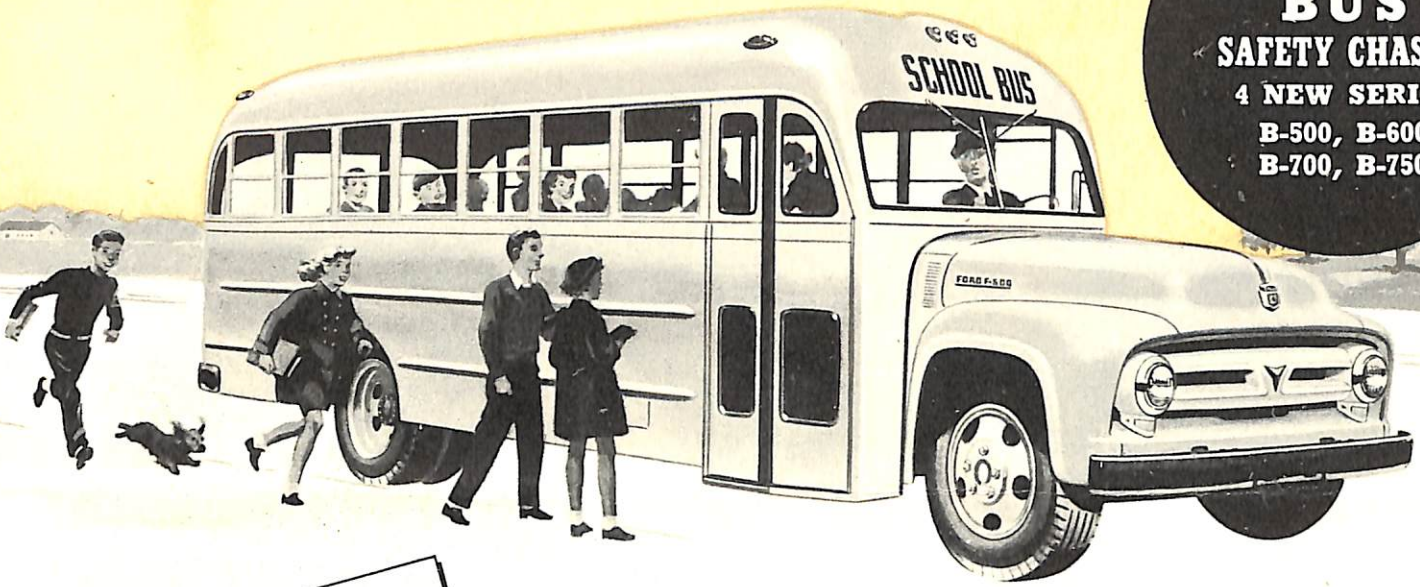


SCHOOL BUS
SAFETY CHASSIS
 4 NEW SERIES
 B-500, B-600
 B-700, B-750



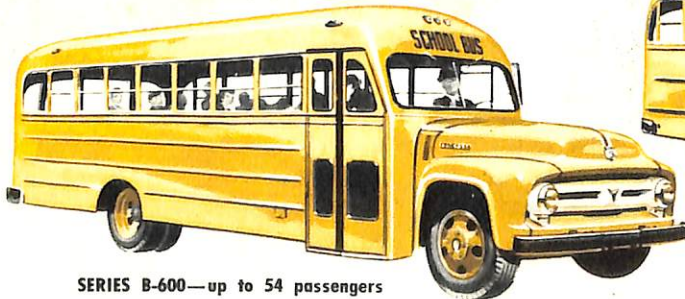
DESIGNED AND BUILT FOR
UTMOST SAFETY!
UTMOST COMFORT!
UTMOST ECONOMY!



SERIES B-750—for 60 passengers



SERIES B-700—for 60 passengers



SERIES B-600—up to 54 passengers



SERIES B-500—up to 36 passengers

COMPLETELY NEW FOR '53!

FORD SAFETY CHASSIS

SAVE TIME • SAVE MONEY • LAST LONGER!

4 All-New Ford School

Bus Safety Chassis

ALL-NEW FORD
SAFETY CHASSIS
FOR
SCHOOL BUSES
BODIES
 with up to 60-
 passenger capacity

DESIGNED AND BUILT TO N.E.A. STANDARDS!

