

FORD'S STEP-AHEAD ENGINEERING
ACHIEVES NEW TRUCK ECONOMY

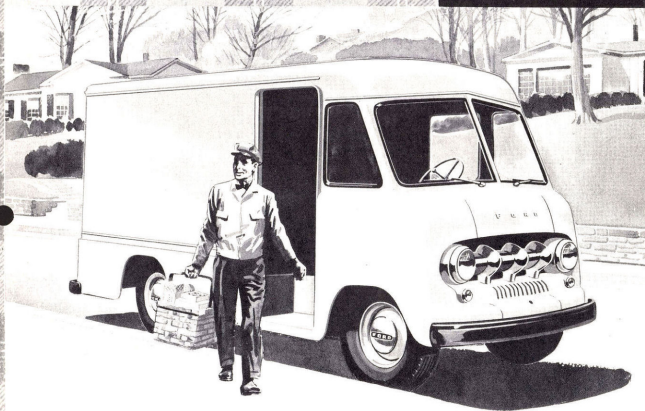
Ford Trucks for '51

PARCEL DELIVERY

F-3 PD — MAX. G.V.W. 7,800 LBS.

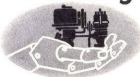
F-5 PD* — MAX. G.V.W. 14,000 LBS.

*AVAILABLE ON SPECIAL ORDER



Featuring

POWER



PILOT

ECONOMY

The FORD Parcel Delivery

takes almost any body

from 250 to 450 cu. ft.

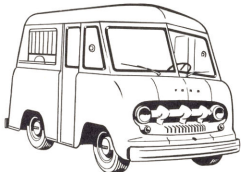
... at the Lowest Cost!



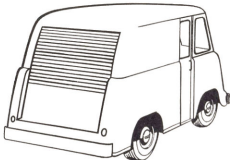
A utility passenger-type body, with multiple side windows. In use as mobile libraries, radio station personnel carriers, etc.



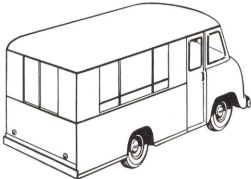
A large, spacious body, with full-opening rear doors hinged right and left. Note the low floor-to-ground height, voluminous area in interior.



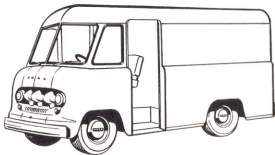
Special types of bodies such as this one with multiple side windows, and used by express companies, can be built to your specifications at low cost.



Streamlined body, with roll-type door which moves up overhead, into body interior. Advantageous in congested areas.



A type of refreshment vendor body or "workshop on wheels." Large area dispensing windows admit plenty of daylight into interior.



A standard style, popular in many businesses, is this van type with sliding side doors. It's big, roomy, and packs large loads.

Now! The Proven Ford POWER PILOT!

ANOTHER EXAMPLE OF HOW FORD'S STEP-AHEAD
ENGINEERING ACHIEVES BETTER PERFORMANCE AND ECONOMY!



IN QUICK GETAWAYS from a light, in stop-go city traffic, the *Power Pilot* works with perfect control. No other kind of fuel-feeding and firing system gives you the economy of *Power Pilot* control regardless of operating conditions, because no other system is so responsive, so accurate, so reliable.



PUSH IT FAST UPHILL and you hear proof that this is something different. You're really climbing . . . but with gas pedal pushing the floor, there's no spark-knock!



HIGHBALL DOWN THE ROAD, slow for a curve, swing off on a rough road . . . the *Power Pilot* is working every split-second to give you famous Ford performance while it puts gas dollars in your pocket. Because it uses only one control, instead of two like other systems, the *Power Pilot* never gets its signals crossed, always has the right answer!

THE POWER PILOT WORKS AND SAVES AUTOMATICALLY, ALL THE TIME

**Ford's Step-Ahead Engineering
PAYS FOUR WAYS!**



1. CUTS OPERATING COSTS with *Power Pilot* and other economy features that save you money on gas, oil, maintenance.



2. IMPROVES PERFORMANCE with truck-proven power that's reliable and tough enough to "take it" under severest conditions.



3. PROLONGS TRUCK LIFE with features like Gyro-Grip clutch that minimizes slippage, preserves clutch linings longer.



4. CONSERVES DRIVER ENERGY with low floor-to-ground height, encourages driver pride, care and economy.

THE POWER PILOT

is a simpler,
fully-proven way of getting the
MOST power from the **LEAST** gas!

