

TYLER COUNTY COMMISSIONER'S COURT
SPECIAL MEETING
APRIL 1, 1982

VOL 007 PAGE 182

A Special Meeting of the Commissioner's Court, met on Thursday April 1, 1982 at 9:00 A.M. All members except Commissioner Riley. The meeting was opened with prayer by J.P. I, John Spanhanks.

A motion was made by Commissioner Odom and seconded by Commissioner Mahan to approve of and adopt the Resolution concerning the Farm to Market road, 1013 to Farm to Market 1943. See attached. All voted yes and none no.

A motion was made by Commissioner Mahan and seconded by Commissioner Odom to accept the bid of Cleveland Mack Sales, Inc. of Cleveland, Texas. This is for the amount of \$53,795.00 delivered. This is for Pct. #3. The amount of \$10,000 down and the balance in four installments, by Time Warrants. This total amount to be from R & B #3 budget. Two Commissioners voting yes and Commissioner Lowe abstaining. Bids attached.

A motion was made by Commissioner Mahan and seconded by Commissioner Lowe to reject all Bids of Fuel Storage Tank for Pct. #III. All voted yes and none no. One bid attached.

A motion was made by Commissioner Mahan and seconded by Commissioner Odom to accept the bid of Mann Furniture, on two Air Conditioners, for the J.P. I and Sheriffs Office. The price of \$447.50 each. All voted yes and none no. Bids attached.

Commissioner Riley arrived for meeting.

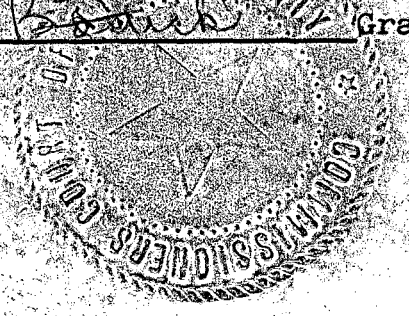
A motion was made by Commissioner Mahan and seconded by Commissioner Riley to Solicit Bids for Air Conditioner and Heating System for the Courtroom. Bids to be opened on April 12, 1982. All voted yes and none no.

A motion was made by Commissioner Riley and seconded by Commissioner Mahan to accept the Bid of Henry's Cabinet Shop to complete a Booking Counter and Desk in the Booking Office for the Sheriff's Dept. This is for the amount of \$450.00. All voted yes and none no. See attached.

A motion was made by Commissioner Mahan and seconded by Commissioner Lowe to accept a Resolution for Judge Allen Sturrock of Tyler County, to sign for the County, the application to the Texas Criminal Justice Division through the Deep East Texas Council of Government for radio equipment for the Sheriff's Dept. All voted yes and none no. See attached.

There being no further business, the meeting adjourned.

SIGNED: *Allen Sturrock* Allen Sturrock, County Judge
Maxie Riley Maxie Riley, Comm. Pct. #1
H.K. Lowe H.K. Lowe, Comm. Pct. #2
Jerry Mahan Jerry Mahan, Comm. Pct. #3
Berton Adnell Odom Berton Adnell Odom, Comm. Pct. #4
ATTEST: *Grace Bostick* Grace Bostick, County Clerk



RESOLUTION

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The undersigned, being the County Judge and all of the Commissioners of Tyler County, Texas, hereby consent to, approve of and adopt the following resolution:

"RESOLVED, that the road running from Farm to Market 1013 to Farm to Market 1943, in a southerly direction and known as the Beaumont Hill Road and serving the Nancy Skillern Survey, Abstract No. 512, Tyler County, Texas, and other land, is and has been for many years a part of the County road system and will be maintained by the County when and as funds are available.

DATED this 1st day of April, 1982.


ALLEN STURROCK, County Judge


COMMISSIONER, Precinct 1


COMMISSIONER, Precinct 2


COMMISSIONER, Precinct 3


COMMISSIONER, Precinct 4



CLEVELAND MACK SALES, INC.