Completely new B-Series Ford Safety School Bus Chassis are constructed to exceed every standard set by the National Education Association. They are tested extensively for fullest protection of the precious "cargo" they are to carry. The new Ford Safety Chassis are constructed to meet rigid requirements of daily dependability, thrifty operation, and riding comfort . . . requirements demanded by School Trustees and others entrusted with the responsibility of purchasing a School Bus chassis. To meet the increasing passenger-load needs of the nation's school systems, the line of Ford Safety Chassis is greatly expanded for 1953. Four new series for bus bodies with up to 60-passenger capacity, powered by 4 great engines - V-8 or Six - up to 145-h.p.

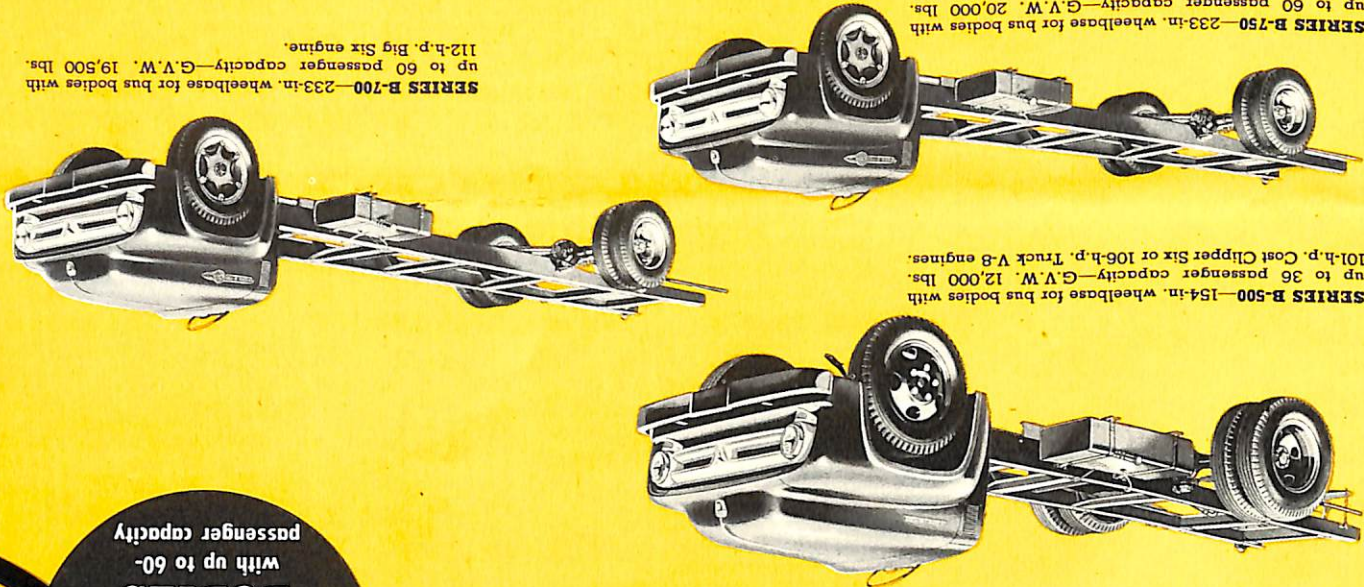


SERIES B-600—192-in. wheelbase for bus bodies with up to 54 passenger capacity—G.V.W. 16,000 lbs. 112-h.p. Big Six or 106-h.p. Truck V-8 engines.

SERIES B-500—154-in. wheelbase for bus bodies with up to 36 passenger capacity—G.V.W. 12,000 lbs. 101-h.p. Coast Clipper Six or 106-h.p. Truck V-8 engines.

