buyer takes actual physical possession of the meat; or

(ii) From which local delivery to the buyer's place of business begins; or

(iii) From which the meat, consigned to the buyer, (a') is delivered to a common carrier, other than a railroad, for shipment to the buyer, who pays the shipping charges directly to the carrier, or (b') is delivered to a railroad for shipment at the carload rate to the buyer who pays the shipping charges directly to the carrier.

(iv) In the case of a less than carload rail shipment, other than an express shipment to a purveyor of meals, the applicable zone price shall be the price for the zone in which is located the rail unloading station nearest to the buyer's place of business.

(v) On sales to purveyors of meals the distribution point may be, in addition to those listed, the point at which meat consigned to the buyer is delivered to a railway express agency for shipment by express to the buyer who pays the shipping charges directly to the carrier.

(4) Except as permitted in paragraph (1), (m) or (n), of Schedule IV § 1364.467, regardless of any contract, agreement, or other obligation, no person shall sell or deliver any veal or any part or portion of any veal carcass and no person in the course of trade or business shall buy or receive any veal or any part or portion of any veal carcass unless such veal or part or portion is a veal carcass or a veal wholesale cut, as defined in § 1364.470 for which applicable prices have been established.

(b) *Maximum price.* The maximum price for each grade of each veal carcass

or veal wholesale cut shall be the applicable zone price determined in accordance with the provisions of paragraph (a) of this § 1364.466 and specified in Schedule IV incorporated herein as § 1364.467, minus the required deductions, if any, specified in Schedule V incorporated herein as § 1364.468, plus the permitted additions, if any, specified in Schedule VI incorporated herein as § 1364.469.

§ 1364.467 *Schedule IV: Veal price zones and applicable zone prices*—(a) *Zone 1.* (1) Zone 1 includes the area designated as Zone 1 in § 1364.452 (a) (1) and is incorporated herein by reference.

(2) *Veal carcass and veal wholesale cut prices applicable in Zone 1.* Subject to the provisions of paragraph (k) of this section, the Zone 1 price for each grade of veal carcass and veal wholesale cut shall be the price specified therefor in paragraph (d) hereof (the applicable Zone 4 price) plus \$2.50 per cwt.

(b) *Zone 2.* (1) Zone 2 includes the area designated as Zone 2 in § 1364.452 (b) (1) and is incorporated herein by reference.

(2) *Veal carcass and veal wholesale cut prices applicable in Zone 2.* Subject to the provisions of paragraph (k) of this section, the Zone 2 price for each grade of veal carcass and veal wholesale cut shall be the price specified therefor in paragraph (d) hereof (the applicable Zone 4 price) plus \$1.50 per cwt.

(c) *Zone 3.* (1) Zone 3 includes the area designated as Zone 3 in § 1364.452 (c) (1) and is incorporated herein by reference.

(2) *Veal carcass and veal wholesale cut prices applicable in Zone 3.* Subject to the provisions of paragraph (k) of this section, the Zone 3 price for each grade of veal carcass and veal wholesale cut shall be the price specified therefor in paragraph (d) hereof (the applicable Zone 4 price) plus \$.75 per cwt.

(d) *Zone 4.* (1) Zone 4 includes the area designated as Zone 4 in § 1364.452 (d) (1) and is incorporated herein by reference.

(2) *Veal carcass and veal wholesale cut prices applicable in Zone 4.* Subject to the provisions of paragraph (k) of this section, the applicable zone prices for Zone 4 are as follows:

	Grade				
	Choice or AA	Good or A	Commercial or B	Utility or C	Cull or D
1. Carcass—hide on—57 lbs. to 170 lbs.	21.50	20.50	18.75	17.00	14.75
2. Carcass—hide on—over 170 lbs. to 315 lbs.	21.00	20.00	18.25	16.50	14.25
3. Carcass—hide on—under 57 lbs.	20.75	20.00	18.25	16.50	14.25
4. Carcass or side—hide off—50 lbs. to 275 lbs.	22.00	21.00	19.00	17.00	14.50
5. Carcass or side—hide off—under 50 lbs.	21.00	20.00	18.00	16.00	13.50
6. Foresaddle or forequarter ¹	19.50	19.00	17.75	16.25	13.00
7. Kasher foresaddle or forequarter ¹	20.00	19.50	18.25	16.75	13.50
8. Hindsaddle or hindquarter ¹	24.75	23.25	20.50	18.00	16.25
9. Loin, double or single ¹	21.75	20.75	18.50	15.75	13.75
10. Legs or leg ¹	25.75	24.00	21.25	18.75	17.00

¹ To be sold only from veal carcasses weighing 50 to 275 pounds, hide off.

² These prices are further subject to the provisions of paragraph (b) of Schedule VI (§ 1364.469).

NOTE: All prices are on dollars per hundredweight basis; the price for any fraction of a hundredweight shall be reduced accordingly. Weight limitations apply to entire carcass and not to sides.

The applicable zone price of each veal carcass or veal wholesale cut which does not bear a grade stamp (required by paragraph (c) of § 1364.411) when offered for sale, sold or delivered shall be the price of the lowest-priced carcass or corresponding wholesale cut.

The applicable zone price of each kosher veal foresaddle or forequarter which does not bear a grade stamp (required by paragraph (c) of § 1364.411) when offered for sale, sold or delivered shall be the price of the lowest priced kosher wholesale cut.

(e) *Zone 5.* (1) Zone 5 includes the area designated as Zone 5 in § 1364.452 (e) (1) and is incorporated herein by reference.

(2) *Veal carcass and veal wholesale cut prices applicable in Zone 5.* Subject to the provisions of paragraph (k) of this section, the Zone 5 price for each grade of veal carcass and veal wholesale cut shall be the price specified therefor in paragraph (d) hereof (the applicable Zone 4 price) plus 50 cents per cwt.

(f) *Zone 6.* (1) Zone 6 includes the area designated as Zone 6 in § 1364.452 (f) (1) and is incorporated herein by reference.

(2) *Veal carcass and veal wholesale cut prices applicable in Zone 6.* Subject to the provisions of paragraph (k) of this section, the Zone 6 price for each grade of veal carcass and veal wholesale cut shall be the price specified therefor in paragraph (d) hereof (the applicable Zone 4 price) plus 75 cents per cwt.

(g) *Zone 7.* (1) Zone 7 includes the area designated as Zone 7 in § 1364.452 (g) (1) and is incorporated herein by reference.

(2) *Veal carcass and veal wholesale cut prices applicable in Zone 7.* Subject to the provisions of paragraph (k) of this section, the Zone 7 price for each grade of veal carcass and wholesale cut shall be the price specified therefor in paragraph (d) hereof (applicable Zone 4 price) plus \$1.00 per cwt.

(h) *Zone 8.* (1) Zone 8 includes the area designated as Zone 8 in § 1364.452 (h) (1) and is incorporated herein by reference.

(2) *Veal carcass and veal wholesale cut prices applicable in Zone 8.* Subject to the provisions of paragraph (k) of this section, the Zone 8 price for each grade of veal carcass and veal wholesale

cut shall be the price specified therefor in paragraph (d) hereof (the applicable Zone 4 price) plus \$1.25 per cwt.

(i) *Zone 9.* (1) Zone 9 includes the area designated as Zone 9 in § 1364.452 (i) (1) and is incorporated herein by reference.

(2) *Veal carcass and veal wholesale cut prices applicable in Zone 9.* Subject to the provisions of paragraph (k) of this section, the Zone 9 price for each grade of veal carcass and veal wholesale cut shall be the price specified therefor in paragraph (d) hereof (the applicable Zone 4 price) plus \$1.50 per cwt.

(j) *Zone 10.* Zone 10 includes the area designated as Zone 10 in § 1364.452 (j) (1) and is incorporated herein by reference.

(2) *Veal carcass and veal wholesale cut prices applicable in Zone 10.* Subject to the provisions of paragraph (k) of this section, the Zone 10 price for each grade of veal carcass and veal wholesale cut shall be the price specified therefor in paragraph (d) hereof (the applicable Zone 4 price) plus \$1.75 per cwt.

(k) *Applicable zone price of miscuts.* For any veal wholesale cut which has been miscut or for any piece or portion of veal which has been cut in a manner not authorized by this Revised Maximum Price Regulation No. 169, the zone price used for the determination of the maximum price shall be the applicable zone price of the lowest-priced wholesale cut.

(1) *Frozen boneless veal (Federal Surplus Commodities Corporation Specifications).* (1) On or after April 3, 1943, regardless of any contract, agreement, or other obligation, no person shall sell or deliver frozen boneless veal (F. S. C. C. Specifications) to any purchasing agency of a war procurement agency at a price higher than the maximum price permitted therefor in paragraph (1) (2) of this section.

(2) The maximum f. o. b. boning plant price for frozen boneless veal (F. S. C. C. Specifications), including cost of boxing and freezing, in each of the following price zones shall be:

Price zone:	Zone price per cwt.
1.	\$26.25
2.	25.25
3.	24.50
4.	23.75
5.	24.25
6.	24.50
7.	24.75
8.	25.00
9.	25.25
10.	25.50

(3) *Frozen boneless veal (F. S. C. C. Specifications)* as used in this paragraph means veal derived from veal carcasses of the cull grade, and satisfying the specifications and requirements of Item 69-a of Schedule FSC-10 (as amended) of the Food Distribution Administration, issued December 2, 1942.

(m) *Boneless and miscellaneous veal cuts.* (1) On or after April 3, 1943, regardless of any contract, agreement, or other obligation, no person shall sell or deliver any boneless or miscellaneous veal cut and no person shall buy or receive any boneless or miscellaneous veal

cut at a price higher than the maximum price permitted therefor in paragraph (m) (2) of this section.

(2) The maximum price for each boneless or miscellaneous veal cut, not including boxing, in each price zone shall be:

Items	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone 9	Zone 10
1. Boneless veal leg or round.....	28.25	27.25	26.50	25.75	26.25	26.50	26.75	27.00	27.25	27.50
2. Boneless veal sirloin strip.....	28.00	27.00	26.25	25.50	26.00	26.25	26.50	26.75	27.00	27.25
3. Veal tenderloin.....	28.00	27.00	26.25	25.50	26.00	26.25	26.50	26.75	27.00	27.25
4. Boneless veal regular (rib) roll.....	27.75	26.75	26.00	25.25	25.75	26.00	26.25	26.50	26.75	27.00
5. Boneless veal shoulder clod.....	27.25	26.25	25.50	24.75	25.25	25.50	25.75	26.00	26.25	26.50
6. Boned, rolled and tied veal roll.....	26.00	25.00	24.25	23.50	24.00	24.25	24.50	24.75	25.00	25.25
7. Boneless veal trimmings.....	24.50	23.50	22.75	22.00	22.50	22.75	23.00	23.25	23.50	23.75
8. Boneless kosher veal forequarter (Note 1).....	25.00	24.00	23.25	22.50	23.00	23.25	23.50	23.75	24.00	24.25
9. Veal neckbones.....	7.50	6.50	5.75	5.00	5.50	5.75	6.00	6.25	6.50	6.75

All prices are on dollars per hundredweight basis; the price for any fraction of a hundredweight shall be reduced accordingly.

All prices are fresh or frozen, unless purchased by a war procurement agency in which case freezing charge may be added if product is frozen.

NOTE 1: The prices established for the sale of boneless kosher veal forequarter shall apply only on sales to a bonafide buyer of kosher meat. For the sale of any boneless kosher veal forequarter to a buyer other than a buyer of kosher meat, the maximum price shall be determined by use of the applicable zone price established for boneless veal trimmings. Any veal carcass or wholesale cut which has been derived from calves slaughtered in the manner of kosher slaughter but rejected as non-kosher shall not be sold, unless all stamps and designations which identify the carcass or wholesale cut as kosher have been removed.

(n) *Applicable zone prices for fabricated veal cuts sold by hotel supply houses.*

(1) Subject to the pricing instructions contained in paragraph (a) of § 1364.466, the maximum price for each grade of each fabricated veal cut shall be the applicable zone price determined in accordance with the provisions of paragraph (n) (2) of this § 1364.467 minus the required deductions, if any, specified in Schedule V, § 1364.469, substituting for the purposes of this paragraph (n) the term "fabricated veal cut" whenever the words "wholesale cut" or "wholesale cuts" are used in paragraphs (b) and (c) of said Schedule V, plus the permitted additions, if any, specified in Schedule VI (§ 1364.469, substituting for the purposes of this paragraph (n) the term "fabricated veal cut" whenever the words "wholesale cut" or "wholesale cuts" are used in said Schedule VI, except in paragraph (d) of said Schedule VI.)

(2) The applicable zone price for each grade of each fabricated veal cut sold by a hotel supply house to a purveyor of meals, war procurement agency or other government agency shall be determined as follows:

(i) Each individual hotel supply house shall fix a price for each such fabricated cut on the basis of the relationship which prevailed during the month of November 1942, between the price received by such hotel supply house for such fabricated cut and the prices received by it for the other fabricated cuts derived from the veal wholesale cut of the same grade; *Provided*, That no packing or slaughtering plant, packing branch house, wholesaler or other distributor shall sell fabricated cuts unless regularly engaged in such practice during November 1942.

(ii) In the event that the total gross proceeds obtainable through sales at the prices so fixed of all fabricated cuts derived from such veal wholesale cut and sales at the maximum prices of all bones, fat, waste, trimmings and/or processed products obtained in making such fabricated cuts exceeds 120% of the applicable zone price for the veal wholesale cut, the hotel supply house shall adjust downward the prices of such cuts to remove the excess. In making such adjust-

ments, the seller shall not change the relationship of such prices as established pursuant to paragraph (n) (2) (i). The price so fixed and adjusted shall be the applicable zone price for the fabricated veal cut.

(3) "Fabricated veal cut" as used in this paragraph (n) means any part or portion of a veal wholesale cut (i. e. roasts, steaks, chops, cutlets and stewing meat) made for a purveyor of meals, which part or portion is obtained by boning or sawing or otherwise cutting through the bones of the veal wholesale cut so as to prepare these fabricated cuts for cooking without further cutting or trimming. Veal wholesale cuts which have been trimmed and from which at least 25% of the bone has been removed, to facilitate cutting into roasts, steaks, cutlets or chops by a purveyor of meals, shall also be considered fabricated veal cuts.

§ 1364.468 *Schedule V: Amounts which must be deducted from zone prices listed in Schedule IV.* As hereinafter provided, the following shall be deducted from the applicable zone prices:

(a) *For veal carcasses and veal wholesale cuts not graded by an official grader.* For the sale of any veal carcass or veal wholesale cut which does not bear the grade mark and identification of an official grader of the United States Department of Agriculture at the time of sale, the seller shall deduct 12½ cents per cwt. from the applicable zone price.

(b) *Carload discount.* For all veal carcasses and/or veal wholesale cuts, and/or other meat items subject to this Subpart C delivered in a straight or mixed carload shipment or sold as part of a straight or mixed carload sale, the seller shall deduct 75 cents per cwt. from the applicable zone price.

(c) *Wholesaler's quantity discount.* For veal carcasses and/or veal wholesale cuts sold to a wholesaler in a straight or mixed less-than-carload sale, the seller shall deduct 50 cents per cwt. from the applicable zone price.

§ 1364.469 *Schedule VI: Amounts which may be added to zone prices listed in Schedule IV:* Subject to the conditions hereinafter provided, the following

may be added to the applicable zone price:

(a) *For transportation and/or local delivery.* (1) For transportation from the point at which the calf or calves were slaughtered in Price Zone 4 to a distribution point located in this price zone, other than another slaughter, packing or processing plant owned or controlled by the same seller, the seller may add the actual cost of transportation computed at the lowest common carrier rate for the method of transportation used, but in no event more than 50 cents per cwt.

(2) For transportation from the point at which the calf or calves were slaughtered in Price Zone 1, 2, 3, 5, 6, 7, 8, 9, or 10 to a distribution point located in the same price zone as the slaughter point, other than another slaughter, packing or processing plant owned or controlled by the same seller, the seller may add the actual cost of transportation computed at the lowest common carrier rate for the method of transportation used, but in no event more than 25 cents per cwt.

(3) For local delivery made within a radius of 25 miles from a slaughter plant, packing house, car-route unloading point, railroad unloading station or branch house, to the place of business of a seller at retail, wholesaler (not owned or controlled by the shipper or consignor), hotel supply house (not owned or controlled by the shipper or consignor), or commercial user, or the designated delivery point of a war procurement agency, or other government agency; or

For local delivery made within a radius of 25 miles from the place of business of a wholesaler or hotel supply house, to the place of business of a seller at retail, purveyor of meals, or commercial user, or the designated delivery point of a war procurement agency, or other government agency; the seller may add 25 cents per cwt.

(4) For local delivery made from a slaughter plant, packing house, car-route unloading point, railroad unloading station or branch house, located in Price Zone 4 to the place of business of a seller at retail, wholesaler (not owned or controlled by the shipper or consignor), hotel supply house (not owned or controlled by the shipper or consignor), or commercial user, or the designated delivery point of a war procurement agency, or other government agency, located more than 25 miles from such shipping point; or

For local delivery made from the place of business of a wholesaler or hotel supply house located in Price Zone 4 to the place of business of a seller at retail, purveyor of meals, or commercial user, or the designated delivery point of a war procurement agency, or other government agency, located more than 25 miles from such shipping point; the seller may add the actual cost of local delivery computed at the lowest common carrier rate for the method of delivery used, but in no event more than 75 cents per cwt.

(5) For local delivery made from a slaughter plant, packing house, car route

unloading point, railroad unloading station, or branch house, located in Price Zone 1, 2, 3, 5, 6, 7, 8, 9, or 10, to the place of business of a seller at retail, wholesaler (not owned or controlled by the shipper or consignor), hotel supply house (not owned or controlled by the shipper or consignor), or commercial user, or the designated delivery point of a war procurement agency, or other government agency, located more than 25 miles from such shipping point; or

For local delivery made from the place of business of a wholesaler or hotel supply house located in Price Zone 1, 2, 3, 5, 6, 7, 8, 9, or 10, to the place of business of a seller at retail, purveyor of meals or commercial user, or the designated delivery point of a war procurement agency or other government agency, located more than 25 miles from such shipping point: the seller may add the actual cost of local delivery computed at the lowest common carrier rate for the method of delivery used, but in no event more than 50 cents per cwt.

(6) Notwithstanding any of the provisions of paragraphs (a) (1) to (a) (5), inclusive, of this § 1364.469, nothing therein contained shall be construed to permit a total charge for transportation and/or local delivery from the point at which the meat was slaughtered to the place of business or receiving point of a retail seller, purveyor of meals, war procurement agency, other government agency or commercial user of more than 50 cents per cwt. in Price Zone 1, 2, 3, 5, 6, 7, 8, 9, or 10, or 75 cents per cwt. in Price Zone 4. The transportation and local delivery additions permitted in this paragraph (a) are on a hundredweight basis, and the charge for transportation and/or local delivery for any fraction of a hundredweight shall be reduced accordingly. The additions specified in this paragraph (a) for transportation and/or local delivery may be charged: *Provided*, That the seller shall itemize separately on an invoice to the buyer the amount charged the buyer for transportation and/or local delivery, except that if such separate statement of transportation charges is prohibited by local law, the seller shall maintain in his own record of the transaction a separate statement of any additions for transportation or local delivery which is included in the maximum price charged.

(b) *For kosher veal foresaddle or forequarter.* The applicable zone price established for kosher veal foresaddle or forequarter (which includes the additions permitted) shall apply only on sales of kosher veal as such to buyers of kosher meat and no seller shall sell or deliver any kosher veal foresaddle or forequarter and no buyer shall buy or receive any kosher veal foresaddle or forequarter at the price established therefor or at a price higher than that established for the corresponding non-kosher foresaddle or forequarter in § 1364.467 (Schedule IV) unless the buyer of such wholesale cut is a bona fide buyer of kosher meat. For the sale of any kosher veal foresaddle or forequarter to a buyer other than a bona fide buyer of kosher meat the maximum price shall be determined by use of the applicable zone price estab-

lished for the corresponding non-kosher foresaddle or forequarter, and the seller shall remove all stamps and designations which identify the wholesale cut as kosher. Any veal carcass or veal wholesale cut which has been derived from calves slaughtered in the manner of kosher slaughter but rejected as non-kosher shall not be sold, unless all stamps and designations which identify the carcass or wholesale cut as kosher have been removed.

(c) *For kosher foresaddles or forequarters derived from calves slaughtered in a limited area of Zone 9.* (1) For any grade of kosher veal foresaddle or forequarter, except the cull grade, which cuts are derived from calves slaughtered in that portion of Zone 9 north of the Potomac River and which clearly bear the abattoir stamp at the time of sale, the seller may add \$1.50 per cwt. to the applicable Zone 9 price: *Provided*, That such foresaddle or forequarter shall be sold to a bona fide buyer of kosher meat located in that portion of Zone 9 north of the Potomac River.

(2) The provisions of paragraph (b) of this section governing the sale of kosher foresaddle or forequarter shall apply to sales made pursuant to this paragraph (c). No addition permitted by this paragraph (c) shall be added for the sale of any kosher foresaddle or forequarter which does not bear the abattoir stamp clearly legible. No slaughterer shall charge the addition for kosher veal foresaddle or forequarter from calves slaughtered in the limited area of Price Zone 9 described in subparagraph (1) hereof until he shall have filed the report required in paragraph (d) of § 1364.407 of this Revised Maximum Price Regulation No. 169.

(d) *Wholesalers' and independent hotel supply houses' selling addition.* On sales of any veal carcass or veal wholesale cut not obtained through custom slaughtering, a wholesaler or independent hotel supply house may add 25 cents per cwt. to the applicable zone price.

(e) *Packaging and wrapping for war procurement agencies.* On sales of veal carcasses or veal cuts to a war procurement agency, the seller may add to the applicable zone price:

(i) For wrapping veal carcasses or veal cuts for domestic shipment, U. S. Army or Navy specifications, 25 cents per cwt.

(ii) For wrapping veal carcasses or veal cuts for overseas shipment, U. S. Army or Navy specifications, 75 cents per cwt.

(iii) For wrapping veal carcasses or veal cuts, Federal Surplus Commodities Corporation Specifications, 50 cents per cwt.

(f) *Boxing or barreling.* On sales to a seller at retail, purveyor of meals, commercial user (not wholesaler, branch house, hotel supply house, etc.), or government agency, other than a war procurement agency, the seller may add 25 cents per cwt. for packing in closed or sealed boxes or barrels, delivered to the buyer's place of business.

(g) *Wrapping for civilian sales.* (1) For wrapping veal carcasses or wholesale

cuts in one stockinette or Kraft paper bag, there may be added 12½ cents per cwt.

(2) For wrapping veal carcasses or wholesale cuts in two stockinettes or one stockinette and one Kraft paper bag or for other special wrapping or dressing involving a cost in excess of 12½ cents per cwt., there may be added 25 cents per cwt.

(h) *Freezing and storage.* On sales of veal carcasses and cuts to a war procurement agency, the seller may add the cost of freezing and storage: *Provided*, That the cost shall not exceed 35 cents per cwt.

(i) *Peddler-truck selling addition.* Where the seller makes a peddler-truck sale involving delivery of not more than 100 pounds of veal in a total delivery of not more than 150 pounds of meat and meat products in any one day from such peddler-truck to any buyer's store door, he may add to the price specified in § 1364.467 (Schedule IV), the sum of \$1.25 per cwt. This addition shall be in lieu of any local delivery and/or transportation addition permitted in this § 1364.469.

§ 1364.470 *Definitions applicable to veal.* (a) When used in this Revised Maximum Price Regulation No. 169 and when applicable to veal, the term:

(1) "Person" means any individual, corporation, partnership, association or 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 agency of any of the foregoing: *Provided*, That no punishment provided by this Revised Maximum Price Regulation No. 169 shall apply to the United States or to any such government, political subdivision, or agency.

(2) "Carload" means:

(i) A shipment by rail of fresh or frozen wholesale meat cuts, and/or cured meat cuts, meat or processed products and/or carcasses, or any combination of the foregoing to a single delivery point, of at least the minimum weight upon which the railroad carload rate from the point of shipment to the delivery point, as evidenced by the tariffs of railroad carriers, is based: *Provided*, That, where the transportation charge for shipment of a lesser weight at the railroad carload rate would be lower than the transportation charge for such a shipment at the railroad less-than-carload rate, such lesser weight shall be considered a carload:

(ii) A shipment by motor truck or trucks to a single delivery point of 15,000 pounds or more of fresh or frozen wholesale meat cuts and/or cured meat cuts, meat or processed products and/or carcasses, or any combination of the foregoing, as a single bulk transaction; and

(iii) Any single bulk transaction wherein the buyer takes delivery at the seller's place of business of 15,000 pounds or more of fresh or frozen wholesale meat cuts and/or cured meat cuts, meat or processed products and/or carcasses, or any combination of the foregoing.

(3) "Veal" means meat derived from the carcasses of immature bovine animals, including calf carcasses as well as

veal carcasses, which have predominantly veal characteristics as determined by United States Department of Agriculture standards,* and particularly by the color and texture of the flesh and by the color and consistency of the fat and bones. Such carcasses shall not exceed 275 pounds, skin off, chilled, or 315 pounds, skin on, chilled.

(4) "Car route unloading point" means any point on a car route at which a stop is made for the purpose of transferring meat to the possession of the buyer or to a truck for local delivery to the buyer.

(5) "Distribution point" includes a packing or slaughtering plant, packer's branch house, wholesaler's or jobber's or hotel supply house's warehouse, or a car route unloading point, or railroad unloading station.

(6) "Local delivery" means delivery by the seller otherwise than by rail, commencing at the seller's distribution point, or in the case of car routes, at the car unloading point and continuing to the buyer's place of business or other point of delivery.

(7) "Price Zones 1 to 10, inclusive" means the geographical areas described in § 1364.452.

(8) "Veal carcass" means and is limited to the dressed carcass, "skin on", or "skin off", or side of veal which shall be dressed with the kidney knob or knobs in, pluck out, and without caul fat dressing. Tail or caudal vertebrae are not to exceed two in number. The veal carcass shall not be broken in any manner other than provided for in paragraph (a) (9) or (a) (10) of this § 1364.470.

(9) "Veal wholesale cut" means and is limited to any of the following cuts meeting the following minimum specifications, derived from the veal carcass, but excluding the offal and any item not included herein. Ribs are designated as first to thirteenth, inclusive, counting as the first rib that one which is nearest the neck end of the side.

(i) "Hindsaddle or hindquarter" means the portion of the carcass or side, respectively, remaining after the severance of the 12-rib foresaddle or forequarter and comprising the legs or leg, and loin, double or single, including the 13th rib, flank and kidney, all in one piece, which portion shall be obtained by cutting the veal carcass or side between the 12th and 13th ribs, keeping the knife firmly against the 12th rib and following the curvature of the rib to the point where the 12th rib turns, from which point the cut shall be continued by following a line through the cartilage and meat of the flank in the same straight line at right angles to the chine bone, completing the cut. Tail or caudal vertebrae to be left on the hindsaddle or hindquarter are not to exceed 2 in number.

(ii) "Foresaddle or forequarter" means the anterior portion of the carcass or side, respectively, remaining after the severance of the one-rib hindsaddle or hindquarter, which anterior portion shall be obtained by cutting the veal car-

cass or side between the 12th and 13th ribs keeping the knife firmly against the 12th rib and following the curvature of the rib to the point where the 12th rib turns, from which point the cut shall be continued by following a line through the cartilage and meat of the flank in the same straight line at right angles to the chine bone, completing the cut.

(iii) "Legs or leg" means the portion of the hindsaddle or hindquarter remaining after the severance of the loin from the hindsaddle or hindquarter, which portion shall be obtained by cutting squarely in a line at a right angle to the chine bone, starting at the juncture of the 5th and 6th lumbar vertebra and continuing in the same straight line through a point flush against the anterior end or pin bone end of the pelvis, leaving all the hipbone in the leg. The cut shall be made in a straight line perpendicular to the contour of the outside or skin surface of the hindsaddle. The pair of legs may be split through the center to make 2 single legs. The tail or caudal vertebrae remaining on the legs or leg are not to exceed 2 in number.

(iv) "Loin, double or single", means that portion of the hindsaddle or hindquarter remaining after severance of the legs, which portion shall be obtained by cutting in a straight line at a right angle to the chine bone, starting at the juncture of the 5th and 6th lumbar vertebrae, and continuing through a point flush against the anterior end or pin bone end of the pelvis, leaving all the hipbone in the leg. The cut shall be made in a straight line perpendicular to the contour of the outside or skin surface of the hindsaddle or hindquarter. The double loin is split through the center of the chine bone to make 2 single loins. The loin includes the 13th rib and is untrimmed, that is, it includes the flank, kidney, and fat.

(v) "Kosher veal foresaddle or forequarter" means a veal foresaddle or forequarter derived from calves slaughtered, approved and stamped as kosher under rabbinical supervision, and sold under rabbinical supervision.

(10) "Boneless and miscellaneous veal cuts" means and is limited to any of the following cuts meeting the following minimum specifications, derived from veal carcasses of the cull grade:

(i) "Boneless veal leg or round" means the single veal leg separated from the loin as described in paragraph (a) (9) (iii) of this section from which all bone, the gambrel cord (Achilles tendon) and the shank meat have been removed. The shank muscles and shank bone shall be completely removed by a cut following the natural seam starting on the inner side of the gambrel cord and extending the cut through the stifle joint and by severing the gambrel cord where it joins the muscle. The cod fat or udder fat and the flank are left intact.

(ii) "Veal tenderloin" means the muscle lying in the body cavity of the veal carcass between the kidney fat and chine bone, extending from the butt end of the loin to approximately the 13th rib. The tenderloin shall be entirely boneless and the surplus fat shall be smoothed and tapered down from the butt end to

the point where the fat is firmly attached and in no case shall the fat extend beyond the center of the length of the tenderloin. All strings and ragged edges are to be removed.

(iii) "Boneless veal sirloin strip" means the eye or top muscle of the single veal loin, extending from the pin bone end of the pelvis to and over the 13th rib, entirely boneless and with the flank removed by a cut parallel to the side of the eye and one-half inch from the eye muscle.

(iv) "Boneless veal regular (rib) roll" means the rib eye muscle that extends over the top of the veal rib bones from the 3rd to the 12th rib, inclusive. The small wedge-shaped muscle that lies along the plate edge and the covering over the rib eye muscle shall all be removed.

(v) "Boneless veal shoulder clod" means the thick meaty muscle which lies over the blade bone of the veal shoulder and which extends from the chine bone edge to the elbow joint of the shoulder. The chine bone end of the clod shall not be more than four inches wide and the cut along the rib side of the clod shall be straight and at a right angle to the four inch chine bone end.

