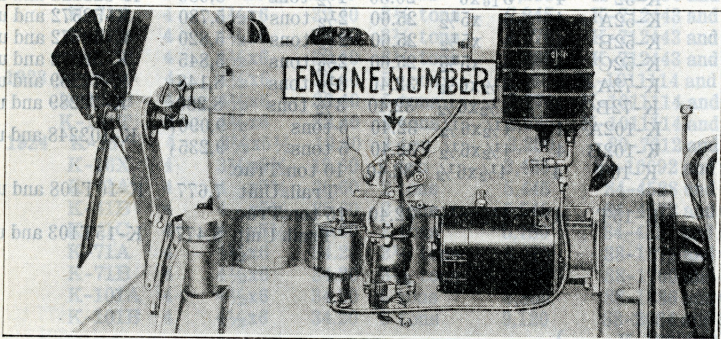
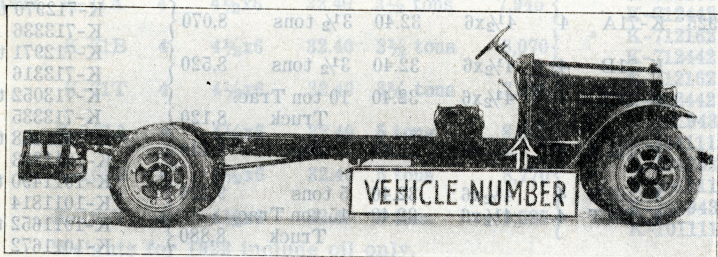


GRAHAM BROTHERS, Detroit, Mich.

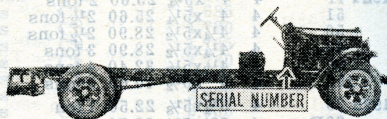
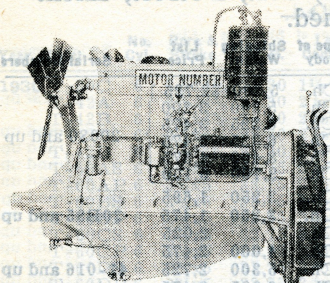


Serial Number on plate on toeboard. Engine Number on cylinder block above carburetor as shown above. (Dodge engine used.)

GRAHAM BROTHERS, Detroit, Mich.—Continued.

Year	Model	No. Cyl.	Bore & Stroke	H. P.	Load Capacity	Shipping Weight	Serial Numbers
1920-1	A	4	3¾x5	22.50	1½ tons	4,245	
1922-23	B	4	3⅞x4½	24.03	1 ton	2,655	Up to 656925
	C	4	3⅞x4½	24.03	1½ tons	2,730	
	G	4	3⅞x4½	24.03	1 ton	2,795	
	H	4	3⅞x4½	24.03	1 ton	2,500	
	D	4	3⅞x4½	24.03	1 ton	2,560	
	E	4	3⅞x4½	24.03	1½ tons	2,635	
	F	4	3⅞x4½	24.03	1½ tons	2,845	
1924	BA	4	3⅞x4½	24.03	1 ton	3,085	656926 to A-157394
	CA	4	3⅞x4½	24.03	1½ tons	3,135	
	DA	4	3⅞x4½	24.03	1 ton	2,905	
	EA	4	3⅞x4½	24.03	1½ tons	2,955	
	FA	4	3⅞x4½	24.03	1½ tons	3,180	
	GA	4	3⅞x4½	24.03	1 ton	3,085	
	HA	4	3⅞x4½	24.03	1 ton	2,940	
KEB	4	3⅞x4½	24.03	1½ ton	2,940		
1924-5-6	BB	4	3⅞x4½	24.03	1 ton	2,755	A-157394 to A-694137
	CB	4	3⅞x4½	24.03	1½ tons	3,240	
	MB	4	3⅞x4½	24.03	1½ tons	3,255	
	FB	4	3⅞x4½	24.03	1½ tons	3,280	
	LB	4	3⅞x4½	24.03	1½ tons	3,295	
	EB	4	3⅞x4½	24.03	1½ tons	3,245	
	MBM	4	3⅞x4½	24.03	1½ tons	3,255	
	LBM	4	3⅞x4½	24.03	1½ tons	3,295	
	IB	4	3⅞x4½	24.03	1 ton	2,995	
1926-27	BC (G Boy)	4	3⅞x4½	24.03	1 ton	2,640	A-545814 and up
	IC	4	3⅞x4½	24.03	1 ton	3,045	
	CC	4	3⅞x4½	24.03	1½ tons	3,315	
	MC	4	3⅞x4½	24.03	1½ tons	3,335	
	FC	4	3⅞x4½	24.03	1½ tons	3,460	
	LC	4	3⅞x4½	24.03	1½ tons	3,485	A-694137 and up
	OC	4	3⅞x4½	24.03	2 tons	3,420	
	OCR	4	3⅞x4½	24.03	2 tons	3,470	
	TC	4	3⅞x4½	24.03	2 tons	3,570	
	TCR	4	3⅞x4½	24.03	2 tons	3,615	
	YC	4	3⅞x4½	24.03	21-Ps. Bus	3,705	
JC	4	3⅞x4½	24.03	12-Ps. Bus	3,625		