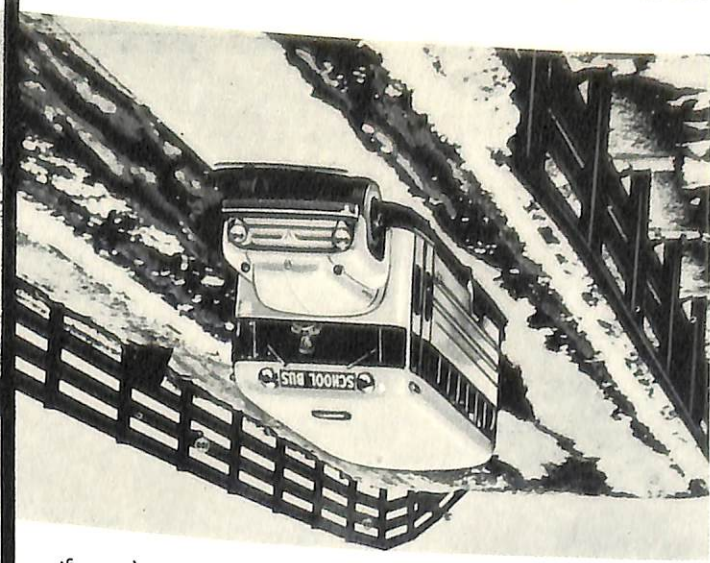
SERIES B-750—233-in. wheelbase for bus bodies with up to 60 passenger capacity—G.V.W. 20,000 lbs. 145-h.p. Cargo King V-8 engine.

SERIES B-700—233-in. wheelbase for bus bodies with up to 60 passenger capacity—G.V.W. 19,500 lbs. 112-h.p. Big Six engine.



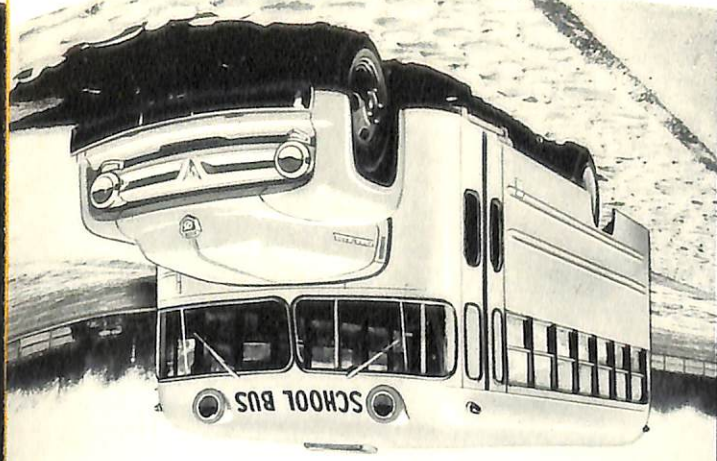
TESTED SAFETY!

Ford School Bus Safety Chassis are road-tested in every phase of performance. For example, a test on emergency braking and holding ability on hills is shown below. Here, a Ford School Bus descends a 30% grade in wintry weather. Ford Chassis undergo rigorous laboratory tests plus exhaustive road testing.



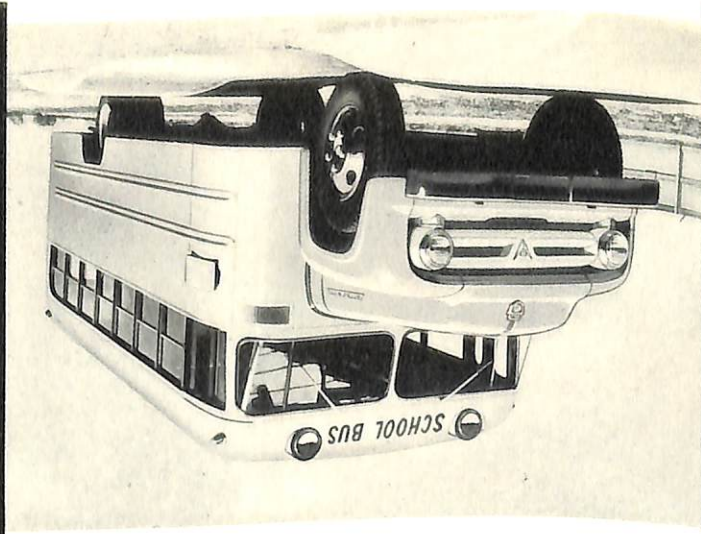
TESTED COMFORT!

Springs, frame and axles receive a thorough testing at the Ford test track. On this stretch of cobblestone road, a Ford School Bus gets a far rougher "ride" than under most normal service conditions. Ford School Bus Chassis provide many comfort features, such as progressive-type, multi-rate rear springs.



TESTED RELIABILITY!