(vi) "Boned, rolled and tied veal roll" means the complete forequarter of the veal carcass from which all bone, cartilage and gristle have been removed. The heavy sinews from the navel section of the plate and from the chuck and rib also shall be excluded. The rib eye muscle and the shoulder clod muscle shall be included. It is rolled into a cylindrical shape and tied with circular loops one and one-half inches apart, each loop being individually tied. The ends of the roll shall be squared or trimmed of loose or irregular portions. It is permissible in the case of heavy veal to divide the boneless meat from each veal forequarter into two or more rolls.

(vii) "Boneless kosher forequarter veal" means the boneless meat from the entire kosher veal forequarter, but excluding sinews, cords and neckstraps.

(viii) "Boneless veal trimmings" means boneless veal meat from any part of the veal carcass, but excluding the pluck, kidneys, sinews, cords and neckstraps.

(ix) "Veal neckbones" means the neck (cervical) vertebrae with some meat left between the projections on the vertebrae, but generally reasonably well trimmed in accordance with practical operations.

(11) "Buyer of kosher meat" means a person who maintains a selling establishment at or through which he regularly and generally sells kosher meat as such, or a person who is a purveyor of kosher meals.

(12) "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, the Marine Corps, the Coast Guard, the War Shipping Administration, or any agency of the foregoing.

(13) "Hotel supply house" means a seller of beef, veal or processed products who as an established practice handles

*Circular No. 103, Market Classes and Grades of Dressed Veal and Calf Carcasses, United States Department of Agriculture, issued as revised, February, 1937.

and bones, trims, cuts or otherwise fabricates beef and/or veal for sale to hotels, restaurants or other purveyors of meals.

(14) "Wholesaler" means a person other than a hotel supply house or peddler truck seller who buys veal carcasses and veal wholesale cuts for resale other than at retail and who does not own or control, in whole or in substantial part, any slaughtering plant or facilities, and who is not owned or controlled, in whole or in any substantial part, by another person who owns or controls in substantial part any slaughtering plant or facilities.

(15) "Independent hotel supply house" means a hotel supply house as defined in subparagraph (13) hereof, which buys veal for resale to hotels, restaurants, and other purveyors of meals and which does not own or control, in whole or in substantial part, any slaughtering plant or facilities, and which is not controlled, in whole or in substantial part, by any other person who owns or controls in substantial part any slaughtering plant or facilities.

(16) "Sales at retail" means sales to the ultimate consumer: *Provided*, That no wholesaler, processor, packer, slaughterer, branch house, car route, hotel supply house, purchaser for resale, commercial user, purveyor or meals, war procurement agency, or other government agency shall be deemed to be an ultimate consumer, except that a sale to a purveyor of meals on usual retail terms by a retailer at least 80% of whose sales of meat during the preceding calendar month were made to ultimate consumers shall be deemed a sale at retail.

(17) "Peddler-truck sale" means a sale of veal from a truck by a person who purchases veal at or below the maximum price from a seller with whom he has no other financial affiliation or relationship, who takes delivery at the seller's place of business, and who does not sell or deal in meat in any manner other than sales out of stock carried in a truck owned and driven by him: *Provided*, That the first record of the transaction is made by the salesman concurrently with the delivery of the products sold.

(b) Unless the context otherwise requires, the definitions set forth in section 302 of the Emergency Price Control Act of 1942 shall apply to other terms used herein.

SUBPART D—PROVISIONS AFFECTING PROCESSED PRODUCTS

[NOTE: Subpart D title inserted, §§ 1364.476 and 1364.477 amended by Amendment 4, issued March 30, effective April 3, 1943]

§ 1364.476 *Maximum prices for processed products.* Except as provided by paragraphs (d), (e), (f), and (j) of this section, each seller's maximum prices for processed products which are shipped otherwise than via car route or by carload shall be computed as provided by paragraph (a) of this section; his maximum prices for such processed products shipped via car route shall be computed as provided by paragraph (b) of this section; and his maximum prices for such processed products shipped by carload shall be computed as provided by paragraph (c) of this section. Maxi-

imum prices for processed products which cannot be determined under paragraphs (a), (b), or (c) shall be computed as provided by paragraph (g). Maximum prices for processed products which cannot be determined under paragraph (a) or (g) shall be determined pursuant to paragraph (h). Maximum prices for processed products which cannot be determined under paragraph (c) or (g) shall be computed pursuant to paragraph (i). Each seller shall report to the Office of Price Administration his maximum prices as provided in paragraph (k).

(a) *Maximum prices for processed products not shipped via car route or by carload.* Except as provided in paragraphs (d) and (j) of this section, each seller's maximum price for each grade of processed product not shipped via car route or by carload shall be computed as follows:

(1) The maximum price for each grade of each processed product shall be the highest price actually charged by the seller during the period March 16 to March 28, 1942, at or above which at least 30% of the total weight volume of the seller's sales of processed products of the same grade were made during such period.

Example: Assume that the seller's sales of a processed product, during the base period March 16 to March 28, 1942, were as follows:

Price per lb.	Weight volume in lbs.	Percentage of total weight volume (percent)
24¢	1,000	4
23½¢	2,000	8
23¢	4,000	16
22½¢	5,000	20
22¢	8,000	32
22¢	4,000	16
21½¢	1,000	4
Total weight volume.....	25,000	

The seller's maximum price for the processed product is 22½¢ per lb. for that is the highest price actually charged by him at or above which he made at least 30% of the total weight volume of his sales of such processed product during the base period; 23¢ cannot be his maximum price, because only 28% of the total weight volume of sales was made at or above that price; 22¢ cannot be his maximum price, for he made no sales during the base period at that price.

(2) The maximum price for each grade and brand of each processed product (i. e., beef and veal which are canned, ground, or processed) shall be the highest price actually charged by the seller during the period March 16 to March 28, 1942, at or above which at least 30% of the total weight volume of the seller's sales of such processed product was made during such period.

Note: In making computations of total weight volume required by paragraph (a) of this section, the seller shall omit all sales of products which he shipped via car route or by carload.

(b) *Maximum prices for processed products, shipped via car route.* Except as provided in paragraphs (d) and (e) of this section, each seller's maximum price for each grade of each processed product delivered via car route shall be computed as follows:

(1) The seller shall ascertain zones for all car routes operated from the same shipping point, upon the basis of 25¢ per cwt. differences in transportation and icing charges. If the car route is operated by truck, such transportation and icing charges shall be determined by reference to the tariff of any common carrier trucker who has filed such tariff with the Interstate Commerce Commission.

(2) As used in this paragraph (b) of § 1364.476, the term "average transportation charge" means the transportation charge in any zone determined by adding to the lowest transportation and icing charge in such zone the highest transportation and icing charge in such zone and dividing the resulting sum by two.

(3) The seller shall deduct from the prices charged by him for products delivered in each zone during the period March 16 to March 28, 1942, the average transportation and icing charge in such zone.

(4) Using the prices computed under paragraph (b) (3) of this section, the seller shall determine f. o. b. shipping point prices for each grade of each processed product in the manner provided for in subparagraphs (1) and (2) of paragraph (a) of this section.

(5) Maximum prices in each car route zone shall be determined by adding to the f. o. b. shipping point prices determined under paragraph (b) (4) of this section the average transportation charge in such zone, except that in sales to a war procurement agency or to the Federal Surplus Commodities Corporation the maximum prices shall be determined by adding to such f. o. b. shipping point prices the transportation charge to destination which is actually incurred, which actual transportation charge shall in no instance exceed the highest transportation charge used as the basis for determining the average transportation charge in the zone of such destination point.

(c) *Maximum prices for processed products shipped by carload.* Except as provided in paragraphs (d) and (j) of this section, each seller's maximum price, f. o. b. the seller's shipping point of each grade of each processed product sold for carload delivery, shall be the highest price actually charged by the seller during the period March 16 to March 28, 1942, at or above which at least 30% of the total weight volume of the seller's sales of processed products were sold in carload shipments from such shipping point during such period: *Provided*, That, in determining such maximum price, the seller shall deduct from all delivered prices charged in his carload sales during such period the actual transportation costs from the shipping point to all points of delivery.

(d) *Maximum prices for products purchased by certain governmental agencies.* The maximum price for each grade of each processed product which is purchased for any institution of any state, or political subdivision thereof, or of the United States by an authorized purchasing agency (other than purchases by a war procurement agency or the Federal Surplus Commodities Corporation) shall be either:

(1) The highest price which such agency contracted to pay for such grade of processed product in contracts specifying comparable delivery and entered into during the 30-day period commencing on March 16, 1942, or actually paid for such grade of processed products during such period; or

(2) The seller's maximum price determined under the applicable provisions of paragraph (a), (b), or (c) of this section. The purchaser shall, in issuing requests for bids, state which of the two formulae for determining maximum prices set out in subparagraphs (1) and (2) of this paragraph (d) shall be applicable to such bids: *Provided*, That, if the purchaser states that the maximum price is the alternative set forth in said subparagraph (1), the purchaser shall quote in its invitation for bids the maximum price for each grade of processed product to be purchased.

(e) *Adjustment of maximum prices for products sold to certain governmental agencies to include certain special charges.* In any sale of processed products to a war procurement agency or to the Federal Surplus Commodities Corporation the seller may add to the maximum prices determined under paragraphs (a), (b), and (c) of this section the actual cost of freezing and wrapping or packaging such products if such products are frozen and wrapped or packaged pursuant to specifications applicable to products for overseas shipment or supply ship delivery: *Provided*, That the actual cost of freezing shall in no event exceed the lowest commercial rate for such freezing in the market area.

(f) *Adjustment of maximum prices.* In the event that any maximum price computed pursuant to paragraphs (a), (b), or (c) of this section results in a price containing a fraction of a cent which fraction is indivisible exactly into eighths, the seller shall adjust such maximum price to the nearest eighth of a cent.

(g) *Maximum prices which cannot be priced under the foregoing paragraphs.* Except as provided in paragraph (j) of this section, if the maximum price for any grade of any processed product cannot be determined under paragraphs (a), (b), or (c) of this section, the maximum price for such processed product shall be the maximum price of the most nearly competitive seller.

(h) *Maximum prices for products which cannot be priced under paragraphs (a) or (g).* If the maximum price for any processed product cannot be determined under paragraph (a) or (g) of this section, the seller shall apply to the Office of Price Administration, Washington, D. C., for authorization to establish a maximum price, setting forth in such sworn application a detailed description of the grade and kind of processed product for which a price is sought, including, where appropriate: a description of the nature and degree of processing and the maximum prices, if any, established for the sale by the seller of other grades of processed product; the manner in which the processed product differs from the most similar processed product for which a maximum price is established, and the maximum

price for such processed product; the costs of any of the operations which are added to or eliminated from the processing of the most similar processed product; a statement of the reasons why the new manner of processing is being undertaken; a statement of the price requested, and the method by which the requested price was arrived at. Authorization to establish a maximum price for such processed product will be accompanied by instructions as to the method for determining the maximum price. Within 10 days after such price has been determined, the seller shall report the price to the Office of Price Administration, Washington, D. C., under oath or affirmation. The price so reported shall be subject to adjustment at any time by the Office of Price Administration.

(i) *Maximum prices for products which cannot be priced under paragraphs (c) or (g).* Except as provided in paragraph (j) of this section, if the maximum price for any grade of any processed product shipped by carload cannot be determined under paragraph (g) of this section, the maximum price, f. o. b. the seller's shipping point for each grade of each processed product sold for carload delivery, shall be determined by subtracting $\frac{1}{2}\text{¢}$ per pound from the seller's maximum price for such grade of processed product as determined pursuant to paragraph (a) of this section, or as determined pursuant to paragraph (g) or (h) in lieu of paragraph (a), if such maximum price cannot be determined pursuant to paragraph (a).

(j) *Maximum prices for products sold for export.* The maximum price at which a person may sell or deliver any commodity for export shall be determined in accordance with the provisions of the Revised Maximum Export Price Regulation issued by the Office of Price Administration.

(k) *Duty to report maximum prices and adhere to reported prices.* Each seller shall report to the Office of Price Administration, pursuant to the provisions of § 1364.407, his maximum prices on all processed products which he sells. The seller shall in no event charge any prices higher than those so reported as his maximum prices.

§ 1364.477 *Definitions applicable to processed products.* (a) When used in this Revised Maximum Price Regulation No. 169 and when applicable to processed products the term:

(1) "Person" means any 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: *Provided*, That no punishment provided by this Revised Maximum Price Regulation No. 169 shall apply to the United States or to any such government, political subdivision, or agency.

(2) "Seller" means any person who sells, supplies, disposes, barter, exchanges, transfers or delivers, and contracts and offers to do any of the foregoing. Where a person makes sales from more than one place of business,

each separate place of business of such person shall be deemed to be a separate seller, except that all places of business owned or controlled by the same person, and selling in the same market area shall be regarded as a single seller. Each shipping point from which a car route or car routes originate shall be deemed a separate seller. If more than half of the sales at any one place of business are sales of kosher processed products the sales at such place of business shall not be included with sales at any other place of business in computing maximum prices. All sales by any person to hotels and restaurants from one or more selling places in the same market area may be treated, at the option of such person, as sales by a separate seller.

(3) "Processed products" means ground, cured, pickled, spiced, smoked, dried or otherwise processed beef and/or veal, including ground hamburger and sausage containing any proportion of beef or veal: *Provided*, That any beef carcass, or cut thereof, including any beef wholesale cut which has been boned as permitted in subpart B of this Revised Regulation or otherwise, or any veal carcass, or cut thereof, including any veal wholesale cut which has been boned as permitted in subpart C of this Revised Regulation or otherwise shall not be deemed a processed product. Products of each grade and brand, and in each stage of processing, shall be considered separate processed products. Each type of canned and packaged meat, made entirely from beef and/or veal shall be considered a separate processed product. Kosher processed products shall for the purposes of § 1364.476 be regarded as separate processed products.

(4) "War procurement agency" includes the War Department, the Department of the Navy, the United States Maritime Commission, the Lend-Lease Section of the Procurement Division of the Treasury Department, the Marine Corps, the Coast Guard, the War Shipping Administration or any agency of the foregoing.

(5) "Carload" means:

(i) A shipment by rail of fresh, frozen and/or processed meat, and/or wholesale cuts or meat and/or carcasses, to a single delivery point of at least the minimum weight as set forth in the tariffs of railroad carriers, upon which shipment the railroad carload rate from the point of shipment to the point of destination is based: *Provided*, That where a smaller quantity is shipped which could move at a railroad carload rate rather than at a railroad less-than-carload rate because a lower transportation charge is produced thereby, such smaller quantity shall be considered a carload lot;

(ii) A shipment by motor truck or trucks, to a single delivery point of 15,000 pounds of fresh, frozen and/or processed meat and/or wholesale cuts or meat and/or carcasses as a single bulk sale transaction; and

(iii) Any single bulk sale transaction wherein the buyer takes delivery, at the seller's place of business, of 15,000 pounds or more of fresh, frozen and/or processed meat and/or wholesale cuts or meat and/or carcasses.

(6) "Purchasing agency" refers to the authorized purchasing agency which contracts for future delivery of any processed products according to fixed specifications.

(7) "Sales at retail" means sales to the ultimate consumer: *Provided*, That no wholesaler, processor, packer, slaughterer, branch house, purchaser for resale, car route or commercial user, shall be deemed to be an ultimate consumer, except that a sale to a purveyor of meals, by a person regularly and generally engaged in selling at retail, made on usual retail terms, shall be regarded as a sale at retail.

(8) "Car route" means a shipment by rail or truck, other than a carload, to a place outside of the market area in which the shipping point is located.

(9) "Market area" means any municipality or group of municipalities, each of which has a common boundary with another: *Provided*, That such market area shall in no event extend in any direction further than 50 miles from the seller's shipping point.

(10) "Packaged meat" means meat sold in prepared containers of uniform size and appearance, which containers bear an identification of the contents and a statement of the weight of volume thereof.

(b) Unless the context otherwise requires, the definitions set forth in section 302 of the Emergency Price Control Act of 1942 shall apply to other terms used herein.

§ 1364.478 *Petitions for adjustment.*

(a) The Office of Price Administration may, by order, adjust any maximum price established under §§ 1364.401 to 1364.413, inclusive, §§ 1364.476 and 1364.477 for any seller who petitions for such adjustment in accordance with Revised Procedural Regulation No. 1,⁹ issued by the Office of Price Administration, in any case in which such seller shows:

(1) That such maximum price causes him hardship and is abnormally low in relation to the maximum prices established for competitive sellers:

(2) That establishing for him a maximum price bearing a normal relation to the maximum prices established for competitive sellers will not cause or threaten to cause an increase in the level of retail prices.

No application for adjustment filed after December 15, 1942, will be granted under this section.

[§ 1364.478 added by Amendment 2, 8 F.R. 164, effective 1-8-43]

SUBPART E—APPENDICES

[NOTE: Subpart E redesignated by amendment 4, issued March 30, and effective April 3, 1943]

§ 1364.526 *Appendix A: Formula for meat marking fluid.* The following formula has been approved by the United States Department of Agriculture, Bureau of Animal Industry, Meat Inspection Laboratory, to be used for marking meats under the provisions of meat inspection law:

Water	-----gallons--	45
Pure grain alcohol, 95 percent	-----gallons--	38
Granulated cane sugar	-----pounds--	100
Methyl violet	-----pounds--	10

The methyl violet is dissolved in the alcohol and a portion of the water; the sugar is dissolved in the remaining portion of the water and added to the methyl violet solution. Thorough stirring facilitates solution of the methyl violet.

It is not necessary that the above-mentioned formula be adhered to in every detail, but the proportions indicated should not be subjected to any considerable variation; otherwise the marking qualities of the fluid may be impaired. Instead of the pure grain alcohol specified in the formula there may be employed pure grain alcohol, denatured according to formula 33 of the United States Bureau of Internal Revenue. When such denatured alcohol is used, it should be employed in the proportion indicated above. No additional methyl violet should be added. Instead of granulated cane sugar, pure granulated glucose may be used in the same proportion, or heavy corn sirup, if of suitable purity, may be used, provided due allowance is made for the water introduced in that way. All the ingredients used in preparing the marking fluid must be free from poisonous and harmful substances.

§ 1364.527 *Appendix B: Rules and regulations of the Secretary of Agriculture governing the grading and certification of meats for class, quality (grade), and condition.*

REGULATION 1. DEFINITIONS

Section 1. Words in these regulations in the singular form shall be deemed to import the plural, and vice versa, as the case may demand.

Section 2. For the purpose of these regulations, unless the context otherwise requires, the following terms shall be construed, respectively, to mean—

Paragraph 1. *Secretary.* Secretary or Acting Secretary of Agriculture of the United States.

Paragraph 2. *Bureau.*¹⁰ Agricultural Marketing Administration of the United States Department of Agriculture.

Paragraph 3. *Official grader.* Employee of the Department of Agriculture or other person authorized by the Secretary to investigate and certify to shippers and other interested parties the class, quality, grade, and condition of products under the act.

Paragraph 4. *Office of grading.* The office of an official grader of products covered by these regulations.

Paragraph 5. *Grading certificate.* Certificate of the class, quality (grade), and condition of products issued by an official grader under the act.

Paragraph 6. *Interested party.* Anyone having a financial interest in the products involved, including the shipper, the receiver, or the carrier, or any authorized person in behalf of such party.

Paragraph 7. *Regulations.* Rules and regulations of the Secretary under the act.

¹⁰ "Agricultural Marketing Administration" is substituted wherever the terms, "Bureau" or "Bureau of Agricultural Economics of the United States Department of Agriculture" are used in this § 1364.527. This is in accordance with the Order issued by the Secretary of Agriculture.

Paragraph 8. *Class.* Class is a subdivision of a given commercial product based on essential physical characteristics that differentiate between major groups of the same kind or species, for instance, the classes in beef are: steer, heifer, cow, stag, and bull.

Paragraph 9. *Quality.* Quality in a product is a combination of its inherent properties which determines its relative degree of excellence.

Paragraph 10. *Condition.* Condition of a commercial product denotes those characteristics affecting its merchantability—with special reference to state of preservation, cleanliness, soundness, wholesomeness, and fitness for human food.

Paragraph 11. *Grade.* Grade is the last important commercial subdivision of a product based on certain definite value and preference-determining factors, such as conformation, finish, and quality in meats.

Paragraph 12. *Products.* Includes carcasses and wholesale cuts.

REGULATION 4. GRADING SERVICE

Section 1. *Kind of service.* Examination, identification, and certification of products shall be made according to class, quality (grade), and condition.

Section 2. *Who may obtain service.* Application for grading may be made by any financially interested person or his authorized agent, including Federal, State, county, and municipal governments, and common carriers.

Section 3. *How to make application.* Application for grading shall be filed in the office of grading or with an official grader. It may be made in writing, orally, or by telegraph or telephone. If made orally, the official grader may require that it be confirmed in writing or by telegraph, stating the facts required by Section 4 of this regulation.

Section 4. *Form of application.* Each application for grading shall include the following information: (a) the date of application; (b) the description and location of the product to be graded; (c) the name and post-office address of the applicant and of the person, if other than the applicant, making the application in his behalf; (d) the interest of the applicant (except an official of the Federal Government or a State) therein; (e) the name, post office address, and interest of all other known parties, except carriers, interested in the products involved; (f) the shipping point and destination of the product; (g) type of service desired; and (h) such other information as may be necessary for proper identification of the product or as may be required by the Chief of Bureau.

Section 5. *When application deemed filed.* An application for grading shall be deemed filed when delivered to the proper office of grading. Record showing date and time of filing shall be made in such office.

Section 6. *When application may be rejected.* Any application may be rejected by the official grader in charge of the office of grading in which it is filed for noncompliance with the act or any applicable regulation thereunder, failure to make product available for examination, abusive language or act of violence, or interference with grader while performing grading, and such official grader shall immediately notify the applicant of the reasons for such rejection.

Section 7. *Authority of agent.* Proof of the authority of any person applying for service in behalf of another may be required in the discretion of the official grader.

Section 8. *Accessibility of product.* The applicant shall cause the products for which service is requested to be made accessible for grading and to be so placed as to disclose class, quality, and condition.

Section 9. *Basis of service.* Examination, identification, and certification for class, grade, and condition shall be based upon the official or tentative standards of the Department of Agriculture as contained in this Maximum Price Regulation No. 169.

⁹ 7 F.R. 8961.

Section 10. *Order of grading.* Service shall be rendered in the order in which applications are received, except that precedence may be given to applications made by another branch of the Federal Government, a State, or a municipality, and appeal grading.

Section 11. *Financial interest of official grader.* No official grader shall grade any products in which he is directly or indirectly financially interested.

Section 12. *Investigation on motion of graders.* A grader may of his own motion and without the use of any force, when authorized by the Chief of the Bureau, investigate the class, quality (grade), and condition of any products at such points as are provided under regulation 3, and may issue and transmit to the shipper of such products and other parties interested therein certificates or copies thereof showing the results of such investigations.

Section 13. *Certificate, form of.* Certificates shall include the following information: (1) the number of the certificate; (2) name of designated market and place of grading; (3) date and time of grading; (4) names and addresses of applicant, party in possession, and shipper and buyer, if known; (5) exact number of carcasses, sides, quarters, cuts, and packages of products by classes and grades examined, if graded; (6) if previously examined, reference to previous certificate by numbers; (7) if rejected or not graded, reason for rejecting or not grading; (8) for purposes of identification, the weight of each class, grade and lot; (9) the amount of fees and expenses; (10) name of official grader or graders; (11) additional facts necessary to fully describe condition, class, and grade, or as may be required by the Chief of Bureau.

Section 14. *Certificates, issuance.* The official grader shall sign and issue certificates covering lots of products personally graded by him unless through special arrangements approved by the Chief of Bureau this be not required, in which case complete records of the grading shall be furnished the Bureau; but in no case shall any grader sign a certificate covering any product not graded by him. Graders shall stamp, brand, tag, label, seal, or otherwise identify or supervise the stamping, branding, tagging, labeling, sealing, or otherwise identifying of each unit of product or package or container thereof with its class and quality (grade) as far as practicable, or the applicant may issue, when authorized by the Chief of the Bureau, certificates of quality of such forms as are approved by the Chief of the Bureau, the certificates of quality issued by the applicant to be used only by the applicant in such manner and for such purpose as is approved by the Chief of the Bureau.

Section 15. *Disposition of certificates.* The original certificate, and not to exceed two copies if requested, upon issuance shall be immediately delivered or mailed to the applicant or a person designated by him. One copy shall be filed in the office of the official grader and one copy forwarded to the Chief of Bureau. Copies will be furnished to other financially interested parties as outlined in regulation 7, section 1, paragraph 6.

Section 16. *Advance information.* Upon request of an applicant, all or any part of the contents of the certificate may be telegraphed, telephoned, or radioed to him, or to any person designated by him, at his expense.

REGULATION 5. APPEAL GRADING

Section 1. *When appeal may be taken.* An application for appeal grading may be made whenever any financially interested party is dissatisfied with the determination stated in the original certificate.

Section 2. *How to obtain.* Appeal grading may be obtained by the applicant or other person financially interested in the product by filing a request for such appeal grading

(a) with the official in charge of the meat grading service at nearest designated market, or (b) with the grader who did the original grading, or (c) with the Chief of the Bureau. The application for appeal shall state the reasons therefor, and may be accompanied by a copy of any previous grading certificate or report, or any other information which the applicant shall have received regarding the product at the time of the original grading. Such application may be made in writing or orally, by telegraph, telephone, or otherwise. If made orally, the person receiving the application may require that it be confirmed in writing.

Section 3. *Record of filing time.* A record showing the date and time of filing such application shall be immediately made by the receiver thereof.

Section 4. *When appeal may be refused.* If it shall appear that the reasons stated in an application for appeal grading are frivolous or unsubstantial, or that the quality or condition of the products has undergone a material change since the original grading, or that the products cannot be made accessible for thorough grading, or that the identity has been lost, or that these regulations have not been complied with, the application may be denied.

Section 5. *When appeal may be withdrawn.* An application for appeal grading may be withdrawn by the applicant at any time before the appeal grading has been performed upon payment of any expenses incurred in connection therewith.

Section 6. *When second grading is not an appeal.* Gradings requested to determine factors of quality or condition which may have undergone material change since the original grading shall not be considered appeal gradings within the meaning of this regulation. Second grading, requested for the purposes of securing an up-to-date certificate and not involving any question as to the correctness of the original certificate covering the lot in question, shall not be considered appeal grading within the meaning of this regulation.

Section 7. *Order in which made.* Appeal gradings shall be performed as far as practicable at time requested by applicant and in the order in which applications are received. They shall take precedence over all other pending applications.

Section 8. *Who shall pass upon appeals.* Appeal grading shall be passed upon by official graders designated therefor by the Chief of Bureau, and such grading shall be conducted jointly by two official graders when practicable. No appeal grader shall pass upon an application involving the correctness of a certificate issued by him.

Section 9. *Appeal findings.* Immediately after an appeal grading has been made a certificate designated as "appeal grading certificate" shall be signed and issued referring specifically to the original certificate and stating the quality and condition of the product as shown by the appeal grading. In all other respects the provisions of regulation 4 shall apply to such appeal grading certificates except that if the applicant for appeal grading be not the original applicant, a copy of the appeal grading certificate shall be mailed to the original applicant.

Section 10. *Superseded certificates.* When a grading certificate shall have been superseded under these regulations by an appeal grading certificate such grading certificate shall become null and void and shall not thereafter represent the class, quality, or condition of the product described therein. If the original and all copies of the superseded certificate are not delivered to the person with whom the application for appeal grading is filed, the officer or officers issuing the appeal grading certificate shall forward notice of such issuance and of the cancellation of the original certificate to such

persons as he considers necessary to prevent fraudulent use of the canceled certificate.

REGULATION 7. FEES AND EXPENSES

Section 1. Amount of, rates, etc. * * *

Paragraph 1. *Basis for charges.* Fees and charges for grading services shall be based on the actual time required to render the services, including the time required for travel of the official grader in connection therewith, at the rate of \$2.20 per hour for each official grader assigned unless otherwise provided by special agreement approved by the Chief of the Bureau: *Provided*, That no grading services shall be rendered for less than a minimum charge of \$1.10; *Provided further*, That the Chief of the Bureau may, in lieu of the fixed charge of \$2.20 per hour, fix other reasonable charges for the grading and certification of products at rates, which, in his judgment, will cover the costs of the services.

Paragraph 2. *Charges by graders employed or licensed by Department of Agriculture.* Charges for services by employees of the Department and by graders licensed by the Secretary shall be at rates established herein.

Paragraph 3. *Charges under cooperative agreement.* Charges for grading under cooperative agreements shall be those provided for by such agreements.

Paragraph 4. *For appeal grading.* Fees and charges for appeal grading shall be double those for original grading; except that appeal grading for Federal Government agencies shall be at actual cost; provided that when on appeal grading it is found that there was error in determination based upon the original grading equal to or exceeding 10 percent of the total weight of the products, no charge will be made unless special agreement with applicant is made in advance.

Paragraph 5. *For copies of grading certificates.* For not to exceed three copies of a certificate to any person financially interested in a product involved the fee shall be \$1.

Section 2. *How fee shall be paid.* Fees and other charges shall be paid by the applicant in accordance with directions on the fee bill furnished him, and in advance if required by the official grader.

Section 3. *Disposition of fees.*

Paragraph 1. *By graders exclusively employed by the Department.* Fees for grading done by graders exclusively employed by the Department shall be remitted to the Bureau for deposit into the Treasury as Miscellaneous Receipts.

Paragraph 2. *By graders under cooperative agreements.* Fees for grading done by graders acting under cooperative agreements with a State or municipal organization, or other cooperating party, shall be disposed of in accordance with the terms of such agreements. Such portion of fees collected under cooperative agreements as may be due the United States shall be remitted to the Bureau for deposit into the Treasury.

