INTERNATIONAL

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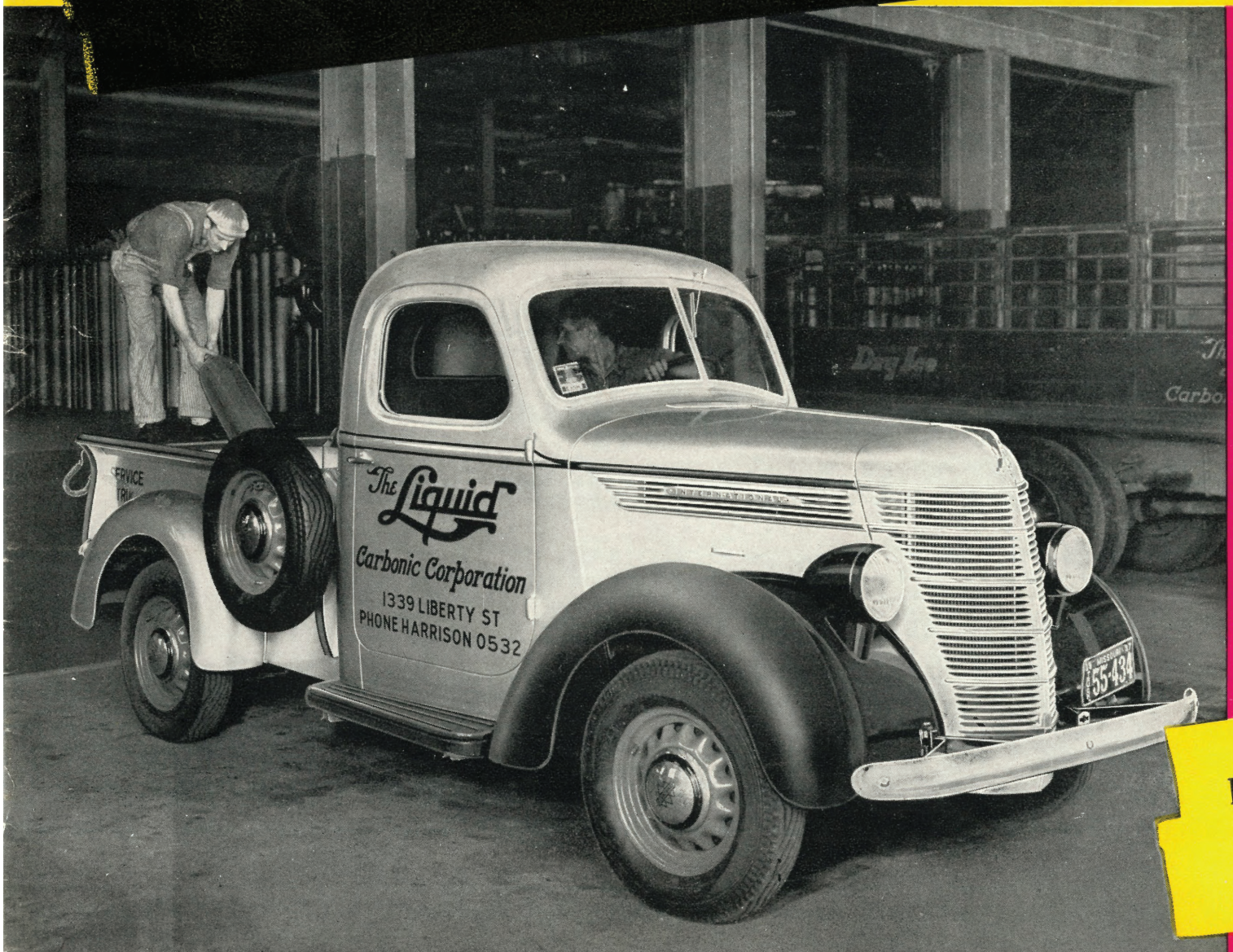


MODELS

D-2

AND

D-5

FOR LOW-COST DELIVERY

The 25-case capacity type DM milk body on either the D-2 or D-5 113-inch wheelbase chassis is an ideal unit for door-to-door delivery of dairy products.

Florists and greenhouse men find the International Models D-2 and D-5, with attractive de luxe panel bodies, are well suited to their delivery needs.

International de luxe panel bodies for both 113 and 125-inch wheelbase Models D-2 and D-5 chassis are attractive, of large capacity, and sturdily constructed.

The neighborhood grocer finds the Models D-2 and D-5, with all-steel pick-up bodies and slip-on tops, are just suited to light-delivery needs.

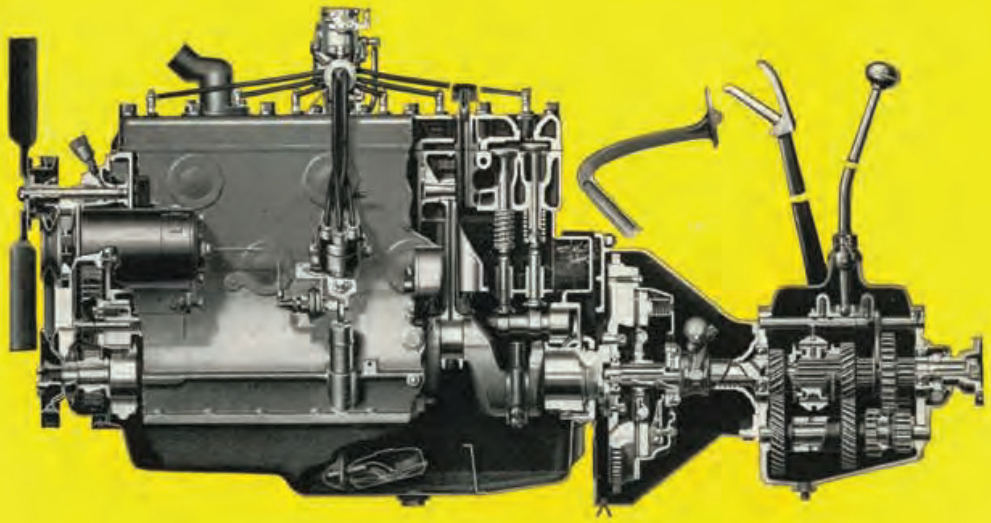
Outstanding Beauty, Performance *and* Economy