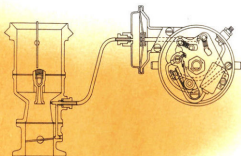


The Ford Truck *Power Pilot* automatically meters and fires the right amount of gas, at precisely the right instant, to match constantly changing speed, load and power requirements.

Unlike conventional systems, the *Power Pilot* uses only one control instead of two, yet is designed to synchronize firing twice as accurately.

You can use regular gas . . . you get no-knock performance. Only Ford in the low-price field gives you *Power Pilot* Economy.

Here again Ford's Step-Ahead engineering gives you a value bonus already proven on thousands of trucks in all kinds of service.



FULL RANGE ECONOMY in the *Power Pilot* results from full firing-control accuracy at all speeds, under all loads, in all driving conditions. *Power Pilot* spark advance continually crowds the spark-knock point, without getting spark-knock, to achieve better engine performance with less fuel. It does a complicated job with simpler design requiring 25% to 30% fewer parts!

In the low-price field **ONLY FORD GIVES YOU POWER PILOT ECONOMY**

FORD PARCEL DELIVERY SPECIFICATIONS

F-3 PD—MAXIMUM GROSS VEHICLE WEIGHT: 7,800 POUNDS

F-5 PD*—MAXIMUM GROSS VEHICLE WEIGHT: 14,000 POUNDS

ENGINE

Ford 95-hp, Truck Six. Bore 3.000 in. Stroke 4.400 in. Piston displacement 226 cu. in. Brake horsepower 95 at 3300 rpm. Max. torque 180 lbs.-ft. at 1200 rpm. Compression ratio 6.8 to 1.

BLOCK

One-piece cylinder block casting of Ford alloy iron. Cylinder bores with controlled quality finish for uniform oil film. Full length water jackets.

HEAD

Turbulent-type high compression, Ford cast alloy iron.

CRANKSHAFT

Ford cast alloy steel, counterbalanced, with viscous or rubber damper. Four main bearings, steel-backed copper lead with babbit overlay, lock-in, precision, replaceable type. Total bearing area—43.383 sq. in.

PISTONS

Ford autothermic cast ground aluminum alloy, plated finish, with four rings above pin. Top compression rings chrome plated. Full-floating tubular piston pins.

CONNECTING RODS

Heat-treated steel forgings with lock-in bearings of steel-backed copper lead with babbit overlay, precision, replaceable type. Bronze piston pin bushings.

CAMSHAFT

High lift, special cast alloy iron, gear-driven from crankshaft for precise timing.

VALVES

Special heat-resisting alloy steel. Free-Turn type valve retainers on intake and exhaust valves. Self-locking screw style tappets. Long, pressed-in valve guides. Shot-blasted, rust-proofed valve springs. Special chrome-molybdenum steel exhaust valve seat inserts.

COOLING

Series-Flow system providing increased water velocity and closer temperature control. High capacity, centrifugal, packless, pre-lubricated pump. Recirculation type thermostatic water temperature control, Fan-4-blade, 17 in. diam. Flat tube and fin radiator, pressure cap, filler easily reached through hinged panel above grille.

LUBRICATION

Full pressure to all main, lower connecting rod and camshaft bearings. Large capacity rotary pump, gear driven from center of camshaft. Truck type oil pan with detachable collector for screen removal and pan clean-out. Directed-flow crankcase ventilation.

FUEL SYSTEM

Balanced updraft carburetor with four-port shielded intake manifold. Automatic riser heat control. Oil bath air cleaner.

GOVERNOR (F-5PD*)

Velocity type from carburetor and intake manifold. Setting range—from 900 rpm. to 3500 rpm.

IGNITION

Fully automatic all-vacuum controlled Power Distributor, driven from camshaft. Metal-clad coil mounted adjacent to distributor. Open type wiring, secured by rubber grommets with moisture-proof boots over spark plug.

ELECTRICAL

Air-cooled, heavy duty generator, 250 watts, 35 amperes. High torque starter automatic engagement, solenoid switch, push-button control. Ford heavy-duty 17-plate, 100 ampere hour battery.