§ 1364.528 *Appendix C: Specifications for grades of carcass beef—(a) Choice.* Choice grade beef carcasses and wholesale cuts shall be relatively blocky and compact and thickly fleshed throughout. Loins and ribs shall be thick and full. The rounds shall be plump. The chucks shall be short and thick, and the neck and shanks short. The fat covering shall be fairly smooth and uniform and shall extend over the entire exterior surface of the carcass. The interior fat shall be abundant in the pelvic cavity and over the kidney. The protrusion of fat between the chine bones shall be fairly liberal and the "overflow" of fat over the inside of the ribs shall be distinctly in evidence and fairly evenly distributed. The intermingling of fat with

the lean in evidence between the ribs, called feathering, shall be extensive. Both the interior and the exterior fat shall be firm, brittle, and somewhat waxy, but may be slightly wavy or rough. The fat is usually white or creamy white but a slight yellowish tinge will not exclude beef from this grade, provided the character of the fat meets the requirements for the grade in other respects. The cut surface of the lean muscle shall be firm and possess a smooth velvety appearance. It shall be well marbled and the marbling shall be relatively extensive, especially in the heavier carcasses. The color shall be uniform and bright and may range from a pale red to a deep blood red. The bones are usually soft and red, terminating in soft pearly white cartilages but some ossification of the cartilages and hardening in the bone as indicated by a tinge of whiteness will not disqualify beef produced from mature cattle from this grade.

Only beef produced from beef-type steers and heifers that show a relatively high degree of perfection in breeding and feeding will qualify for the choice grade. Beef produced from cows is not eligible for this grade.

(b) *Good*. Good grade beef carcasses and wholesale cuts shall be moderately blocky and compact and shall be moderately thick-fleshed throughout. A tendency for the loins and ribs to be slightly flat and for the rounds to be slightly flat and to taper toward the shank is permitted. Chucks and neck may be only moderately short and thick and shanks may be only moderately short. The fat covering shall extend well over the exterior surface but may show a moderate degree of waste or patchiness, particularly in heavy mature beef. The interior fat shall be fairly plentiful in the pelvic cavity and around the kidney. There is usually a slight protrusion of fat between the chine bones. The "overflow" of fat over the inside of the ribs may be apparent to a slight extent. A limited amount of intermingling of fat with the lean between the ribs, called feathering, shall be in evidence. Both the interior and the exterior fat are usually fairly firm and brittle. The quantity of fat required of beef within this grade will vary within relatively wide limits dependent upon the age and class of cattle from which it is produced. That produced from lightweight steers and heifers which were slaughtered when relatively young may have a relatively thin exterior fat covering and only a moderate quantity of interior fat, whereas that produced from heavier, older cattle may possess a relatively thick exterior fat covering and fairly heavy interior fat deposits in the pelvic cavity, over the kidney, and on the inside of the forequarters. The fat is usually creamy white but it may possess a distinctly yellowish tinge. The cut surface of the lean muscle may be only moderately firm and smooth and velvety in appearance. Beef within this grade will show a relatively wide range of marbling. That produced from young cattle may show only a limited degree of marbling which is apparent only in the thicker cuts whereas that produced from the older, more mature cattle shall

show rather extensive marbling throughout. The color is usually uniform and bright but may be slightly two-toned or slightly shady. It usually ranges from a light red to a slightly dark red. The bone will range from soft and red in lightweight beef produced from young cattle to a relatively hard bone that is tinged with white in the beef produced from older, more mature cattle. It is, however, necessary that the chine bones show cartilages, termed "buttons", in order to qualify for this grade.

Beef produced from steers, heifers, and relatively young well-finished beef-type cows may qualify for the Good grade.

(c) *Commercial*. Commercial grade beef carcasses and wholesale cuts may be somewhat rangy, angular, and irregular in conformation and the fleshing may be slightly thin throughout. Loins and ribs tend to be flat and somewhat thinly fleshed. The rounds are relatively long, flat, and tapering. Chucks are usually slightly flat and thinly fleshed. The neck is somewhat long and thin and the shanks somewhat long and tapering. The quantity of fat required of beef within this grade will vary within wide limits dependent upon the age and class of cattle from which it is produced. That produced from relatively young lightweight steers and heifers that were slaughtered when relatively young may have a thin exterior fat covering that does not extend over the round or chucks and a relatively small quantity of interior fat. In such beef there will be practically no protrusion of fat between the chine bones and there will be no "overflow" of fat on the inside of the ribs and no feathering between the ribs. Beef produced from heavier, older cattle, and particularly from mature animals, will possess a moderately thick exterior fat covering that may be uneven and waxy, and fairly heavy interior fat deposits in the pelvic cavity, over the kidney, and on the inside of the forequarters. The fat may be slightly yellow, somewhat soft, and slightly oily. The cut surface of the lean muscle may be somewhat soft and watery in beef produced from younger cattle, but in that produced from older cattle it is usually firm but is also usually coarse. Beef within this grade produced from yearling cattle will have little if any marbling whereas that produced from mature cattle, and particularly cows, will show a moderate degree of marbling through the thicker cuts. The color may be two-toned or shady and usually ranges from a light red to a dark red. The character of the bone will vary from fairly soft and red in the beef produced from the young cattle to white and hard in that produced from mature cattle.

Beef produced from steers, heifers, and cows may qualify for the commercial grade.

(d) *Utility*. Utility grade beef carcasses and wholesale cuts may be decidedly rangy, angular, and irregular in conformation. The fleshing is usually thin. The loins and ribs are flat and thinly fleshed. The rounds are long, flat, and tapering. The chucks are flat and thinly fleshed. The neck and shanks are long and tapering. The hip and shoul-

der joints are prominent. The degree of fat covering varies from very thin in beef produced from young steers and heifers to a slightly thick covering that may be somewhat uneven in beef produced from cattle that are more or less advanced in age. The quantity of interior fat varies from very little in beef that is produced from young and immature steers and heifers to a moderate quantity in that produced from mature cattle. The fat is usually soft and varies in color from a grayish white to decidedly yellow. The cut surface of the lean muscle is usually soft and watery in the beef produced from younger cattle but in that produced from more mature cattle it is usually fairly firm but coarse. The beef in this grade will show practically no marbling except in that produced from aged cattle which may show a little marbling in the thicker cuts. The color may be two-toned or shady and usually ranges from a light red to a very dark red. The bone is usually hard and white.

The utility grade of beef may be produced from steers, heifers, or cows.

(e) *Cutter and canner*. Cutter grade beef carcasses and wholesale cuts may be very rangy, angular, and irregular in conformation and very thinly fleshed throughout. The loins and ribs are very flat, thin, and shallow. The rounds are very long, flat, and tapering. The chucks are very flat, thin, and shallow. The neck and shanks are very long and tapering, the hip and shoulder joints are very prominent. The degree of exterior fat covering may vary from a very thin covering that is confined almost entirely to the ribs and loins in the beef produced from younger cattle to a thin, more extensive covering in the beef produced from mature cattle. The interior fat is confined largely to the pelvic cavity and the kidney and may vary from a very small quantity, if any, in these parts in beef produced from younger cattle to a limited quantity in that produced from mature cattle. The color of both the interior and the exterior fat may vary from grayish white to a deep yellow. The cut surface of the lean muscle shows no marbling, is coarse, and is usually soft and watery. The color may be two-toned or shady and usually ranges from a slightly dark red to a very dark red. The bone is usually hard and white.

The cutter grade of beef may be produced from steers, heifers, and cows. That produced from cows constitutes a relatively large percentage of the beef eligible for this grade.

Canner grade beef carcasses and wholesale cuts shall be extremely rangy, angular, and irregular in conformation and extremely thinly fleshed throughout. All cuts are extremely thinly fleshed. Loins and ribs are extremely thin, flat, and shallow. The rounds are very long, flat and tapering, and the chucks are extremely thin, flat, and shallow. The neck and shanks are extremely long and the hips and shoulder joints are extremely tapering. Beef of this grade is practically devoid of both interior and exterior fat. The outside surface usually has a very dark appearance. The cut surface of the lean muscle is usually coarse and is soft and watery in appear-

ance. It shows no marbling. The color may be two-toned or shady and usually ranges from a moderately dark red to an extremely dark red or brownish black. The bones are nearly always hard and white.

A very large percentage of the beef of the canner grade is produced from mature cows that are somewhat advanced in age.

§ 1364.529 *Appendix D: Specifications for grades of veal carcasses—(a) Choice.* A choice grade veal carcass is markedly superior in conformation, finish and quality.

In general shape or outline it is blocky and compact. It is broad and deep in proportion to its length. All parts are thickly fleshed, each part having its proper proportionate thickness. Because of the thickness of fleshing the carcass presents a plump, full, well-rounded appearance. The different parts are developed and balanced in such a way as to result in a high proportion of back, loin, and round combined.

The shanks are short and thick. Rounds are thick and bulging. Loin and back are full and plump. Shoulders and breasts are broad and thick. The neck is short and thick.

There is a thin covering of fat over the rump, loin, back and top of the shoulders, and over the inner walls of the chest and abdomen. There are moderately large deposits of fat in the breast, flanks, and crotch, and around the kidneys. All exterior fat is smooth. The color of fat is a creamy white tinged with pink.

The flesh ranges from light gray to pinkish brown in color. It is firm, fine-grained and, in a cut surface, is velvety to sight and touch. All bones are small in proportion to the size and weight of the carcass and are soft and red.

(b) *Good.* A good grade veal carcass possesses a moderately high degree of conformation, finish, and quality.

In general shape or outline it tends to be blocky and compact. It is moderately broad and deep in proportion to its length. All parts are moderately thick-fleshed, each part having its proper proportionate thickness. Because of the thickness of fleshing, the carcass presents a moderately plump, full, well-rounded appearance. The different parts are developed and balanced in such a way as to result in a moderately high proportion of back, loin, and round combined.

The shanks are moderately short and thick. Rounds are moderately thick and bulging. Loin and back are moderately full and plump. Shoulders and breast are moderately broad and thick. The neck is moderately short and thick.

There is a very thin covering of fat over the loin and back and over the inner walls of the chest and abdomen. There are slightly small deposits of fat in the breast, flanks, and crotch, and around the kidneys. All exterior fat is moderately smooth. The color of fat is usually a creamy white. The flesh ranges from a pinkish brown to a light tan in color, is moderately firm, fine-grained and, in a cut surface, is moderately velvety but may be slightly moist to sight and touch. All bones are mod-

erately small in proportion to the size and weight of the carcass and are moderately soft and red.

(c) *Commercial.* A commercial grade veal carcass is slightly deficient in conformation, finish, and quality.

In general shape or outline it is slightly rough and rangy. It is slightly narrow and shallow in proportion to its length. All parts are slightly deficient in fleshing, each part being proportionately lacking in this respect. Because of the relative thinness of fleshing the carcass presents a slightly empty, sunken, or hollowed-out appearance. The different parts are developed and balanced in such a way as to result in a slightly low proportion of back, loin, and round combined.

The shanks are slightly long and thin. Rounds are slightly thin and tapering. Loins and back are slightly depressed. Shoulders and breast are slightly narrow and thin. The neck is slightly long and thin.

There are extremely thin patches of fat over the back and loin and over a portion of the inner walls of the chest and abdomen. There are very small deposits of fat in the breast, flanks, and crotch, and around the kidneys, the latter usually being incompletely covered. The color of fat is white but it lacks the pinkish tinge.

The flesh is usually pinkish brown in color, is slightly soft, is coarse-grained and, in a cut surface, is slightly moist to the touch. All bones are slightly large in proportion to the size and weight of the carcass, are moderately soft but are slightly lacking in redness.

(d) *Utility.* A utility grade veal carcass is very deficient in conformation, finish, and quality.

In general shape or outline it is very rough and rangy. It is very narrow and shallow in proportion to its length. All parts are very deficient in fleshing, each part being proportionately lacking in this respect. Because of the relative thinness of fleshing the carcass presents a very depressed or hollowed-out appearance. The different parts are developed and balanced in such a way as to result in a very low proportion of back, loin, and round combined.

The shanks are very long and thin. Rounds are very thin and tapering. Loin and back are very shallow and depressed. Shoulders and breast are very narrow and thin. The neck is very long and thin.

There is no fat covering over the back, loin, or inner walls of the chest and abdomen. Usually there are extremely small deposits of fat in the breast, flanks, and crotch, and around the kidneys. The color of the fat usually is grayish white tinged with yellow.

The flesh ranges from pinkish brown to dark tan in color, is soft, very coarse-grained and, in a cut surface, is very moist to the touch. All bones are large in proportion to the size and weight of the carcass, are moderately soft but are lacking in redness.

(e) *Cull.* A cull grade veal carcass is extremely deficient in conformation, finish, and quality.

In general shape or outline it is extremely rough and rangy. It is ex-

tremely narrow and shallow in proportion to its length. All parts are extremely deficient in fleshing, each part being proportionately lacking in this respect. Because of the relative thinness of fleshing the carcass presents an extremely shallow, depressed, or hollowed-out appearance. The different parts are developed and balanced in such a way as to result in an extremely low proportion of back, loin, and round combined.

The shanks are extremely long and thin. Rounds are extremely thin and tapering. Loin and back are extremely depressed. Shoulders and breast are extremely narrow and thin. The neck is extremely long and thin.

There is no fat covering over any part of the exterior of the carcass and none on the inner walls of the chest and abdomen. There are no discernible fat deposits in the breast, flanks, or crotch, and only extremely small quantities around the kidneys.

The flesh usually is reddish brown in color, is very soft, coarse-grained and watery. All bones are very large in proportion to the size and weight of the carcass and are decidedly lacking in softness and redness.

§ 1364.530 *Appendix E: Beef cutting charts.*

NOTE: Charts designated "(a) Beef skeletal chart" and "(b) Beef chart" were filed as part of the original document. Copies may be obtained from the Office of Price Administration.

Issued this 30th day of March 1943.
PRENTISS M. BROWN,
Administrator.
[F. R. Doc. 43-4885; Filed, March 30, 1943;
3:47 p. m.]

PART 1381—SOFTWOOD LUMBER

[MPR 94¹, Amendment 1]

WESTERN PINE AND ASSOCIATED SPECIES OF LUMBER

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

Maximum Price Regulation No. 94 is amended in the following respects:

1. Section 1381.502 (b) (2) is amended to read as follows:

(2) *Species and areas covered.* The following species from the following areas are covered by this regulation:

(1) Ponderosa pine (*pinus ponderosa*), Idaho White pine (*pinus monticola*), Sugar pine (*pinus lambertiana*), Lodgepole pine (*pinus contorta*), Mexican White pine (*pinus strobiformis*), Limber pine (*pinus flexilis*), Arizona pine (*pinus arizonica*), Apache pine (*pinus apachea*), Chihuahua pine (*pinus chihuahuana*), and any other pine commercially sold as Ponderosa, Western, or Mexican pine, produced in Oregon, Washington,

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

¹ 7 F.R. 10848; 8 F.R. 859, 1138.

California, Idaho, Montana, South Dakota, Wyoming, Colorado, Utah, Arizona, New Mexico, or in Canada or Mexico.

(ii) Douglas fir (*pseudotsuga taxifolia*), West Coast hemlock (*tsuga heterophylla*), *tsuga mertensiana*), True fir (*abies*), and Inland Larch (*larix occidentalis*), produced in Idaho, Montana, South Dakota, Wyoming, Colorado, Utah, Arizona, New Mexico, and California, and in those portions of Washington, Oregon, and Canada east of the crest of the Cascade Mountains. If a mill is located near the crest of the Cascade Mountains or in California and has customarily graded and sold its lumber of these species under the West Coast Lumbermen's Association Standard Grading and Dressing Rules No. 11, it may apply to the Portland, Oregon office of the Office of Price Administration for special permission to use the maximum prices in Maximum Price Regulation No. 26, instead of the prices in Maximum Price Regulation No. 94.

(iii) Engelmann Spruce (*picea*), Red cedar (*thuja plicata*), and Incense cedar (*libocedrus decurrens*) produced in Idaho, Montana, South Dakota, Wyoming, Colorado, Utah, Nevada, Arizona, New Mexico, California, Mexico, and in those portions of Oregon, Washington and Canada east of the crest of the Cascade Mountains.

2. Section 1381.504 (a) (2) is amended to read as follows:

(2) *Private truck.* (i) When shipment is by truck owned or controlled by the seller, the following amounts may be added for transportation: For distances up to and including 10 miles, \$1.50 per M'; over 10 and up to and including 20 miles, \$2.00 per M'; and over 20 and up to and including 30 miles, \$2.50 per M'. Where the distance is greater than 30 miles, the seller may charge the amount of the railroad charge at the carload rate for the most similar haul or \$3.00 per M', whichever is greater. Distance, as used in this paragraph, means the distance from the mill to the point of destination as measured by the speedometer. No addition may be made for the return trip.

(ii) The provisions of this § 1381.504 (a) (2) and (3) shall not apply to sales and deliveries of mixed species, log run lumber from mills in the "fringe area." As to these transactions, the permitted additions for trucking by private truck and trucking to railhead are shown separately in footnotes (1) and (2) to Table 1 under § 1381.521, Appendix I.

3. Section 1381.504 (a) (4) is amended to read as follows:

(4) *Truck delivery after rail haul.* When truck delivery follows a rail haul, there may be added for the delivery an amount not greater than the addition permitted by subparagraphs (1) and (2) of this paragraph, whichever is applicable.

4. Section 1381.513 The text is amended to read as follows:

§ 1381.513 *Appendix A: Maximum prices for Ponderosa pine lumber.* For Ponderosa pine lumber (and other spe-

cies commercially sold as Ponderosa, Western, or Mexican pine lumber, if not specifically priced in another appendix) the maximum prices f. o. b. mill per one thousand feet board measure, surfaced, and air dried or kiln dried (except where otherwise specified in price tables), in mixed or straight load shipments, shall be as follows:

5. Section 1381.513 Table 1, Note 2 (B) is amended to read as follows:

(B) For restricted random lengths 10' and longer, 4/4 and thicker, add \$2.00.

6. Section 1381.513 Table 1, note 2 (F) is amended to read as follows:

(F) For stained selects that for defects other than stain would grade B and Better, deduct \$5.00 from the price of B and Better Select. For stained selects that for defects other than stain would grade C or C and Better, deduct \$5.00 from the price of C Select. For stained selects that for defects other than stain would grade D Select or D and Better, deduct \$5.00 from the price of D Select.

7. Section 1381.513. Table 2 is amended to read as follows:

TABLE 2—SHOP LUMBER (PONDEROSA PINE)

S2S RW and RL	4/4	5/4	6/4	8/4	10/4	12/4	16/4
4/4 shop common.....	\$30.50						
No. 3 clear.....	42.00	\$56.00	\$56.00	\$70.00	\$81.00	\$89.00	\$98.00
No. 1 shop.....		43.00	43.00	53.00	65.00	69.00	78.00
No. 2 shop.....		35.00	35.00	41.00	47.00	49.00	56.00
No. 3 shop.....		28.00	28.00	29.00	33.00	35.00	39.00

8. Section 1381.513, Table 2, Note 2, items (A) and (B) are amended to read as follows, and Notes (C) and (D) are deleted.

(A) 4/4 shop, deduct 5 percent.
(B) 5/4 and thicker, all grades, deduct 10 percent.

9. Section 1381.513, Table 3 is amended to read as follows:

TABLE 3—COMMON BOARDS (PONDEROSA PINE)

RL, S2S or S4S (13' and wider RW S2S only)	1 x 4'	1 x 6'	1 x 8'	1 x 10'	1 x 12'	1 x 14'	1 x 16'	1 x 18'	1 x 20'
No. 1 Common.....	\$43.00	\$43.00	\$43.00	\$44.00	\$49.00				
No. 2 Common.....	37.00	36.00	35.00	35.00	37.00	\$40.00	\$44.00	\$48.00	\$52.00
No. 3 Common.....	32.00	32.00	31.00	31.00	31.00	32.00	34.00	36.00	38.00
No. 4 Common.....	21.00	22.00	23.00	23.00	23.00				
No. 5 Common.....	14.00	14.00	15.00	15.00	15.00				

10. Section 1381.513, Table 3, Note 2 is amended by adding item (E) to read as follows:

(E) No. 5 Common 1 x 6 and wider, \$14.50.

11. Section 1381.513, Table 3, Note 3 (B), items (2) and (4) are amended to read as follows:

(2) For restricted random lengths 10' and longer, 4/4 and thicker, add \$1.00.

(4) For No. 4 and No. 5 Common specified lengths, 10' to 20', add \$2.00; 8' same as R/L, 6' deduct \$3.00.

12. Section 1381.513, Table 5, Note 3 is amended to read:

3. No. 3, deduct \$10.00.

13. Section 1381.513, Table 5, Note 6 is added to read:

6. Random length same price as 14'.

14. Section 1381.513, Table 6 is amended to read as follows:

TABLE 6—Mill Run Box (Ponderosa Pine)

[Product of log below No. 2 shop as produced by the mill]

1. Rough 5/4, 6/4, and thicker R/L air dried.....	\$25.50
2. 4/4 stock, rough.....	24.50
3. S2S, add to rough.....	1.00
4. Specified widths, no additions.	
5. Shop droppings, same price as mill run Box of same thickness.	

15. Section 1381.513, Table 7, Note 1 is amended to read:

1. Shorts when sold separately 8' and shorter, in B or Better, C, and D, deduct \$8.00. E deduct \$6.00.

16. Section 1381.513, Table 11, is amended to read as follows:

TABLE 11—Lath (Ponderosa Pine)

	Per thousand pieces
No. 1, 4'.....	\$5.00
No. 2, 4'.....	4.00
No. 1, 32'.....	2.25
Fence Lath (80% No. 1—20% No. 2).....	6.25

17. Section 1381.513, Table 13, is amended by inserting a price "\$47.00" in the column for D, 9/16".

18. Section 1381.513, In the Table entitled Differentials and Rules Applicable to All Grades of Ponderosa Pine, Rules 13 and 19 are amended and Rules 20 and 21 are added, to read as follows:

13. Patterns not conforming to Association Standard Patterns where additional expense is entailed due to special machine set-ups and/or making special knives, add \$2.50.

19. All prices shown, except where otherwise specified (plank and timbers), are for dry lumber. For green lumber not specified green in tables; No. 1 Common and lower grades, deduct \$2.00, No. 1 Dimension and lower grades, deduct \$2.00, Mill Run Box Lumber, deduct \$1.50, all other grades deduct 10 percent from dry price. Lumber shall be considered green if, when shipped, the moisture content is greater than 19 percent.

20. Any prices based on a percentage addition or deduction are to be figured to the nearest 25 cents.

21. When 8/4 Common is resawn for the purpose of procuring 4/4 boards, the product must be regraded and sold at the grade price applying to the 4/4 size of the grade actually produced.

19. Section 1381.514, Table 1, Note 2 (c) is amended to read:

(c) For restricted random lengths, 10' and longer, 4, 4 and thicker, add \$2.00.

20. Section 1381.514, Table 1, Note 4 (B) is amended to read:

(B) For stained selects that for defects other than stain would grade B and Better, deduct \$5.00 from the price of B and Better Select. For stained selects that for defects other than stain would grade C Select or C and Better, deduct \$5.00 from the price of C Select. For stained selects that for defects other than stain would grade D Select or D and Better, deduct \$5.00 from the price of D Select.

21. Section 1381.514, Table 2, Note 3 is amended to read as follows:

3. For stained:
4 4 shop common deduct 5 percent.
5 4 and thicker, all grades, deduct 10 percent.

22. Section 1381.514, Table 3, Note 2, items (B) and (C) are amended to read as follows:

(B) No. 4 and 5 Common specified lengths, 10 to 20', add \$2.00; 8' same as Random Length; 6' deduct \$3.00.

(C) Restricted Random Lengths, 10' and longer 4/4 and thicker, add \$1.00.

23. Section 1381.514, Table 3, Note 3 (H) is amended to read:

(H) Specified widths over 12", for each inch over 12", add \$2.00 to 13" and wider price.

24. Section 1381.514, Table 4, Note 1 is amended to read:

1. Shorts when sold separately 8' and shorter in B and Better, C, and D, deduct \$7.50. E deduct \$6.00.

25. Section 1381.514, Table 5 is amended by inserting a price "\$47.00" in the column for D, 9/16".

26. Section 1381.514, Table 7 is amended to read as follows:

(TABLE 7—Lath (Idaho White Pine)

	Per thousand pieces
No. 1, 4'-----	\$5.00
No. 2, 4'-----	4.00
No. 1, 32"-----	2.25
Fence Lath (80% No. 1—20% No. 2)---	6.25

27. Section 1381.515, Table 1, Note 1, is amended to read as follows:

1. For stained selects that for defects, other than stain, would grade B and Better, deduct \$5.00 from the price of B and Better Select. For stained selects that for defects, other than stain, would grade C Select or C and Better, deduct \$5.00 from the price of C Select. For stained selects that for defects, other than stain, would grade D Select or D and Better, deduct \$5.00 from the price of D Select.

28. Section 1381.515, Table 3, Note 2, is amended to read as follows:

2. No. 2 and Better and No. 3 Common Boards: Differentials and rules as set forth in Appendix A, Table 3, apply to the same grades and sizes, except that for specified widths in No. 3 Common, 4", 6", 8", 10", and 12", add \$1.00; for 14"—add \$2.00; for 16"—add \$4.00; for 18"—add \$6.00 to random width price of same grade. For No. 2 and Better, 4", 6", 8", 10", and 12", no addition; for 14", add \$4.00; for 16", add \$8.00; for 18", add \$12.00 to random width price of same grade.

29. Section 1381.515, Table 6, is amended to read as follows:

TABLE 6—Mill Run Box (Sugar Pine)

[Product of log below No. 2 shop as produced by mill]

1. Rough 5/4, 6/4 and thicker R/L----	\$25.50
2. 4/4 stock, rough-----	24.50
3. S2S Add to rough-----	1.00
4. Shop droppings same price as mill run Box of same thickness.	

30. Section 1381.515, Table 8, Note 3, is amended to read:

3. No. 3, deduct \$10.00.

31. Section 1381.515, Table 8, Note 6, is added to read as follows:

6. Random length same price as 14'.

32. Section 1381.515, Table 11, is amended to read as follows:

TABLE 11—Lath (Sugar Pine)

	Per thousand pieces
No. 1, 4'-----	\$5.00
No. 2, 4'-----	4.00
No. 1, 32"-----	2.25
Fence Lath (80% No. 1—20% No. 2)---	6.25

33. Section 1381.516, Table 1, Note 5, is amended to read:

5. Additions and deductions for thickness:
(A) 5/4 and 6/4—4 to 10", add \$5.00.
(B) 5/4 and 6/4—12" add \$3.00.
(C) 5/4 and 6/4—4" and wider add \$4.00.
(D) 8/4—4", 6" and 8" add \$3.00.
(E) 8/4—10" and 12" add \$2.00.

34. Section 1381.516, Table 2 is amended by deleting the words "or rough" in the column heading "RL, S2S, S4S or rough".

35. Section 1381.516, Table 2, Note "Specified Lengths" items (1) through (5) are revoked and new items (1), (2), and (3) are added to read as follows:

(1) No. 4 and No. 5 for specified lengths 10 to 20' add \$2.00; 8' same as Random length.

(2) For specified lengths 8 to 20' in No. 1 and 2, No. 3 and No. 3 and Better, add \$2.00 to Random length price.

(3) 6' all widths and all grades, deduct \$3.00 from Random length price.

36. Section 1381.516, Table 2, Note "Miscellaneous", items (7) and (8) are added to read as follows:

(7) For 5/4 and thicker in No. 1 and 2, No. 3 and No. 3 and Better, add \$3.00.

(8) For 5/4 and thicker in No. 4 and No. 5, add \$2.00.

37. Section 1381.516, Table 3. Notes (1) through (7) are revoked and new Notes (1) through (8) are added to read as follows:

Notes on No. 1 Dimension (Larch-Douglas Fir and Hemlock).

1. RL same price as 14'.
2. 1 9/16" dimension, deduct \$2.00.
3. For 1 3/4" add: No. 1—\$2.25, No. 2—\$2.00, No. 3—\$1.75.

4. No. 2 Dimension, deduct \$3.00.
5. No. 3 Dimension, deduct \$10.00.
6. For Common Structural, add \$3.00.
7. Worked to pattern, D and M, shiplap and well curbing, add \$2.00.
8. 6' all widths \$2.00 less than 8'.

38. Section 1381.516, Table 4, Notes (1) through (5) are revoked and new Notes (1) through (7) are added, to read as follows:

Notes on No. 1 Plank and Timbers (Larch-Douglas Fir and Hemlock) Green.

1. Common Structural, add \$3.00.
2. 8' length, same as 16' price.

3. No. 2 plank and timbers, deduct \$5.00 from No. 1 price.

4. No. 3 plank and timbers, deduct \$10.00 from No. 1 price.

5. Worked to pattern, add \$2.00.

6. For dry, add \$10.00.

7. Random Length same price as 14'.

39. Section 1381.516, Table 5 is amended to read as follows:

TABLE 5—Lath (Larch-Douglas fir and hemlock)

	Per thousand pieces
No. 1, 4'-----	\$3.75
No. 2, 4'-----	2.85
Fence Lath (80% No. 1—20% No. 2)---	5.00

40. Section 1381.517, The text, and Tables 1 through 5, and Notes under those Tables are amended by inserting after the words "White Fir", wherever they appear, the words "and Lodgepole pine".

41. Section 1381.517, Table 3, Notes (1) through (6) are revoked and new Notes (1) through (7) are added, to read as follows:

Notes on No. 1 Dimension (White Fir and Lodgepole Pine).

1. Random Length same as 14' price.
2. 1 9/16" dimension, deduct \$2.00.
3. 1 3/4" dimension, add No. 1—\$2.25, No. 2—\$2.00, No. 3—\$1.75.
4. Common Structural, add \$3.00.
5. No. 2 dimension, deduct \$3.00.
6. No. 3 dimension, deduct \$10.00.
7. Worked to pattern, D and M, shiplap and well curbing, add \$2.00.

42. Section 1381.517 Table 4 is amended to read as follows:

TABLE 4—Lath (White Fir and Lodgepole Pine)

	Per thousand pieces
No. 1, 4'-----	\$3.50
No. 2, 4'-----	2.50
Fence Lath (80% No. 1—20% No. 2)---	4.75

43. Section 1381.517 Table 5, Notes (1) through (5) are revoked and new Notes (1) through (7) are added, to read as follows:

Notes on No. 1 Plank and Timbers (White Fir and Lodgepole Pine) Green:

1. 8' length same as 16' price.
2. For Common Structural, add \$3.00.
3. No. 2 Plank and Timbers, deduct \$5.00 from No. 1 price.
4. No. 3 Plank and Timbers, deduct \$10.00 from No. 1 price.
5. Worked to pattern, add \$2.00.
6. For dry, add \$10.00.
7. Random Length same price as 14'.

44. Section 1381.518 Table 3, Note 3 is amended to read:

3. 1 3/4" dimension, add No. 1, \$2.25; No. 2, \$2.00; No. 3, \$1.75.