Reliability, too, is of prime importance. This road test shows how well the Ford Chassis stands up under extreme punishment. Every vital part is built to far exceed the greatest calculated service stresses. For example, front axles can be twisted cold, five complete turns, without evidence of fracture.

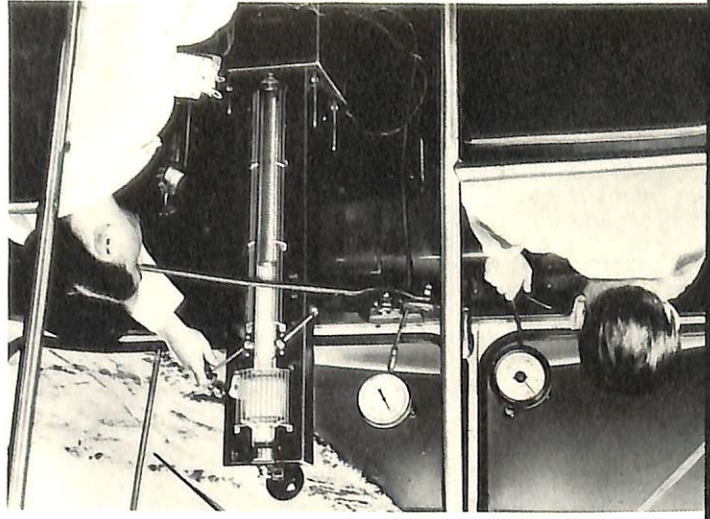


TESTED AND PROVED IN EVERY WAY

The Ford School Bus Safety Chassis is tested and re-tested to make sure it meets every requirement of the National Education Association and the Ford Motor Company. Every important chassis component must meet uncommonly high standards. Ford's advanced engineering and thorough testing program pays off in safer, more comfortable transportation . . . in more reliable service . . . and in a longer lifetime of economical operation!

TESTED ECONOMY!

Famed Ford economy is no accident. Exhausting tests on fuel consumption, like the one at left, show how little the Ford School Bus Chassis costs to run. There's a 4-engine choice to fit your power needs. There's gas-saving Power Pilot — and many other features designed to hold down your running costs.





HICKS BODY COMPANY, INC.
Lebanon, Indiana



CARPENTER BODY WORKS, INC.
Mitchell, Indiana



PERLEY A. THOMAS CAR WORKS, INC.
High Point, North Carolina



HACKNEY BROS. BODY CO.
Wilson, North Carolina



ONEIDA PRODUCTS CORPORATION
Canastota, New York



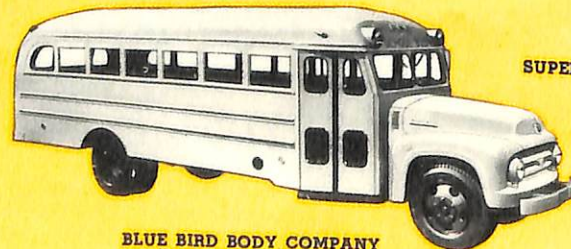
UNION CITY BODY COMPANY, INC.
Union City, Indiana



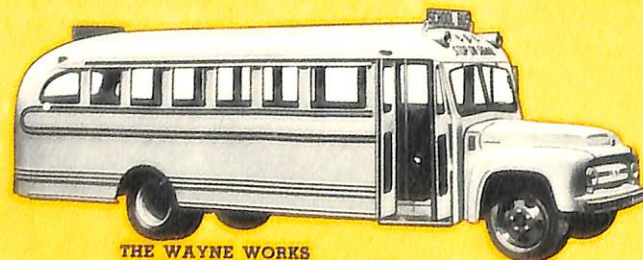
SUPERIOR COACH CORPORATION
Lima, Ohio



AMERICOACH — H. O. DEBOER AND ASSOCIATES
Lombard, Illinois



BLUE BIRD BODY COMPANY
Fort Valley, Georgia



THE WAYNE WORKS
Richmond, Indiana



WARD BODY WORKS, INC.
Conway, Arkansas

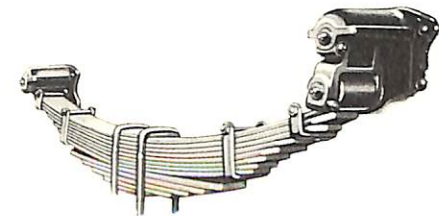
EVERY IMPORTANT SCHOOL BUS BODY BUILDER MAKES BODIES FOR THE FORD SAFETY CHASSIS