WHERE rapid delivery of light loads at low cost is imperative, either the four-cylinder Model D-5 or the six-cylinder Model D-2, with the proper body, is just the truck for the job. The Model D-5 is especially designed to replace the horse and wagon in multi-stop and house-to-house delivery service. For other types of service, where more power is desired, the Model D-2 is available with a choice of two engines—one of 174.9 and the other of 213 cu.-in. displacement.

The standard bodies, illustrated in this catalog, are well suited to most types of work. Special bodies are available at reasonable cost and complete the adaptability of the Models D-2 and D-5 to all light-delivery requirements.

Attractive appearance, outstanding performance, and low-cost operation, combined as they are with adaptability to the work, establish these models as leading truck values in the one-half-ton classification.

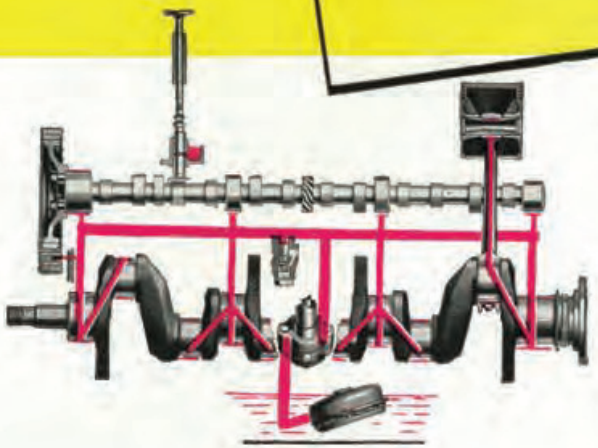
Truck Engine.. POWERFUL AND ECONOMICAL



Many decided improvements and new features of design and construction have been incorporated in the engines of all International models. Greater power has been provided without sacrifice of fuel economy. Every feature has been thoroughly tested to provide dependable low-cost power and performance.

All International engines are designed and built for truck service—heavy-duty power units that deliver maximum performance at low cost.

Sectional view of the six-cylinder Model D-2 engine, which is of the cast-in-block, L-head type. The bore and stroke are of $3\frac{5}{16}$ and $4\frac{1}{8}$ inches, respectively. Improved cooling, full-pressure lubrication, downdraft carburetion, and many other features provide an abundance of smooth, quiet, and responsive power with low-cost performance. A six-cylinder "economy" engine, having a bore and stroke of 3 and $4\frac{1}{8}$ inches, respectively, is optional in the D-2 chassis. The Model D-5 is powered by a four-cylinder, $3\frac{1}{4}$-inch bore and 4-inch stroke engine.



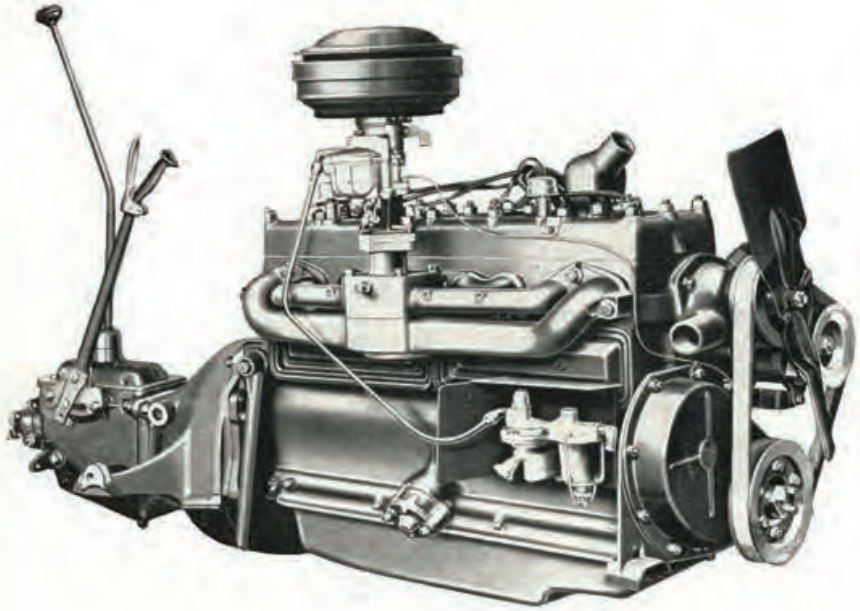
Lubrication—of vital importance in truck engines—is by full-pressure to all main and connecting-rod bearings and piston pins in all International six-cylinder engines. This diagram shows the flow of the oil in the Model D-2 engine. The floating-type oil intake assures clean oil to all working parts.

Left: Hardened exhaust-valve seat inserts retard valve-seat burning and retain engine efficiency.