GRAHAM BROTHERS, Detroit, Mich.



Serial Number on plate on toeboard. Engine Number on 4 cylinder engines on left side of cylinder block as shown above, on smaller 6 cylinder on left side of engine and on larger 6 cylinder engines on right side of cylinder block. (Dodge engine used.)

Year Model	No. Cyl.	Bore & Stroke	H. P.	Load Capacity	Type of Body	Shipping Weight	List Price	Serial Numbers
1923-24								
BA	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 ton	Ch.	3,085	\$1,265	656926 to A157394
CA	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 $\frac{1}{2}$ tons	Ch.	3,135	1,325	
DA	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 ton	Ch.	2,905	1,265	
EA	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 $\frac{1}{2}$ tons	Ch.	2,955	1,325	
FA	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 $\frac{1}{2}$ tons	Ch.	3,180	1,375	
GA	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 ton	Ch.	3,085	1,315	
HA	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 ton	Ch.	2,940	1,315	
1924-25								
KEB	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 $\frac{1}{2}$ tons	Ch.	2,940	1,395	A157394 to A694137
BB	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 ton	Ch.	2,755	995	
CB	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 $\frac{1}{2}$ tons	Ch.	3,240	1,280	
MB	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 $\frac{1}{2}$ tons	Ch.	3,255	1,280	
FB	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 $\frac{1}{2}$ tons	Ch.	3,280	1,425	
LB	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 $\frac{1}{2}$ tons	Ch.	3,295	1,425	
EB	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 $\frac{1}{2}$ tons	Ch.	3,245	1,400	
MBM	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 $\frac{1}{2}$ tons	Ch.	3,255	1,345	
LMB	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 $\frac{1}{2}$ tons	Ch.	3,295	1,395	
IB	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 ton	Ch.	2,995	1,045	
1926-27								
DC	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	$\frac{3}{4}$ ton	Ch.	2,160	670	A694137 and up
BC(G Boy)	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 ton	Ch.	2,640	885	A545814 and up
IC	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 ton	Ch.	3,045	1,020	
CC	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 $\frac{1}{2}$ tons	Ch.	3,315	1,245	
MC	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 $\frac{1}{2}$ tons	Ch.	3,335	1,295	
FC	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 $\frac{1}{2}$ tons	Ch.	3,460	1,315	
LC	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 $\frac{1}{2}$ tons	Ch.	3,485	1,365	
OC	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	3 tons	Ch.	3,420	1,445	
OCR	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	2 tons	Ch.	3,470	1,445	A694137 and up
TC	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	2 tons	Ch.	3,570	1,515	
TCR	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	2 tons	Ch.	3,615	1,515	
YC	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	21-Ps. Bus Chassis		3,705	1,575	
JC	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	12-Ps. Bus Chassis		3,625	1,575	
1927-28								
SD	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	$\frac{1}{2}$ ton	Ch.	2,035	*770	A916032 and up
DD	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	$\frac{3}{4}$ ton	Ch.	2,170	670	
DDX	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	$\frac{3}{4}$ ton	Ch.	2,210	685	
BD	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 ton	Ch.	2,530	895	

GRAHAM BROTHERS, Detroit, Mich.—Continued.