MOUNTING

Three-point cushion-type engine suspension.

CLUTCH

Gyro-Grip semi-centrifugal type. Diameter 11 in. Total frictional area 123.7 sq. in. Cushioned hub with vibration damper. Sealed ball pre-lubricated release bearing. Release levers mounted on needle bearings.

TRANSMISSION

Heavy-duty three-speed, remote shift type with helical gears and synchronizers in 2nd and 3rd speeds; sliding spur gears in 1st and reverse. All gears forged from alloy steel, heat-treated. Roller and ball bearings in all forward speeds. Shift lever on steering column. Gear ratios: First 3.714 to 1; second 1.871 to 1; high-direct; reverse 4.588 to 1.

DRIVE LINE

Hotchkiss. Straight-line drive. Highly efficient, long wearing needle bearing type universal joints. One 2.5 in. diam. tubular propeller shaft and two joints on F-3PD 104" wb., two 2.0 in. diam. tubular shafts and three joints with rubber encased ball type center bearing on F-3PD 122" wb. chassis. Two 2.5 in. diam. tubular propeller shafts and three joints with rubber encased ball type center bearing on F-5PD 134" wb. chassis.

FRAME

F-3PD—Truck type steel channel, extended at front for direct attachment of channel bumper. Side members: depth 6.0 in., flange width 2.0 in., thickness 0.19 in. max. section, tapered front and rear. 2 in. kickover front axle to give a drop at center for transverse body sill construction and 3.25 in. kickover over rear axle for low loading. F-5PD—Heavy duty, double channel type, extended at front for direct attachment of channel bumper. Side members: depth 7.08 in., flange width 2.79 in., thickness 0.25 in. max. section, tapered front and rear, with flange 6.58 in. x 2.21 in. x 0.125 in. channel reinforcement extending from rear brackets of front springs to front brackets of rear springs.

FRONT AXLE

F-3PD—Wide-track, heat-treated alloy steel forging. Capacity 2000 lbs. Tapered roller wheel bearings; roller or ball thrust bearings on spindle bolt. F-5PD—Wide-track, heavy, drop forged heat-treated alloy steel modified I-beam. Capacity 4500 lbs. Tapered roller wheel bearings; roller or ball thrust bearings on spindle bolt.

REAR AXLE

Full-bearing precision-built type. Capacity 5000 lbs. (F-3PD), 10,800 lbs. (F-5PD*). Spiral bevel gear drive with straddle-mounted pinion. Ring gear thrust plate. Four-pin joint differential. Steel axle and pinion gear thrust washers. Axle shaft 4 in. diam. at spline 1.37 in. (F-3PD), 1.75 in. (F-5PD*). Rubber bearings throughout. F-3PD gear ratio: 4.86 to 1. F-5PD* gear ratio: a/d. 5.83 to 1—opt. 5.14 to 1; 6.67 to 1.

SPRINGS

F-3PD—Semi-elliptic. Special alloy steel. Front: length 36 in., width 1.75 in., shackled at rear. Rear: length 45 in., width 2.25 in. Spring capacity (at normal deflection)—front 1200 lbs. each; rear 2000 lbs. each. Hardened steel pins and steel-backed bronze bushings. Progressive type rear spring with 2325 lbs. capacity optional at extra cost (required with 7.50-17 8-p.r. tires). F-5PD—Semi-elliptic. Special alloy steel. Front: length 38 in., width 2.25 in., 13 leaves shackled at rear; spring capacity (at normal deflection)—1825 lbs. each. Rear: length 45 in., width 2.5 in., 10 leaves; spring capacity (at normal deflection)—3600 lbs. each. Hardened steel pins and steel-backed bronze bushings. Also available, if specified, 12 leaf rear spring with 4500 lb. capacity. Five leaf auxiliary also available with 10 or 12 leaf main spring giving total capacity of 4850 lb. and 5650 lb., respectively. (12 leaf main and auxiliary spring required for 14,000 lbs. G.V.W.).

SHOCK ABSORBERS

F-3PD—Direct, double-acting telescopic design front and rear, rubber insulated attachments. F-5PD—heavy duty double-acting vane type on front.