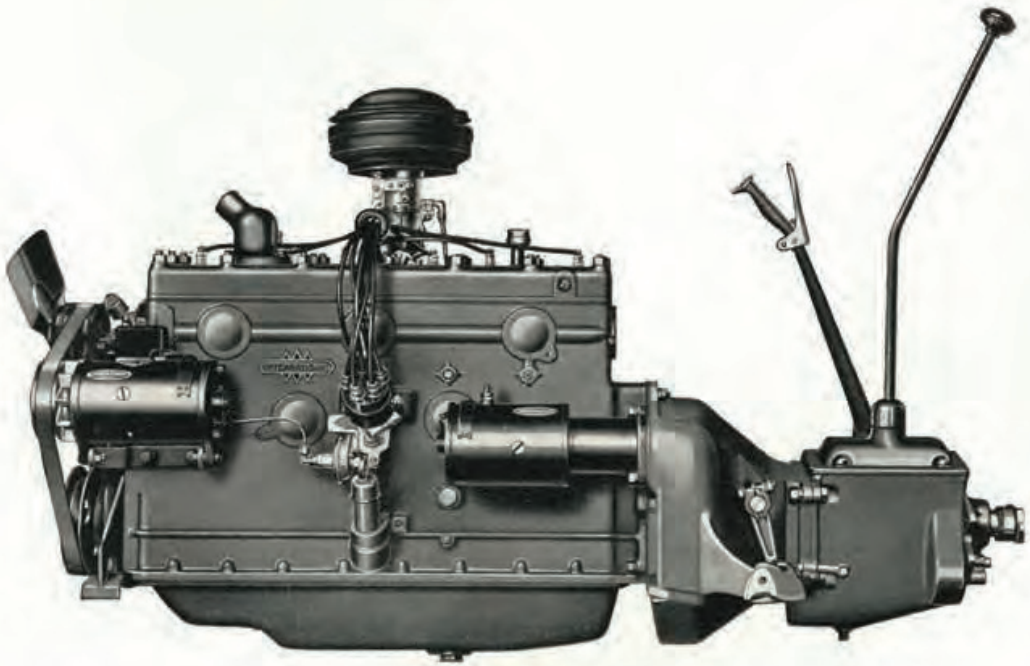
Right: Precision-type, replaceable-shell main and connecting-rod bearings are an economy feature in all International truck engines.

Left: Water jackets, extending the full length of the cylinders in the Model D-2 engines, assure positive cooling.

Right: A sectional view of the oil-bath type air cleaner which provides clean air for the downdraft-type carburetor.



Right front view of the Model D-2 six-cylinder, L-head engine, clutch and transmission, showing the oil-bath type air cleaner, downdraft-type carburetor, fuel pump, manifold, and the newly designed fan. This engine develops 78 maximum brake horsepower at 3,400 r.p.m. and maximum torque of 155 lb.-ft. at 1,000 r.p.m. The D-2 "economy" engine develops 45.9 maximum brake horsepower at 3,000 r.p.m. and a maximum torque of 107 lb.-ft. at 800 r.p.m.



Another view of the responsive Model D-2 power plant. Replaceable-shell, precision-type main and connecting-rod bearings; exhaust-valve seat inserts; oil-bath type air cleaner; and full-pressure lubrication are but a few of the many features that assure quiet, economical, and long-lived performance. The Model D-2 standard six-cylinder engine has a displacement of 213 cubic inches, while the "economy" engine has a displacement of 174.9 cubic inches.

INTERNATIONAL *All-Steel Cab*

SAFETY, long life, attractive appearance, driver comfort and convenience, are highlights in the design of the International cab which is all-steel, reinforced, welded construction. The one-piece, heavy-gauge sill—the cab foundation—is an International cab feature that contributes to rigidity and long life. The complete cab frame forms a rigid boxlike structure to which the one-piece top, the side, back, and cowl panels are welded—the outer panel is firmly supported at every vital point.

Two major stampings welded together form the comparatively light but very sturdy doors, which are hinged at the front, a decided advantage for the driver when he must lean out of the cab when backing the truck in close quarters. Door and window openings are carefully profiled to harmonize with the cab surface curvature. The doors, extending down over the sills, are sealed against dust and drafts by rubber seals and weather strips.

Driver comfort has not been overlooked for seat and back cushions have deep springs and thick upholstery and are individually adjustable.

Even the floor and toe boards in the International cab are steel. As shown in this cross-section illustration the flanged edges are cushioned in rubber to eliminate noise.

The de luxe cab (right) has brown Spanish-grain upholstery, a ventilating-type rear window, chromium-plated windshield frame, two windshield wipers, two adjustable sun visors, sponge-rubber arm rest on left door, dome lamp, and lock for the package compartment. Both standard and de luxe cabs are insulated and lined, and have safety glass throughout. Standard cab upholstery is an attractive blue-gray. Features of both include adjustable seat and back cushions, locking handle in right door, felt-base rubber floor mat, package compartment, and unusually attractive dash.

★

The new International all-steel cabs are a direct result of years of experience in truck cab design and manufacture. They embody many desirable features. International cabs are roomy. They provide maximum comfort for the driver and exceptional visibility. There is ample leg and head room. Scientifically designed seat and back cushions are deeply upholstered and are adjustable. Wide doors permit easy entrance and exit, and all controls and instruments are located for the convenience of the driver.

★

INTERIOR OF THE ROOMY, WELL APPOINTED ALL-STEEL DE LUXE CAB. COMFORT, CLEAR VISION AND SAFETY ARE THE OUTSTANDING FEATURES OF INTERNATIONAL CABS.

A view of the comparatively light yet sturdily built de luxe panel body for the 113 and 125-inch wheelbase Models D-2 and D-5, showing the beauty and symmetry of the styling. In addition to having achieved distinctive and lasting dignity in appearance, International Harvester engineers have also improved the utility of the body.