45. Section 1381.518 Table 4, Notes (1) through (5) are revoked and new Notes (1) through (6) are added, to read as follows:

Notes on No. 1 Plank and Timbers (Engelmann Spruce) Green:

1. 8' length same as 16' price.
2. No. 2 Plank and Timbers, deduct \$5.00 from No. 1 price.
3. No. 3 Plank and Timbers, deduct \$10.00 from No. 1 price.
4. Worked to pattern, add \$2.00.
5. For dry, add \$10.00.
6. Random Length same price as 14'.

46. Section 1381.518 Table 6, Note 1 is amended to read as follows:

1. Shorts when sold separately 8' and shorter B and Better, C, and D, deduct \$3.00. E deduct \$6.00.

47. Section 1381.518 Table 7 is amended to read as follows:

TABLE 7—Lath (Engelmann Spruce)

	Per thousand pieces
No. 1, 4'	\$4.85
No. 2, 4'	3.85
Fence Lath (80% No. 1—20% No. 2)	6.10

48. Section 1381.519, Table 4, Note 1, is amended to read:

1. Shorts when sold separately 8' and shorter in B and Better, C, and D, deduct \$3.00. E, deduct \$6.00.

49. Section 1381.519, Table 5, is amended to read as follows:

TABLE 5—Lath (Inland Red Cedar)

	Per thousand pieces
No. 1, 4'	\$4.60
No. 2, 4'	3.75
Fence Lath (80% No. 1—20% of No. 2)	5.85

50. Section 1381.521 is revoked, and a new § 1381.521 is added to read as follows:

§ 1381.521 Appendix I: Maximum prices for mixed species, log run. For Mixed Species (not separated as to species) Log Run (not separated as to grade), produced in the States of South Dakota, Wyoming, Colorado, Utah, Nevada, Arizona, and New Mexico, the maximum prices f. o. b. mill per thousand feet board measure, in any size load or shipment, shall be as follows:

TABLE 1—Mixed species—log run

Green rough	\$28.50
For surfaced stock	add 3.00
For dry	add 2.00
For specified lengths	add 1.00

Notes on mixed species—log run.

(1) *Truck delivery by private truck.* When shipment is by truck owned or controlled by the seller, the following amounts may be added for transportation: For distances up to and including 10 miles, \$1.50 per M; over 10 miles and up to and including 20 miles, \$2.00 per M; over 20 miles and up to and including 30 miles, \$2.50 per M; over 30 miles an addition of 5 cents per mile per M feet may be added to the \$2.50 per M charge permitted for first 30 miles. Distance, as used in this paragraph, means the distance from the mill to the point of destination as measured by the speedometer. No addition may be made for the return trip.

(2) *Trucking to railhead.* When a truck haul precedes rail shipment, as when a mill located away from a railhead hauls lumber by truck to the railhead, no addition may be made for the truck haul. However, in the following two cases a mill may apply for special permission to make an addition:

(i) Where the mill prior to the shortage of tires and gasoline shipped lumber to the particular final destination principally by all-truck haul, and now wishes to convert to truck-and-rail haul to save tires and gasoline;

(ii) Where a mill's rail connection has been abandoned since September 5, 1941.

No. 64—20

The application should be made by letter to the Lumber Branch of the Office of Price Administration, Washington, D. C., and may be acted upon by letter. The addition may not be made on quotations or sales until permission has been received.

51. Section 1381.522 is added to read as follows:

§ 1381.522 Appendix J: Maximum prices in the "fringe area" and Canada and Mexico. In the States of South Dakota, Wyoming, Colorado, Utah, Nevada, Arizona, and New Mexico, in that part of California within or south of the Counties of Monterey, San Benito, Fresno, Madera, and Inyo, and in Canada and Mexico, when the lumber is separated as to species and sold on grade, the maximum prices per thousand feet board measure, shall be the prices set up in preceding Tables covering various species and grades, plus freight based on the estimated weights in Appendix K, times the freight rate from Spokane, Washington, Klamath Falls, Oregon, or Susanville, California, whichever is lower.

52. Section 1381.523 is added to read as follows:

§ 1381.523 Appendix K: Permitted estimated weights. The following estimated weights for dry lumber may be used in computing freight charges even though higher than actual weights.

When shipped with a moisture content greater than 19 percent, the estimated green weights may be used in quoting a delivered price, even though higher than actual weights.

Schedule of estimated weights (ponderosa pine, Idaho white pine, white fir, Engelmann spruce, Lodgepole pine, and any other species commercially sold as ponderosa, western, or Mexican pine)

	Per M ft. B. M.	
	lbs. dry	lbs. green
Selects, commons, and shop:		
Standard surfacing 3/4" S2S, S4S, or pattern	1,900	2,450
Standard surfacing, or pattern 3/4" and thicker	2,200	2,900
Surfaced, or pattern 1 1/2"	1,650	2,150
Rough, 3/4"	2,400	3,100
Rough, 3/4" and thicker	2,600	3,300
Dimension:		
Standard surfacing 1 3/4" S1S1E or S4S	2,000	2,700
Sub-standard surfacing 1 1/2" S1S1E or S4S	1,800	2,500
Surfaced thicker than Standard 1 3/4" S1S1E or S4S	2,200	2,900
Rough	2,600	3,300
Plank and timbers:		
Surfaced S1S1E or S4S	2,200	2,900
Rough	2,600	3,300
Lath:		
4 ft. (per M pieces)	450	750
32" (per M pieces)	300	500
Snow fence	700	1,100
Cut stock:		
Machined to pattern	1,600	
S2S	2,000	
Rough	2,500	
Other grades and patterns:		
Log cabin siding	1,600	
5/8" or 1/2" panel stock	1,400	
Bevel siding	750	
Additions and deductions:		
Pitchy Selects, add 300 lbs. to corresponding items.		
SUGAR PINE:		
4/4 & thicker, S4S or S2S	2,000	2,550
4/4 & thicker, rough	2,300	3,000
All other sugar pine items, same weights as Ponderosa pine.		

	Per M ft. B. M.	
	lbs. dry	lbs. green
RED CEDAR:		
4/4 all grades, surfaced or pattern	1,600	2,200
4/4 all grades, rough	2,100	2,500
5/4 and thicker, surfaced or pattern	2,000	2,700
5/4 and thicker, rough	2,300	3,000
Timbers and plank surfaced	2,000	2,700
Bevel siding	700	
Lath	450	750
INCENSE CEDAR:		
Pencil stock	2,300	
All other incense cedar items, same weight as Ponderosa pine.		
LARCH-DOUGLAS FIR:		
4/4 S2S or S4S	2,200	2,800
4/4 Run to pattern	2,000	2,600
1", 1 1/4", 1 1/2" or 2" all Grades rough	2,700	3,300
Timbers and Plank, Surfaced	2,800	3,400
Timbers and Plank, Rough	3,000	3,600
Dimension, Standard Surfacing:		
2 x 4	2,200	2,800
2 x 6 and 2 x 8	2,250	2,850
2 x 10 and 2 x 12	2,300	2,900
3/4 and thicker, surfaced or pattern same weights as corresponding widths of standard dimension:		
1 1/2" Dimension	2,000	2,600
1 1/2" Dimension—all Douglas Fir	1,900	2,500
Log Cabin siding	1,700	2,200
5/8" stock machined to pattern	1,400	
3/8" stock machined to pattern	900	
1/2" Bevel siding	800	
3/4 x 8 and 10" Bevel siding	1,200	
4' Lath	600	900
32" Lath	350	550
Snow Fence Lath	800	1,100
Battens (all above species):		
1" Battens plain or O. G.		
per M lineal feet	300	
3/8" Battens	200	

HEMLOCK. Rough or surfaced, dry: Clears, Boards and shiplap, Drop siding, etc., Flooring, Ceiling, Stepping, and Plank and small timbers S4S: Use same weights as shown for Larch-Douglas fir.

Surfaced, green: Clears, Boards and shiplap, Dimension, S4S, Plank and small timbers S4S, and Timbers, S1S1E or S4S, standard: Add 400 lbs. to Larch-Douglas fir weights.

Rough-green: Pounds
Boards and shiplap 3,800
Dimension, plank and timbers 3,800
Clears 4,000
All other grades 3,800

Square edge flooring, add 200 lbs. to corresponding item of Larch-Douglas fir weights. Ceiling, worked to 25/32" net, deduct 100 lbs. from Larch-Douglas fir flooring weight.

8" width, drop siding, etc., add 100 lbs. to 6" pattern, in Larch-Douglas fir pattern weights.

Bevel and bungalow siding, add 100 lbs. to Larch-Douglas fir weight.

1" Battens, plain or OG per M lineal feet, 300 lbs.

3/8" Battens per M lineal feet, 200 lbs.

Shipping Weight Formula for Sizes Not Listed. Rough or surfaced, dry, all grades, same weight basis as Larch-Douglas fir, and deducting the equivalent to the percentage of difference between the rough and surfaced size, breaking on the next greater fifty pounds.

This amendment shall become effective April 5, 1943.

(Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871)

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4887; Filed, March 30, 1943; 8:48 p. m.]

PART 1418—TERRITORIES AND POSSESSIONS
[MPR 183,¹ as Amended March 30, 1943]

PUERTO RICO

Sections 1418.1 (a) 6, 1418.14 (f), Table VI, amended; §§ 1418.1 (a) (17), 1418.11 (a) (27) and 1418.14 (dd), Table XXV, added; so that Maximum Price Regulation 183 as amended by Amendment 20 shall read as follows:

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

Therefore, under the authority vested in the Price Administrator by the Emergency Price Control Act of 1942, and in accordance with Procedural Regulation No. 1² issued by the Office of Price Administration, Maximum Price Regulation No. 183 is hereby issued.

Sec.

- 1418.1 Maximum prices.
- 1418.2 Less than maximum prices.
- 1418.3 Adjustable pricing.
- 1418.4 Evasion.
- 1418.5 Records and reports.
- 1418.6 Licensing.
- 1418.7 Registration of licensees.
- 1418.8 Enforcement.
- 1418.9 Applicability of General Maximum Price Regulation.
- 1418.10 Petitions for amendment and applications for adjustment.
- 1418.11 Definitions.
- 1418.12 Applicability.
- 1418.13 Effective dates.
- 1418.13a Effective dates of amendments.
- 1418.14 Tables of maximum prices.

AUTHORITY: §§ 1418.1 to 1418.14, inclusive, issued under Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871.

§ 1418.1 *Maximum prices.* (a) Maximum prices are established as follows:

(1) On and after January 4, 1943, regardless of any contract, agreement, lease, or other obligation, no person shall sell or deliver rice in the Territory of Puerto Rico and no person shall buy or receive rice in the Territory of Puerto Rico at prices higher than the maximum prices set forth in § 1418.14 (a), Table I; and no person shall agree, offer, solicit or attempt to do any of the foregoing. The provisions of this subparagraph shall not be applicable to sales or deliveries of rice to a purchaser if prior to July 20, 1942, such rice had been received by a carrier other than a carrier owned or controlled by the seller for shipment to such purchaser.

[Paragraph (1) as amended by Amendment 16, 8 F.R. 324]

[NOTE: Supplementary Order No. 7 (7 F.R. 5176) provides that the prohibition contained in any price regulation against buying or receiving any commodity or service at a price higher than the maximum price permitted by such regulation shall not apply to any war procurement agency, or government whose defense is vital to the defense of the United States.]

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

¹ 7 F.R. 5620.

² Revised, 7 F.R. 8961.

(2) On and after January 4, 1943, regardless of any contract, agreement, lease, or other obligation, or of any price regulation heretofore issued by the Office of Price Administration, no person shall sell or deliver pork fat backs in the Territory of Puerto Rico and no person shall buy or receive pork fat backs in the Territory of Puerto Rico at prices higher than the maximum prices set forth in § 1418.14 (b) Table II; and no person shall agree, offer, solicit or attempt to do any of the foregoing. The provisions of this subparagraph shall not be applicable to sales or deliveries of pork fat backs to a purchaser if prior to August 20, 1942, such pork fat backs had been received by a carrier other than a carrier owned or controlled by the seller for shipment to such purchaser.

[Paragraph (2) added by Amendment 2, F.R. 6659; amended by Amendment 16]

(3) On and after October 1, 1942, regardless of any price regulation heretofore issued by the Office of Price Administration, no person shall sell or deliver cigarettes at retail in the Territory of Puerto Rico and no person shall buy or receive cigarettes in the Territory of Puerto Rico at prices higher than the maximum prices set forth in § 1418.14 (c), Table III; and no person shall agree, offer, solicit or attempt to do any of the foregoing.

[Paragraph (3) added by Amendment 4, 7 F.R. 7843]

(4) On and after October 5, 1942, regardless of any contract, agreement, lease, or other obligation, or of any price regulation heretofore issued by the Office of Price Administration, no person shall sell or deliver canned corned beef to retailers or at retail in the Territory of Puerto Rico, and no person selling at retail or buying at retail shall buy or receive canned corned beef in the Territory of Puerto Rico at prices higher than the maximum prices set forth in § 1418.14 (d), Table IV; and no person shall agree, offer, solicit, or attempt to do any of the foregoing.

[Paragraph (4) added by Amendment 5, 7 F.R. 7945]

(5) On and after October 21, 1942, regardless of any contract, agreement, lease, or other obligation, or of any price regulation heretofore issued by the Office of Price Administration, no person shall sell or deliver bulk or bottled milk, whether raw or pasteurized, or require a deposit on any glass bottle container used in connection therewith, in the Territory of Puerto Rico, and no person shall buy or receive such fluid milk or leave a deposit on any glass bottle container used in connection therewith, in the Territory of Puerto Rico, at prices or in amounts higher than the maximum prices set forth in § 1418.14 (e); and no person shall agree, offer, solicit, or attempt to do any of the foregoing.

[Paragraph (5) added by Amendment 6, 7 F.R. 8558]

(6) On and after April 6, 1943, regardless of any contract, agreement, lease, or other obligation, or of any price regula-

tion heretofore issued, no person shall sell or deliver, and no person shall buy codfish or bloaters in the Territory of Puerto Rico at prices higher than the maximum prices set forth in § 1418.14 (f), Table VI; and no person shall offer, solicit, or attempt to do any of the foregoing.

(7) On and after January 4, 1943, regardless of any contract, agreement, lease, or other obligation, or of any price regulation heretofore issued, no person shall sell or deliver, and no person shall buy, dried beans in the Territory of Puerto Rico at prices higher than the maximum prices set forth in § 1418.14 (g), Table VII; and no person shall offer, solicit, or attempt to do any of the foregoing.

(8) On and after January 4, 1943, regardless of any contract, agreement, lease or other obligation, or of any price regulation heretofore issued, no person shall sell or deliver, and no person shall buy onions in the Territory of Puerto Rico at prices higher than the maximum prices set forth in § 1418.14 (h), Table VIII; and no person shall offer, solicit, or attempt to do any of the foregoing.

(9) On and after January 4, 1943, regardless of any contract, agreement, lease or other obligation, or of any price regulation heretofore issued, no person shall sell or deliver, and no person shall buy butter in the Territory of Puerto Rico at prices higher than the maximum prices set forth in § 1418.14 (i), Table IX; and no person shall offer, solicit, or attempt to do any of the foregoing.

[Paragraphs (7), (8) and (9) added by Amendment 9, 7 F.R. 9341 and amended by Amendment 16]

(10) On and after November 13, 1942, regardless of any contract, agreement, lease or other obligation, or of any price regulation heretofore issued, no person shall sell or deliver, and no person shall buy evaporated milk in the Territory of Puerto Rico at prices higher than the maximum prices set forth in § 1418.14 (j), Table X; and no person shall offer, solicit, or attempt to do any of the foregoing.

[Paragraph (10) added by Amendment 9]

(11) On and after November 21, 1942, regardless of any contract, agreement, lease or other obligation, or of any price regulation heretofore issued, no person shall sell or deliver, and no person shall buy corn meal and cheese in the Territory of Puerto Rico at prices higher than the maximum prices set forth in § 1418.14 (k), Table XI; (o), Table XV; and no person shall offer, solicit, or attempt to do any of the foregoing. On and after January 4, 1943, regardless of any contract, agreement, lease or other obligation, or of any price regulation heretofore issued, no person shall sell or deliver, and no person shall buy certain cereals, certain packing house products and garlic in the Territory of Puerto Rico at prices higher than the maximum prices set forth in § 1418.14 (l), Table XII; (m), Table XIII; (n), Table XIV;

and no person shall offer, solicit, or attempt to do any of the foregoing.

[Paragraph (11) added by Amendment 10, 7 F.R. 9731; amended by Amendment 16, 8 F.R. 324]

(12) On and after December 5, 1942, regardless of any contract, agreement, lease, or other obligation, or of any price regulation heretofore issued, no person shall sell or deliver, and no person shall buy laundry soap or canned Vienna sausage in the Territory of Puerto Rico at prices higher than the maximum prices set forth in § 1418.14 (r), Table XVII; (s), Table XVIII; and no person shall offer, solicit, or attempt to do any of the foregoing. On and after January 4, 1943, regardless of any contract, agreement, lease, or other obligation, or of any price regulation heretofore issued, no person shall sell or deliver, and no person shall buy wheat flour in the Territory of Puerto Rico at prices higher than the maximum prices set forth in § 1418.14 (q), Table XVI; and no person shall offer, solicit, or attempt to do any of the foregoing.

[Paragraph (12) added by Amendment 11, 7 F.R. 6975; amended by Amendment 16]

(13) On and after December 9, 1942, regardless of any contract, agreement, lease or other obligation, or of any price regulation heretofore issued, no person shall sell or deliver oleomargarine in the Territory of Puerto Rico at prices higher than the maximum prices set forth in § 1418.14 (u), Table XIX; and no person shall offer, solicit, or attempt to do any of the foregoing. On and after January 4, 1943, regardless of any contract, agreement, lease or other obligation, or of any price regulation heretofore issued, no person shall sell or deliver certain processed fruits and vegetables in the Territory of Puerto Rico at prices higher than the maximum prices set forth in § 1418.14 (v), Table XX; and no person shall offer, solicit, or attempt to do any of the foregoing.

[Paragraph (13) added by Amendment 12, 7 F.R. 10225; amended by Amendment 16]

(14) On and after December 15, 1942, regardless of any contract, agreement, lease or other obligation, or of any price regulation heretofore issued, no person shall sell or deliver frozen pork loins or turkeys in the Territory of Puerto Rico at prices higher than the maximum prices set forth in § 1418.14 (x), Table XXI; and (y), Table XXII; and no person shall offer, solicit, or attempt to do any of the foregoing.

[Paragraph (14) added by Amendment 13, 7 F.R. 10559]

(15) On and after January 4, 1943, regardless of any contract, agreement, lease or other obligation, or of any price regulation heretofore issued, no person shall sell or deliver cattle sold for slaughter in Puerto Rico, beef produced from such cattle at wholesale or beef from such cattle at retail in the Territory of Puerto Rico at prices higher than the maximum prices set forth in § 1418.14, paragraph (aa), Table XXIII;

and no person shall offer, solicit, or attempt to do any of the foregoing.

[Paragraph (15) added by Amendment 15, 8 F.R. 149]

(16) On and after February 16, 1943, regardless of any contract, agreement, or other obligation, no person shall sell or deliver and no person shall buy or receive bread in the Territory of Puerto Rico at prices higher than the maximum prices permitted by § 1418.14 (cc), and no person shall offer, solicit, or attempt to do any of the foregoing.

[Paragraph (16) added by Amendment 19, 8 F.R. 2158]

(17) On and after April 6, 1943, regardless of any contract, agreement, or other obligation, no person shall sell or deliver and no person shall buy or receive matches of any variety in the Territory of Puerto Rico, at prices higher than the maximum prices permitted by § 1418.14 (dd), Table XXV, and no person shall offer, solicit, or attempt to do any of the foregoing.

§ 1418.2 *Less than maximum prices.* Lower prices than those set forth in this Maximum Price Regulation No. 183 may be charged, demanded, paid, or offered.

§ 1418.3 *Adjustable pricing.* Any person may offer or agree to adjust or fix prices to or at prices not in excess of the maximum prices in effect at the time of delivery. In an appropriate situation, where a petition for amendment or for adjustment or exception requires extended consideration, the Administrator may, upon application, grant permission to agree to adjust prices upon deliveries made during the pendency of the petition in accordance with the disposition of the petition.

§ 1418.4 *Evasion.* The price limitations set forth in this Maximum Price Regulation No. 183 shall not be evaded, whether by direct or indirect methods, in connection with an offer, solicitation, agreement, sale, delivery, purchase or receipt of, or relating to the commodities covered herein, alone or in conjunction with any other commodity or by way of commission, service, transportation, or other charge, or discount, premium, or other privilege, or by tying-agreement or other trade understanding, or otherwise.

§ 1418.5 *Records and reports—(a) Records to be kept.* (1) Every person making sales at wholesale of the commodities subject to this Maximum Price Regulation No. 183 shall, on and after the date any such commodity becomes subject to this regulation, keep for inspection by the Office of Price Administration, for a period of not less than one year, complete and accurate records of each purchase and each sale made by such person, showing the date thereof, the name and address of the buyer and seller, the direct cost thereof, the price paid or received, the mark-up charged, and the quantity purchased or sold.

(2) Every person making sales at retail of the commodities subject to this Maximum Price Regulation No. 183 shall, on

and after the date any such commodity becomes subject to this regulation, keep for inspection by the Office of Price Administration, for a period of not less than one year, complete and accurate records of each purchase made by the seller, the date thereof, the name and address of the person selling to the seller, the direct cost thereof, the price paid, the quantity purchased, and the mark-up charged by the seller to the buyer.

(b) *Prices to be marked and posted.* On and after the date any commodity becomes subject to this Maximum Price Regulation No. 183, every person offering to sell at retail any such commodity shall mark the maximum price of such commodity in a manner plainly visible to and understandable by, the purchasing public. The maximum prices may be marked on the commodities themselves or may be posted at the place in the establishment where the commodities are offered for sale, and may be posted by price lines if the selling price of each commodity is marked thereon. The maximum prices shall be indicated in the form "Ceiling Price \$-----" or "Our Ceiling \$-----".

(c) *Lists to be filed.* On or before 30 days following the date commodities become subject to this Maximum Price Regulation No. 183, every person offering to sell at retail commodities subject to this regulation, shall file with the Office of Price Administration for the Territory of Puerto Rico a list showing the maximum price for each commodity subject to this Maximum Price Regulation No. 183 then offered for sale, together with an appropriate identification of each such commodity. Such statement shall be kept up-to-date by such person by filing on the tenth day of every succeeding calendar month a statement of his maximum price for any commodity subject to this regulation newly offered for sale during the previous calendar month, together with an appropriate description or identification of the commodity.

(d) *Sales slips and receipts.* Every seller at retail of the commodities subject to this Maximum Price Regulation No. 183 who has customarily given purchasers sales slips or receipts shall continue to do so. Upon request from a purchaser, every such seller, regardless of previous custom, shall give the purchaser a receipt showing the date, the name and address of the seller, the commodity sold, and the price received for it.

§ 1418.6 *Licensing—(a) License required.* A license as a condition of selling, is hereby required of every person subject to this regulation now or hereafter selling a commodity for which a maximum price is established by this Maximum Price Regulation No. 183.

(b) *License granted.* Every person subject to this regulation now or hereafter selling a commodity for which a maximum price is established by this Maximum Price Regulation No. 183 is hereby granted a license as a condition of selling any such commodity. Such license shall be effective on the effective date of this regulation, or when any person be-

comes subject to the maximum price provisions of this regulation, and shall, unless suspended as provided by the Act, continue in force so long as and to the extent that said regulation or any amendment or supplement thereto remains in force.

(c) *Licensing section of General Maximum Price Regulation superseded.* This section supersedes the provisions of § 1499.16 of the General Maximum Price Regulation³ insofar as said section may be applicable to persons selling any commodity for which a maximum price is established by this Maximum Price Regulation No. 183.

§ 1418.7 *Registration of licensees.* Every person hereby licensed may be required to register with the Office of Price Administration at such time and in such manner as the Administrator may hereafter by regulation prescribe.

[NOTE: Supplementary Order No. 33 (7 F.R. 10535) requires sellers of commodities and industrial and institutional buyers of food commodities in Puerto Rico to register on December 12, 1942 with the Office of Price Administration. Any wholesale, retail, industrial or institutional establishment established after December 12, 1942 is required to be registered within 10 days after such establishment is opened for business.]

§ 1418.8 *Enforcement.* (a) Persons violating any provision of this Maximum Price Regulation No. 183 are subject to the criminal penalties, civil enforcement actions, proceedings for the suspension of licenses, and suits for treble damages provided for by the Emergency Price Control Act of 1942.

(b) Persons who have evidence of any violation of this Maximum Price Regulation No. 183, or any price schedule, regulation, or order issued by the Office of Price Administration, or of any acts or practices which constitute such a violation, are urged to communicate with the Office of Price Administration for the Territory of Puerto Rico or the principal Office in Washington, D. C.

§ 1418.9 *Applicability of General Maximum Price Regulation.* The provisions of this Maximum Price Regulation No. 183 supersede the provisions of the General Maximum Price Regulation, except as otherwise provided herein, with respect to sales or deliveries of commodities for which maximum prices are established by this regulation.

§ 1418.10 *Petitions for amendment.* Any person seeking an amendment of any provision of this Maximum Price Regulation No. 183 may file a petition for amendment in accordance with the provisions of Revised Procedural Regulation No. 1.

[§ 1418.10 amended by Amendment 8, 7 F.R. 8946]

§ 1418.10a *Applications for adjustment.* Any person seeking an adjustment of the maximum prices established by this Maximum Price Regulation No. 183 may file a petition for adjustment

in accordance with the provisions of Procedural Regulation No. 7.⁴

[§ 1418.10a added by Amendment 8]

[NOTE: Supplementary Order No. 31 (7 F.R. 9894) provides that: "Notwithstanding the provisions on any price regulation, the tax on transportation of all property (excepting coal) imposed by section 620 of the Revenue Act of 1942 shall, for purposes of determining the applicable maximum price of any commodity or service be treated as though it were an increase of 3% in the amount charged by every person engaged in the business of transporting property for hire. It shall not be treated, under any provision of any price regulation or any interpretation thereof, as a tax for which a charge may be made in addition to the maximum price."]

[NOTE: Supplementary Order No. 28 (7 F.R. 9619) provides for the filing of applications for adjustment or petitions for amendment based on a pending wage or salary increase requiring the approval of the National War Labor Board.]

§ 1418.11 *Definitions.* (a) When used in this Maximum Price Regulation No. 183, the term:

(1) "Person" includes an individual, corporation, partnership, association, or any other organized group of persons, or legal successor or representative of any of the foregoing, and includes the United States, or any agency thereof, or any other government, or any of its political subdivisions, or any agency of the foregoing.

(2) "Sale at wholesale" means a sale by a person who receives delivery of a commodity and resells it, without substantially changing its form, to any purchaser for resale or to a commercial or industrial user.

(3) "Sale at retail" means a sale or selling to an ultimate consumer other than an industrial or commercial user, except that (i) a "sale at retail" shall not include any sale by a producer, manufacturer, or fabricator of any commodity produced, manufactured, or fabricated by him, and (ii) a "sale at retail" shall not include any sale to the United States, any other government or any of its political subdivisions, any religious, educational or charitable institution, any institution for the sick, deaf, blind, disabled, aged or insane, or any school, hospital, library or any agency of any of the foregoing.

(4) "The direct cost to the seller" means the price which the seller paid for the commodity, less discounts allowed to the seller plus all costs of shipment actually incurred by the seller; *Provided*, That in computing the costs of shipment incurred by the seller, war risk insurance costs shall not exceed the amount represented by the charge for war risk insurance by the War Shipping Administration on an identical shipment.

[Paragraph (4) amended by Amendment 1, 7 F.R. 6744]

(5) "Sales and deliveries to buyers in the Territory of Puerto Rico" does not include sales from a seller outside the Territory of Puerto Rico to a purchaser

in the Territory of Puerto Rico. Export sales, from a seller in the continental United States to a purchaser in the Territory of Puerto Rico shall be governed by the maximum prices established for export sales by the Maximum Export Price Regulation.⁵

(6) "Pocket" means a bag or other container of 100 pounds net of rice.

(7) "To deliver" means to transfer actual possession of the commodity to the purchaser or to any carrier, including a carrier owned or controlled by the seller, for shipment to the purchaser.

(8) "Records" include books of account, sales lists, sales slips, orders, vouchers, contracts, receipts, invoices, bills of lading, and other papers and documents.

(9) "Milk" means cow's milk produced, processed, distributed, and sold for consumption in fluid form as whole milk.

(10) "Pasteurized milk" means milk that has been pasteurized by submitting it to a temperature between 142° F. and 145° F. for thirty minutes, and that has been immediately cooled and thereafter maintained at a maximum temperature of 53.6° F. or of 12° C., and has not been repasteurized.

(11) "Raw milk" means milk that has not been pasteurized.

(12) "Bulk milk" means milk sold from containers having a liquid measure of more than one (1) quart.

(13) "Bottled milk" means milk specially bottled for sale and delivery to consumers in glass bottle or paper containers of quart, pint, or half-pint size.

(14) "Producer of milk" means any person who is in the business of selling milk to distributors.

(15) "Distributor of milk" means any person, not excluding a producer of milk, who sells at wholesale, or who sells and delivers directly to ultimate consumers, not through a store.

(16) "Store" means any retail establishment, including a puesto, booth, stall, stand, or any retail outlet of any distributor of milk, selling milk at retail to ultimate consumers.

[Paragraphs (9) through (16) added by Amendment 6, 7 F.R. 8558]

(17) "Cattle" means all animals of the domesticated bovine species.

(18) "Cows" means only those female cattle which have conceived or which are five years or more of age.

(19) "Oxen" means castrated male cattle which are five years or more of age and which have been worked two years or more, or male cattle which are five years or more of age.

(20) "Arroba" means the live weight equivalent of 25 pounds of dressed meat.

(21) "Tenderloin" means filete.

(22) "Round meat" (carne de biftec) means lomillo, masa de cadera, masa redonda, masa larga, babilla and landrecilla.

(23) "Stew meat" (carne de guisar) means faldilla, pecho, cubrepecho, pescuezo, espalda and sobrelomo.

³ 8 F.R. 3056.

⁴ 7 F.R. 4779; 8 F.R. 970.

⁵ Revised, 7 F.R. 5059, 7242, 8829, 9000, 10530.

(24) "Soup meat" (carne de sopa) means garrón, patas and bones with 25% or more of meat.

[Paragraphs (17) through (24) added by Amendment 15, 8 F.R. 149]

(25) "Bread" means the article of food sold in standard loaves prepared by moistening, kneading and baking meal or flour usually with the addition of yeast or leaven, such as "pan francaise" or "pan de agua" (French bread), "pan de sandwich" (Sandwich bread), and "pan sobado" (Breaked bread (sic)).