STEERING

Heavy duty fore-and-aft truck type. Worm and dual row needle bearing roller gear mounted ahead of front axle. Ratio 20 to 1. Short, axial type drag link. Automatic type tie rod end equipped with dual shields. Wheel 5-spoke, 18 in. diam. Turning radius (at C/G outside front wheel): F-3PD—18 in. (right), 19 1/2 in. (left); for 104 in. x 2 1/2 in. (right), 22 ft. (left) for 122 in. wb. F-5PD—23 1/2 in. (right or left) for 134 in. wb.

BRAKES

Service. F-3PD—Hydraulic, two-axle type. Front—double anchor, self-centering—13 1/2 in. x 2 in. Rear—single anchor, self-energizing—12 in. x 2 in. Lining area 205 sq. in. Drum area 316 sq. in. Brake drums demountable from hubs of long-wearing cast iron construction. F-5PD—Hydraulic, independently anchored two-axle type. Front 14 in. x 2 in., rear 15 in. x 3.5 in. Lining area 302 sq. in. Cast iron brake drums fused to steel drum discs, demountable from hubs. Handbrake: 7.81 in. x 2.5 in. spring loaded drum type on driveshaft back of transmission, with steel cable connection to hand brake lever. Lever assembly mounted under instrument panel to left of steering column.

WHEELS

F-3PD—Standard—four 16 in. diam. heavy steel disc 8-stud with 5.50 F semi-dup-center rims, 5" tapered bead steel. Optional (at extra cost)—four 17 in. diam. with 5.5-p.s. piece, full advanced rims. Hub caps standard. F-5PD—Tapered steel disc, 5-stud, with 2-piece full advanced wide base rims, 8" tapered bead steel. Two 18 x 5.0 front and two 18 x 6.5 rear for single tires. Six 18 x 5.0 or six 20 x 6.0 for dual tires.

TIRES

F-3PD—Standard—Ford 7.00-16 6-p.r. truck type. Optional sizes (at extra cost)—7.50-16 8-p.r. on standard wheels; 7.50-17 8-p.r. on optional wheels. F-5PD—Front, two 7.00-18 8-p.r. on standard wheels; rear, two 8.25-18 10-p.r.; or front, two 7.00-18 8-p.r.—single rear, two 9.00-18 8-p.r.; or six 7.00-18 8-p.r. or six 8.50-20 6-p.r. or six 9.00-20 6-p.r. or six 7.50-20 8-p.r. front and dual rear.

TYPICAL EQUIPMENT

Includes cowl, windshield and front quarter windows with straight door pillars, full width outriggers and integral front windshielders; hinged panel above grille; two fresh air intakes with remote regulators; two windshield wipers; adjustable tilt-forward type driver's seat with folding back; instrument panel in front of steering column; steel toe boards with safety tread; heavily insulated engine cover hinged at right; 17-pallon in-frame tank with filler outside left side rail (F-3PD); 30-gallon tank outside left side rail (F-5PD*); channel front bumper; left hand stop and tail light; jack and tool kit; spare wheel carrier (F-5PD*).

FINISH

Frame, fuel tank, wheels and bumper black. Hub caps, head and parking lamp doors and name plate bright finish. Grille, cowl, windshield and quarter window pillars, windshield divider strip, engine cover and toe boards in prime cast.

*Available on special order.

These specifications were in effect at the time this folder was approved for printing. The Ford Division of the Ford Motor Company, whose policy is one of continuous improvement, reserves the right, however, to discontinue models or change at any time, specifications, design or prices without notice and without incurring any obligation. Availability of equipment, accessories and trim is dependent on material supply conditions.

FORD Division of FORD MOTOR COMPANY • Dearborn, Michigan

FORD TRUCKING COSTS LESS BECAUSE FORD TRUCKS LAST LONGER!

Using latest registration data on 7,318,000 trucks, life insurance experts prove Ford Trucks last longest!