Shown here are illustrations of typical school bus bodies, manufactured by some of the nation's leading bus body and equipment builders for the Ford School Bus *Safety* Chassis. With a choice of four series built in three wheelbase lengths to accommodate bus bodies with up to 60-passenger capacities, Ford offers a *Safety* Chassis well suited to handle your pupil load requirements. Your Ford Dealer will be happy to assist you in analyzing your school transportation problems. He will show you the *Safety* Chassis most applicable to your needs, and he will aid you in selecting and purchasing the school bus body to best suit your requirements.

Extra Strength Means Extra Safety!



NEW HYDRAULIC BRAKES, double-cylinder, rear, for smoother, safer stops. Self-centering for minimum lining and drum wear. Vacuum booster (std. B-600, B-700, B-750 — avail. B-500). New air-over-hydraulic brake system, avail. B-750.

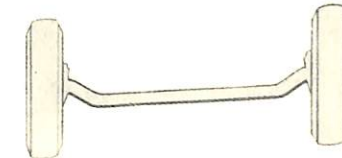


NEW LONGER SPRINGS, front, for greater riding comfort, with double wrapped fixed spring eyes for utmost safety. Rear springs are wide-span progressive type providing easy-riding action, whether bus is empty or fully loaded.

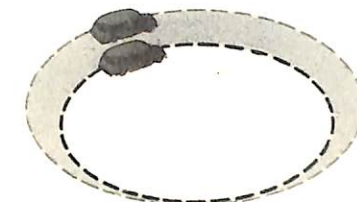


NEW DEEP-CHANNEL FRAMES, with parallel side rails for greatest strength. Wider front cross members provide greatly improved engine accessibility. Alligator-jaw type cross members make frame resistant to twisting.

ALL-NEW FORD SAFETY CHASSIS DESIGN PROVIDES SHORTER TURNING FOR BETTER MANEUVERABILITY . . . GREATER SAFETY!



NEW WIDE-TREAD FRONT AXLES are set back to provide a shorter wheelbase of greater maneuverability, increased stability. Body load center is moved forward for better weight distribution.



NEW SHORTER TURNING! Shorter wheelbases and wider tread reduce turning circle diameters up to 19%. Shorter turning provides easier handling . . . safer transportation under all conditions.



NEW HANDLING EASE! Roll Action steering reduces friction for easier turning. Increased steering angles with wider tread provide quicker response and better steering control for safer driving.

ONLY FORD GIVES YOU ALL THESE FEATURES

NEEDLE-BEARING UNIVERSAL JOINTS for unexcelled durability. REMOVABLE BRAKE DRUMS for easier maintenance. WIDE CHOICE OF REAR AXLES and axle ratios — single-speed hypoid standard; 2-speed planet available for greater operating flexibility and economy. NON-WHIPPING PROPELLER SHAFTS, tubular, large diameter for extra strength. Extra-strong SAFETY DRIVE-SHAFT GUARDS. 3-, 4- and 5-speed direct drive or over-

drive Synchro-Silent TRANSMISSIONS for quick operation, easy shifting. AUTOMATIC TIE ROD ENDS — spring-loaded, to take up wear. INDEPENDENT PROPELLER SHAFT HAND BRAKE. EXTENDED EXHAUST PIPE carries fumes away from body. 30-GALLON SAFETY FUEL TANK insulated from exhaust pipe. SAFETY DOUBLE-WRAP FRONT SPRING EYE DESIGN. DOUBLE-ACTING SHOCK ABSORBERS (extra cost).