Panel Bodies

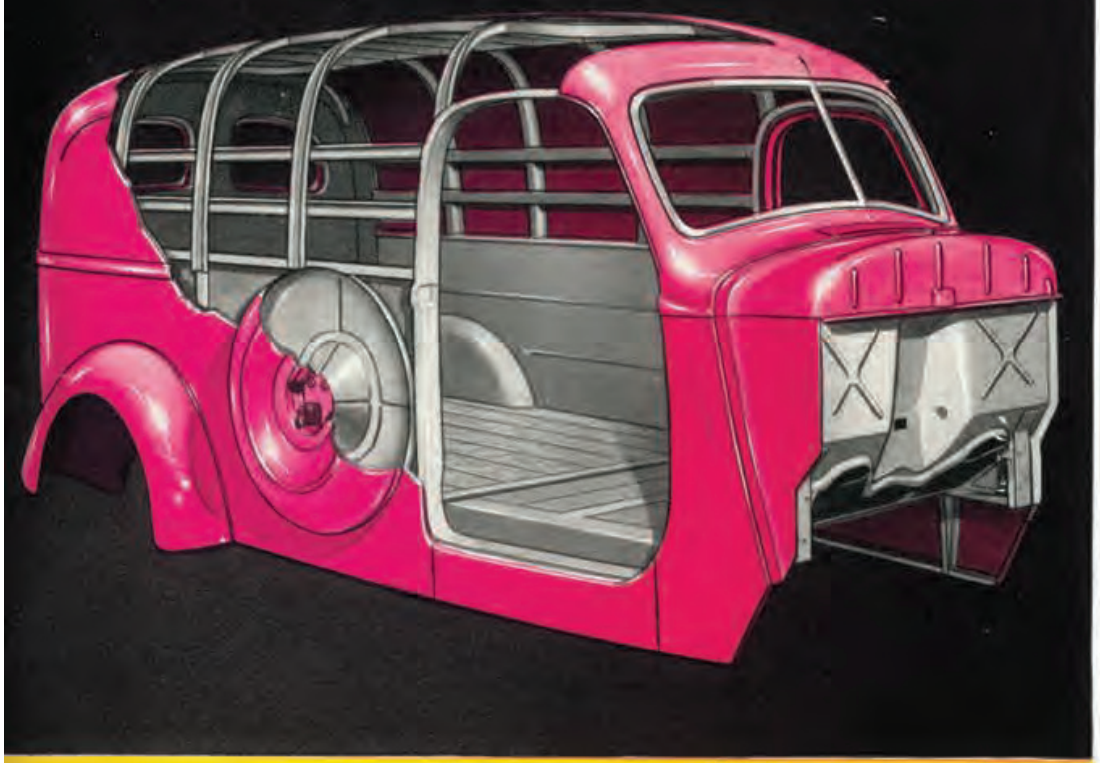
OF BEAUTY AND DISTINCTION

INTERNATIONAL de luxe panel bodies are beautiful, streamlined, of large capacity, and rigidly constructed for safety and long life. From the sloping, V-type, ventilating windshield to the gracefully designed rear, these de luxe bodies present an unusually attractive appearance. The trim, symmetrical lines are further enhanced by the pressed-in belt and panel moldings, which constitute the only trim. International panel bodies reflect their attractive appearance in direct advertising value and profit-earning ability. Designed for efficient loading, these maximum-capacity bodies are available in a choice of attractive colors.

Simplicity and good taste have been incorporated in the sweeping, streamlined styling of all Internationals. In each line and curve, dignity and beauty have been carefully preserved. Although an especially attractive appearance has been achieved there has been no sacrifice of stamina, accessibility, and dependability.

Specifications

DE LUXE PANEL BODIES



These strong, safe, welded-steel de luxe panel bodies are fabricated like a skyscraper. Cutaway view shows the rigid construction of the unit, how the side pillars are welded to the roof assembly, the longitudinal steel channel ribs, the pressed-in tire carrier pocket, the cowl and dash assembly, and other construction details.

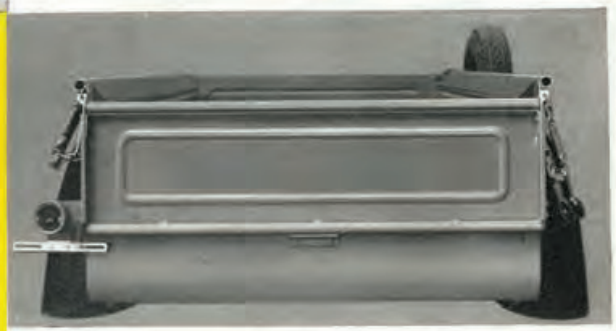
Body Dimensions (inside, or loading space):
Length (at floor): (113-inch wheelbase), 85⅜ inches; (125-inch wheelbase), 97⅜ inches.
Width (between wheel housings): 47⅛ inches; (at belt line): 53¼ inches.
Height (at center): 52 inches.
Rear Door Opening: 45¾ inches wide, 44⅜ inches high.
Weight: 85⅜-inch body, 1,020 pounds; 97⅜-inch body, 1,100 pounds.
Capacity: 85⅜-inch body, 121 cubic feet; 97⅜-inch body, 142 cubic feet.
Frame: International de luxe panel body frames are heavy steel stampings, with cross sills, side pillars and inner panels, longitudinal channel ribs, roof channel rail, and roof bows flanged, braced, and welded into a rigid unit basically tubular in shape.
Floor: Floors are ship-lap lumber, treated on the underside to prevent moisture absorption.
Side Panels: Body outer side panels include the rear corners and the curved roof quarter and have pressed-in belt and sign panel moldings. Wheel housings are welded to the inner body panels and a spare wheel carrier pocket is pressed in the right side panel.
Roof: The one-piece, all-steel roof is supported by a series of closely spaced steel channel bows welded to the roof channel rail, which is in turn welded to the body side pillars.
Doors: Front and rear doors consist basically of steel inner and outer panels clinched and welded together. Complete sponge-rubber weather stripping provides rain and dust seal and prevents rumble. All doors have large, clear-vision windows.
Hardware: Modern design with chromium-plated door handles and extra-heavy self-latching rear door locks. The same key fits the right front door, the rear doors, and the ignition lock.
Seat: Single, adjustable, bus-type seat. The well-made, deep, spring-filled cushions are covered with high-grade material.
Standard Body Equipment: One bus-type adjustable seat; rear-vision mirror; electric windshield wiper; safety glass throughout; dome light; combination stop and tail light; safety reflector under rear doors; tool box; one-piece, ventilating-type windshield; cowl ventilator; spare wheel; spare tire cover.
Special Body Equipment: Extra seat; extra windshield wiper; chromium-plated windshield frame; rear bumper; spare tire; and spare tire lock.