P. O. Box 1788 • Cleveland, Texas 77327
713-592-4659 • Houston 713-821-2810

Name: Tyler County Precinct #3 Address: P.O. Box 100, Woodville Date: 3-17-82
 Model: R686ST - 1982 Mack S/N : 1M2N179YXCA077280 Texas 75979
 Wheelbase: 187" Platform: 157" Frame: 1/4" Double
 Engine: 300 H.P. Maxidyne Clutch: CL75 - HD Brakes: Air - S Cam
 Transmission: TRXL107 - 6 Speed Maxitorque Exhaust: Vertical
 Front Axle: 12,000 lb. cap. Horn: Air 2 Grover
 Rear Axle & Ratio: 38,000 lb. cap. Mack Ratio 4.17 Mirrors: W/C Stainless
 Steering: Hydraulic-Power Radio: AM/FM
 Wheels, Front: 7.5 x 20 Budd Rear: 7.5 X 20 Budd
 Tires, Front: 10.00 x 20 Rear: 10.00 x 20 X-Rib
 Fuel Tanks: Steel Round RH 75 Gallon LH 75 Gallon
 Bumper: Flush - W/Tow Pins Cab: CA49 - Std
 Paint: Mack White Trailer Conn:
 Front Springs: 12,000 MultiLeaf Rear Springs: Anti-Sway
 Fifth Wheel: None Air Cond: Factory

Options:

- Bullet Clearance & Marker Lights
- National Cush-N-Aire Driver Seat
- 90 Amp Alternator
- Dump Body - Benson 12 to 14 Yd. 13'6" Long
- H.D. Commercial Pump
- H.D. PTO
- Manual Control Levers
- H.D. Telescopic Hoist

NOTE: This truck is in our inventory and ready for immediate delivery. This bid is subject to prior sale of this truck. A bid on another truck is subject to change with any factory price increases.

NET PRICE: \$ 53,795.00
 LESS TRADE IN: \$ -0-
 NET PLUS TAX AND LICENSE \$ -0-

CLEVELAND MACK SALES, INC.



W. L. DUFF

CLEVELAND MACK SALES, INC.
P.O. Box 1788
Cleveland, Texas 77327



Bus. 592-4659
Res. 592-5729
Hou. 821-2810

CLEVELAND MACK SALES, INC.
P. O. BOX 1788
CLEVELAND, TEXAS 77327
713-592-4659



Tyler County Precinct #3
P. O. Box 100
Woodville, Texas 75979

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Attention: Dump Truck Bid

NO. _____ TIME: 11:45 ^{AM}_{PM}

MAR 22 1982

GRACE BOSTICK, COUNTY CLERK
TYLER COUNTY, TEXAS

BY: Teresa Waites
TERESA WAITES



A & M MOTOR CO., INC.

P. O. BOX 509

605 SOUTH MAGNOLIA

PHONE (713) 283-2534

WOODVILLE, TEXAS 75979



PONTIAC

F. M. ARCHER, President
 VERA F. OGDEN, Secretary-Treasurer



March 25, 1982

Tyler County, Precinct III
 Woodville, Texas 75979

Gentlemen:

The following is our bid as requested:

1982 GMC Brigadier, 169" Wheelbase, 102" Cab to Axle
 300 Gross H. P. Cummings Diesel
 Fuller 10 Speed Transmission W/Overdrive - Torque Rating 1150 lb. ft.
 Aux. Passenger Seat
 Air Conditioning
 Power Steering
 Two (2) - 50 Gal. Fuel Tanks
 Single Vertical Muffler w/Tailpipe
 Frame Reinforcement
 12,000 lb. Front Axle
 12,000 Front Suspension
 Rear Axle - Rockwell Single Speed 40,000 lb. Capacity
 Rear Suspension - Extended Leaf-Type - 38,000 lb. Capacity
 Air Brake System - Front Brake Limiting Valve
 Air Compressor 13.2 Cu. Ft. Gear Driven
 4-12 Volt H. D. Batteries
 Dual Air Horn
 AM Radio
 10.00x20F 12 Ply Tires On-Off Road Tandem Rear
 10.00 x20F 12 Ply Tires Hiway Tread Front
 Wheels 20x7.5

Truck Price	\$ 49,572.28
12 to 14 Yard Dump Bed	4,901.00
Total	\$ 54,473.28

We appreciate this opportunity to bid on this.

- Yours very truly,

Forrest M. Archer, Jr.

A & M MOTOR CO., INC.
P. O. BOX 509
WOODVILLE, TEXAS 75979-0509

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NO. _____ TIME 8:50 ^{AM}

MAR 26 1982

GRACE BOSTICK, COUNTY CLERK
TYLER COUNTY, TEXAS

BY: Elaine Owens

Bid
on Dump Truck

Tyler County - Precinct III
100 Courthouse
Woodville, TX.