(26) "Specialty bread" means raisin bread, cracked wheat bread or any variety of bread, other than "pan francaise", "pan de agua", "pan de sandwich" or "pan sobado", which constituted 10% or less of the gross sales of the bread produced by the bakery during the month of January, 1943.

[Paragraphs (25) and (26) added by Amendment 19, 8 F.R. 2158]

(27) "Boxed wooden safety matches" means wooden matches, with a specially prepared head such as Signal Light, Palmer, Independence, Hav-a-Lite, Red Top and Criterion, which normally light only when struck on a specially prepared chemical surface and which are packed in two piece wooden splint or paper-board boxes generally containing 35 to 50 matches.

(b) Unless the context otherwise requires, the definitions set forth in section 302 of the Emergency Price Control Act of 1942 shall apply to the terms used herein.

§ 1418.12 *Applicability.* The provisions of this Maximum Price Regulation No. 183 shall be applicable to the Territory of Puerto Rico.

§ 1418.13 *Effective dates.* (a) This Maximum Price Regulation No. 183 (§§ 1418.1 to 1418.14, inclusive) shall become effective July 20, 1942.

[Issued July 20, 1942]

§ 1418.13a *Effective dates of amendments.*

Amendment Nos. and issue dates:	Effective
Amendment 1, 8-24-42.....	8-29-42
Amendment 2, 8-20-42.....	8-20-42
Amendment 3, 9-19-42.....	9-25-42
Amendment 4, 10-1-42.....	10-1-42
Amendment 5, 10-5-42.....	10-5-42
Amendment 6, 10-21-42.....	10-21-42
Amendment 7, 10-29-42.....	10-30-42
Amendment 8, 11-2-42.....	11-4-42
Amendment 9, 11-12-42.....	11-13-42
Amendment 10, 11-20-42.....	11-21-42
Amendment 11, 11-28-42.....	12-5-42
Amendment 12, 12-4-42.....	12-9-42
Amendment 13, 12-15-42.....	12-15-42
Amendment 14, 12-22-42.....	12-27-42
Amendment 15, 1-1-43.....	1-4-43
Amendment 16, 1-4-43.....	1-4-43
Amendment 17, 1-19-43.....	1-18-43
Amendment 18, 2-2-43.....	2-2-43
Amendment 19, 2-16-43.....	2-16-43
Amendment 20, 3-30-43.....	4-6-43

§ 1418.14 *Tables of maximum prices—*
(a) *Table I: Maximum prices for rice.*
(1) The maximum prices for rice sold or delivered in the Territory of Puerto Rico shall be:

	Sales to wholesalers	Sales at wholesale	Sales at retail
All grades of imported rice.....	Price per pound \$.0655	Price per pound \$.07	Price per pound \$.08

For sales of different quantities the maximum price shall be computed proportionately.

[Paragraph (a) as amended by Amendment 16, 8 F.R. 324]

(b) *Table II: Maximum prices for pork fat backs.* (1) The maximum prices for pork fat backs sold or delivered in the Territory of Puerto Rico shall be:

	Sales to wholesalers	Sales at wholesale	Sales at retail
Pork fat backs, dry salt.....	Price per cwt. \$14.00	Price per cwt. \$15.55	Price per pound \$0.18
Pork fat backs, pickled.....	14.15	15.55	.18

For sales of different quantities the maximum price shall be computed proportionately.

[Paragraph (b) added by Amendment 2; amended by Amendment 16]

(c) *Table III—Maximum retail prices for cigarettes.* (1) The maximum retail prices for cigarettes sold or delivered in the Territory of Puerto Rico shall be:

Brands	Maximum retail price per package of 20 cigarettes
Camel.....	\$.16
Chesterfield.....	.16
Lucky Strike.....	.16
Old Gold.....	.16
Philip Morris.....	.16
Raleigh.....	.16
Pall Mall.....	.16

The maximum retail price for these brands of cigarettes not sold in packages of 20 cigarettes shall be a maximum price in line with the above prices. Any reduction in the number of cigarettes shall be accompanied by a proportionate reduction in price. For example: The maximum retail price for 10 cigarettes shall be 8 cents, the maximum retail price for 5 cigarettes shall be 4 cents, and the maximum retail price for any quantity less than 5 cigarettes shall be 1 cent per cigarette.

The maximum retail price for all other brands of cigarettes shall continue to be governed by the General Maximum Price Regulation.

On and after the effective date of this amendment, all persons selling cigarettes to retailers in the Territory of Puerto Rico shall insert in the first shipment to each retailer the following notification:

The maximum retail price for Camels, Chesterfields, Lucky Strikes, Old Golds, Philip Morris, Raleighs and Pall Mall which you are allowed to charge is 16 cents per package. Any reduction in the number of cigarettes shall be accompanied by a proportionate reduction in price. For example: The maximum retail price for 10 cigarettes shall be 8 cents, the maximum retail price for 5 cigarettes shall be 4 cents, and the maximum retail price for any quantity less than 5

cigarettes shall be 1 cent per cigarette. The maximum retail price for all other brands of cigarettes continues to be the highest price charged by you between April 10 and May 10, 1942.

[Paragraph (c) added by Amendment 4, 7 F.R. 7843]

(d) *Table IV: Maximum prices for canned corned beef present stocks.*

(1) The maximum prices for present stocks of canned corned beef sold to retailers or at retail in the Territory of Puerto Rico shall be:

	Sales to retailers		Sales at retail	
	Per case of 48 12 oz. tins	Per case of 48 8 oz. tins	.12 oz. tin	8 oz. tin
First grade (sold by Libby, McNeill, & Libby under the "Libby" brand label).....	\$13.00	\$11.00	\$0.32	\$0.23
Second grade (all others).....	11.25	9.50	.27	.27

The maximum prices for all other sizes of canned corned beef shall be a price in line with the maximum prices set forth above. The maximum prices for other tin sizes are to be computed by adding to or subtracting from the maximum prices set forth above the customary trade price differentials for tins of other sizes.

(2) Every person selling to a retailer shall, after the effective date of this amendment, before or at the time of his first delivery to each purchaser, supply the purchaser with the following statement:

OPA maximum prices for present stocks of canned corned beef in the Territory of Puerto Rico.

	Sales at retail	
	12 oz. tin	8 oz. tin
First Grade (sold by Libby, McNeill & Libby under the "Libby" brand label).....	\$0.32	\$0.27
Second grade (all others).....	.27	.23

The maximum prices for all other sizes of canned corned beef shall be a price in line with these maximum prices. The maximum price for other tin sizes are to be computed by adding to or subtracting from the maximum prices set forth above the customary trade price differentials for tins of other sizes. For future supplies these maximum prices will be revised by the Director of the Office of Price Administration for the Territory of Puerto Rico.

(3) *Future supplies.* The Director of the Office of Price Administration for the Territory of Puerto Rico, may, if the costs of imported canned corned beef increases or decreases, revise these maximum prices, both as to existing and future supplies, whenever in his judgment such action is advisable. Such revision shall be made by amendment to this Maximum Price Regulation No. 183 and the prices so established shall be fair and equitable. The maximum prices established by the Director in such an amendment shall in no event permit any person selling at

retail to obtain a mark-up over direct cost in excess of the following:

[Paragraph (d) added by Amendment 5, 7 F.R. 7945]

(e) *Table V: Maximum prices for milk:*

	Quart	Pint	Half-pint
Raw bulk milk:			
Sale by producer.....	12	8	4
Sale by store.....	15	8	4
Raw bottled milk:			
Sale by distributor to store.....	14	7	3½
Sale and delivery by distributor to consumer.....	17	9	5
Sale by store to consumer.....	16	8	4
Pasteurized bottled milk:			
Sale by distributor to store.....	15	8	4
Sale and delivery by distributor to consumer.....	18	10	5
Sale by store to consumer.....	17	9	5

(1) *Deposits on glass bottle containers.* No deposit in excess of 5 cents on any glass bottle container delivered in connection with the sale of bottled milk shall be required, and no person shall deposit more than 5 cents for any such glass bottle container. The deposit shall be refunded by the seller upon the return of such glass bottle container.

(2) *Charges for long distance deliveries.* No increase in the prices set forth in paragraph (e) of § 1418.14 of this Maximum Price Regulation No. 183 shall be made, nor shall any charges for deliveries be collected, regardless of the distance required to be traveled in the delivery of milk to any purchaser: *Provided, however,* That, in connection with the sale and delivery of milk to the armed forces of the United States and to municipal and Insular institutions, the following charges may be added:

Less than 20 kilometers.....	No charge.
20 kilometers and less than 60 kilometers.....	1¢ per quart.
60 kilometers and less than 100 kilometers.....	2¢ per quart.
100 kilometers or more.....	3¢ per quart.

The above distance shall be computed, not from the place of business of the seller, but from the nearest business establishment of any distributor of similar milk via the shortest route to the point of delivery.

(3) The prices set forth in paragraph (e) of § 1418.14 of this Maximum Price Regulation No. 183 are gross prices, before discounts of any nature, and include all commissions and other charges.

[Paragraph (e) added by Amendment 6]

(f) *Table VI: Maximum prices for codfish and bloaters.* (1) The maximum prices for codfish and bloaters sold and delivered on and after April 6, 1943, shall be:

	Sales to wholesalers (price per pound)	Sales at wholesale (price per pound)	Sales at retail (price per pound)
Codfish, hard dried.....	\$0.145	\$0.155	\$0.18
Bloaters, hard dried, semi-dried, smoked	0.145	0.155	0.18

The maximum prices for all other grades of codfish and bloaters are to be computed by subtracting from the maximum price set forth above the customary trade price differentials.

(2) Every person selling to a retailer shall on and after April 6, 1943, before or at the time of his first delivery to each purchaser, supply the purchaser with the following statement:

OPA MAXIMUM RETAIL PRICES FOR CODFISH
In the Territory of Puerto Rico

	Sales at retail (price per pound)
Codfish, hard dried.....	\$0.18
Bloaters, hard dried, semi-dried or smoked.....	0.18

The maximum prices for all other grades of codfish or bloaters are to be computed by subtracting from the maximum price for codfish or bloaters, the customary trade price differentials.

Your attention is called to that provision of Maximum Price Regulation No. 183, which requires that on and after April 6, 1943, every person offering to sell codfish or bloaters at retail shall mark the maximum price of such commodity in a manner plainly visible to and understandable by the purchasing public.

(g) *Table VII: Maximum prices for dried beans.* (1) The maximum price for dried beans sold or delivered in the Territory of Puerto Rico shall be:

	Sales to wholesalers	Sales at wholesale	Sales at retail
All grades of dried beans except garbanzos.....	Price per pound \$0.0655	Price per pound \$0.07	Price per pound \$0.08

For sales of different quantities the maximum price shall be computed proportionately.

(h) *Table VIII: Maximum prices for onions.* (1) The maximum price for onions sold or delivered in the Territory of Puerto Rico shall be:

	Sales to wholesalers	Sales at wholesale	Sales at retail
Onions.....	Price per 50-lb. bag \$2.30	Price per 50-lb. bag \$2.75	Price per pound \$0.07

For sales of different quantities the maximum price shall be computed proportionately.

[Paragraphs (g) and (h) added by Amendment 9 (7 F.R. 9341) and amended by Amendment 16, 8 F.R. 324]

(i) *Table IX: Maximum prices for butter.* (1) The maximum price for butter sold or delivered in the Territory of Puerto Rico shall be:

	Sales to wholesalers	Sales at wholesale	Sales at retail
Butter.....	Price per pound \$0.4945	Price per pound \$0.55	Price per pound \$0.65

For sales of different quantities the maximum price shall be computed proportionately. This regulation does not

apply to unopened tins of butter packed outside the Territory of Puerto Rico.

[Paragraph (i) added by Amendment 9; amended by Amendments 16 and 18, 8 F.R. 324, 1589]

(j) *Table X: Maximum prices for evaporated milk.* (1) The maximum prices for evaporated milk sold or delivered in the Territory of Puerto Rico shall be:

	Sales to wholesaler (case of 48 14½ oz. cans)	Sales at wholesale (case of 48 14½ oz. cans)	Sales at retail (per 14½ oz. can)
Evaporated milk.....	\$3.95	\$4.18	\$0.10

The maximum prices for cans of different sizes shall be adjusted proportionately.

(2) Every person selling evaporated milk to a retailer on and after November 13, 1942, before or at the time of his first delivery to each purchaser shall supply the purchaser with the following statement:

OPA MAXIMUM RETAIL PRICES FOR EVAPORATED MILK IN THE TERRITORY OF PUERTO RICO

	Sales at retail (per 14½ oz. can)
Evaporated milk.....	\$0.10

The maximum prices for cans of different sizes shall be adjusted proportionately.

[Paragraph (j) added by Amendment 9, 7 F.R. 9341]

(k) *Table XI: Specific maximum prices for corn meal.*

	Sales to wholesalers	Sales at wholesale	Sales at retail
Corn meal.....	Price per 98-lb. bag \$4.75	Price per 98-lb. bag \$5.10	Price per lb. \$0.06

For sales of different quantities the maximum price shall be proportionately computed.

[Paragraph (k) added by Amendment 10, amended by Amendment 14, 7 F.R. 10812]

(l) *Table XII: Maximum prices for certain cereals.* (1) The maximum prices for certain cereals sold or delivered in the Territory of Puerto Rico shall be:

	Sales to wholesalers	Sales at wholesale	Sales at retail
Rolled oats.....	Price per case 36/20 oz. \$2.89	Price per case 36/20 oz. \$3.22	Price per 20-oz. package \$0.11
	Price per case 24/20 oz. \$1.96	Price per case 24/20 oz. \$2.20	Price per 20 oz. package \$0.11
Wheat flakes.....	Price per case 24/8 oz. \$2.10	Price per case 24/8 oz. \$2.35	Price per 8 oz. package \$0.12
Farina.....	Price per case 12/28 oz. \$1.56	Price per case 12/28 oz. \$1.75	Price per 28 oz. package \$0.17
Corn flakes.....	Price per case 36/6 oz. \$2.24	Price per case 36/6 oz. \$2.55	Price per 6 oz. package \$0.09

For sales of different quantities the maximum price shall be proportionately computed.

[Paragraph (l) added by Amendment 10, amended by Amendment 16]

(m) **Table XIII: Maximum prices for certain packing house products.** (1) The maximum prices for certain packing house products sold or delivered in the Territory of Puerto Rico shall be:

	Sales to wholesalers	Sales at wholesale	Sales at retail
Lard pork fat rendered	Price per 100 lb. \$15.45	Price per 100 lb. \$16.70	Price per pound \$0.19
Pure refined lard in tierces	16.05	17.30	.20
Pure refined lard in cases 56 lb.	16.00	17.25	.20
Pure refined lard in 34-lb. to 37-lb. tins	16.50	17.75	.20
Pork pickled heads and tails	15.15	16.15	.19
Pork spare ribs, cured	21.25	23.25	.27
Pork snouts, cured	11.85	12.85	.16
Smoked picnic hams	30.90	33.90	.41
Beef pickled or jerked	23.35	24.85	.29
Lard refined, hydrogenated prints	Price per pound \$1.685	Price per pound \$1.181	Price per pound \$1.22

For sales of different quantities the maximum price shall be computed proportionately.

[Paragraph (m) added by Amendment 10; amended by Amendment 16]

(n) **Table XIV: Maximum prices for garlic.** (1) The maximum prices for garlic sold or delivered in the Territory of Puerto Rico shall be:

	Sales to wholesalers	Sales at wholesale	Sales at retail
Garlic	Price per 50-lb. bag \$3.33	Price per 50-lb. bag \$3.70	Price per pound \$.09

For sales of different quantities the maximum price shall be computed proportionately. These maximum prices are not applicable to garlic sold on strings.

[Paragraph (n) added by Amendment 10, amended by Amendment 16]

(o) **Table XV: Specific maximum prices for cheese.**

	Sales to wholesalers	Sales at wholesale	Sales at retail
Natural American Cheddar	Price per 100 lbs. \$29.00	Price per 100 lbs. \$31.25	Price per lb. \$0.38

For sales of different quantities the maximum price shall be proportionately computed.

(p) Every person selling any of the commodities listed in paragraphs (k) to (o), inclusive, of this section, to a retailer on and after November 21, 1942, before or at the time of his first delivery to each purchaser shall supply the purchaser with a statement of the maximum retail prices set forth above for the commodity or commodities delivered.

[Paragraphs (o) and (p) added by Amendment 10]

(q) **Table XVI: Maximum prices for wheat flour.** (1) The maximum prices for wheat flour sold or delivered in the Territory of Puerto Rico shall be:

	Sales to wholesalers	Sales at wholesale	Sales at retail
Grade A	Price per bale 4/24 1/2-lb. bags \$4.15	Price per bale 4/24 1/2-lb. bags \$4.65	Price per pound \$0.08
Grade A	Price per bale 2/49-lb. bags \$4.00	Price per bale 2/49-lb. bags \$4.65	.06
Grade A	Price per 98-lb. bag \$3.85	Price per 98-lb. bag \$4.65	.06
Grade C	Price per bale 4/24 1/2-lb. bags \$4.15	Price per bale 4/24 1/2-lb. bags \$4.65	.06
Grade C	Price per bale 2/49-lb. bags \$4.00	Price per bale 2/49-lb. bags \$4.65	.06
Grade C	Price per 98-lb. bag \$4.00	Price per 98-lb. bag \$4.65	.06

	Sales to wholesalers or industrial users	Sales by wholesalers
Enriched hard wheat 14% minimum protein	Price per 60-lb. bag \$7.85	Price per 60-lb. bag \$8.35
Enriched hard wheat 12% minimum protein	7.75	8.25
Enriched hard wheat clear 14 1/2% minimum protein	7.15	7.65
Enriched hard wheat clear 12 1/2% protein	7.05	7.55
Grade A	7.85	8.35

For sales of different quantities the maximum price shall be computed proportionately.

[Paragraph (q) added by Amendment 11, 7 F.R. 9975; amended by Amendment 16, 8 F.R. 324]

(r) **Table XVII: Specific maximum prices for laundry soap.**

	Sales to wholesalers	Sales to retailers	Sales at retail
Blue Splash	Case of 20 1/2 lb. bars \$6.90	Case of 20 1/2 lb. bars \$7.50	Price per pound \$0.09
Blue Mottle	6.90	7.50	.09
Blue Splash	Case of 10 1/5 lb. bars \$3.45	Case of 16 1/5 lb. bars \$3.75	.09
Blue Mottle	3.45	3.75	.09

For sales of different quantities the maximum price shall be proportionately computed.

(s) **Table XVIII: Specific maximum prices for canned Vienna sausage.**

	Sales to wholesalers	Sales to retailers	Sales at retail
Canned Vienna sausage	Case of 48 1/4 oz. cans \$3.35	Case of 48 1/4 oz. cans \$3.70	Price per 4 oz. can \$0.10

For sales of different quantities the maximum price shall be proportionately computed.

(t) Every person selling any of the commodities listed in paragraphs (q) to (s), inclusive, of this section, to a retailer on and after December 5, 1942, before or at the time of his first delivery to each purchaser shall supply the purchaser with a statement of the maximum retail prices set forth above for the commodity or commodities delivered.

[Paragraphs (r), (s), and (t) added by Amendment 11]

(u) **Table XIX—Specific maximum prices for oleomargarine**

	Sales to wholesalers (price per pound)	Sales to retailers (price per pound)	Sales at retail (price per pound)
Oleomargarine	\$1.18	\$1.96	\$0.24

For sales of different quantities the maximum price shall be proportionately computed.

[Paragraph (u) added by Amendment 12, 7 F.R. 10225]

(v) **Table XX: Maximum prices for certain processed vegetables and fruits.**

(1) The maximum prices for certain processed vegetables and fruits sold or delivered in the Territory of Puerto Rico shall be:

	Sales to wholesalers	Sales at wholesale	Sales at retail
Carrots	Case 2 1/2 No. 2 cans \$2.25	Case 2 1/2 No. 2 cans \$2.64	Price per No. 2 can \$0.14
Corn:			
Creamed style, Golden C	2.65	3.05	.16
Whole kernel extra standard	2.95	3.35	.17
Whole kernel fancy	3.10	3.50	.18
Peas:			
B	3.10	3.50	.18
C	2.95	3.40	.18
Tomatoes	2.60	2.95	.16
Tomato soup	Case 48/10 1/2 oz. cans \$2.65	Case 48/10 1/2 oz. cans \$3.00	Price per 10 1/2 oz. cans \$0.08
Vegetable soup	2.65	3.00	.08
Tomato sauce	Case 72/8 oz. cans \$3.50	Case 72/8 oz. cans \$3.90	Price per 8 oz. can \$0.07

For sales of different quantities the maximum price shall be computed proportionately. The references to soup do not include "new-formula condensed soups" which are covered by Maximum Price Regulation No. 181.

[Paragraph (v) added by Amendment 12, amended by Amendment 16]

(w) Every person selling any of the commodities listed in paragraphs (u) and (v) of this section, to a retailer on and after December 9, 1942, before or at the time of his first delivery to each purchaser shall supply the purchaser with a statement of the maximum retail prices set forth above for the commodity or commodities delivered.

[Paragraph (w) added by Amendment 12]

(x) Table XXI: Specific maximum prices for frozen pork loins.

	Sales at wholesale	Sales at retail
	Price per pound	Price per pound
Frozen pork loins, 8 to 12 lb. unit.....	\$0.345	\$0.44

For sales of different quantities the maximum price shall be proportionately computed.

(y) Table XXII: Specific maximum prices for turkeys.

	Sales at wholesale	Sales at retail
	Price per pound	Price per pound
Turkeys, hard chilled, dressed, Grade B, old and young:		
Hens, 8 to 14 pound unit.....	\$0.475	\$0.60
Toms, 16 to 20 pound unit.....	.455	.60
Toms, over 20 pounds.....	.445	.60

For sales of different quantities the maximum price shall be proportionately computed.

The maximum price for all other grades of turkeys shall be a price in line with the maximum prices above, and shall be computed by adding to or subtracting from the maximum prices set forth above the customary trade price differentials for other grades.

(z) Every person selling any of the commodities listed in paragraphs (x) and (y) of this section, to a retailer on and after December 15, 1942, before or at the time of his first delivery to each purchaser shall supply the purchaser with a statement of the maximum retail prices set forth above for the commodity or commodities delivered.

[Paragraphs (x), (y), and (z) added by Amendment 13]

(aa) Table XXIII. Specific maximum prices for cattle and beef. (1) The maximum prices for cows and oxen sold for slaughter shall be \$5.00 per arroba. For all other cattle sold for slaughter the maximum price shall be \$6.25 per arroba. Where the estimated weight involves a fraction of an arroba the maximum price of such fractional part shall be proportionately computed.

(2) The maximum wholesale price for all meat derived from cattle slaughtered in the Territory of Puerto Rico shall be 21¢ per pound.

(3) The maximum retail prices for beef derived from cattle slaughtered in Puerto Rico shall be:

(i) Where the seller customarily sold beef in accordance with the classifications: Tenderloin, round meat, stew meat and soup meat, he shall continue to sell by these classifications at prices no higher than the following:

	Sales at retail (per pound)
Tenderloin.....	\$0.65
Round meat.....	0.45
Stew meat.....	0.25
Soup meat.....	0.12

(ii) Where the seller has not customarily sold beef in accordance with the classifications set forth in paragraph (i) above, the maximum retail prices shall be as follows:

	Sales at retail (per pound)
Tenderloin.....	\$0.65
All meat excepting tenderloin.....	0.27

Meat sold at 27¢ per pound in accordance with this paragraph shall not contain more than 25% of bone.

(bb) Every person selling any of the commodities listed in paragraph (aa) of this section, to a retailer on and after January 4, 1943, before or at the time of his first delivery to each purchaser shall supply the purchaser with a statement of the maximum retail prices set forth above for the commodity or commodities delivered.

[Paragraphs (aa) and (bb) added by Amendment 15, 8 F.R. 149]

(cc) Table XXIV: Specific maximum prices for bread.

(1) The maximum prices for bread sold or delivered in the Territory of Puerto Rico shall be:

At bakery to wholesaler	At bakery to retailers	Delivered to retailers	Delivered to institutional and commercial users	All sales at retail
Price per lb. \$0.0775	Price per lb. \$0.080	Price per lb. \$0.085	Price per lb. \$0.085	Price per lb. \$0.10

For sales of different quantities the maximum price shall be completed proportionately. Maximum prices for specialty bread continue to be governed by the General Maximum Price Regulation.

[Paragraph (cc) added by Amendment 19, 8 F.R. 2158]

(dd) Table XXV: Specific maximum prices for matches. (1) The maximum prices for all varieties of boxed wooden safety matches to retailers and at retail shall be as follows:

Sales at wholesale: \$1.15 per gross, or a price derived by applying a mark-up over direct cost of 10¢ per gross, whichever results in a lower price.

Sales at retail: 1¢ per box

(2) No sale of matches other than boxed wooden safety matches, imported after the effective date of this amendment, shall be made by the importer until the maximum price for such matches has been authorized by the Director of the Office of Price Administration for the Territory of Puerto Rico. An importer who seeks a maximum price for such matches, shall file with the Puerto Rico office of the Office of Price Administration an application setting forth:

(i) A description of the matches for which the maximum price is sought;

(ii) A complete statement of all costs in connection with such matches;

(iii) The quantity of such matches for which an order has been placed, or which have been imported and are awaiting distribution, or which are on hand; and

(iv) Any other facts which the seller wishes to submit in support of his application. The seller shall also submit

such additional pertinent information as the Puerto Rico office of the Office of Price Administration may require. Such authorized price will be given in the form of an amendment or of an order by the Director of the Office of Price Administration for the Territory of Puerto Rico, prescribing the maximum price for the applicant or for sellers of matches generally including purchasers for resale, or for a class of such sellers.

(3) The maximum prices established on sales by importers of matches, by wholesalers, and by retailers, shall be fair and equitable and shall consist of mark-ups not to exceed:

(i) A mark-up of 10% over direct cost on all sales by an importer of matches, except on sales direct to retailers, in which case a 15% mark-up may be authorized;

(ii) A mark-up of 10% on sales by wholesalers; and

(iii) A mark-up of 25% on sales at retail.

In establishing maximum prices in accordance with this section, fractions of one-half cent or more shall be adjusted to the next higher cent, and fractions of less than one-half cent to the next lower cent.

(4) The direct cost to the importer may not exceed the cost of a reasonably expeditious shipment via the most efficient, readily and regularly available route and means.

(5) Every sale, except at retail, of matches, shall be accompanied either by a sales invoice or by a statement containing whichever of the following statements applies to the particular case:

(i) Boxed wooden safety matches:

OPA MAXIMUM PRICES FOR MATCHES IN THE TERRITORY OF PUERTO RICO

X brand of safety matches sold in wooden splint or paperboard boxes, is a variety of matches for which specific prices have been established by the Office of Price Administration under Maximum Price Regulation No. 183 as follows:

To wholesaler

To retailer

To consumer

(ii) All matches other than boxed wooden safety matches:

OPA MAXIMUM PRICES FOR MATCHES IN THE TERRITORY OF PUERTO RICO

Y brand of matches sold in is a product for which maximum prices have been authorized by the Director of the Office of Price Administration for the Territory of Puerto Rico under the Office of Price Administration Maximum Price Regulation No. 183 as follows:

To wholesaler

To retailer

To consumer

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. D. Doc. 43-4889; Filed, March 30, 1943; 3:47 p. m.]

PART 1404—RATIONING OF FOOTWEAR
[RO 17,¹ Amendment 7]

SHOES

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

Ration Order 17 is amended in the following respect:

1. Section 1.7a is added to read as follows:

§ 1.7a *Employer may get stamps for safety shoes.* (a) Any employer having employees who require safety shoes for the protection of their health or safety and whose plant is not served by a Plant Area Board may make application to, and upon approval obtain from, the district office the number of special shoe stamps (or temporary shoe purchase certificates) necessary to allow the acquisition by his employees of a two months' supply of safety shoes. The employer shall apply in writing and shall furnish to the district office all information necessary to show his eligibility and the number of stamps required during the two month period.

(b) Any employer acquiring stamps under this section shall appoint some person or committee to issue the stamps to his employees and shall notify the district office of the appointment and obtain its approval of the appointment. When a stamp is issued by such person or committee to an employee, he shall write on it the date of issuance and the number of the employee's War Ration Book or if the employee does not have a War Ration Book, he shall write on it the words "No book". A stamp may be issued only to an employee who has filled out an application under section 1.5 and who meets the need requirements of section 1.5. These individual applications shall be filed by the employer with the district office when he makes his next application under this section. Application may be made by the employer before he has exhausted his supply of stamps but he must state in his application the number of stamps he has on hand and the number of individual applications he is forwarding.

(c) Whenever the term "stamp" is used in this section it shall refer also to a "temporary shoe purchase certificate".

This amendment shall become effective April 5, 1943.

(Pub. Law 671, 76th Cong. as amended by Pub. Laws 89, 421 and 507, 77th Cong.; W.P.B. Dir. 1, 7 F.R. 562, Supp. Dir. 1-T, 8 F.R. 1727; E.O. 9125, 7 F.R. 2719)

NOTE: The reporting provisions of this amendment have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4858; Filed, March 30, 1943; 3:49 p. m.]

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

¹ 8 F.R. 1749, 2040, 2487, 2943, 3315, 3371.

No. 64—21

PART 1499—COMMODITIES AND SERVICES
[Order 353 under § 1499.3 (b) of GMPR]

MAXIMUM PRICES FOR ALUMINUM PIG

For reasons set forth in an opinion issued simultaneously herewith and filed with the Division of the Federal Register,* and pursuant to and under the authority vested in the Price Administrator by the Emergency Price Control Act of 1942, as amended, Executive Order No. 9250, and section 3 (b) of the General Maximum Price Regulation, *It is hereby ordered:*

§ 1499.1789 *Maximum prices for aluminum pig.* (a) The following maximum prices are specifically authorized for aluminum pig sold by producers of primary aluminum:

Grade	Maximum price (cents per pound)
(1) Unalloyed grades (average aluminum content):	
97% minimum.....	13
99% minimum.....	14
99.6% minimum.....	14½
99.7% minimum.....	15
99.8% minimum.....	16
99.85% minimum.....	17
99.9% minimum.....	24
(2) Alloy grades (approximate composition):	
80-20 Al-Cu.....	14
88-8-4 Al-Cu-Ni.....	15
88-12 Al-Si.....	14
90-10 Al-Si.....	14
87.5-10-2.5 Al-Si-Cu.....	14½
95-5 Al-Mn.....	14
90-10 Al-Ni.....	16½
97.5-2.5 Al-Cr.....	16

(b) The average aluminum content of all aluminum pig supplied under any single order or contract shall determine the classification of the unalloyed grades.