School Bus Safety Chassis Specifications

SERIES	B-500	B-600	B-700	B-750
RATING Max. G.V.W., Lbs.	12,000	16,000	19,500	20,000
REAR TIRE SIZE FOR MAX. G.V.W. p.r.=Ply Rating	7.00-20 8-p.r. Dual	8.25-20 10-p.r. Dual	9.00-20 10-p.r. Dual	9.00-20 10-p.r. Dual
WHEELBASE Inches	154	192	233	233
AXLE, FRONT Capacity, Lbs.	4,000	4,600	6,000	6,000
(Set Back, Wide Tread) Size (Height x Width x Web), In.	2.57 x 1.89 x 0.35	2.57 x 2.0 x 0.41	3.0 x 2.5 x 0.50	3.0 x 2.5 x 0.50
(Heat-Treated Alloy Steel Forging) Tread (Std. Tires), In.	63.93	62.75	70.42	68.75
AXLE, REAR Capacity, Lbs.	11,000 (S.S.)—13,000 (2-S.)	13,000	15,000	15,000
S^TANDARD Type	Hypoid—Banjo Housing—Full Floating	Hypoid—Banjo Housing—Full Floating	Hypoid—Split Housing—Full Floating	Hypoid—Split Housing—Full Floating
S.S.=Single Speed Tread (Std. Tires), In.	66.53	67.10	69.50	69.50
2-S.=2-Speed Axle Shaft Diam. at Spline, In.	1.625	1.75	1.875	1.875
AXLE RATIOS (to 1)	6.20—6.80	6.80—6.20—7.20	7.20	7.20
OPTIONAL Type	2-Speed Planet	2-Speed Planet	2-Speed Planet	2-Speed Planet
AXLE RATIOS (to 1)	5.83/8.11	5.83/8.11—6.33/8.81	6.50/9.04	6.50/9.04
BRAKES, SERVICE (Hydraulic) Front—Type	Single Anchor, Self-Energizing		Double Anchor	
(Demountable Drums, Cast Iron Braking Surface) Size, In.	13 x 2.25		16 x 2.25	
†With 2-Speed Axle Rear—Type	Double Cylinder, Self-Energizing Both Forward and Reverse			
Size, In.	14.125 x 3.5 15 x 4†		15 x 5	
Total Area (Sq. In.) Lining—Drum	323—494 366—562		444—697	
Single Unit Vacuum Booster—Type—Size, In.	Opt.—Diaphragm, 8½		Std.—Diaphragm, 10¼	
Optional Air-Over-Hydraulic Actuation of Std. Brakes	—		—	
BRAKES, HAND Type	Independent—Drum on Driveshaft, Spring Loaded			
*With 5-Speed Transmission Size, In.—Lining Area, Sq. In.	7.81 x 2.5—61.5		9.5 x 3—89	
ENGINES AVAILABLE	106-h.p. V-8 or 101-h.p. Six		112-h.p. Big Six or 106-h.p. V-8	
CLUTCH (Gyro-Grip) Diameter, In.—Frictional Area, Sq. In.	11 Heavy Duty—123.7		11 Heavy Duty—123.7	
TRANSMISSION (Helical Synchro-Silent) STANDARD—Type	4-Speed		4-Speed	
OD.=Overdrive OPTIONAL—Type	Heavy Duty 3-Speed		5-Spd. OD. or Direct	
DRIVE LINE	Tubular Propeller Shafts with Protective Guards, Needle Bearing Joints and Rubber Encased Ball Center Bearings			
FRAME Type	Parallel, Channel—Tapered Front and Rear		Parallel, Double Channel—Tapered Front and Rear	
Max. Side Rail Dimensions, (Depth x Flange x Thickness) In.	8.88 x 2.88 x 0.25		8.94 x 2.90 x 0.28	
Channel Reinforcement, (Depth x Flange x Thickness) In.	—		8.5 x 2.56 x 0.15	
Section Modulus	8.80		9.92	
FUEL TANK (with Metal Exhaust Heat Insulator) Gals. Capacity	30—Outside Right Rail		30—Outside Right Rail	
STEERING GEAR Ratio—Steering Wheel Diam., In.	20.4 to 1—18		20.5 to 1—20	
(Worm and Needle Brg. Rol.) Turning Cir. Diam.—Right or Left, Ft.	51.1		62.1	
SPRINGS FRONT Size (Length x Width), In.—No. Leaves	45 x 2—8		46 x 2.5—12	
SPRINGS REAR Type	Progressive		Progressive	
Size (Length x Width), In.—No. Leaves	52 x 2.5—10		52 x 3—12	
WHEELS AND RIMS Number—Size: Standard	7—20 x 5.0, RH5°		c.s.—20 x 6.0, R 5°	
c.s.=4 cast spoke wheels and 7 demountable rims	7—20 x 6.0, RH5°		c.s.—20 x 6.5, R5°	
d.=disc wheels with integral rims	—		c.s.—20 x 7.0, R5°	
	—		7 d.—20 x 6.5, RH5°	
TIRES Size—Ply Rating: Standard	6.50 x 20—6 F. & D. R.		7.50 x 20—8 F. & D. R.	
F=Front D.R.=Dual Rear	7.00 x 20—8 F. & D. R.		7.50 x 20—8 F. & 8.25 x 20—10 D. R.	
△=With 2-Speed Axle Only	7.50 x 20—8 F. & D. R.		8.25 x 20—10 F. & D. R.	
	7.50 x 20—8 F. & 8.25 x 20—10 D. R.△		8.25 x 20—10 F. & D. R.	
	—		8.25 x 20—10 F. & 9.00 x 20—10 D. R.	
	—		9.00 x 20—10 F. & D. R.	
	—		9.00 x 20—10 F. & D. R.	