75979



Barrett Mack Sales & Service

2502 Medford Drive, Loop 287
 Lufkin, Texas 75901
 Phone (713) 639-2371

March 18, 1982

County Clerk's Office
 c/o Tyler County Courthouse
 P.O. Box 100
 Woodville, Texas 75979

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Attn: Jerry Mahan Comm. Pct. 3

Dear Sir:

I am pleased to submit to you the following specification and pricing information as requested.

YEAR	MODEL	QUANTITY	PAINT		CAB & SHEET METAL	CHASSIS RUNNING GEAR		
1982	R686ST	1 or more			White	Black		
WHEELBASE		PLATFORM		Frame Reinforcement	ENGINE	CLUTCH	TRANSMISSION	
187"				1/4" I.C.	EM6-300	CL 75	TRXL 107	
FRONT AXLE		REAR AXLE		CARRIER(S)	RATIO	BRAKES	AIR COMPRESSOR	
FAW 5371C		SS38C		CRDPC 92/93	4.17	Air	12 CFM	
FR. WHEEL TYPE		FR. RIM SIZE		FR. TIRE SIZE	MAKE	TREAD	STG. GEAR	
Stl. Disc		7.5		10:00x20	General	Highway		
REAR WH. TYPE		RR. RIM SIZE		RR. TIRE SIZE	MAKE	TREAD	POWER STEER.	
Stl. Disc		7.5		10:00x20	General	Traction	Integral	
EXHAUST TYPE		FUEL TANK		CAPACITY-LOC.		BUMPER	TOWING	CAB
Vertical		Stl. Round		LH 75	RH 75	Flush	Pins	CA49
ELEC. SYSTEM		HORN		STARTER		RAD. SHUTTER	MIRRORS	HOOD
12 V 90 A		Air		12 Volt			West Coast	Fiberglass
SHOCK ABS.		HEAT & DEF.		TRAILER CONN.		BREAKAWAY S.V.	HAND CONT. V.	FR. WHEEL LIMIT V.
Incl.		Integral		Semi. Full				

Rain Cap on Exhaust
 BW Automatic Drain Valve- N/H
 RH Sun-Visor
 Bostrom Levelair II Driver's Seat
 Passenger Seat
 AM Radio
 Anti-Sway Springs

Benson 14 yard bump body (\$4,901.00)

FOB Lufkin, Texas

Truck	\$52,312.00
Dump	4,901.00
Total	\$57,213.00

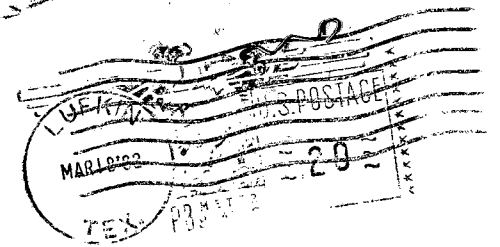
Sincerely,

Nick Miller

nm/11

BARRETT MACK

Sales and Service
2502 North Medford
LUFKIN, TEXAS 75901



NO. _____ TIME: 10:30 AM

MAR 22 1982

GRACE BOSTICK, COUNTY CLERK
TYLER COUNTY, TEXAS

BY: *Grace Bostick*

County Clerk's Office
c/o Tyler County Courthouse
P.O. Box 100
Woodville, Texas 75979

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ATTN: Jerry Mahan

Bid on Dump Truck for Pct. 3



KNAPP FORD SALES, Inc.

104 Pine Street

Telephone 713/ 283-2526 or 283-2515

WOODVILLE, TEXAS 75979

March 26, 2982

Tyler County Commissioners Court

VOL **007** PAGE **190**

Subject: Bid for Dump Truck for Precinct III

Knapp Ford Sales is pleased to bid the following described vehicle:

1982 Ford Lt 9000 186" Wheelbase Color: White
 50,000# GVW
 12,000# Front Axle
 38,000# Eaton 38 DSC Rear Axle
 Power Steering
 National Cush-N-Aire Lo- Back Driver's Seat
 Companion Lo-Back-Fixed Base Passenger Seat
 Dual Air Horns
 90 Amp Motorcraft Alternator
 Cummins Diesel NTC-300-300 Horse Power Engine
 15.9 SM 110,000 PSI Frame
 50 Gallon Left Hand & Right Hand D-Tanks
 RT-381 Hendrickson Rear Suspension
 1000X20 14PR Tires Front
 1000X20 12 PR Tires Rear On/Off Road Tread
 Disc 20X8.0 Wheel Front
 Disc 20X7.5 Wheels Rear
 10 Speed Fuller RTO-11608LL Transmission
 Plus all Standard Factory Equipment as shown on enclosed brochure