(c) The maximum prices authorized in this order shall be subject to the discounts, quantity premiums, transportation allowances and other terms of sale employed by producers in sales of primary aluminum ingot during March 1942.

(d) (1) "Pig" is unrefined aluminum of variable composition, as cast from the electric reduction furnaces. It is ordinarily supplied in pieces weighing approximately 50 pounds.

(2) "Producer" means the Aluminum Company of America, The Olin Corporation, Reynolds Metals Company and any other person producing aluminum principally from alumina.

(e) This order may be revoked or amended by the Administrator at any time.

Issued and effective this 30th day of March, 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4891; Filed, March 30, 1943; 3:48 p. m.]

PART 1499—COMMODITIES AND SERVICES
[Rev. SR 4¹ to GMPR,² Amendment 23]

FORTY PERCENT OLEUM

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

Section 1499.29 (a) (30) is added to read as follows:

(30) Sales or deliveries until July 3, 1943 of 40 per cent oleum (109 per cent sulfuric acid) to an ordnance plant or works operated by or for the United States or any agency thereof.

This amendment shall become effective April 5, 1943.

(Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871)

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4890; Filed, March 30, 1943; 3:47 p. m.]

PART 1301—MACHINE TOOLS

[RPS 1,³ Amendment 3]

SECOND-HAND MACHINE TOOLS

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

Section 1301.1a is added to read as follows:

§ 1301.1a *Sales by Defense Plant Corporation.* Notwithstanding any other provision of this Revised Price Schedule, the maximum price applicable to the sale by the Defense Plant Corporation of any second-hand machine tool or extra which was acquired by the Defense Plant Corporation for purposes of rental shall be computed as provided in subparagraphs (a) and (b) below:

(a) *Where the purchaser is the first lessee of the machine tool or extra under an agreement with the Defense Plant Corporation.* The maximum price shall be computed by adding the sum of the following:

(1) The cost of the machine tool or extra to the Defense Plant Corporation, f. o. b. the plant of the manufacturer of the machine tool or extra;

(2) The freight paid by the Defense Plant Corporation from the plant of the manufacturer of the machine tool or extra to the plant of the purchaser;

(3) The cost to the Defense Plant Corporation of unloading the machine tool or extra at the plant of the purchaser;

(4) The cost to the Defense Plant Corporation of the installation of the machine tool or extra in the plant of the purchaser;

(5) Interest on Items (1) to (4), inclusive, at the rate actually charged the

¹ 7 F.R. 5056, 5089, 5566, 6082, 6084, 6426, 6793, 6744, 7175, 7538, 8021, 9827, 10022, 10110, 10531; 8 F.R. 130, 137, 372, 1685, 1681, 1893.

² 8 F.R. 3096.

³ 7 F.R. 1202, 2132, 8996, 8948, 101618.

purchaser under the agreement of lease between the Defense Plant Corporation and the purchaser, or if no interest rate was specified in such agreement the average rate charged by the Defense Plant Corporation to other lessees of comparable machine tools and extras, such interest to be computed from the date that each of such items was paid by the Defense Plant Corporation to the date of sale.

(6) Direct expenses actually incurred by Defense Plant Corporation and normally charged the purchaser under the agreement of lease between Defense Plant Corporation and the purchaser; or, if no provision for direct expenses is specified in such agreement, direct expenses actually incurred by Defense Plant Corporation and normally charged by Defense Plant Corporation to other lessees of comparable machine tools and extras.

From the sum of Items (1) to (5), inclusive, deduct depreciation on the original total cost of acquisition by Defense Plant Corporation at the rate of eight per cent (8%) per annum from the date of installation and initial use after acquisition by Defense Plant Corporation of such machine tool or extra to the date of sale, except that in the event of sale within ninety (90) days after such initial use no depreciation shall be deducted.

(b) Where the purchaser is a person other than the first lessee of the machine tool or extra. The maximum price delivered to the plant of the purchaser shall be computed by adding the sum of the following:

(1) The cost of the machine tool or extra to the Defense Plant Corporation, f. o. b. the plant of the manufacturer of the machine tool or extra;

(2) An allowance equal to the freight charge for the transportation of such machine tool or extra from the location of the machine tool or extra at the time of sale by Defense Plant Corporation to the plant of the purchaser. From the sum of Items (1) and (2), deduct depreciation on the original total cost of acquisition by Defense Plant Corporation at the rate of eight per cent (8%) per annum from the date of installation and initial use after acquisition by Defense Plant Corporation of such machine tool or extra to the date of sale, except that in the event of sale within ninety (90) days after such initial use no depreciation shall be deducted.

This amendment shall become effective April 5, 1943.

(Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871)

Issued this 30th day of March 1943,
PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4926; Filed, March 30, 1943;
5:02 p. m.]

PART 1315—RUBBER AND PRODUCTS AND MATERIALS OF WHICH RUBBER IS A COMPONENT

[MPR 149,¹ Amendment 7]

MECHANICAL RUBBER GOODS

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 149 is amended in the following respects:

1. Section 1315.31 (a) (6) is amended to read as follows:

(6) "Rubber" means all forms and types of rubber, including synthetic and reclaimed rubber and balata.

2. Section 1315.34 is amended by amending the text thereof to read as follows:

§ 1315.34 *Appendix A: Mechanical rubber goods whose maximum price is established by paragraph (a) of § 1315.21a.* Paragraph (a) of § 1315.21a establishes the maximum prices (base date, October 1, 1941) for the following kinds and types of mechanical rubber goods, when made in whole or in part of rubber:

3. Section 1315.35 is amended by amending the text thereof to read as follows:

§ 1315.35 *Appendix B: Mechanical rubber goods whose maximum price is established by paragraph (b) of § 1315.21a.* Paragraph (b) of § 1315.21a establishes the maximum prices (base date, January 5, 1942) for the following kinds and types of mechanical rubber goods, when made in whole or in part of rubber:

This amendment shall become effective April 5, 1943.

(Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871)

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4911; Filed, March 30, 1943;
5:03 p. m.]

PART 1315—RUBBER AND PRODUCTS AND MATERIALS OF WHICH RUBBER IS A COMPONENT

[MPR 220,² Amendment 5]

CERTAIN RUBBER COMMODITIES

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.*

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

¹ 7 F.R. 3889, 7173, 8699, 8948, 10103, 10143, 10993; 8 F.R. 1312.

² 7 F.R. 7282, 8936, 8948, 11111; 8 F.R. 1584, 2667.

Maximum Price Regulation 220 is amended in the following respects:

1. Section 1315.1568 (h) (6) is revoked.

2. Section 1315.1568 (h) (7) is redesignated § 1315.1568 (h) (6).

3. Section 1315.1568 (h) (8) is redesignated § 1315.1568 (h) (7).

4. Section 1315.1568 (h) (9) is redesignated § 1315.1568 (h) (8).

This amendment shall become effective April 5, 1943.

(Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871)

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4909; Filed, March 30, 1943;
5:03 p. m.]

PART 1340—FUEL

[RPS 88,¹ Amendment 85]

PETROLEUM AND PETROLEUM PRODUCTS

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

Revised Price Schedule No. 88 is amended in the following respect:

1. Section 1340.159 (c) (3) (xvi) is amended to read as follows:

(xvi) *Hartford, Connecticut Area.* In the Hartford, Connecticut Area comprising the townships and cities of Bloomfield, East Hartford, East Windsor, Glastonbury, Hartford, Newington, Weathersfield, Windsor, Windsor Locks, West Hartford and South Windsor, maximum prices for kerosene, No. 1 fuel oil and range oil shall be as follows:

	Cents per gallon
F. o. b. terminals in bulk lots for delivery by tank car or motor transport.	7.7
At seller's yard for delivery into buyer's tank wagons.....	8.0
At seller's yard for deliveries in containers in quantities of 10 gallons or less.....	10.5
Tank wagon deliveries to resellers in quantities of 25 gallons or over.....	10.2
Tank wagon deliveries to consumers in quantities of 25 gallons or over.....	10.2
Tank wagon deliveries to consumers in quantities of less than 25 gallons.....	11.7

This amendment shall become effective April 5, 1943.

¹ 7 F.R. 1107, 1371, 1798, 1799, 1886, 2132, 2304, 2352, 2634, 2945, 3463, 3482, 3524, 3576, 3985, 3963, 4483, 4653, 4854, 4857, 5481, 5867, 5868, 5988, 5983, 6057, 6167, 6471, 6680, 7242, 7838, 8433, 8478, 9120, 9134, 9335, 9425, 9460, 9620, 9621, 9817, 9820, 10684, 11069, 11112, 11075; 8 F.R. 157, 232, 233, 857, 1227, 1300, 1457, 1312, 1318, 1642, 1799, 233, 857, 1227, 1200, 1457, 1312, 1318, 1642, 1799, 2023, 2105, 2267, 2119, 2594, 2152, 2334, 2349, 2273, 2350, 8-2501, 2594, 2756, 2874, 2977, 3050, 3106, 3327, 8366.

(Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871)

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4924; Filed, March 30, 1943;
5:02 p. m.]

PART 1340—FUEL

[RPS 88,¹ Amendment 86]

PETROLEUM AND PETROLEUM PRODUCTS

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

Revised Price Schedule No. 88 is amended in the following respects:

1. Section 1340.154 (d) is hereby revoked.

2. Section 1340.160 (c) is amended to read as follows:

(c) The following special hydrocarbon fractions utilized in the manufacture of gasoline and the components thereof and liquefied petroleum gases to the extent sold or delivered for use in the manufacture of synthetic rubber: Components of synthetic rubber, including but not limited to butadiene and styrene; all hydrocarbons and petroleum fractions used in the manufacture of the components of synthetic rubber, including but not limited to ethylene, propylene, butylene, iso-butylene, propane, butane, and iso-butane.

This amendment shall become effective April 5, 1943.

(Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871)

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4916; Filed, March 30, 1943;
5:01 p. m.]

PART 1347—PAPER, PAPER PRODUCTS, RAW MATERIAL FOR PAPER PRODUCTS, PRINTING AND PUBLISHING

[MPR 266,² Amendment 3]

CERTAIN TISSUE PAPER PRODUCTS

A statement of the considerations involved in the issuance of this amendment, issued simultaneously herewith,

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

¹ 7 F.R. 1107, 1371, 1798, 1799, 1886, 2132, 2304, 2352, 2634, 2945, 3463, 3482, 3524, 3576, 3895, 3963, 4483, 4653, 4854, 5857, 5481, 5867, 5868, 5988, 5983, 6057, 6167, 6471, 6680, 7242, 7838, 8433, 8478, 9120, 9134, 9335, 9425, 9460, 9620, 9621, 9817, 9820, 10684, 11069, 11112, 11075; 8 F.R. 157, 232, 233, 857, 1227, 1200, 1457, 1312, 1318, 1642, 1799, 2023, 2105, 2267, 2119, 2152, 2334, 2349, 2273, 2350, 2501, 2594, 2756, 2874, 2977, 3050, 3106, 3327, 3366.

² 7 F.R. 9335, 10714; 8 F.R. 531, 2431.

has been filed with the Division of the Federal Register.*

Maximum Price Regulation No. 266 is amended in the following respects:

1. Section 1347.515 (a) (3) (iii) is added to read as follows:

(iii) In special cases in which test runs of toilet tissue are made at the request of the War Production Board, such runs to be of limited quantities only, and for a limited period of time, and to be made only to discover improved methods of conserving materials, and for cost-finding purposes, the Administrator may, if he deems such procedure to be in the interest of the successful prosecution of the war, authorize by letter appropriate temporary maximum prices for such test runs of toilet tissue. The temporary maximum price or prices may in no event exceed the maximum price for that product for which the substitution is made. Any manufacturer desiring to obtain such temporary maximum prices for such purposes may request permission by letter, setting forth fully the reasons for such test-run, its duration and scope, the temporary maximum price or prices requested, and any other pertinent information.

2. Section 1347.516 (a) (2) is amended by designating the undesignated paragraph following the words "Special products" as subdivision (i).

3. Section 1347.516 (a) (2) (ii) is added to read as follows:

(ii) In special cases in which test runs of paper towels are made at the request of the War Production Board, such runs to be of limited quantities only, and for a limited period of time, and to be made only to discover improved methods of conserving materials, and for cost-finding purposes, the Administrator may, if he deems such procedure to be in the interest of the successful prosecution of the war, authorize by letter appropriate temporary maximum prices for such test runs of paper towels. The temporary maximum price or prices may in no event exceed the maximum price for that product for which the substitution is made. Any manufacturer desiring to obtain such temporary maximum prices for such purposes may request permission by letter, setting forth fully the reasons for such test-run, its duration and scope, the temporary maximum price or prices requested, and any other pertinent information.

This amendment shall become effective April 5, 1943.

(Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871)

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4902; Filed, March 30, 1943;
4:59 p. m.]

PART 1305—ADMINISTRATION

[Gen. RO 5,¹ Amendment 10]

FOOD RATIONING FOR INSTITUTIONAL USERS

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

General Ration Order No. 5 is amended in the following respects:

1. Paragraphs (c) and (d) of section 9.1 are amended to read as follows:

Section 9.1 (c) Not more than six (6) certificates are to be issued, regardless of the size of the allotment. Certificates for pounds shall not be issued in fractions of pounds, but shall be issued to the nearest pound.

(d) If an institutional user has establishments in more than one group, his opening inventory and his allotments are determined separately for each group and he is to receive separate certificates for each group. If he has registered his establishments separately, his opening inventory and his allotments are determined separately for each establishment and he is to receive separate certificates for each.

This amendment shall become effective March 30, 1943.

(Pub. Law 671, 76 Cong.; as amended by Pub. Laws 89, 421, and 507, 77th Cong.; E.O. 9125, 7 F.R. 2719; E.O. 9280, 7 F.R. 10179; W.P.B. Dir. 1, Supp. Dir. 1-E, 1-M, and 1-R, 7 F.R. 562, 2965, 7234, 9684, respectively; Food Dir. 3, 5, 6, 7, 8 F.R. 2005, 2251, 3741, respectively.)

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4921; Filed, March 30, 1943;
5:04 p. m.]

PART 1351—FOOD AND FOOD PRODUCTS

[MPR 280, Amendment 18]

CHEESE

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.*

The effective date provision of Amendment No. 18 to Maximum Price Regulation No. 280 is amended to read as follows:

This Amendment No. 18 shall become effective March 11, 1943.

This amendment shall become effective March 30, 1943.

(Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871)

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4913; Filed, March 30, 1943;
5:01 p. m.]

¹ 8 F.R. 2195, 2348, 2598, 2666, 2667, 3178, 3216, 3255, 3616.

PART 1375—EXPORT PRICES

[2d Rev. Max. Export Price Reg.]

Revised Maximum Export Price Regulation is amended to read as follows:

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

§ 1375.1 *Maximum export prices.* Under the authority vested in the Price Administrator by the Emergency Price Control Act of 1942 as amended, and Executive Order 9250, the Second Revised Maximum Export Price Regulation which is annexed hereto and made a part hereof, is hereby issued.

AUTHORITY: § 1375.1 issued under Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7671.

SECOND REVISED MAXIMUM EXPORT PRICE
REGULATION

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SECTION 1 *Export sales to procurement agencies of the United States for the account of the Office of Lend-Lease Administration.* On a sale to a procurement agency buying for the account of the Office of Lend-Lease Administration, established under the terms of the Act of March 11, 1941, entitled "An Act to Promote the Defense of the United States," the maximum price shall be the seller's maximum domestic price applicable to the transaction plus the following charges if separately shown on the seller's invoice:

(a) Extra packing costs to be determined in accordance with Supplementary Order No. 34¹ issued by the Office of Price Administration;

(b) The difference between the greater cost of installation and other necessary services involved in the sale and the cost of installation and other necessary services which would have been involved in a domestic sale, if such installation or services are contracted for by an agency of the United States, whether such installation or services are performed directly by the seller or by his distributor or agent:

Except that if the applicable domestic price regulation expressly allows and provides for any of the expenses on sales for the account of the Office of Lend-Lease Administration, that provision of the domestic price regulation shall govern.

SEC. 2 *Sales to exporters.* On a sale to a person who buys for his own account a commodity for shipment outside the continental United States, the maximum price shall be the seller's maximum domestic price applicable to the transaction plus the following charges if separately shown on the seller's invoice:

(a) Extra packing expenses as allowed by section 4 (b); and

(b) The difference between the greater cost of installation and servicing involved in the sale and the cost of installation and servicing involved in a comparable domestic sale, whether such installation or servicing is performed directly or by a distributor or agent:

Except that if the applicable domestic price regulation expressly provides for installation and servicing on such sales, that provision of the domestic price regulation shall govern.

SEC. 3 *Maximum export prices for export sales other than to procurement agencies of the United States for an account of the Office of Lend-Lease Administration.* On and after April 5, 1943, regardless of the terms of any contract of sale or purchase, or of any export license thereafter issued by the Board of Economic Warfare or other governmental agency, no exporter or other seller in a transaction dealt with below shall sell, offer to sell, transport, ship, or participate in the transportation or shipment of, any commodity at a price in excess of the following maximum prices:

(a) In the case of an exporter other than the manufacturer or producer of the commodity the maximum export price shall be either:

(1) The price at which the commodity was acquired or the maximum domestic price which would be applicable to a current sale of the commodity to the exporter by the supplier thereof, plus the additions thereto authorized by paragraphs (a) and (b) of section 4 and less the deductions provided by section 5 (a); or

(2) The maximum domestic price, at the point from which the commodity is to be shipped for export, which would be applicable to a sale of the commodity by the exporter to a domestic purchaser similar to the purchaser outside the Continental United States, plus the allowable expenses authorized by section 4 (b), and less the deductions provided

by section 5 (a). In the event that a maximum domestic price for such a sale of the commodity by the exporter is not determinable, a price in line with the maximum undelivered price which would be applicable to such a sale by the domestic jobber or wholesaler located nearest the point from which the commodity is to be shipped for export may be substituted as the basic price and the addition of allowable expenses authorized by section 4 (b) and the deductions provided by section 5 (a) made thereto: *Provided*, That on an export sale of the goods dealt with in section 7, a premium not in excess of that specified therein may be added.

(b) In the case of an exporter who is the manufacturer or producer of the commodity to be exported, the maximum export price shall be his maximum domestic price for the commodity to a domestic purchaser similar to the purchaser outside the continental United States or, in case there is no such price, shall be his maximum domestic price to such a similar purchaser for the most nearly similar commodity of equal or lower quality or grade plus the additions thereto authorized by sections 4 (a) or 7, and 4 (b), and less the deductions provided by section 5 (b).

(c) In the case of an exporter who is the manufacturer or producer of a commodity which is not sold domestically by any seller and for which there is no similar domestic product, or which is not sold domestically by any manufacturer or producer to the class of purchaser to which the exporter sells outside the continental United States, the maximum export price shall be the highest price charged in the export market by the manufacturer or producer to the same purchaser or to a similar purchaser outside the continental United States during the period March 1 to April 15, 1942, or the price on the last sale of the commodity by the exporter to such a purchaser prior to that period. No such price shall be charged until after an affidavit has been filed with the Office of Export-Import Price Control, Office of Price Administration, Washington, D. C. stating either that no similar product sold in the domestic market exists, or that no similar product is sold domestically by any manufacturer or producer of the product to a purchaser of the same class as the purchaser outside the continental United States; showing the maximum export price proposed to be charged on export sales of the commodity, and indicating the transaction or transactions in the March 1 to April 15, 1942 period or prior to that period upon which the proposed price is based. The Price Administrator may disapprove or adjust the prices proposed if in his opinion the requirements of this section are not met, or if in his opinion the price is excessive.

(d) In the case of solid fuels exported to the Territories of Alaska and Hawaii, the Dominion of Canada and Newfoundland, the maximum export price shall be that established by Maximum Price Regulations Nos. 120, 121, and 122 to the extent that such regulations are applicable.

¹ 7 F.R. 10779.

In calculating the maximum export price on sales of bituminous coal to all other destinations, the maximum domestic price to be used shall be the maximum price for the same coal at the port of embarkation, determined by the seller under Maximum Price Regulation No. 189, unless the sale shall have been made on a prepared size basis, in which event the maximum domestic price shall be determined in accordance with the applicable domestic price regulation.

SEC. 4 *Export premiums and allowable expenses on export sales other than to procurement agencies of the United States for the account of the Office of Lend-Lease Administration.* (a) An amount (stated either as a percentage of the basic price or as a flat amount, depending upon the customary practise in the trade) not in excess of 125 per cent of the average premium charged in the export trade during the period July 1 to December 31, 1940 for the particular services or functions performed, or 125% of the average premium charged in the export trade during the period March 1 to April 15, 1942, for the particular services or functions performed, whichever figure is the lower, may be added by the exporter to his maximum domestic price or other basic price, as provided in section 3 of this regulation. If the commodity being exported was, during the period March 1 to April 15, 1942, covered by a specific price schedule or regulation which contained no express provision for export sales or which expressly prohibited the charging of an export premium, the maximum premium shall be 125 per cent of the average premium charged during the period July 1 to December 31, 1940. In determining the applicable premium, due recognition shall be given to differences in the amount of the premium charged by different types of exporters during the controlling base period, and to differences in premiums resulting from variations in the size or value of exports, the terms of credit, the destination of the goods, and the functions performed by agents or subsidiaries at the destination: *Provided*, That no premium may be included in a maximum export price computed under section 3 (a) (2) unless otherwise provided for therein, or under section 3 (c): *Provided further*, That the applicable average export premium shall not be increased by reason of the fact that more than one exporter participates in the process of exportation.

(b) An amount may be added by the exporter to his basic price to compensate for expenses, such as freight, marine and war risk insurance, consular fees, freight forwarders' fees packing costs in excess of those incurred on domestic sales, demurrage charges, and other shipping charges, incident to exporting the commodity and incurred or to be incurred by the exporter. When the maximum domestic price which is used by the exporter as his basic price under sections 3 (a) (2) or 3 (b) is a delivered price and the exporter uses an emergency port of exit, he may add to the maximum delivered price at the normal port of exit the difference between the inland freight actually incurred to the emergency port

and the freight which would have been incurred had a normal port of exit been used. When the maximum domestic price which is used by the exporter as his basic price under sections 3 (a) (2) or 3 (b) is established f. o. b. interior shipping point with an allowance of all or part of the inland freight and the exporter uses an emergency port of exit, he may add to such basic price the inland freight actually incurred to the emergency port less the amount of freight which he would be required to allow on shipments to the normal port.

SEC. 5 *Deductions from maximum export price on export sales other than to procurement agencies for the account of the Office of Lend-Lease Administration.* (a) Where an exporter other than the manufacturer or producer of the commodity is entitled and lays claim to any drawback of import duties or excise taxes or export subsidy the amount of such drawback or such subsidy, with allowance for the expenses incurred in obtaining such drawback or subsidy, shall be deemed an addition to the price charged by the exporter and may only be retained by him provided that it does not increase his premium beyond the amount allowed by sections 4 (a) or 7 of this regulation.

(b) Where an exporter who is the manufacturer or producer of the commodity is entitled and lays claim to any drawback of import duties or excise taxes or export subsidy the amount of such drawback or subsidy, with allowance for the expenses incurred in obtaining such drawback or subsidy, shall be deemed an addition to the price charged by the exporter to the extent to which his cost of manufacture of the commodity is reduced below the cost of manufacture of the same or similar commodity sold domestically. This addition may be retained to the extent that it does not increase his premium beyond the amount allowed by sections 4 (a) or 7 of this regulation.

SEC. 6 *Promulgation of specific maximum export premiums for export sales other than to procurement agencies for the account of the Office of Lend-Lease Administration.* The Office of Price Administration may from time to time promulgate figures which shall reflect the average premium charged in the export trade for the particular services or functions performed during either the period July 1 to December 31, 1940 or March 1 to April 15, 1942, whichever average premium is lower.

Moreover, if the periods July 1 to December 31, 1940 or March 1 to April 15, 1942 are determined by the Price Administrator to be inappropriate base periods, or where the trade or industry finds great difficulty in discovering an appropriate premium in the base periods the Office of Price Administration may promulgate a specific export premium for the trade or industry. In case of such promulgation, and pursuant to and subject to the terms of the promulgation, the premium therein stated shall become the maximum premium to be charged in the export trade unless the alternative of the average export premium of the trade is specifically allowed by the Administrator.

Such promulgation or promulgations, shall be in the form of amendments to this Maximum Export Price Regulation, and shall be inserted as subparagraphs of section 7.

SEC. 7 *Specific maximum export premiums for export sales other than to procurement agencies for the account of the Office of Lend-Lease Administration—(a) Textiles.* The maximum export premium to be charged on an export sale of textiles, whether woven, twisted, or knitted, containing 75 per cent or more by weight of cotton or artificial fiber, or a mixture of cotton and artificial fiber, including but not limited to finished piece goods and grey goods regardless of width, and articles which are transformed from piece goods into finished articles simply by cutting and/or hemming and/or overedging (but not including wearing apparel), and yarn, thread, twine and rope of cotton or artificial fiber, shall be either:

(1) An amount as defined in section 4 (a), which may be added to the basic price as defined in sections 3 (a) (1) or 3 (b); or

(2) An amount not in excess of 7 per cent of the domestic maximum price which is applicable to a sale by the exporter to a domestic purchaser similar to the purchaser located outside the continental United States, which may be added to the basic price as defined in sections 3 (a) (2) or 3 (b).

(b) *Domestic chrome ores and concentrates.* The maximum export premium to be charged on an export sale of domestic chrome ores and concentrates of 38% to 44% to Cr₂O₃ content shall be \$6.00 per gross ton of 2240 pounds.

(c) *Bituminous coal.* The maximum export premium to be charged on an export sale of bituminous coal, except to the Territories of Alaska and Hawaii, the Dominion of Canada and Newfoundland, shall be 25 cents per net ton of 2,000 pounds.

SEC. 8. *Export prices for iron and steel products subject to Revised Price Schedule 6 or Revised Price Schedule 49 in the domestic market.* (a) In the case of an exporter who is a producer of iron and steel products as defined in Revised Price Schedule No. 6 (Iron and Steel Products), the maximum export price of such a product sold under a contract of sale entered into on or after April 2, 1943 shall be either:

(1) The aggregate of:

(i) The domestic or export base price of the product at the governing or emergency basing point, plus applicable domestic and export extras, as provided in Revised Price Schedule No. 6, and plus inland transportation charges (at export rates where applicable) from such governing or emergency basing point (whichever is applicable) to the port of exit: *Provided, however*, That if an emergency basing point is used the transportation charges shall in no case exceed the actual transportation charges from the producing mill to the port of exit; and

(ii) Expenses incident to exportation and incurred or to be incurred by the exporter such as demurrage, storage, trans-

fer to the export carrier, ocean or other export freight, marine and war risk insurance, and consular fees; or

(2) The aggregate of:

(i) The export base price of the product quoted by the United States Steel Export Company f. a. s. the port of exit on April 16, 1941, plus applicable export extras, as provided in Revised Price Schedule No. 6 (see its appendix D for such export base prices for principal ports); and

(ii) Expenses incident to exportation and incurred or to be incurred by the exporter for demurrage, storage, and transfer to the export carrier, in excess of the amounts of such charges which were normally included in the price under section 8 (a) (2) (i) above; and

(iii) Other expenses incident to exportation and incurred or to be incurred by the exporter such as ocean freight, marine and war risk insurance, and consular fees; or

(3) Where a product has no basing point base price, the maximum price established by section 8 (a) (2) above, or the aggregate of:

(i) The export price, including applicable extras, which was or would have been charged for the product by the producer on April 16, 1941, plus inland transportation charges (at export rates where applicable) from the producing mill to the port of exit (except that portion of those charges which was or would have been included in such price); and

(ii) Expenses incident to exportation and incurred or to be incurred by the exporter in excess of the amounts, if any, of such expenses which were normally included in the price under section 8 (a) (3) (i) above.

Provided, That on a sale to a procurement agency buying for the account of the Office of Lend-Lease Administration, the maximum price shall be the maximum domestic price established by Revised Price Schedule No. 6, except that (a) where there are no published or filed domestic extras, export extras shall apply; (b) inland transportation charges shall be computed at export rates where applicable, otherwise at domestic rates; and (c) where there is no established domestic ceiling price for the product, the maximum price shall be determined in accordance with the provisions of sections 8 (a) (2) or 8 (a) (3) above.

(b) In the case of an exporter who is not a producer but a seller of iron and steel products as defined in Revised Price Schedule No. 49,⁷ the maximum export price of such a product sold under a contract of sale entered into on or after April 2, 1943 shall be either:

(1) Where the exporter has put the product being exported through "the operations commonly known as the warehousing of iron or steel products" as defined in § 1306.157 (s) of Revised Price Schedule No. 49, the aggregate of:

(i) The maximum price, including applicable extras, as provided in Revised Price Schedule No. 49 which would be applicable to a sale of the product by

the exporter to a domestic purchaser within the exporter's city or free delivery area (which price shall include delivery f. o. b. inland carrier within such city or free delivery area or, if shipment is to be made by boat from port located within such city or free delivery area, shall include delivery f. a. s. vessel);

(ii) Expenses incident to exportation and incurred or to be incurred by the exporter, such as inland transportation charges (at export rates where applicable), demurrage, storage, transfer to the export carrier, ocean or other export freight, marine and war risk insurance, and consular fees; or

(2) Where the exporter has not put the product being exported through "the operations commonly known as the warehousing of iron or steel products" as defined in § 1306.157 (s) of Revised Price Schedule No. 49, the aggregate of:

(i) The maximum price, including applicable extras, which would be applicable to a current sale of the product to the exporter by the supplier thereof; and

(ii) An amount not in excess of 12½ per cent of such maximum price (but which need not be less than \$20) when the total price of the order to the exporter computed at such maximum price does not exceed \$1,000, or 10 per cent (but not less than \$125) when such total price is over \$1,000 but does not exceed \$4,000, or 8 per cent (but not less than \$400) when such total price is over \$4,000 but does not exceed \$10,000, or 6 per cent (but not less than \$800) when such total price is over \$10,000; and

(iii) An additional amount calculated as a percentage of the maximum price under section 8 (b) (2) (i) above, as follows: if the terms of payment call for letter of credit payable against ocean documents, 1½ per cent; or, if the terms call for draft payable abroad and no letter of credit is involved, 2 per cent if such draft is payable at sight plus an additional ½ of 1 per cent for each 30 days from sight at which such draft is payable; or, if the sale is made on open account, 2 per cent if the terms stated are cash on receipt of invoice, plus an additional ½ of 1 per cent for each 30 days of credit extension stipulated on the invoice, but in no event more than a total of 3½ per cent; and

(iv) Expenses incident to exportation and incurred or to be incurred by the exporter, such as inland transportation charges (at export rates where applicable), demurrage, storage, transfer to the export carrier, ocean or other export freight, marine and war risk insurance, and consular fees.