Optional equipment, shown in bold face italics, is available at extra cost.

CHASSIS EQUIPMENT included as standard, in addition to items specified above:

- | | |
|-------------------------------|---|
| Hood, Cowl and Dash Assembly | Hand Throttle |
| Front Fenders | Treadle Type Accelerator Pedal |
| Channel Front Bumper | Single Electric Horn (B-500 and B-600) |
| Steel Toe Boards | Twin Electric Horns (B-700 and B-750) |
| Center Cowl Ventilator | 6-Volt, 17-Plate, 120-Amp. Hr. Battery |
| Instrument Panel | 35-Amp., 250-Watt Generator (B-500 and B-600) |
| Speedometer | 40-Amp., 280-Watt Generator (B-700 and B-750) |
| Water Temperature Gage | Parking Lights |
| Oil Pressure Gage | Left-hand Stop and Tail Light |
| Fuel Gage | Sealed Beam Head Lights |
| Charge Indicator | Power Pilot Carburetion-Ignition |
| Ash Receptacle | 1 Qt. Oil Bath Air Cleaner |
| Dispatch Box | Oil Filter (B-600 Big Six, B-700 and B-750) |
| Choke Button | Engine Governor (B-600 Big Six, B-700, B-750) |
| Ignition Switch with Key Lock | Extended Tail Pipe |
| Light Switch | Spare Tire Carrier (B-500 and B-600) |
| Push Button Starter Switch | Jack and Tool Kit |

FINISH AND COLOR COMBINATION

- | | |
|---|-----------------|
| Frame, Bumper, Wheels, 30-Gal. Frame Mounted Fuel Tank, Fuel Filler Cap, Tail Light | Black |
| Head Lamp Doors | Argent (silver) |
| Emblem, Insignia and Series Plates | Bright Metal |
| Fenders, Hood, Cowl, Grille Recess and Grille | Prime |

AVAILABLE EQUIPMENT AND ACCESSORIES, in addition to optional items listed above, at extra cost:

- | | |
|---|--|
| Battery—136-Amp. Hr. | Oil Filter—B-500 (V-8 or 6), B-600 (V-8) |
| Directional Turn Signals (Flasher Type) | Locking Gas Tank Cap |
| Engine Compartment Light | Radiator Grille Guard, Heavy-Duty |
| Fan, Heavy-Duty Cooling | Reflector Flares (3 in Kit) with Flags |
| Fire Extinguisher (1½ qt.) | Rims—Wide Base for Cast Wheels—B-700 and B-750 (see Table) |
| Fuel Pump with Vacuum Booster— | Road Lamps |
| for Positive Action Windshield Wipers | Spare Tire Carrier (B-700 and B-750) |
| —B-500 (V-8 or Six) and B-600 (V-8) | Shock Absorbers—Front and Rear |
| Generator—6-Volt, 45-Amp. | Tail Light—Right Hand |
| Governors—B-500 (V-8 or 6), B-600 (V-8) | Tow Hooks—Front |

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FORD Division of FORD MOTOR COMPANY • DEARBORN, MICHIGAN

FORD ECONOMY TRUCKS SAVE TIME, SAVE MONEY, LAST LONGER

Using latest registration data on 8,069,000 trucks, life insurance experts prove Ford Trucks last longer!

PURCELLVILLE MOTOR CO.
PURCELLVILLE, VA.