12 Yard Dump Body to be supplied by Benson Truck Bodies, Shepherd, Texas

Price for Unit	\$46,545.59
Additional Cost for Air Conditioner	694.73
Total Price with Air Conditioner	<u>\$47,240.32</u>

Prices for Optional Rear Axles:

40,000# Rockwell SQHP	\$1,004.00
44,000# Eaton DP440-P	\$3,923.09
44,000# Rockwell SSHD	\$3,192.73

This unit must be ordered with an anticipated production date of 45 to 60 days unless delayed by work stoppage, material shortage, or transit time.

Tom Knapp
President



FORD

KNAPP FORD SALES, Inc.

104 Pine Street

Telephone 713/ 283-2526 or 283-2515

WOODVILLE, TEXAS 75979

March 26, 1982

Tyler County Commissioners Court

vol 007 ~~page~~ 191

Subject: Alternate Bid for Dump Truck for Precinct III

Knapp Ford Sales, Inc. is pleased to bid the following unit which is in stock and available for immediate delivery:

- 1982 Ford LT9000 186" Wheelbase
- Color: White
- 12,000# Front Axle
- 38,000# Eaton 38 DSC Rear Axle
- Power Steering
- Stemco Wet-Type Front Wheel Seals
- Heavy Duty Driveline U-Joints
- 12 CFM Bendix Compressor
- National Cush-N-Aire Lo-Back Driver's Seat
- Companion Lo-Back-Fixed Base Passenger Seat
- Engine Oil Temperature Gauge
- Dual Air Horns
- Warning Lights, Oil Pressure and Water Tempature
- Western Stainless Steel Mirrors
- AM Radio
- Three 12 Volt 625CCA (93 Amp-Hr) Batteries
- Cummins NTC 300-300 HP Engine
- 15.9 SM 110,000 PSI Frame
- 50 Gallon Left Hand & Right Hand D-Tanks
- Hendrickson RT-381 Rear Suspension
- Fuller 9 Speed RTG-9509 B Transmission
- Front Tow Hooks
- 10:00X20 12 Ply Front Tires
- 10:00X20 12 Ply On/Off Road Tread Rear Tires
- Wheels 20X7.5 2 Piece 10 Hole Disc
- Plus all Standard Factory Equipment as shown on enclosed brochure