(c) Where shipment has actually been made to the intended point of exportation and war exigencies require the use of another point of exportation, the maximum export prices shall be those established under sections 8 (a) and 8 (b) above, except that such maximum prices may include the additional amount actually incurred by the exporter to effect delivery at the point of exportation finally used.

(d) The maximum export prices established by sections 8 (a) and 8 (b) above shall include and shall not be in-

creased by reason of interest or financing charges connected with the transaction or by reason of any fees or commissions, including commissions paid to intermediaries, whether domestic or foreign.

SEC. 9 Exceptions. (a) The Provisions of this Maximum Export Price Regulation shall not be applicable to any export made pursuant to a contract of sale entered into prior to April 30, 1942 for which an export license is not required or which is made under a validly outstanding export license issued by the Board of Economic Warfare or the Department of State prior to April 30, 1942: *Provided*, That the exception here granted shall apply to exports for which an export license is not required or which are made under general or unlimited licenses issued by the Board of Economic Warfare only if the commodity was actually transported outside of the continental United States prior to October 1, 1942.

(b) The Administrator, subject to such terms and conditions as he shall determine to be necessary or desirable, may grant an exception to the provisions of this Maximum Export Price Regulation in any case in which a certificate is received by the Administrator from the Board of Economic Warfare certifying that such exception is necessary for considerations of political or military necessity or because of the requirements of economic warfare.

(c) The provisions of this regulation shall not be applicable to any export under a contract of sale entered into prior to April 30, 1942, the price for which was determined under the export provisions of a specific price schedule or regulation issued by the Office of Price Administration prior to April 25, 1942.

(d) The provisions of this regulation shall not apply to commodities shipped into the continental United States from outside thereof for transshipment, in bond, to any destination outside the continental United States.

(e) The provisions of this regulation shall not be applicable to goods sold while stored in a free port established by the laws of the United States.

(f) The provisions of this regulation shall not be applicable to the export sale of a commodity which would not be governed by a domestic price regulation if sold domestically by the exporter to a domestic purchaser of the same class as the foreign purchaser.

(g) The provisions of this regulation shall not be applicable to sales or resales by an agent of the exporter or a firm owned or controlled by the exporter when the commodity has been sold or invoiced to such agent or firm at a price not in excess of the price permitted by this regulation, if

(1) The agent or the owned or controlled firm has processed, fabricated or otherwise substantially changed the form of the commodity exporter; or

(2) The sale by the agent or the owned or controlled firm is through a regularly established retail outlet owned or operated by the agent or subsidiary; or

(3) The sale is made by an agent of a manufacturer or producer of the com-

⁷ 7 F.R. 1300, 2132, 2473, 2540, 2682, 3330, 3893, 4342, 5176, 6893, 6935, 8948, 10844; 8 F.R. 319, 1583, 2388.

modity, or by a firm controlled by the manufacturer or producer and is made in the United Kingdom, the Dominions of Australia, New Zealand, the Union of South Africa and Canada.

(h) The provisions of this regulation shall not be applicable to export sales by the United States Commercial Company made under a directive of the Board of Economic Warfare in connection with its preclusive buying program.

SEC. 10. Records. (a) Each exporter, in connection with any export for which a specific export license is required either in the space provided under question 17 of the duplicate and triplicate copies of the export license application to be filed with the Office of Export Control, Board of Economic Warfare, or in the space provided in any form of export license application hereafter promulgated, or in any other manner which the Office of Price Administration or the Board of Economic Warfare shall prescribe, shall state the following information:

(1) In the case of an exporter other than the manufacturer, the price at which the commodity was acquired or other basic price (exclusive of any expenses incident to export), or in the case of the manufacturer, the maximum domestic price or other basic price to which the additions authorized by paragraphs (a) and (b) of sections 4 or 7 are to be made, and

(2) The amount of the premium to be added pursuant to sections 4 (a) or 7.

(b) In addition, each exporter shall, for a period of not less than two years from the date of export, retain a record of each export transaction which shall contain all the facts pertinent thereto, including:

(1) (i) In the case of an export by a person other than the manufacturer, the price at which the commodity was acquired and name and address of the person from whom the commodity was acquired, or other basic price authorized by section 3 (a).

(ii) In the case of an export by a manufacturer or producer the maximum domestic price or other basic price authorized by paragraphs (b) and (c) of section 3.

(2) The name and address of the importer to whom the export sale was made, and

(3) The aggregate price charged, the amount of the premium added pursuant to section 4 (a) or 7 and the amount of each additional item of expense added pursuant to section 4 (b) together with a copy of the invoice, bill of lading or other statement rendered to the importer in connection with the export sale.

(c) Such records shall be available for inspection by duly authorized representatives of the Office of Price Administration and the Administrator may require their submission for periodical inspection if he deems such inspection necessary or desirable.

SEC. 11 Definitions. (a) When used in this maximum export price regulation the term:

(1) "Export" or "export sale" means:

(i) Any sale of a commodity by a seller or his agent in the continental United States to a purchaser outside thereof in which the selling or invoicing is done in the continental United States, or is done outside the continental United States on behalf of a principal or parent firm in the continental United States, and the commodity sold is or has been transported from the continental United States to a point outside thereof;

(ii) Any sale to a procurement agency of the United States for the account of the Office of Lend-Lease Administration;

(iii) Any sale to an agency of a foreign government;

(iv) Any sale to an agent in the United States who discloses that he takes title on behalf of a principal outside the continental United States, provided such disclosure is noted by the seller on his invoice; and

(v) Any sale of the exported commodity by an agent abroad of the exporter for the exporter's account, or by a firm owned or controlled by the exporter, within a period of two years after the date of shipment of the commodity from the continental United States except as provided in section 9 (g).

(2) "Exporter" means any individual, partnership, association or corporation, including a manufacturer, export agent, export merchant, or commission merchant, engaging or participating, as the seller or his agent in any selling or invoicing in connection with an export sale.

(3) "Continental United States" means only the forty-eight States and the District of Columbia.

(4) "Maximum domestic price" means the highest price at which the seller may, under any applicable price schedule, regulation or order issued by the Office of Price Administration, sell, offer to sell, deliver or transfer a particular commodity to a given class of purchaser within the continental United States.

(5) "Exporter who is the manufacturer or producer" shall include wholly owned subsidiaries, related companies all of whose stock is owned by a common parent, and persons to whose specifications and under whose supervision products are manufactured by another, as well as the actual manufacturer or producer.

(6) The term "domestic purchaser similar to the purchaser outside the continental United States" means a domestic purchaser of the same general class as the purchaser outside the continental United States, e. g., manufacturer, wholesaler, jobber, exclusive distributor, retailer, government agency, public institution, individual consumer, or other class of purchaser for which the seller has an established price.

(7) "Basic price" shall mean the cost of acquisition or other domestic price referred to in section 3 of this regulation.

(8) "Similar commodities" shall have the meaning given it in § 1499.2 of the General Maximum Price Regulation.

(9) "Normal port of exit" means the port of exit in the continental United States from which the commodity being exported would have customarily been shipped in export to a particular destination during the period July 1 to December 31, 1941.

(10) "Emergency port" means the port from which the commodity being exported is actually shipped in export, when the "normal port of exit" is not available.

(b) Unless the context otherwise requires, the definitions set forth in section 302 of the Emergency Price Control Act of 1942 shall apply to other terms used herein.

SEC. 12. Petitions for adjustment. Any person seeking an adjustment of any provision of this Second Revised Maximum Export Price Regulation may file a petition for adjustment in accordance with the provisions of Revised Procedural Regulation No. 1.³

SEC. 13 Enforcement. (a) Any person violating either directly or indirectly the provisions of this maximum export price regulation shall be subject to the civil and criminal penalties, civil enforcement actions, suits for treble damages or other enforcement procedures authorized by the Emergency Price Control Act of 1942.

(b) Any person having evidence of any violation of this regulation or any maximum price schedule, regulation or order issued by the Office of Price Administration is urged to communicate with the nearest regional or field office of the Office of Price Administration or its principal office in Washington, D. C.

(c) No exporter shall invoice goods, whether to his buyer or any other person at a price in excess of the maximum export price which he may charge that person under the terms of this regulation: *Provided*, That an exporter may include in his invoice to a purchaser outside the continental United States any purchasing commission which he paid to his buyer's purchasing agent in the continental United States under specific instructions of the buyer: *Provided*, That such commission is separately stated on the invoice rendered to the buyer.

SEC. 14 Existing maximum price schedules, regulations or orders. No provision of any maximum price schedule, regulation or order heretofore promulgated by the Office of Price Administration shall be deemed to authorize any action inconsistent with the provisions of this regulation and, to the extent that the provisions of any existing schedule, regulation or order are inconsistent or in conflict with the provisions of the Maximum Export Price Regulation, such provisions are hereby revoked and superseded.

Nothing in this regulation shall be construed as superseding any provision in any schedule, regulation, or order issued by the Office of Price Administration which requires the filing or reporting of

³ 7 F. R. 8961; 8 F. R. 3313.

the prices charged on sales to procurement agencies buying for the account of the Office of Lend-Lease Administration.

Sec. 15 *Effective date.* This revised regulation shall become effective April 5, 1943.

Issued this 30th day of March, 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4903; Filed, March 30, 1943;
4:58 p. m.]

PART 1378—COMMODITIES OF MILITARY SPECIFICATION FOR WAR PROCUREMENT AGENCIES

[MPR 156,¹ Amendment 4]

CERTAIN BEEF AND BEEF PRODUCTS PURCHASED BY CERTAIN FEDERAL AGENCIES

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

Section 1378.52 (b) is amended to read as follows:

§ 1378.52 (b) The maximum prices, f. o. b. the seller's shipping point, for each of the following canned products shall be:

Product	Size of can	Price per doz. cans
Vienna sausage	24 oz.	\$7.50
Corned beef	6 lb.	32.00

This amendment shall become effective April 1, 1943.

(Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871)

Issued this 30th day of March, 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4917; Filed, March 30, 1943;
5:01 p. m.]

PART 1381—SOFTWOOD LUMBER

[MPR 253,² Amendment 2]

REDWOOD LUMBER AND MILLWORK

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. 253 is amended in the following respects:

1. Section 1381.403 is amended to read as follows:

§ 1381.403 *Adjustable pricing.* The price may be made adjustable to the maximum price in effect at the time of delivery. Where a petition for amendment is pending, the Administrator may, on special application, permit the use of

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

¹ 7 F.R. 4230, 7032, 5780, 8948, 10379, 8 F.R. 121.

² 7 F.R. 9230, 10848; 8 F.R. 1139.

a price which is adjustable to the price finally permitted by the action on the petition.

2. Section 1381.412, Table 1 (E), is amended by deleting the column of figures headed "Add for dry".

3. Section 1381.412, Table 1, footnotes 38, 39, 54, and 61 are amended, and Note 63 (V) is added, to read as follows:

38. Notching: Add \$3.50.

39. Slotting: Add \$5.00.

54. Running guard rail and posts S4S, beveled corner: Add \$5.00.

61. Standard or non-standard patterns of Gutter or Trunking: Add \$15.00.

63 (V). Stock thicker than 3", countersunk hole: Add \$0.10 net per hole.

4. Section 1381.412, Table 4, under the column headed "Siding" the phrase "Bevel (Pattern 360)" is amended to read "Bevel (Patterns 360, 380, 400)".

5. Section 1381.412, Table 4, footnote 1 is amended to read:

1. Specified lengths:

(I) Bevel siding, 3' to 12': Same price.

(II) Bevel siding, 14' to 20': Add \$3.00.

(III) Bungalow and Mount Vernon siding: Add \$2.00.

6. Section 1381.412, Table 7, the heading is amended to read as follows: Table 7—Sawn stakes, B and Better, rough, unpointed, bundled, per M' BM.

7. Section 1381.412, Table 8, the heading is amended to read as follows: Table 8—Sawn garden stakes, B and Better, S4S, pointed, bundled, per M' BM.

8. Section 1381.412, Table 13, the heading is amended to read as follows: Table 13—Standard patterns of mouldings, B and Better, 6' to 16' or 6' to 20' random lengths, bundled, per M lineal feet.

9. Section 1381.412, Table 15, the heading is amended to read as follows: Table 15—General Notes.

10. Section 1381.412, Table 15, Note 6 is added to read as follows:

6. On standard bundled items, when not bundled, deduct \$2.00 per thousand board feet or the equivalent in other designated measure.

11. Section 1381.412, Table 16, is amended by inserting immediately below the item "Log cabin siding 2" and thicker", two new items to read as follows:

	BM
Gutter	2,400
Bevel and moulded sill	2,800

12. Section 1381.413, Table 2, is amended by deleting the figure "89.00" in the column headed "A" and the line headed "1" x 10'", and inserting the figure "87.00" in its place.

13. Section 1381.413, Table 2, Note 11 is amended to read as follows:

11. Slotting: Add \$5.00.

14. Section 1381.413, Table 3, in Note 4 the sub-headings in column headed "Widths" are amended to read as follows:

2", 3", 4", 5", and 6".	8", 10", and 12".
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15. Section 1381.413, Table 3, Notes 5 (II), 28, and 29 are amended, and a new Note 47 is added, to read as follows:

5. (II). More than 4' and less than 6' inclusive: Same as 6', and compute footage on 6" multiples.

28. Notching: Add \$3.50.

29. Slotting: Add \$5.00.

47. Pointing: For one angle cut add \$2.00; for two angle cuts add a total of \$3.00 per MBM.

16. Section 1381.413, Table 4, footnote 24 (V) is added to read as follows:

(V) Stock thicker than 3", countersunk hole: Add \$0.10 per hole.

17. Section 1381.413, Table 6, note headed "Estimated Weight (Pounds)", and Notes 18, 19, and 27 are amended, and new Notes 12 (a), 28 (V), and 31 are added, to read as follows:

Estimated weight (pounds)

3" Dry	2,800
4" Dry	3,000
3" Green	4,000
3" Green	4,000
5" and thicker green	4,000

12 (a). Partially dry: 3" x 3", 3" x 4", 4" x 4". Clear all heart: Deduct \$5.00.

18. Notching: Add \$3.50.

19. Slotting: Add \$5.00.

27. Standard or non-standard patterns of Gutter or Trunking: Add \$12.00. (Estimated weights: Dry, 1,400 pounds; Green, 2,400 pounds.)

28. (V) Stock thicker than 3", countersunk hole: Add \$0.10 net per hole.

31. Resawing 3" and wider: Add \$4.00.

18. Section 1381.413, Table 11, Notes 10 and 12 are amended, and Notes 13 (V) and 16 are added, to read as follows:

10. Slotting: Add \$5.00.

12. Standard or non-standard patterns of Gutter or Trunking: Add \$12.00. (Estimated weights: Dry, 1,400 pounds; Green, 2,400 pounds.)

13 (V). Stock thicker than 3", countersunk hole: Add \$0.10 net per hole.

16. Rippling, except taper: Add \$2.00.

19. Section 1381.413, Table 12, Notes 25, 26, 37, and 40 are amended, and Note 41 (V) is added, to read as follows:

25. Notching: Add \$3.50.

26. Slotting: Add \$5.00.

37. Running guard rail and posts S4S, beveled corner: Add \$2.00.

40. Standard or non-standard patterns of Gutter or Trunking: Add \$12.00. (Estimated weights: Dry, 1,400 pounds; Green, 2,400 pounds.)

41 (V). Stock thicker than 3", countersunk hole: Add \$0.10 net per hole.

20. Section 1381.413, Table 13, Footnotes 19, 20, 28, and 31 are amended, and Footnote 32 (V) is added, to read as follows:

19. Notching: Add \$3.50.

20. Slotting: Add \$5.00.

28. Running guard rail and posts S4S, beveled corner: Add \$2.00.

31. Standard or non-standard patterns of Gutter or Trunking: Add \$12.00. (Estimated weights: Dry, 1,400 pounds; Green, 2,400 pounds.)

32 (V). Stock thicker than 3", countersunk hole: Add \$0.10 net per hole.

21. Section 1381.413, Table 20, the heading is amended to read as follows: Table 20—Cooling tower filler strips, all heart, bundled, per C pieces.

22. Section 1381.413—Table 25, the heading is amended to read as follows:

Table 25—Sawn stakes, B and Better, rough, pointed, bundled, per C pieces.

23. Section 1381.413, Table 26, the heading is amended to read as follows: Table 26—Sawn plant stakes, B and Better, S4S, pointed, bundled, per C pieces.

24. Section 1381.413, Table 28, the heading is amended to read as follows: Table 28—Standard patterns of mouldings, B and Better, 6' to 16' or 6' to 20' random lengths, bundled, per M lineal feet.

25. Section 1381.413, Table 29, the heading is amended and footnote 6 is added, to read as follows: Table 29—General Notes.

(6) On standard bundled items, when not bundled, deduct \$2.00 per thousand board feet or the equivalent in other designated measure.

26. Section 1381.413 (d) is added to read as follows:

(d) On contracts of over 35,000 feet BM, only, sellers may sell to a cooling tower manufacturer for use in the construction of cooling towers all of the Redwood lumber needed to fulfill the requirements of that manufacturer in grades of Clear All Heart and No. 1 Heart Common, not further worked than S4S or T and G, for delivery in the Eastern area, at an average price of \$81.50 per MBM f. o. b. 57 cent freight rate territory in lieu of the specific item prices shown in this section, and they may use an estimated weight of 3,250 pounds per MBM.

Where the lumber is fabricated beyond S4S or T and G, the average price for delivery in the Eastern area shall be \$80.00 per MBM f. o. b. 57 cent freight rate territory in lieu of the specific item prices shown in this section. To this price may be added the costs of workings as set forth in this section. An estimated weight of 3,000 pounds per MBM may be used.

27. Section 1381.414 (a) is amended by deleting the phrase "but referred to in one or more of the publications set forth in § 1381.408 (a) (15)".

28. Section 1381.414 (a) (2) (ii) is amended by deleting the period and adding the phrase "or, if not listed in those publications, a detailed description as to grade, working, and other specification."

This amendment shall become effective April 5, 1943.

(Pub. Laws 421 and 729, 77th Cong., E.O. 9250, 7 F.R. 7871)

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4904; Filed, March 30, 1943; 4:58 p. m.]

No. 64—22

PART 1394—RATIONING OF FUEL AND FUEL PRODUCTS

[RO 11, Amendment 57]

FUEL OIL RATIONING REGULATIONS

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

Section 1394.5051 (b) is amended by deleting therefrom the phrase "1394-5310".

This amendment shall become effective on March 30, 1943.

(Pub. Law 471, 76th Cong., as amended by Pub. Laws 89 and 507, 77th Cong.; Pub. Law 421, 77th Cong.; W.P.B. Directive No. 1, 7 F.R. 562; Supp. Directive No. 1-O, 7 F.R. 8418; E.O. 9125, 7 F.R. 2719)

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4923; Filed, March 30, 1943; 5:03 p. m.]

PART 1400—TEXTILE FABRICS: COTTON, WOOL, SILK, SYNTHETICS AND ADMIXTURES

[MPR 118, Amendment 17]

COTTON PRODUCTS

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.*

Maximum Price Regulation No. 118 is amended in the following respect:

1. Section 1400.118 (d) (34) is added to read as follows:

(34) *Grey insulation tubing.* (i) The following are the maximum prices for grey insulation tubing of the following constructions made by the following manufacturers:

Construction	Manufacturer	Cents per tubular yard
27" 68 x 72 3.37.....	Union Buffalo Mills Co...	18.25
27" 68 x 72 3.37.....	Gainesville Cotton Mills...	18.25
39 1/4" 68 x 72 2.35.....	Pacific Mills.....	26.50
27" 72 x 68 4.15.....	Utica & Mohawk Cotton Mills.	20.00

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

17 F.R. 8480, 8708, 8809, 8897, 9316, 9396, 9492, 9427, 9430, 9621, 9478, 10153, 10081, 10379, 10530, 10531, 10780, 10707, 11118, 11071, 1466, 11005; 8 F.R. 165, 237, 437, 369, 374, 535, 439, 444, 607, 608, 977, 1204, 1235, 1282, 1681, 1636, 1859, 2194, 2432, 2598, 2781, 2730, 2887, 2942, 2993, 2887, 3106, 3521, 3628, 3733.

(ii) *Terms of sale.* Net 10 days, f. o. b. mill.

(iii) *Seconds and shorts.* For off-goods each seller shall grant the same discount as those observed by the seller or sellers of the particular construction during the last three months of 1942.

This amendment shall become effective April 5, 1943.

(Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871)

Issued this 30th day of March, 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4927; Filed, March 30, 1943; 5:02 p. m.]

PART 1407—RATIONING OF FOODS AND FOOD PRODUCTS

[RO 16, Amendment 3]

MEATS, FATS, FISH AND CHEESES

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

Section 9.2 (c) is amended to read as follows:

(c) *Retailers.* Every "retailer" whose gross sales of all foods during December 1942, or during any single calendar month since December 1942, were over \$2,500, or who has more than one "retail establishment," must open a ration bank account. If he has more than one retail establishment and they are to be registered separately, he must open a separate account for each. If they are to be registered together, he may open one account for all, or a separate account for each or for any group of them, but all must have an account. No other retailer may open an account unless he is required to do so pursuant to paragraphs (d) or (h) (because he makes "transfers" of foods to consumers by mail, or receives stamps or certificates from consumers before the time he transfers "butter" or "rationed cheeses" to them from a mobile conveyance).

This amendment shall become effective March 30, 1943.

(Pub. Law 671, 76th Cong., as amended by Pub. Laws 89, 421, 507, and 729, 77th Cong.; E.O. 9125, 7 F.R. 2719; E.O. 9280, 7 F.R. 10179; W.P.B. Dir. 1, 7 F.R. 562, and Supp. Dir. 1-M, 7 F.R. 7234; Food Dir. 1, 8 F.R. 827; Food Dir. 3, 8 F.R. 2005; Food Dir. 5, 8 F.R. 2251; Food Dir. 6, Food Dir. 7)

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4919; Filed, March 30, 1943; 5:01 p. m.]

18 F.R. 3591, 3715.

PART 1407—RATIONING OF FOOD AND FOOD PRODUCTS

[Restriction Order 1,¹ Amendment 19]

MEAT

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

Section 1407.915 (b) is added to read as follows:

(b) Every slaughterer shall, not later than 30 days after the close of Quota Period 2, file with the Office of Price Administration on OPA Form No. RSO1:2² the information called for therein pertaining to such quota period. Not later than April 30, 1943 every slaughterer who has not previously done so shall file with the Office of Price Administration on such form the information called for therein pertaining to Quota Period 1, except that it need not be filed by a slaughterer who elected to have Quota Period 1 end on December 20, 1942 and who filed the statement required by § 1407.905 (a). A copy of OPA Form No. RSO1:2 shall be completed and executed in duplicate for each such period and signed by the slaughterer, a partner (if a partnership), an officer (if a corporation), or a manager of the slaughterer. The Director of the Food Rationing Division of the Office of Price Administration may, for good cause shown, extend the time for filing such form.

This amendment shall become effective March 30, 1943.

(Pub. Law 671, 76th Cong., 3d Sess., as amended by Pub. Law 89, 77th Cong., 1st Sess., and by Pub. Law 207, 77th Cong., 2d Sess., Pub. Law 421, 77th Cong., 2d Sess., Pub. Law 729, 77th Cong., 2d Sess., W.P.B. Directive No. 1, Supp. Dir. No. 1-M, 7 F.R. 562, 7234)

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4920; Filed, March 30, 1943; 5:04 p. m.]

PART 1499—COMMODITIES AND SERVICES

[SR 1² to GMPR,³ Amendment 57]

SYNTHETIC RUBBER COMPONENTS

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

Supplementary Regulation No. 1 to the General Maximum Price Regulation is amended in the following respects:

1. Section 1499.26 (a) (25) (iv) is amended to read as follows:

(iv) The following to the extent sold or delivered for use in the manufacture

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

¹ 8 F.R. 3201, 3372, 3416, 3328.

² 7 F.R. 3158, 3488, 3892, 4183, 4410, 4428, 4487, 4488, 4493, 4669, 5066, 5192, 5276, 5366, 5484, 5607, 5717, 5942, 6082, 6473, 6685, 7011, 7250, 7317, 7598, 7604, 7739, 8336, 8652, 8798.

³ 8 F.R. 3096.

of synthetic rubbers: components of synthetic rubbers, including but not limited to butadiene and styrene; all hydrocarbons and petroleum fractions used in the manufacture of the components of synthetic rubber, including but not limited to ethylene, propylene, butylene, isobutylene, propane, butane, and isobutane; hydrogen, acetaldehyde, acetylene, vinylacetylene, vinyl chloride, vinyl acetate, sebacate esters, phthalate esters, tricresyl phosphate, hydrochloric acid, calcium carbide, ethylene dichloride, dichlorethyl ether, sodium polysulfide, butylene glycol, acrylonitrile, and ethylalcohol, and furfural, dehydrogenation catalysts including but not limited to chrome-alumina and magnesia-alumina dehydrogenation catalysts, and physical carrier agents for such catalysts, including but not limited to silica gel.

2. Section 1499.26 (a) (25) (viii) is hereby revoked.

This amendment shall become effective April 5, 1943.

(Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871)

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4908; Filed, March 30, 1943; 5:03 p. m.]

PART 1499—COMMODITIES AND SERVICES

[SR 1² to GMPR,² Amendment 58]

CRUDE RUBBER, ETC.

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

Section 1499.26 (a) (43) is added to read as follows:

(43) Crude rubber, guayule rubber and liquid latex.

This amendment shall become effective April 1, 1943.

(Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871)

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4922; Filed, March 30, 1943; 5:04 p. m.]

PART 1499—COMMODITIES AND SERVICES

[Rev. SR 4² to GMPR,² Amendment 24]

EXCEPTIONS; SALES TO UNITED STATES AGENCIES

A statement of the considerations involved in the issuance of Amendment

¹ 7 F.R. 3158, 3488, 3892, 4183, 4410, 4428, 4487, 4488, 4493, 4669, 5066, 5192, 5276, 5366, 6366, 5484, 5607, 5717, 5942, 6082, 6473, 6685, 7011, 7250, 7317, 7598, 7604, 7739, 8336, 8652, 8798, 8930, 8833, 9082, 9131, 9616, 9622, 9975, 9976, 10022, 10718, 10557, 11118; 8 F.R. 130, 265, 927, 1454, 1813, 2274, 3068, 3209.

² 8 F.R. 3096.

³ 7 F.R. 5056, 5089, 5566, 6082, 6084, 6426, 6793, 6744, 7175, 7538, 8021, 9827, 10022, 10110, 10531; 8 F.R. 130, 137, 372, 1685, 1681, 1893, 8631.

No. 24 to Revised Supplementary Regulation No. 4 has been issued and filed with the Division of the Federal Register.*

Section 1499.29 (a) is amended by adding the following new subparagraph:

(31) Sales or deliveries to the United States, or any of its agencies, to the Government or agencies of any country whose defense the President deems vital to the defense of the United States under the terms of the Act of March 11, 1941, entitled "An Act to promote the defense of the United States," or to any contractor or subcontractor therewith, of the following Army field and emergency rations and commodities:

(i) Completed rations: C; D; K; Five-in-One; Mountain; Jungle; Bail Out; Combat; Life Raft; Corned Beef Hash (5½ lb. can); Meat and Vegetable Stew (30 oz. can); Meat and Vegetable Hash (6 lb. 12 oz. can); Chili Con Carne (6 lb. 8 oz. can).

(ii) All finished component parts of these rations (for example, finished biscuits, finished drink powders, etc., as distinct from their ingredients). However, the following finished component parts shall be subject to maximum prices in sales to these buyers:

Breakfast cereals.

Milk, condensed (covered by Maximum Price Regulation No. 289).

Milk, unsweetened evaporated, unsweetened dehydrated (powdered skim) (covered by Maximum Price Regulation No. 289).

Canned fruits, fruit juices and nectars (covered by Maximum Price Regulations Nos. 185 and 306).

Dried fruits (covered by Maximum Price Regulation No. 227).

Raisins (covered by Maximum Price Regulation No. 242).

Canned vegetables and vegetable juices (covered by Maximum Price Regulations Nos. 152 and 306).

Dehydrated potato shreds.

Canned sliced bacon (covered by Maximum Price Regulation No. 148).

Canned pork sausage (covered by Maximum Price Regulation No. 148).

Canned corned pork (covered by Maximum Price Regulation No. 148).

Canned corned beef (covered by Maximum Price Regulation No. 156).

Spaghetti (covered by Maximum Price Regulation No. 325).

Cheese (covered by Maximum Price Regulation No. 280).

Peanuts (covered by Maximum Price Regulation No. 335).

Fruit preserves, jams, jellies (covered by Maximum Price Regulation No. 226).

Powdered puddings.

Tea (covered by Price Schedule No. 91).

Sugar (covered by Price Schedule No. 60).

Salt & salt tablets.

Hard candy.

Chewing gum.

Cigarettes (covered by Revised Price Schedule No. 62).

Toilet paper (covered by Maximum Price Regulation No. 266).

This amendment shall become effective April 1, 1943.

(Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871)

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4918; Filed, March 30, 1943; 5:01 p. m.]

PART 1499—COMMODITIES AND SERVICES
[Rev. SR 11¹ to GMPR, Amendment 16]

CEMETERY, CREMATORIUM AND MAUSOLEUM 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.*

Section 1499.46 (b) (112) is added to read as follows:

(112) Cemetery, crematorium and mausoleum services and facilities—rates and charges for: burial plots and their upkeep; grave excavating; interment; incineration and storage of human remains.

This amendment shall become effective April 5, 1943.

(Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871)

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4925; Filed, March 30, 1943; 5:02 p. m.]

PART 1499—COMMODITIES AND SERVICES
[SR 14 to GMPR, Amendment 145]

TEA BAGS OR TEA BALLS

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.*

Supplementary Regulation No. 14 is amended in the following respects:

1. Section 1499.73 (a) (88) is added to read as follows:

(88) *Tea packers' maximum price for tea bags (tea balls) packed 200 and 250 to the pound which were formerly packed in other weights—(i) Calculations of prices for new size tea bags by tea packers.* Packers who formerly packed tea in weights other than 200 and 250 tea bags to the pound and have changed them to those new sizes shall determine their maximum prices for such new weights of tea bags by calculating as follows:

(a) Calculate the total weight of tea in the shipping case containing the old size tea bags (tea bags packed other than 200 and 250 to the pound).