LARGE CAPACITY • ALL-STEEL

★ *Pick-up Bodies*

INTERNATIONAL all-steel pick-up bodies are designed for utmost ease and speed in loading and unloading, and are sturdily constructed of heavy-gauge steel. The drop skirt gives a pleasing close-to-the-ground appearance, but there is ample clearance for bad roads. The one-piece floor has wide embossed ribs which add stiffness to the body and reduce load shifting. Attractive, deep-drawn fenders are one-piece stampings, rigidly held in position. Streamlined channel-type side supports at front and rear improve body appearance and provide enclosed stake pockets. The spare wheel and tire are mounted on the right side of the body just behind the cab. A slip-on top, with or without screen sides, is available as special equipment.

The loading space of pick-up bodies, mounted on D-2 and D-5, 113-inch wheelbase, is 77¼ inches; and for 125-inch chassis, 89¼ inches. Both pick-up bodies are 47⅛ inches wide and 15½ inches high to the top of the flare boards.



The two-piece, box-type, welded tailgate has concealed hinges and drops level with the floor, where it may be supported with rubber-covered side chains or dropped straight down. The embossing in the tailgate adds a distinctive note as does the skirt below the tailgate.

The double rear doors of the type DM and DB bodies, fold back against the body as shown at left. The advantages of this design are ample loading and unloading space, and utility and convenience for work at the loading platform or elsewhere. A solid rear-end construction or three rear doors (shown below) are preferred by some bakers and are available if desired. When used for bakery service the galvanized floor covering is removed and half-round wheelhouses replace the square houses.

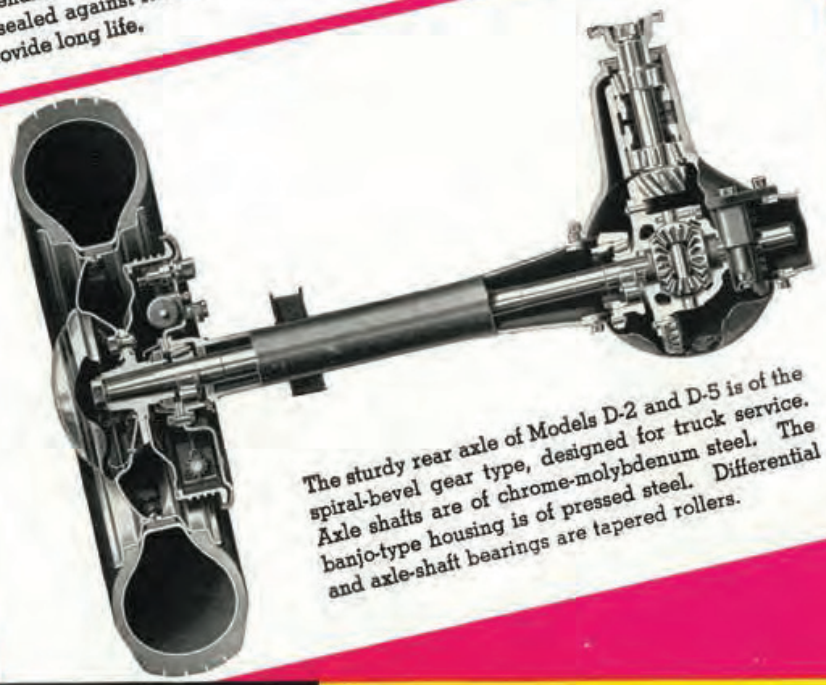
This view of the interior of the 25-case capacity, type DM milk body (DB body for bakery use) shows the sturdy, reinforced construction, and presents some idea of the large load area provided. Sufficient work space for the delivery man speeds up the service and helps to cut costs. All features of the body as well as the Models D-2 and D-5 chassis combine to provide a complete truck which meets the demands of utility and economy in door-to-door delivery.

Type DM *and* DB *bodies*

Designed especially for multi-stop service, the type DM and DB bodies are particulary suited to door-to-door delivery of dairy and bakery products. Low-cost operation, dependability, and maximum utility are assured.

Roller-bearing, anti-friction type universal joints have been regularly supplied in International trucks for some time with marked success. Their function is to provide dependable service and reduce maintenance expense. These joints are well sealed against lubricant leakage and to provide long life.

The two-shoe, hydraulic, internal-expanding front-wheel brake in the Models D-2 and D-5. By means of four-wheel hydraulic brakes of the equal-action type, braking effectiveness on all wheels is assured in either forward or reverse motion.



The sturdy rear axle of Models D-2 and D-5 is of the spiral-bevel gear type, designed for truck service. Axle shafts are of chrome-molybdenum steel. The banjo-type housing is of pressed steel. Differential and axle-shaft bearings are tapered rollers.