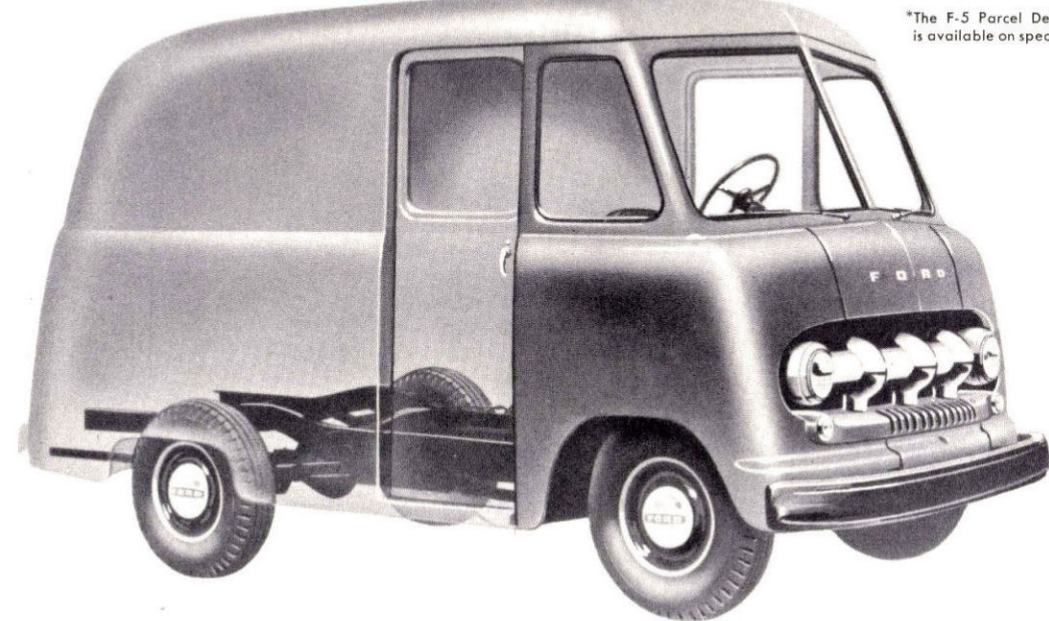
FORD F-3 and F-5* PARCEL DELIVERY... Built to Double Earnings by Doubling Load Space!

SERIES F-3 PARCEL DELIVERY CHASSIS

MAX. G.V.W., 7800 LBS.
Wheelbases: 104 inches for 7' to 9' Bodies (up to 250 cu. ft. cap.);
122 inches for 9½' to 11½' Bodies (up to 400 cu. ft. cap.)

SERIES F-5 PARCEL DELIVERY CHASSIS*

MAX. G.V.W., 14,000 LBS.
Wheelbase: 134 inches for 10½' to 12½' Bodies (up to 450 cu. ft. cap.)



*The F-5 Parcel Delivery is available on special order.

COMES COMPLETE WITH

★ Cowl and Windshield ★ Forward-located Steering and Clutch and Brake Pedals ★ Hinged Panel above Grille ★ Adjustable, tilt-forward Driver's Seat with Folding Back ★ Front Quarter Windows with straight Door Pillars ★ Easy-to-read Instrument Panel ★ Two extra-large Windshield Wipers ★ Heavily insulated Engine Cover, hinged at the right ★ Big-capacity Fuel Tank ★ Two fresh air Intakes with remote Regulators ★ Full-width Outriggers ★ Integral front Wheelhouses ★ Steel Toe Boards with Safety Tread

This is your ideal unit for profitable, multi-stop delivery at a low initial cost! With this smart, economical new Ford Parcel Delivery, you get unlimited body choice—and it's easy to mount the *exact* type of body unit you need in your delivery business! The body can be of aluminum, steel or wood, and styled to whatever type you want—with folding, roll-up, sliding or hinged doors.

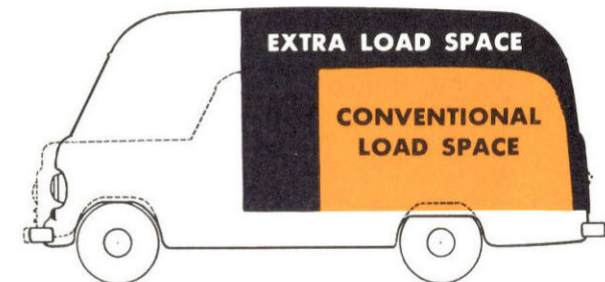
This durable, smooth-running Ford Chassis saves you money three major ways! First, the initial cost is low. The operating and maintenance costs are way down. And it's designed throughout for low-cost body installation, because no alterations are necessary on the warranted Ford Chassis or controls!