Year Model	No. Cyl.	Bore & Stroke	Load H. P.	Capacity	Type of Body	Shipping Weight	List Price	Serial Numbers	
1927-28 1D	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 ton	Ch.	2,860	\$ 980	A916032 and up	
IDX	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 ton	Ch.	2,875	1,020		
MD	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 $\frac{1}{2}$ tons	Ch.	3,460	1,295		
MDX	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 $\frac{1}{2}$ tons	Ch.	3,455	1,245		
LD	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 $\frac{1}{2}$ tons	Ch.	3,590	1,365		
LDX	4	3 $\frac{7}{8}$ x4 $\frac{1}{2}$	24.03	1 $\frac{1}{2}$ tons	Ch.	3,585	1,315		
OD	6	3 $\frac{1}{4}$ x4 $\frac{1}{2}$	25.35	2 tons	Ch.	3,775	1,595		
ODR	6	3 $\frac{1}{4}$ x4 $\frac{1}{2}$	25.35	2 tons	Ch.	3,800	1,595		
ODX	6	3 $\frac{1}{4}$ x4 $\frac{1}{2}$	25.35	2 tons	Ch.	4,070	1,770		
TD	6	3 $\frac{1}{4}$ x4 $\frac{1}{2}$	25.35	2 tons	Ch.	3,940	1,665		
TDR	6	3 $\frac{1}{4}$ x4 $\frac{1}{2}$	25.35	2 tons	Ch.	4,065	1,665		
TDX	6	3 $\frac{1}{4}$ x4 $\frac{1}{2}$	25.35	2 tons	Ch.	4,240	1,840		
ED	6	3 $\frac{1}{4}$ x4 $\frac{1}{2}$	25.35	2 tons	Ch.	3,725	1,645		
EDR	6	3 $\frac{1}{4}$ x4 $\frac{1}{2}$	25.35	2 tons	Ch.	3,850	1,645		
EDX	6	3 $\frac{1}{4}$ x4 $\frac{1}{2}$	25.35	2 tons	Ch.	4,020	1,820		
JD	6	3 $\frac{1}{4}$ x4 $\frac{1}{2}$	25.35	16-Ps. Bus	Ch.	3,825	1,870	GB1003 and up	
YD	6	3 $\frac{1}{4}$ x4 $\frac{1}{2}$	25.35	21-Ps. Bus	Ch.	4,075	1,820		
YDX	6	3 $\frac{1}{4}$ x4 $\frac{1}{2}$	25.35	21-Ps. Bus	Ch.	4,370	1,995		
1928 SE	6	3 $\frac{3}{8}$ x3 $\frac{7}{8}$	27.34	$\frac{1}{2}$ ton	Ch.	1,965	665		D175590 and up
SEW	6	3 $\frac{3}{8}$ x3 $\frac{7}{8}$	27.34	$\frac{1}{2}$ ton	Ch.	1,995	675		
DE	6	3 $\frac{3}{8}$ x3 $\frac{7}{8}$	27.34	$\frac{3}{4}$ ton	Ch.	2,510	775	D176626 and up	
DEW	6	3 $\frac{3}{8}$ x3 $\frac{7}{8}$	27.34	$\frac{3}{4}$ ton	Ch.	2,535	790		
BE	6	3 $\frac{3}{8}$ x3 $\frac{7}{8}$	27.34	1 $\frac{1}{4}$ tons	Ch.	2,920	995		
BEW	6	3 $\frac{3}{8}$ x3 $\frac{7}{8}$	27.34	1 $\frac{1}{4}$ tons	Ch.	2,950	1,030		