★ *Chassis Features*

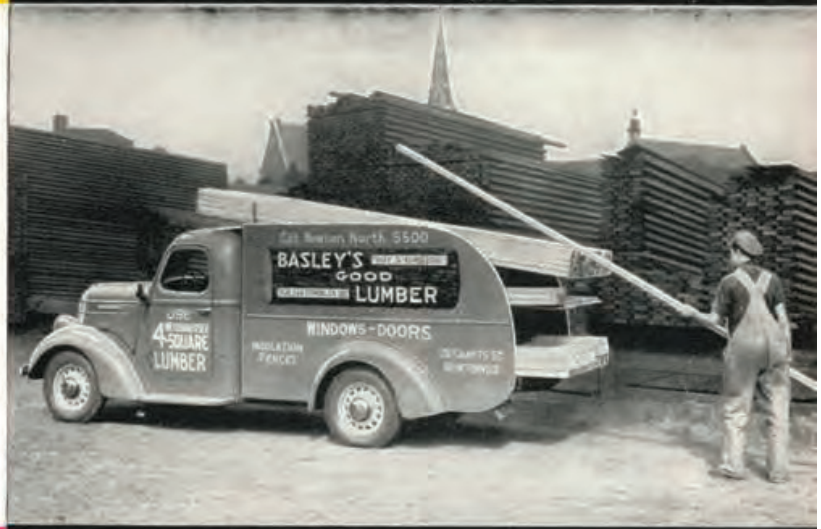
THAT ASSURE ECONOMY AND LONG LIFE

All Models D-2 and D-5 chassis features are in strict accord with International Harvester's long established policy of providing all-truck construction throughout, in keeping with the nature of the work the unit is called upon to perform. There has never been a compromise with passenger-car construction. This assures the International owner that he is getting not only beauty but a long-lived chassis that will stand up under the strain of hard work.

International de luxe panel bodies meet the most rigid requirements of those who demand beauty and smart appearance in delivery equipment.

In Milwaukee the Wisconsin Humane Society employs this Model D-2 to transport pets to and from the animal clinic.

When schedules must be maintained International's constant, reliable performance is appreciated.



Here is an attractive body that is much used by a Newtonville, Mass., lumber dealer for making special deliveries. International performance and quality are well known in the lumber business.

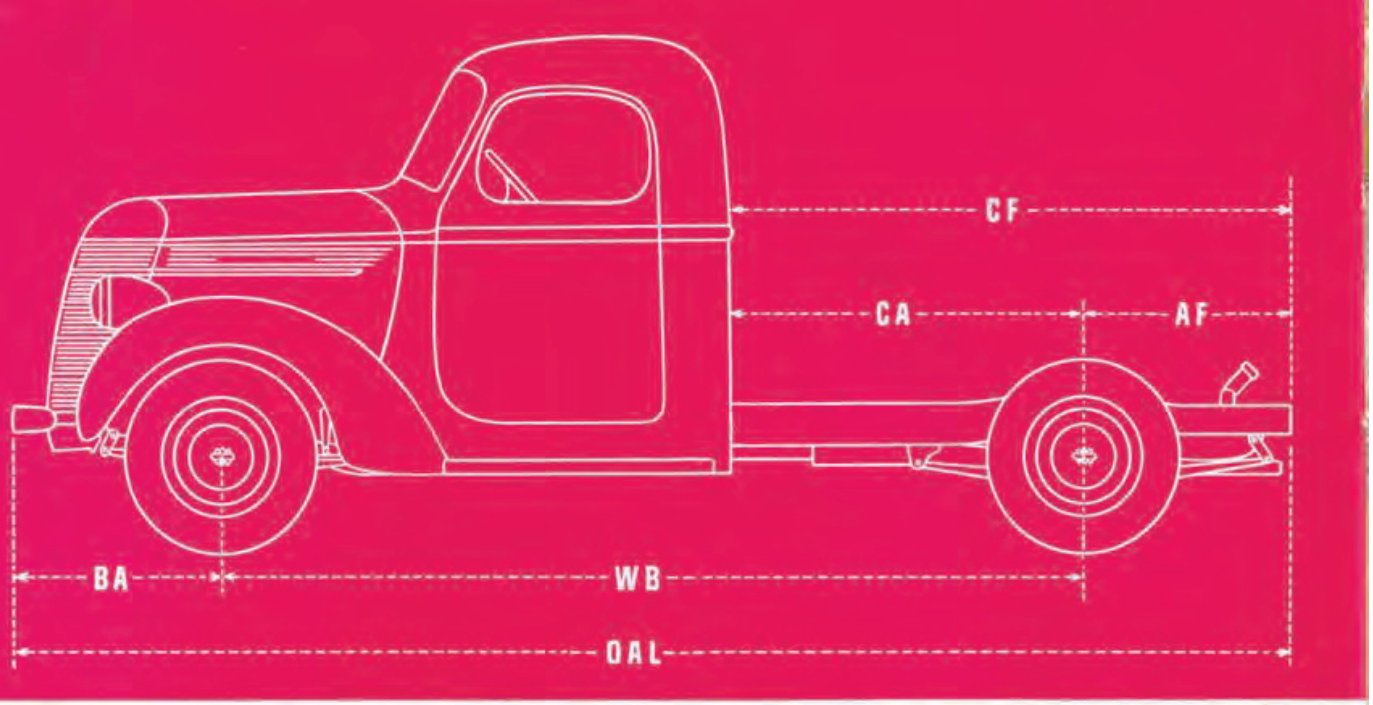
For house-to-house delivery of dairy products either the Model D-2 or D-5, with 25-case capacity, type DM milk body, will do the job efficiently and economically.

The all-steel pick-up body is an ideal all-purpose unit for light, bulky loads where utility and convenience are important considerations.

INTERNATIONAL

Models D-2 and D-5

SPECIFICATIONS



Carrying Capacity:
(cab, body, equipment, and payload) . . . . . 2,100 Pounds

Chassis Dimensions: (in inches)		**Weights:** (in pounds)
Wheelbase length (WB)	113	125
Overall length, with front bumper (OAL)	173 17/32	185 17/32
Back of cab to c/l of rear axle (CA)	39	51
C/l of rear axle to end of frame (AF)	30	30
Back of cab to end of frame (CF)	69	81
Bumper to center of front axle (BA)	30 17/32	30 17/32
Turning radius with bumper clearance (feet)	20 5/6	22 2/3
Chassis weight, including fuel, oil, and water (approximate)	2,290	2,315

Tread—front wheels, 58 9/32 in.; rear wheels, 58 13/16 in.
Clearance under front axle, 8 1/16 in.; under rear axle, 7 11/16 in.
Overall width—front, 70 1/4 in.; rear, 67 3/16 in.