And talk about the important ways a Ford Parcel Delivery will produce profits on the trips! It offers an opportunity to double—even *triple*—the capacity of conventional panel trucks! A typical light-duty panel has a load capacity of 125-150 cubic feet. The F-3 Parcel Delivery can accommodate bodies up to 400 cubic feet capacity (up to 450 cubic feet with the F-5*!) And body heights can go up to 6 ft. or more!

Briefly, the Ford Parcel Delivery multiplies truck and driver productivity because it handles bigger routes; boosts deliveries per day; facilitates use of bins, shelves, special partitions, etc.; lets the driver work his load from inside; accommodates tall merchandise; eases driver's entrance and exit; saves garage rent, in truck fleets; and saves loading dock space!

DOUBLE YOUR LOAD AND MORE

WITH THE FORD F-3 AND F-5* PARCEL DELIVERY!

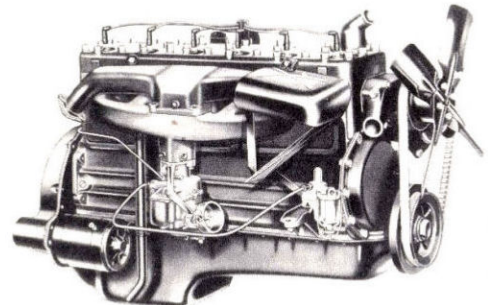


Built Stronger to Last Longer!

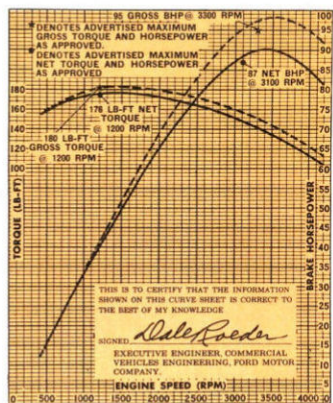
These Outstanding Features Bring You Profitable, Low-Cost Operation Through the Years . . . AND THEY LET YOU CUSTOM-BUILD YOUR OWN 250-450 CU. FT. BODY AT LOWEST COST!

THE FORD 95-HORSEPOWER TRUCK SIX

SPECIFICATIONS



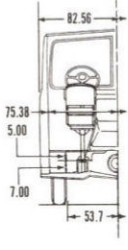
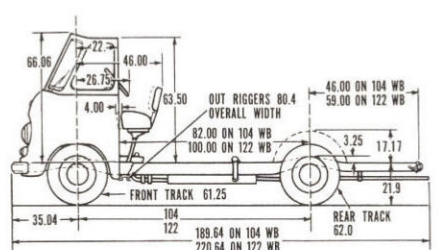
95 H.P.—180 LBS.-FT. TORQUE



Type—6-cylinder "L" head
Bore—3.300 in.
Stroke—4.400 in.
Displacement—226 cu. in.
Brake H.P.—95 at 3,300 r.p.m.
Torque—180 lbs.-ft. at 1,200 r.p.m.
Compression Ratio—6.8 to 1
Main Bearings—Four, 2½ in. dia.
Total Area—43,385 sq. in.
Con. Rod Bearings—2,298 in. dia.
Total Area—51,980 sq. in.
Piston Pins—Tubular, full-floating
Carburetor—Single updraft
Water Pump—Centrifugal, packless type
Fan—4-blade, 17 in. dia.
Lubrication—Full pressure
Crankcase Capacity with opt. oil filter—6 qts. (dry), 5 qts. (refill). Clean-out plate in oil pan
Oil Bath Air Cleaner—1 qt. cap., standard equip.

FORD F-3 PARCEL DELIVERY CHASSIS WITH WINDSHIELD FRONT END

WEIGHTS

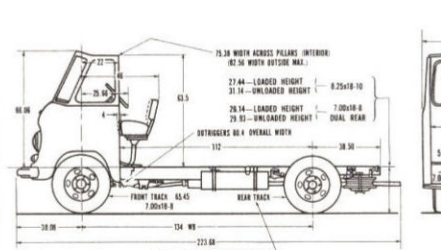


WHEELBASE	104 INCH		
Tires—4, Size—front and rear	7.00-16-6-p.r.	7.50-16-8-p.r.	7.50-17-8-p.r.
Wheels—4, steel disc. Rim size	16 x 5.50F	16 x 5.50F	17 x 5.5
Gross vehicle weight rating	5900 lbs.	7000 lbs.	7800 lbs.
Curb weight (with fuel and water) (est.): Front	2145 lbs.	2160 lbs.	2190 lbs.
Rear	955 lbs.	970 lbs.	1000 lbs.
Total	3100 lbs.	3130 lbs.	3190 lbs.
Payload, equipment, etc. (approx.)	2800 lbs.	3870 lbs.	4610 lbs.