IE	6	3 $\frac{3}{8}$ x3 $\frac{7}{8}$	27.34	1 $\frac{1}{4}$ tons	Ch.	2,955	1,065		
IEW	6	3 $\frac{3}{8}$ x3 $\frac{7}{8}$	27.34	1 $\frac{1}{4}$ tons	Ch.	2,985	1,100		
ME	6	3 $\frac{3}{8}$ x3 $\frac{7}{8}$	27.34	1 $\frac{3}{4}$ tons	Ch.	3,695	1,345		
MER	6	3 $\frac{3}{8}$ x3 $\frac{7}{8}$	27.34	1 $\frac{3}{4}$ tons	Ch.	3,740	1,380		
MEW	6	3 $\frac{3}{8}$ x3 $\frac{7}{8}$	27.34	1 $\frac{3}{4}$ tons	Ch.	3,740	1,325		
LE	6	3 $\frac{3}{8}$ x3 $\frac{7}{8}$	27.34	1 $\frac{3}{4}$ tons	Ch.	3,810	1,415		
LER	6	3 $\frac{3}{8}$ x3 $\frac{7}{8}$	27.34	1 $\frac{3}{4}$ tons	Ch.	3,855	1,450		
LEW	6	3 $\frac{3}{8}$ x3 $\frac{7}{8}$	27.34	1 $\frac{3}{4}$ tons	Ch.	3,855	1,395		
JE	6	3 $\frac{3}{8}$ x4 $\frac{1}{2}$	27.34	16-Ps.	Ch.	4,045	1,870		
JEX	6	3 $\frac{3}{8}$ x4 $\frac{1}{2}$	27.34	16-Ps.	Ch.	4,255	1,975		
JEB	6	3 $\frac{3}{8}$ x4 $\frac{1}{2}$	27.34	16-Ps.	Ch.	4,075	1,870		
JER	6	3 $\frac{3}{8}$ x4 $\frac{1}{2}$	27.34	16-Ps.	Ch.	4,075	1,870		
YE	6	3 $\frac{3}{8}$ x4 $\frac{1}{2}$	27.34	21-Ps.	Ch.	4,205	1,820		
YEX	6	3 $\frac{3}{8}$ x4 $\frac{1}{2}$	27.34	21-Ps.	Ch.	4,415	1,925		
ED	6	3 $\frac{3}{8}$ x4 $\frac{1}{2}$	27.34	2 tons	Ch.	3,725	1,445		
EDR	6	3 $\frac{3}{8}$ x4 $\frac{1}{2}$	27.34	2 tons	Ch.	3,755	1,445		
EDX	6	3 $\frac{3}{8}$ x4 $\frac{1}{2}$	27.34	2 tons	Ch.	3,915	1,550		
OE	6	3 $\frac{3}{8}$ x4 $\frac{1}{2}$	27.34	2 tons	Ch.	3,930	1,545	D177017 and up	
OER	6	3 $\frac{3}{8}$ x4 $\frac{1}{2}$	27.34	2 tons	Ch.	3,860	1,545		
OEX	6	3 $\frac{3}{8}$ x4 $\frac{1}{2}$	27.34	2 tons	Ch.	4,140	1,650		
TE	6	3 $\frac{3}{8}$ x4 $\frac{1}{2}$	27.34	2 tons	Ch.	4,070	1,615		
TER	6	3 $\frac{3}{8}$ x4 $\frac{1}{2}$	27.34	2 tons	Ch.	4,100	1,615		
TEX	6	3 $\frac{3}{8}$ x4 $\frac{1}{2}$	27.34	2 tons	Ch.	4,280	1,720		
GEX	6	3 $\frac{3}{8}$ x4 $\frac{1}{2}$	27.34	3 tons	Ch.	4,225	1,745		
REX	6	3 $\frac{3}{8}$ x4 $\frac{1}{2}$	27.34	3 tons	Ch.	4,520	1,775		
HEX	6	3 $\frac{3}{8}$ x4 $\frac{1}{2}$	27.34	3 tons	Ch.	4,715	1,845		
1929	See Dodge.								

*Complete with panel body.