Frame: Pressed steel channel, 113-in. wheelbase: depth, 6 in.; thickness, 1/8 in.; width of flange, 2 1/4 in.; width, front, 25 1/16 in.; rear, 43 1/4 in. 125-in.: depth, 6 1/2 in.; thickness, 3/4 in.; width of flange, 2 1/4 in.; width, front, 25 3/32 in.; rear, 43 3/32 in. Six reinforced crossmembers.

Engine, Model D-2: Six-cylinder, cast-in-block, L-head type; 3 5/16-in. bore, 4 1/8-in. stroke. Displacement, 213 cu. in.; compression ratio, 6.3. A.M.A. rating, 26.3 h.p.; maximum brake h.p., 78 at 3,400 r.p.m. Maximum torque, 155 lb.-ft. at 1,000 r.p.m. Four steel-backed, replaceable-shell, precision-type main bearings; total projected area, 16.24 sq. in. Six replaceable-shell, precision-type connecting-rod bearings. Exhaust-valve seat inserts.

Engine ("Economy Six"): Six-cylinder, cast-in-block, L-head type; 3-inch bore, 4 1/8-inch stroke. Displacement, 174.9 cubic inches; compression ratio, 6. A.M.A. rating, 21.6 h.p.; maximum brake h.p., 45.9 at 3,000 r.p.m. Maximum torque, 107 lb.-ft. at 800 r.p.m. Four steel-backed, replaceable-shell, precision-type main bearings; total projected area, 16.24 square inches. Six replaceable-shell, precision-type connecting-rod bearings. Exhaust-valve seat inserts.

Lubrication (D-2): Full-pressure feed to all main, connecting-rod and piston-pin bearings, camshaft, and timing chain. Gear-type, gear-driven oil pump. Oil capacity, 6 1/2 qts.

Engine, Model D-5: Four-cylinder, cast-in-block, L-head type, 3 1/4-in. bore, 4-in. stroke. Displacement, 133 cu. in.; compression ratio, 6.0. A.M.A. rating, 16.8 h.p.; maximum brake h.p., 33 at 2,800 r.p.m. Maximum torque, 89.5 lb.-ft. at 1,200 r.p.m. Three steel-backed, babbitt-lined, replaceable-shell main bearings; total projected area, 8.1 sq. in.

Lubrication (D-5): Full-pressure feed to all main, connecting-rod and piston-pin bearings, camshaft, and timing gear. Gear-type, gear-driven oil pump. Oil capacity, 4 qts.

Cooling System: Centrifugal pump circulation, fin-and-tube radiator; fan and pump driven by V-type belt. Capacity, 14 1/2 qts.

Ignition: Vacuum control, full-automatic distributor.

Generator: 6-volt, belt-driven.

Battery: 6-volt, 13-plate.

Starting Motor: 6-volt.

Carburetor: Downdraft type. Oil-bath type air cleaner.

Fuel System: Fuel pump. 13-gal. tank at rear of frame. Gasoline filter.

Clutch: 10-in., single-plate. **(D-5),** 9-in., single-plate.

Transmission: 3 speeds forward, 1 reverse; selective, synchro-mesh type, mounted in unit with engine.

Transmission Reductions: First, 3.053 to 1; second, 1.481 to 1; third, 1 to 1; reverse, 3.707 to 1.

Propeller Shaft: Large-diameter steel tubing.

Universal Joints: All-metal, roller-bearing, anti-friction type.

Front Axle: Drop-center, I-beam, heat-treated steel drop-forging. Fore and aft steering hook-up, tie rod at rear for protection.

Rear Axle: Semi-floating, spiral-bevel gear type. Chrome-molybdenum steel axle shafts. Pressed-steel, banjo-type housing. Differential and axle-shaft bearings are tapered rollers.

Axle Reduction, Model D-2: 4.18 to 1.

Axle Reductions, Model D-5: 4.18 to 1; 5.11 to 1.

Steering Gear: Semi-irreversible cam-and-lever type.

Brakes: Service: 4-wheel, hydraulic, self-energizing, internal-expanding, two-shoe type. Hand: Rear wheels. All brakes fully enclosed.

Springs: Semi-elliptic. Front, 1 3/4 x 36 in.; rear, 1 3/4 x 51 in.

Wheels: Pressed steel, 16-in slotted-disc type.

Tires: 6.00-16 balloon.

Controls: Throttle, light, and choke controls on instrument panel. Accelerator, clutch, and service brakes operated by pedals. Control levers located in center of driving compartment.

Standard Equipment: Flat-back cowl and dash; front fenders; running boards; spare wheel; license brackets; electric head, combination tail and stop lights; oil-type air cleaner; jack and tools. Speedometer, ammeter, oil-pressure gauge, heat indicator, gasoline gauge, and instrument light.

Special Equipment: The following can be supplied at additional cost: Rear fenders; front bumper; rear bumper; shock absorbers; all-steel cab with one-piece, V-type windshield, rear-vision mirror, and windshield wiper; panel, pick-up, and canopy-top bodies; 7.00-15 balloon and low-pressure tires.

Finish: Frame and wheels, black. Fenders, running boards, and aprons, black baked enamel. Grille, hood, and cowl, a choice of four attractive colors. Lamp rims, hub caps, and bumper, chromium plated. Polished stainless-steel trim on grille and hood side panels.

Specifications subject to change without notice.