WHEELBASE	122 INCH		
Tires—4, Size—front and rear	7.00-16-6-p.r.	7.50-16-8-p.r.	7.50-17-8-p.r.
Wheels—4, steel disc. Rim size	16 x 5.50F	16 x 5.50F	17 x 5.5
Gross vehicle weight rating	5900 lbs.	7000 lbs.	7800 lbs.
Curb weight (with fuel and water) (est.): Front	2185 lbs.	2200 lbs.	2230 lbs.
Rear	985 lbs.	1000 lbs.	1030 lbs.
Total	3170 lbs.	3200 lbs.	3260 lbs.
Payload, equipment, etc. (approx.)	2730 lbs.	3800 lbs.	4540 lbs.

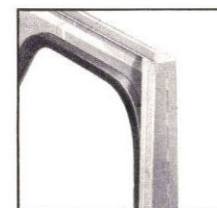
FORD F-5 PARCEL DELIVERY CHASSIS WITH WINDSHIELD FRONT END (Available on Special Order)

WEIGHTS

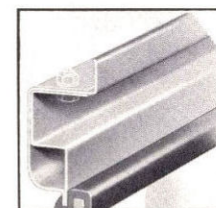


WHEELBASE	134 INCH		
Tires, Number and Size			
front.....	2—7.00-18 8-p.r.	2—7.00-18 8-p.r.	2—7.50-20 8-p.r.
rear.....	2—8.25-18 10-p.r.	4—7.00-18 8-p.r.	4—7.50-20 8-p.r.
Wheels—Steel Disc, Number and Rim Size			
front.....	2—18 x 5.0	2—18 x 5.0	2—20 x 6.0
rear and spare.....	3—18 x 6.5	5—18 x 5.0	5—20 x 6.0
Gross vehicle weight rating	9,000 lbs.	11,000 lbs.	14,000 lbs.
Curb Weight (with fuel and water) (est.): Front.....	2530 lbs.	2530 lbs.	2590 lbs.
Rear.....	1415 lbs.	1640 lbs.	1765 lbs.
Total.....	3945 lbs.	4170 lbs.	4355 lbs.
Body, payload, equipment, etc. (approx.).....	5055 lbs.	6830 lbs.	9645 lbs.

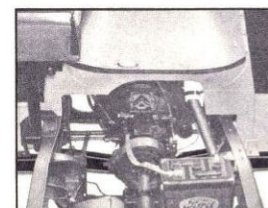
ADAPTABLE TO MANY BODY STYLES!



TOP OF WINDSHIELD is Ford Step-Ahead engineered for the simplified mounting of a wide variety of body styles. The door pillars are straight for snug-fitting door joints.

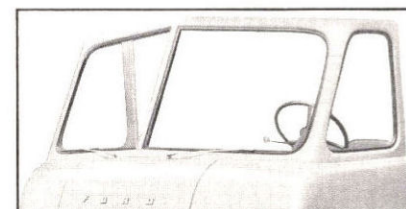


MOUNTING FLANGE CLOSE-UP shows design which makes fitting of body roof to top of chassis front easy, and to give full protection from the weather.

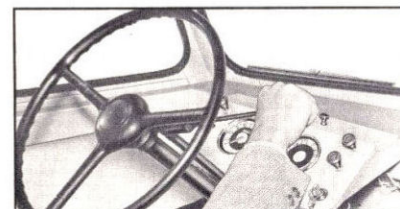


FULL WIDTH OUTRIGGER provides extra strong support for body. It's another reason why the Ford Parcel Delivery is known throughout the commercial field for its great reserves of strength! (F-3 shown).

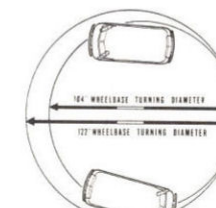
PLEASANT TO DRIVE!