(b) Calculate the total weight of tea for the same number of new size tea bags (tea bags packed 200 or 250 to the pound).

(c) Subtract the smaller weight from the larger weight determined in (a) and (b).

(d) Multiply the difference in weight of tea found in (c) by the "cost per

pound of tea." "Cost per pound of tea" shall mean the delivered maximum price per pound of bulk tea, used in the manufacturers blend, determined in accordance with the provisions of §§ 1351.261 and 1351.262 of RPS 91 with ocean freight, war risk insurance and marine insurance computed at the lowest rates available on the effective date of this amendment.

(e) If the new size tea bags weigh more than the old size tea bags, add the figure obtained in (d) above, to the maximum price for the shipping case containing the old size tea bags. If less, subtract the figure obtained in (d).

(f) If the shipping case containing the new size bags does not contain the same number of tea bags as the shipping case containing the old size tea bags, the figure obtained in (e) above shall be changed in the exact proportion that the number of new size tea bags bears to the number of old size tea bags.

(g) If the price results in a fraction of one-half cent or more, it shall be raised to the next higher cent. If it results in a fraction of less than one-half cent, it shall be lowered to the next lower cent. The result of the above calculation shall be the maximum price for a shipping case of the new size tea bags.

Example: A tea packer desires to obtain a new maximum price on "XX" Brand Tea Bags formerly packed 175 to the pound of tea, in packages containing 25 tea bags each and sold in shipping cases of 24 packages at a ceiling price of \$5.40, which he intends to pack 200 to the pound of tea, 25 bags to the package, 12 packages to the shipping case. He intends to use a blend of bulk tea which cost at maximum prices determined according to §§ 1351.261 and 1351.262 of RPS 91, 46½¢ per pound. He makes the following calculation:

(a) Weight of tea in the old size case of tea bags.	
25 tea bags in packages multiplied by 24 packages in case=600 tea bags	
600 tea bags divided by 175 tea bags to the pound=3.42 lbs. of tea	
(b) Weight of tea in the same number of new size tea bags.	
600 tea bags divided by 200 tea bags to the pound=3 lbs. of tea.	
(c) Subtract from the weight of the tea in the old size tea bags (the larger figure).....	3.42 lbs.
the weight of the tea in the new size tea bags (the smaller figure).....	3. lbs.
	.42 lbs.
(d) Difference in weight of.....	.42 lbs.
Multiplied by the cost per lb. of tea.....	\$.465
Total.....	\$ 1.9530
(e) The maximum price for the old size tea bags.....	\$ 5.40
Less the figure obtained in (d).....	.1953
	\$ 5.2047

(f) Since the shipping container of the new size tea bags contains only 300 tea bags, we must take 300/600ths or ½ of \$5.2047, the figure obtained in (e) which results in the figure \$2.6023.

(g) Since 23/100ths of a cent is less than ½ cent, round out the figure of \$2.6023 to \$2.60.

(ii) *Definitions.* "Tea packers" means the processor and packer of tea bags or tea balls or one who sells tea bags or tea balls which are packed for his account by another.

(iii) *Report of prices.* Within 30 days after determining the established maximum prices under the provisions of this subparagraph 88, the tea packers shall send to the Imported Foods Section, Office of Price Administration, Washington, D. C., a letter enclosing a copy of the detailed figures for each brand by which their maximum prices were calculated, explained as in the example in (i) above.

(iv) *Customary discounts, allowances and price differentials.* The same customary discounts, allowances, and price differentials which apply to sales and deliveries of the old size tea bags shall apply to sales and deliveries of the new size tea bags.

This amendment shall become effective March 31, 1943.

(Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871)

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4906; Filed, March 30, 1943; 4:58 p. m.]

PART 1499—COMMODITIES AND SERVICES
[SR 14 to GMPR, Amendment 146]

TRANSPORTATION OF MOLASSES

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.*

In § 1499.73 (a) (43) (i) (a), the proviso is amended to read as follows:

(a) *Provided,* That in no case may the seller add to the applicable f. o. b. price an amount in excess of the lower of the following:

(1) The exact charge, at the lowest available freight rate for the transportation of an identical quantity from the mill or factory producing the molasses being sold to the point designated by the buyer as his receiving point, or

(2) the exact sum in dollars and cents actually paid for the transportation of the molasses being shipped, at the lowest available freight rate, from the mill or factory producing the molasses being sold to the buyer's designated receiving point.

This amendment shall become effective the 5th day of April 1943.

(Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871)

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4905; Filed, March 30, 1943; 4:59 p. m.]

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

¹ 7 F.R. 6426, 6965, 7604, 7759, 8282, 8431, 8810, 915, 9894, 130, 149, 2215, 3068, 3372.

PART 1499—COMMODITIES AND SERVICES
[SR 14¹ to GMPR,² Amendment 147]

MIXED FEEDS FOR ANIMALS AND 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.*

Section 1499.73 (a) (55) (viii) is amended to read as follows:

(viii) *Maximum prices of manufacturers, private brand dealers, custom mixer and mineral feed manufacturers who did not engage in business during specified months of 1942.* The maximum prices of every manufacturer, and of every private brand dealer, and of every custom mixer and of every mineral feed manufacturer who did not engage in business or who has no records upon which to compute his margins, during the months of January, March, May, October, November and December 1942, shall be governed by the maximum prices of his closest competitor for whom maximum prices are prescribed hereunder.

This amendment shall become effective April 5, 1943.

(Pub. Laws 421 and 729, 77th Cong., E.O. 9250, 7 F.R. 7871)

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4910; Filed, March 30, 1943;
5:02 p. m.]

PART 1499—COMMODITIES AND SERVICES
[SR 14¹ to GMPR,⁴ Amendment 148]

CERTAIN PACKAGED COSMETICS

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

Section 1499.73 (a) (89) is added to read as follows:

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

¹ 7 F.R. 5486, 5709, 5911, 6008, 6271, 6369, 6477, 6473, 6774, 6775, 6793, 6887, 6892, 6776, 6939, 7011, 7012, 6965, 7250, 7289, 7203, 7365, 7401, 7453, 7400, 7510, 7536, 7604, 7538, 7511, 7536, 7535, 7739, 7671, 7812, 7914, 7946, 8237, 8024, 8199, 8351, 8358, 8524, 8652, 8707, 8881, 8899, 9082, 8950, 9131, 8953, 8954, 8955, 8959, 9043, 9196, 9397, 9391, 9495, 9456, 10381, 9639, 9496, 9786, 9900, 9901, 10069, 10111, 10022, 10151, 10231, 10294, 10346, 10381, 10480, 10583, 10537, 10705, 10557, 10583, 10865, 11005; 8 F.R. 276, 439, 535, 494, 589, 863, 980, 1030, 876, 878, 1121, 1139, 1590, 1142, 1279, 1383, 1589, 1455, 1460, 1633, 1467, 1813, 1894, 1978, 2041, 1895, 2035, 2157, 2343, 2354, 2274, 2346, 2507.

² 8 F.R. 3096.

³ 7 F.R. 5486, 5709, 6008, 5911, 6271, 6369, 6477, 6473, 6774, 6775, 6793, 6887, 6892, 6776, 6939, 7011, 7012, 6965, 7250, 7289, 7203, 7265, 7401, 7453, 7400, 7510, 7536, 7604, 7538, 7511, 7536, 7535, 7739, 7671, 7812, 7914, 7946, 8237, 8024, 8199, 8351, 8358, 8524, 8652, 8707, 8881, 8899, 9082, 8950, 9131, 8953, 8954, 8955, 8959, 9043, 9196, 9397, 9391, 9495, 9496, 10381, 9639, 9496, 9786, 9900, 9901, 10069, 10111, 10022, 10151, 10231, 10294, 10346, 10381, 10480, 10583, 10537, 10705, 10557, 10583, 10865, 11005; 8 F.R. 276, 439, 525, 494, 489, 863, 980, 1030, 876, 878.

⁴ 8 F.R. 3096.

(89) *Certain 5 and 10 cent sizes of cosmetics—(i) Maximum prices.* Where a cosmetic is packaged by or for the manufacturer thereof in a package contracted for by the manufacturer or packager prior to September 11, 1942, and where such package contains a lesser quantity of cosmetic than was contained in a package of cosmetic of the same kind, quality, and brand name sold at retail for 5 or 10 cents for which maximum prices for sales by the manufacturer were established under § 1499.2 of the General Maximum Price Regulation, the maximum prices for sales by any seller of such package of cosmetic containing a lesser quantity of cosmetic shall be the maximum prices established under the General Maximum Price Regulation for sales by such seller of the package of cosmetic which contained a greater quantity of cosmetic.

(ii) *Definition.* As used in this subparagraph (89), "manufacturer" means a person who packages a cosmetic under his own brand name or causes the same to be packaged for him under his own brand name.

(iii) *Notification—(a) By manufacturers.* The manufacturer of a package of cosmetic containing a lesser quantity of cosmetic for which maximum prices are established under this paragraph (89) shall with or prior to the first delivery thereof to any purchaser furnish him with a notice reading as follows:

Maximum prices for sales by any seller of (describe package of cosmetic containing lesser quantity) are the same as the maximum prices established under the General Maximum Price Regulation for sales by that seller of (describe package of cosmetic containing greater quantity).

(b) *By wholesalers.* Any wholesaler of such a package of cosmetic shall with or prior to the first shipment thereof to a retailer furnish such retailer with the notice of the same kind as set forth in subdivision (a) above.

This amendment shall become effective April 5, 1943.

(Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871)

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4907; Filed, March 30, 1943;
4:59 p. m.]

PART 1499—COMMODITIES AND SERVICES
[SR 14 to GMPR, Amendment 152]

CHICAGO AREA FLUID MILK AND CREAM

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

Section 1499.73 (b) (105) of Supplementary Regulation 14 to the General Maximum Price Regulation is amended to read as follows:

(105) Amendment No. 104 [§ 1499.73 (a) (1)] to Supplementary Regulation 14 shall become effective February 2, 1943.

This amendment shall become effective March 30, 1943.

(Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871)

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4914; Filed, March 30, 1943;
5:01 p. m.]

PART 1499—COMMODITIES AND SERVICES
[SR 14 to GMPR, Amendment 153]

FLUID MILK AND CREAM

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.*

The effective date provision of Amendment 134 to Supplementary Regulation 14 to the General Maximum Price Regulation is amended to read as follows:

This Amendment No. 134 shall become effective March 11, 1943.

This Amendment shall become effective March 30, 1943.

(Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871)

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4915; Filed, March 30, 1943;
5:01 p. m.]

PART 1499—COMMODITIES AND SERVICES
[MPR 188,¹ Amendment 10]

MANUFACTURERS' MAXIMUM PRICES FOR SPECIFIED BUILDING MATERIALS AND CONSUMERS' GOODS OTHER THAN APPAREL

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

Section 1499.163 (a) (3) is amended to read as set forth below:

§ 1499.163 *Definitions.* (a) When used in Maximum Price Regulation No. 188, the term:

* * * * *

(3) "Manufacturer" means the person who makes the first sale of an article listed in Appendix A (§ 1499.166) of this Regulation after the article has been completed to the point indicated by the terminology of the Appendix.

* * * * *

§ 1499.165a *Effective dates of amendments.* * * *

(g) Amendment No. 10 to Maximum Price Regulation No. 188 (§ 1499.163 (a) (3)) shall become effective April 5, 1943.

(Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871)

Issued this 30th day of March, 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4912; Filed, March 30, 1943;
5:02 p. m.]

¹ 7 F.R. 5872, 7967, 8943, 8948, 10155; 8 F.R. 537, 1815, 1980, 3105.

Chapter III—Bureau of Mines

PART 301—CONTROL OF EXPLOSIVES AND THEIR INGREDIENTS IN TIME OF WAR OR NATIONAL EMERGENCY

MISCELLANEOUS AMENDMENTS

Pursuant to the authority conferred by section 18 of the act of December 26, 1941 (55 Stat. 863), as amended, the regulations under the Federal Explosives Act heretofore promulgated are hereby amended as follows:

[NOTE: See 7 F.R. 305, 1103, 1976, 3876, 4758, 5901, 8175, 9606; 8 F.R. 1343, 3080.]

Section 301.3 is amended by changing paragraph (a) (4) and the title to paragraph (b) (3) to read as follows:

§ 301.3 *Application of act and regulations; exceptions*—(a) *Persons and operations excepted.* * * *

(4) *Exportation and importation.* No license under the Federal Explosives Act is required for the exportation or importation of explosives or ingredients, license for which is required under the provisions of the following statutes, or under any proclamation or regulation issued pursuant thereto: Act of January 31, 1922 (42 Stat. 361), prohibiting unrestricted export of arms to certain countries where domestic violence occurs; the Neutrality Act of November 4, 1939 (54 Stat. 4); and the National Defense Act of July 2, 1940 (54 Stat. 712). However, persons who export or import explosives or ingredients under the above statutes must keep a record of such transactions, which shall include the quantity and description of the explosives and ingredients, the dates of shipment and delivery, the name of the vessel used, the name and address of the consignee, consignor, vendor, purchaser, carrier, and other interested parties. This record shall be retained by the exporter or importer until called for by the Director, or until one year after the termination of the present war, and shall be open for inspection at all times by the Director or his authorized representatives. No license under the Federal Explosives Act is required for the exportation of explosives or ingredients which constitute defense articles within the meaning of section 2 of the Lend-Lease Act of March 11, 1941 (55 Stat. 31), and which under the authority of section 3 (a) (2) of that Act have been disposed of to the government of any country whose defense the President deems vital to the defense of the United States.

(b) *Explosives and ingredients excepted.* * * *

(3) *Cartridges and ships' equipment.* * * *

Section 301.5 (a) is amended by substituting for the first sentence, the following sentences:

§ 301.5 *Licenses, term and transferability*—(a) *Term of licenses.* Licenses are valid for a term of one year from the date of issuance. They may be reissued as provided in § 301.23.

Section 301.10 is amended by changing the title and paragraphs (a) and (b) to read as follows:

§ 301.10 *Copies of licenses*—(a) *Duplicates to replace licenses lost, destroyed,*

defaced or stolen. A licensee needing a duplicate copy of a license to replace a license that has been lost, destroyed, defaced, or stolen shall make application for the duplicate to the licensing agent who issued the original license. If that licensing agent has resigned, died or been removed, the application shall be addressed to his successor, or, if his successor does not have the original records, to the Director. Duplicate copies of original licenses issued by the Director may be obtained only from the Director. No form is provided for applications for duplicate copies of licenses, but such applications must be executed and sworn to in the same manner as is required for original licenses, must state all the facts known to the applicant concerning the loss, destruction, defacement or theft of the original license, and must refer to the application upon which the original license was issued. If the issuing officer applied to is satisfied with the showing made by the applicant, he shall issue a duplicate copy of the license on a special unnumbered form for duplicate licenses and shall insert the same number and date as on the original license. Duplicates issued by successor licensing agents shall bear the name of the original licensing agent and, in addition, shall be endorsed by the successor licensing agent. If a defaced license is available, or if a lost or stolen license is afterwards recovered, it must be surrendered to the issuing officer who issued the duplicate.

(b) *Certified copies of licenses.* A licensee needing a certified copy of his license in the conduct of his business may make applications for it to any licensing agent or to the Director, but if made to an issuing officer other than the one who issued the original license, the original license must be exhibited. No form is provided for applications for certified copies of licenses, but such applications must be in writing and signed by the licensee, and must state the number of copies desired and the purpose for which they are sought. If the issuing officer applied to is satisfied with the showing made by the applicant, he shall issue the certified copies on special unnumbered forms for certified copies and shall insert the same number and date as on the original license. Certified copies issued by an issuing officer other than the one who issued the original license shall bear the name of the issuing officer who issued the original license, and, in addition, shall be certified by the signature of the issuing officer issuing the copy.

Section 301.11 (c) is amended by changing the first sentence to read as follows:

§ 301.11 *Licensing Agents; instructions.* * * *

(c) *Forms and records.* Licensing agents will be supplied with all necessary forms.

Section 301.18 (a) is amended by changing the second sentence to read as follows:

§ 301.18 *Special instructions for vendors*—(a) *Necessity for license.* * * * Every jobber, even though he does not physically handle the explosives or ingredients dealt in, as well as every per-

son to whom explosives or ingredients are consigned for sale, must have his own individual vendor's license.

Section 301.19 (a) is amended to read as follows:

§ 301.19 *Special instructions for manufacturers*—(a) *Licenses needed.* Every manufacturer of explosives or ingredients, except as provided in § 301.3, will require:

(1) A manufacturer's license.

(2) A vendor's license if a part of the sales made by the manufacturer consists of explosives or ingredients which he has purchased for the purpose of resale.

R. R. SAYERS,
Director.

Approved: March 30, 1943.

MICHAEL W. STRAUS,
First Assistant Secretary
of the Interior.

[F. R. Doc. 43-4953; Filed, March 31, 1943;
11:42 a. m.]

Notices

OFFICE OF PRICE ADMINISTRATION.

[Order 174 Under MPR 120]

MORRIS RUN COAL MINING COMPANY**ORDER GRANTING ADJUSTMENT**

Order No. 174 under Maximum Price Regulation No. 120—Bituminous Coal Delivered from Mine or Preparation Plant; Docket No. 3120-312.

For the reasons set forth in an opinion issued simultaneously herewith, and pursuant to the authority vested in the Administrator by the Emergency Price Control Act of 1942, as amended, and Executive Order No. 9250, and in accordance with § 1340.207 (d) of Maximum Price Regulation No. 120, *It is ordered:*

(a) Coals in Size Group 1 produced by the Morris Run Coal Mining Company, Wilkes-Barre, Pennsylvania, at its Bloss Mine, Mine Index No. 335, in District No. 1 may be sold and purchased for shipment by truck or wagon at prices not to exceed \$4.25 per net ton f. o. b. the mine.

(b) Within thirty (30) days from the effective date of this order, the Morris Run Coal Mining Company shall notify all persons purchasing its coals of the adjustments granted in paragraph (a) of this order, and shall include a statement that if the purchaser is subject to Revised Maximum Price Regulation No. 122 in the resale of coal, the adjustments granted in this order do not authorize any increase in the purchaser's resale price except in accordance with and subject to the conditions stated in Revised Maximum Price Regulation No. 122.

(c) This Order No. 174 may be revoked or amended by the Administrator at any time.

(d) Unless the context otherwise requires, the definitions set forth in § 1340.208 of Maximum Price Regulation No. 120 shall apply to the terms used herein.

(e) This Order No. 174 shall become effective March 31, 1943.

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4896; Filed, March 30, 1943;
3:48 p. m.]

[Order 175 Under MPR 120]

RACCOON COAL COMPANY

ORDER GRANTING ADJUSTMENT

Order No. 175 under Maximum Price Regulation No. 120—Bituminous Coal Delivered from Mine or Preparation Plant; Docket No. 3120-340.

For the reasons set forth in an opinion issued simultaneously herewith, and pursuant to the authority vested in the Administrator by the Emergency Price Control Act of 1942, as amended, and Executive Order No. 9250, and in accordance with § 1340.207 (d) of Maximum Price Regulation No. 120, *It is ordered:*

(a) Size Group 6 coal produced by Curtis Hopkins, doing business as Raccoon Coal Company, Rosedale, Indiana, at his Raccoon Mine, Mine Index No. 478, in District No. 11, may be sold and purchased for shipment by truck or wagon at a price not to exceed \$3.25 per net ton f. o. b. the mine;

(b) Within 30 days from the effective date of this order, the said Curtis Hopkins, doing business as Raccoon Coal Company, shall notify all persons purchasing his coal of the adjustments granted in paragraph (a) of this order, and shall include a statement that if the purchaser is subject to Revised Maximum Price Regulation No. 122 in the resale of coal, the adjustments granted in this order do not authorize any increase in the purchaser's resale price except in accordance with and subject to the conditions stated in Revised Maximum Price Regulation No. 122;

(c) This Order No. 175 may be revoked or amended by the Administrator at any time;

(d) Unless the context otherwise requires, the definitions set forth in § 1340.208 of Maximum Price Regulation No. 120 shall apply to the terms used herein;

(e) This Order No. 175 shall become effective March 31, 1943.

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator

[F. R. Doc. 43-4897; Filed, March 30, 1943;
3:48 p. m.]

[Order 229 Under MPR 188]

DELTA ELECTRIC COMPANY

APPROVAL OF MAXIMUM PRICES

Order No. 229 under § 1499.158 of Maximum Price Regulation No. 188—Manufacturers' maximum prices for specified building materials and Consumers' Goods Other Than Apparel.

Approval of maximum prices for sales of two new lanterns manufactured by the Delta Electric Company.

For the reasons set forth in an opinion issued simultaneously herewith and filed with the Division of the Federal

Register and pursuant to the authority vested in the Price Administrator by the Emergency Price Control Act of 1942, as amended, and Executive Order No. 9250, *It is ordered:*

(a) This Order No. 229 sets maximum prices for sales of two new lanterns designated as "A-2030 Relay Operated Emergency Lantern" and "A-2051 Float Light" manufactured by Delta Electric Company, Marion, Indiana.

(1) For sales by the manufacturer, the maximum prices are the following:

A-2030 relay operated emergency lantern.....	\$3.375
A-2051 float light.....	2.925

These prices are subject to manufacturer's customary terms.

(2) For sales by jobbers, in lots of six or more, the maximum prices are:

A-2030 relay operated emergency lantern.....	\$4.50
A-2051 float light.....	3.90

For sales by jobbers, in lots of five or less, the maximum prices are:

A-2030 relay operated emergency lantern.....	\$5.00
A-2051 float light.....	4.33

These prices are subject to the jobber's customary terms and discounts.

(3) For sales by retailers, the maximum prices are:

A-2030 relay operated emergency lantern.....	\$7.50
A-2051 float light.....	6.50

(b) To every relay operated emergency lantern and float light, shipped to a purchaser for resale, the manufacturer shall attach a tag or label which plainly states the retail ceiling price.

(c) At or before the time of first delivery after the effective date of this order, the manufacturer shall notify in writing every person who buys from him, of the maximum prices set by this Order No. 229 for resales by the purchaser. This written notice may be given in any convenient form; for example, it may be shown on or attached to the invoice, or packed with the merchandise.

(d) Unless the context otherwise requires, the definitions set forth in § 1499.20 of the General Maximum Price Regulation shall apply to the terms used herein.

(e) This Order No. 229 may be revoked or amended by the Price Administrator at any time.

This Order No. 229 shall become effective on the 31st day of March 1943.

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4898; Filed, March 30, 1943;
3:49 p. m.]

[Order 9 Under RPS 41]

HARTFORD ELECTRIC STEEL CORPORATION
AND ROXBURY STEEL CASTING CO.

ADJUSTMENT OF MAXIMUM PRICES

Order No. 9 under Revised Price Schedule No. 41—Steel Castings; Docket No. 3041-19.

For the reasons set forth in the opinion issued simultaneously herewith and

under the authority vested in the Price Administrator by the Emergency Price Control Act of 1942, as amended, and Executive Order No. 9250 and in accordance with Procedural Regulation No. 6 issued by the Office of Price Administration, *It is hereby ordered:*

Adjustment of maximum prices of Hartford Electric Steel Corporation and Roxbury Steel Casting Company. (a) Notwithstanding anything to the contrary contained in Revised Price Schedule No. 41, Hartford Electric Steel Corporation and Roxbury Steel Casting Company may sell and deliver steel castings at prices not to exceed their respective maximum prices established by Revised Price Schedule No. 41 prior to Amendment No. 4: *Provided*, That in the case of navy, ordnance and ship and marine steel castings each of said companies may, at its option, sell and deliver at prices not in excess of the applicable maximum prices established by Amendment No. 4 or subsequent amendments to Revised Price Schedule No. 41: *Provided further*, That Hartford Electric Steel Corporation and Roxbury Steel Casting Company shall file with the Office of Price Administration, Washington, D. C., quarterly profit and loss statements and quarterly balance sheets within thirty days after the close of each quarter year beginning with the first quarter of the year 1943, except that such information need not be filed if it is furnished within the time required above on the *Form B—Interim Financial Reports* issued by the Office of Price Administration.

(b) Persons may buy and receive castings from Hartford Electric Steel Corporation and Roxbury Steel Casting Company at prices not in excess of those set forth in paragraphs (a) and (b) above.

(c) The provisions of paragraphs (a) and (b) above shall be applicable to all steel castings shipped by Hartford Electric Steel Corporation and Roxbury Steel Casting Company on or after March 6, 1943.

(d) All prayers of the application not granted herein are denied.

(e) This Order No. 9 may be revoked or amended by the Price Administrator at any time.

(f) This Order No. 9 shall be effective March 31, 1943.

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4892; Filed, March 30, 1943;
3:49 p. m.]

[Order 78 Under RPS 64¹]

MT. VERNON FURNACE & MFG. CO.

APPROVAL OF MAXIMUM PRICE

Order No. 78 under Revised Price Schedule No. 64¹—Domestic Cooking and Heating Stoves.

On February 22, 1943, the Mt. Vernon Furnace and Mfg. Co. of Mt. Vernon, Illinois, filed an application pursuant to

¹ 7 F.R. 1329, 1836, 2000, 2132, 4404, 5872, 6221, 8948; 8 F.R. 1974.

§ 1356.1 (d) of Revised Price Schedule No. 64 for approval of maximum prices for four new models of coal heating stoves, designated in the application as 63-14, 63-16, 63-18, and 63-20, respectively.

Due consideration has been given to the application and an opinion, issued simultaneously herewith, has been filed with the Division of the Federal Register. For the reasons set forth in the opinion and under the authority vested in the Price Administrator by the Emergency Price Control Act of 1942, as amended, and Executive Order No. 9250, *It is hereby ordered:*

(a) Mt. Vernon Furnace & Mfg. Co. may sell, offer to sell, transfer or deliver the models 63-14, 63-16, 63-18 and 63-20 at a price no higher than the following:

To distributors:

- \$25.94 f. o. b. factory for model 63-14
- \$31.52 f. o. b. factory for model 63-16
- \$35.25 f. o. b. factory for model 63-18
- \$40.10 f. o. b. factory for model 63-20

To dealers:

- \$32.43 f. o. b. factory for model 63-14
- \$39.40 f. o. b. factory for model 63-16
- \$44.06 f. o. b. factory for model 63-18
- \$50.13 f. o. b. factory for model 63-20

(b) This Order No. 78 may be revoked or amended by the Price Administrator at any time.

(c) Unless the context otherwise requires, the definitions set forth in § 1356.11 of Revised Price Schedule No. 64 shall apply to terms used herein.

(d) This Order No. 78 shall become effective on the 31st day of March 1943.

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4895; Filed, March 30, 1943; 3:49 p. m.]

[Order 79 Under RPS 64¹]

PRENTISS WABERS PRODUCTS CO.
APPROVAL OF MAXIMUM PRICES

Order No. 79 Under Revised Price Schedule No. 64¹—Domestic Cooking and Heating Stoves.

On January 29, 1943, the Prentiss Wabers Products Company, Wisconsin Rapids, Wisconsin, completed an application pursuant to § 1356.1 (d) of Revised Price Schedule No. 64 for approval of a maximum price for a new model

¹ 7 F.R. 1329, 1836, 2000, 2132, 4404, 5872, 6221, 8948; 8 F.R. 1974.

kerosene oil cooker, designated in the application as model 623 P. E.

Due consideration has been given to the application and an opinion, issued simultaneously herewith, has been filed with the Division of the Federal Register. For the reasons set forth in the opinion and under the authority vested in the Price Administrator by the Emergency Price Control Act of 1942, as amended, and Executive Order No. 9250, *It is hereby ordered:*

(a) Prentiss Wabers Products Company may sell, offer to sell, transfer or deliver its model 623 P. E. kerosene oil cooker at a price no higher than \$31.00 to dealers, subject to discounts, allowances and terms no less favorable than those in effect with respect to its comparable model 623 P. as established under Revised Price Schedule No. 64.

(b) This Order No. 79 may be revoked or amended by the Price Administrator at any time.

(c) Unless the context otherwise requires, the definitions set forth in § 1356.11 of Revised Price Schedule No. 64 shall apply to terms used herein.

(d) This Order No. 79 shall become effective on the 31st day of March 1943.

Issued this 30th day of March 1943.
PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4929; Filed, March 30, 1943; 5:00 p. m.]

[Rev. Gen. Order 32, Amendment 3]

REGIONAL ADMINISTRATORS

DELEGATION OF AUTHORITY TO ACT FOR THE PRICE ADMINISTRATOR

General Order 32 is amended in the following respects:

1. Subparagraph (1) of paragraph (a) is amended by adding at the end thereof the following clause:

or applications relating to the classification of retail stores under section 16

of Maximum Price Regulation No. 336 (Retail Ceiling Prices for Pork Cuts).

2. Subparagraph (1) of paragraph (b) is amended by adding at the end thereof the following clause:

or applications relating to the classification of retail stores under section 16 of Maximum Price Regulation No. 336 (Retail Ceiling Prices for Pork Cuts).

This amendment shall become effective March 30, 1943.

(Pub. Laws 421 and 729, 77th Cong.; E.O. 9250, 7 F.R. 7871)

Issued this 30th day of March 1943.

PRENTISS M. BROWN,
Administrator.

[F. R. Doc. 43-4928; Filed, March 30, 1943; 5:03 p. m.]

WAR PRODUCTION BOARD.

NOTICE TO BUILDERS AND SUPPLIERS OF ISSUANCE OF REVOCATION ORDERS REVOKING AND STOPPING CONSTRUCTION OF CERTAIN PROJECTS

The Director, Office of War Utilities of the War Production Board has issued certain revocation orders listed in Schedule A below, revoking preference rating orders issued in connection with, and stopping the construction of the projects affected. For the effect of each such order upon preference ratings, construction of the project and delivery of materials therefor, the builder and suppliers affected shall refer to the specific order issued to the builder.

Issued March 30, 1943.

WAR PRODUCTION BOARD,
By J. JOSEPH WHELAN,
Recording Secretary.

SCHEDULE A

Preference rating order	Serial No.	Name and address of builder	Project affected	Date of issuance of revocation order
P-19-a.....	2441-A....	City of Woodstock, Woodstock, Ill....	Municipal power plant, Woodstock, Ill.	3/19/43
PD-2.....	C-96521...	General Electric Co., Cleveland, Ohio	Interlake Iron Corporation, Cleveland, Ohio.	3/19/43

[F. R. Doc. 43-4875; Filed, March 30, 1943; 11:17 a. m.]