Brief Specifications of Other International Models

Model D-15

Carrying capacity (cab, body, equipment, and payload), 3,600 lb. Six-cylinder, 3 5/16-inch bore x 4 1/8-inch stroke; maximum brake h.p., 78 at 3,400 r.p.m. "Economy" engine, six-cylinder, 3-inch bore x 4 1/8-inch stroke; maximum brake h.p., 45.9 at 3,000 r.p.m. Three-speed synchro-mesh transmission; full-floating, spiral-bevel gear drive; balloon tires; 113 and 130-inch wheelbases.

Models D-30 and DS-30

Carrying capacity (cab, body, equipment, and payload), 9,000 lb. Six-cylinder, 3 5/16-inch bore x 4 1/2-inch stroke; maximum brake h.p., 81 at 3,200 r.p.m.; maximum torque, 170 lb.-ft. at 1,000 r.p.m. "Economy" engine, six-cylinder, 3-inch bore x 4 1/8-inch stroke; maximum brake h.p., 45.9 at 3,000 r.p.m. Four forward speeds; full-floating rear axle; spiral-bevel gear drive. Model DS-30 has a two-speed rear axle. Truck-type tires; 128, 155, and 173-inch wheelbases.

Models D-300 and DS-300 Cab-Over-Engine Chassis

Carrying capacity (cab, body, equipment, and payload), 9,000 lb. Six-cylinder, 3 5/16-inch bore x 4 1/2-inch stroke; maximum brake h.p., 81 at 3,200 r.p.m.; maximum torque, 170 lb.-ft. at 1,000 r.p.m. Four forward speeds; full-floating rear axle; spiral-bevel gear drive. Model DS-300 has a two-speed rear axle. Truck-type tires; 87, 99, and 117-inch wheelbases.

Models D-35 and DS-35

Carrying capacity (cab, body, equipment, and payload), 10,000 lb. Six-cylinder, 3 3/8-inch bore x 4 1/2-inch stroke; maximum brake h.p., 84 at 3,200 r.p.m.; maximum torque, 175.5 lb.-ft. at 800 r.p.m. Four forward speeds; full-floating rear axle; spiral-bevel gear drive. Model DS-35 has a two-speed rear axle. Semi-elliptic auxiliary rear springs; dual rear balloon tires; 137, 149, 161, and 179-inch wheelbases.

Models D-40 and DS-40

Carrying capacity (cab, body, equipment, and payload), 11,000 lb. Six-cylinder, 3 1/2-inch bore x 4 1/2-inch stroke; maximum brake h.p., 89 at 3,200 r.p.m.; maximum torque, 192 lb.-ft. at 800 to 1,600 r.p.m. Five forward speeds; full-floating rear axle; spiral-bevel gear drive. Model DS-40 has a two-speed rear axle. Semi-elliptic auxiliary rear springs; dual rear balloon tires; 134, 146, 158, and 176-inch wheelbases.

Models D-50, DS-50, and DR-50

Carrying capacity (cab, body, equipment, and payload), 12,000 lb. Six-cylinder, 3 3/4-inch bore x 4 1/2-inch stroke; maximum brake h.p., 93.7 at 2,800 r.p.m.; maximum torque, 218 lb.-ft. at 1,600 r.p.m. Five forward speeds; full-floating rear axle. Model D-50 has single-reduction spiral-bevel and Model DR-50, double-reduction herringbone gear drive. Model DS-50 has a two-speed rear axle. Semi-elliptic auxiliary rear springs; dual rear balloon tires; 137, 149, 161, and 179-inch wheelbases.

Models D-60 and DR-60

Carrying capacity, 14,600 lb. Six-cylinder, 4 1/8-inch bore x 4 1/2-inch stroke; maximum brake h.p., 111.4 at 2,700 r.p.m.; maximum torque, 268 lb.-ft. at 1,500 r.p.m. Five forward speeds; full-floating rear axle. Model D-60 has single-reduction spiral-bevel and Model DR-60, double-reduction herringbone gear drive; semi-elliptic auxiliary rear springs; dual rear balloon tires; 149, 161, 179, and 197-inch wheelbases.

Model DR-70

Carrying capacity (cab, body, equipment, and payload), 18,000 lb. Six-cylinder, 4 1/8-inch bore x 5-inch stroke; maximum brake h.p., 114 at 2,600 r.p.m.; maximum torque, 308 lb.-ft. at 800 r.p.m. Five forward speeds; full-floating rear axle; double-reduction herringbone gear drive; air brakes; semi-elliptic auxiliary rear springs; truck-type tires; 149, 161, 179, and 197-inch wheelbases.

Model A-8

Carrying capacity (cab, body, equipment, and payload), 25,000 lb. Six-cylinder, 5-inch bore x 5 1/2-inch stroke; maximum brake h.p., 140 at 2,100 r.p.m.; maximum torque, 460 lb.-ft. at 1,000 r.p.m. Five forward, two reverse speeds; full-floating rear axle; double-reduction gear drive; dual semi-elliptic rear springs; dual rear balloon tires; 160, 180, 200, and 225-inch wheelbases.

Six-Wheel Models

Available in two types, one driving on all four rear wheels, the other employing a trailing axle and driving on the two forward wheels of the rear axle group. Carrying capacities (cab, body, equipment, and payload) range from 11,900 to 42,000 pounds. Wheelbases range from 161 to 253 inches, permitting a wide variety of bodies up to 24 feet in length.

Diesel-Powered Models

Available with two sizes of six-cylinder engines in both four and six-wheel units. Carrying capacities (cab, body, equipment, and payload) range from 12,000 to 42,000 pounds. Wheelbases range from 137 to 253 inches.

242 COMPANY-OWNED BRANCHES AND SERVICE STATIONS

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Atlanta, Ga.
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Aurora, Ill.
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Brooklyn, N. Y.
Buffalo, N. Y.
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Canton, Ohio
Cedar Rapids, Iowa
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Grand Rapids, Mich.
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Jackson, Miss.
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Jacksonville, Fla.
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B. B. BARBER

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