FULL, BUS-STYLE VISIBILITY gives the driver a bonus safety feature. Windshield and other glass areas are large, contributing to easier, more restful driving.



STEERING COLUMN GEARSHIFT provides more convenient shifting ease, keeps floor area clear of space-consuming lever and transmission tower obstructions.



SHORT TURNING CIRCLE means better maneuverability, less driver strain. Clearance diameter—outside from body corner or bumper; F-3, 104" wb.—39" (R); 41½" (L); 122" wb.—44" (R); 47" (L); F-5*, 134" wb.—49½" (R or L).

SAVES ON LABOR!



Loading and unloading the Ford Parcel Delivery is easy on the delivery man because of the low floor-to-ground height. It enables drivers to handle loads quicker and easier. The body floor for the F-3 can be built low

because the double kickup in chassis frame cuts down chassis height, lowers center of gravity. The driver's seat tilts forward to clear the aisle, leaving an unobstructed passage for entering or to ease unloading.

EASY ACCESS TO ENGINE!



IT'S THE IDEAL UNIT FOR EFFICIENT, LOW-COST STOP-AND-GO DRIVING!



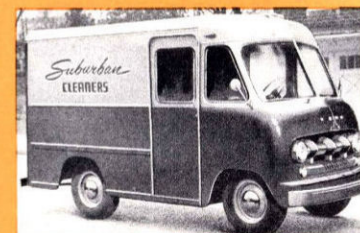
Fleet owners in the **NEWSPAPER** publishing and delivery business report that the Ford Parcel Deliveries handle a larger payload and are more easily maneuvered in traffic than any other truck!



DAIRIES like it because its big load area and over 6-ft. height allowance cut down loading time, permit orderly stacking of empties. Engine is well insulated to prevent heat transfer into interior.



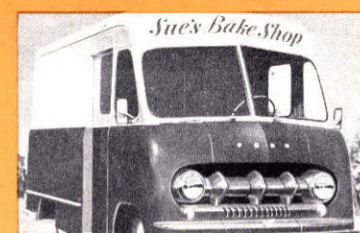
Reports from **MUNICIPALITIES** state that the Ford Parcel Delivery is ideal for a variety of uses—as police patrol units, ambulances, educational exhibits, mobile libraries and special emergency uses. It's especially suited because of its great Ford Economy features!



For the **DRY CLEANERS**, the Ford Parcel Delivery doubles route volume . . . making for real savings in time, fuel and trip mileage! Interior height and length keep the longest garments off the floor, permit carrying rugs without folding, provide space for 3 garment racks!



These units are ideal for **DEPARTMENT STORES**, in the delivery of both small and bulky items. That's because the low floor-to-ground height and the wide doors boost deliveries and greatly reduce driver fatigue.



BAKERIES praise the Ford Parcel Delivery. Large load space permits handling bigger routes, reduces operating costs. Adaptability of bodies to different types of rack, crate, shelf and cabinet loading makes these units tops for bakery delivery.

Thousands of owners and operators of Ford Parcel Delivery Trucks report from all over the country the high performance, and the unusual economy of their durable, smooth-running Fords.

They're enthusiastic about its easy-loading features, the ease with which bodies are fitted, the outstanding savings it brings in man-hours and man-effort. Ford Parcel Deliveries are being used in all kinds of industries, services and businesses, singly, or in fleets. Their reputation for saving is building their popularity everywhere! Here are some of the typical businesses in which the Ford Parcel Delivery is now being used successfully:

- Ambulance and Hospital Service
- Bakeries
- Beer Distributors
- Catering Services
- Chain Stores
- Cleaners and Dyers
- Dairies
- Department Stores
- Drug Companies
- Florists
- Food Products
- Frozen Foods
- Groceries
- Ice Cream Companies
- Laundries
- Lunch Wagon Business
- Meat Products
- Movie Distributors
- Newspapers
- Parcel Deliveries
- Police Patrols
- Pie Distributors
- Popcorn, Potato Chip, etc., Distributors
- Printers
- Radio Stations
- Truck Leasers
- Wholesalers, and many others

FOR EXAMPLES OF BODY STYLES
SEE THE REVERSE SIDE OF THIS PAGE