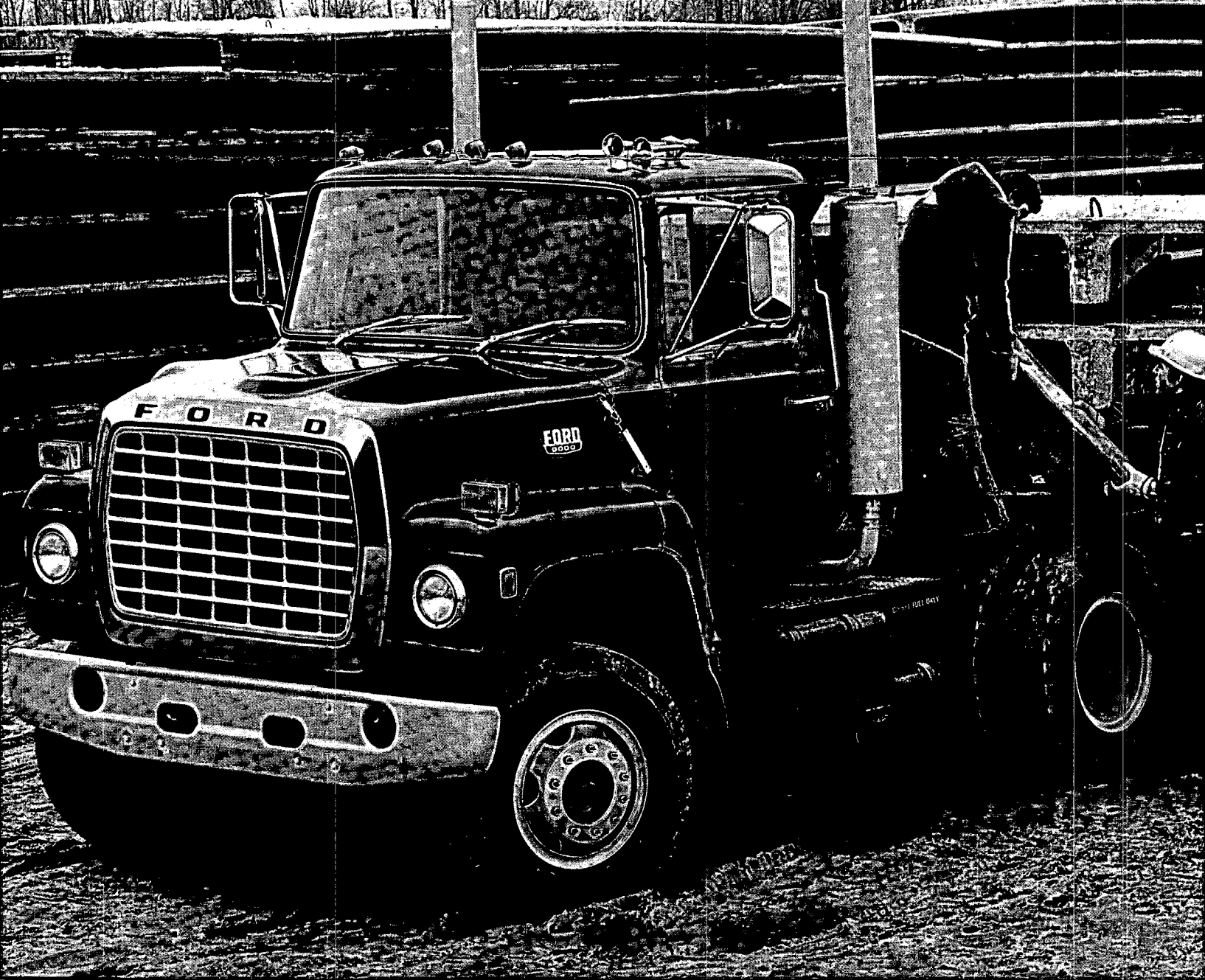
12 Yard Dump Body to be supplied by Benson Truck Bodies, Shepherd, Texas

Price for Unit	\$47,746.98
Additional Cost for Air Conditioner	865.00
Total Price with Air Conditioner	<u>\$48,611.98</u>

Tom Knapp
President

FORD L-LINE

800-9000 SERIES



FORD L-LINE TRUCKS.

Tough, Tried and Trusted...

Value-packed Ford L-Line trucks were an instant success from their introduction, and have built a great following year after year. To date, well over 300,000 units have been put into service on tough jobs all across America. They've won their reputation with premium and proven design features.

All Ford L-Line trucks are Built Ford Tough with rugged all-welded steel cabs, 4-point cab mounting system, and hi-tensile steel frames. They're built for the long haul in one of the world's largest, most modern truck plants. And these popular trucks are available in a broad range of models with the right cab configuration to match Ford's kind of toughness to your job.

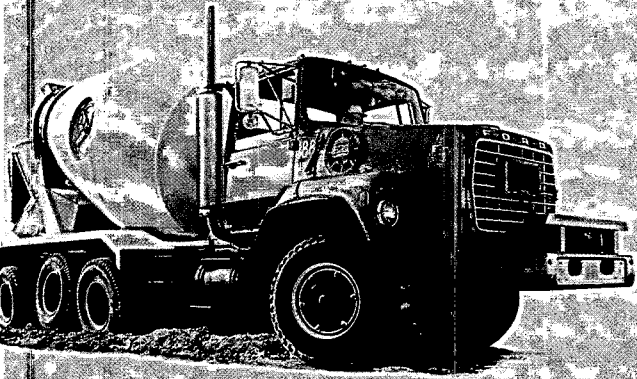
Application-oriented options.

Developed L-Series trucks can be custom-tailored to meet specific needs. Packaging maximum fuel on short wheelbase tandems; supplying special frames for snowplow service, and providing special cab sheetmetal clearances represent some of the many ways Ford L-Series can be built to cost effectively adapt to diverse applications.

Complete installation.

Ford L-Series heavies are designed to be highly flexible in application with an extremely wide variety of factory-installed and warranted options... plus equipment installations ranging from tag/pusher axles to completed truck bodies.





Spec 'em your way with fuel-efficient options.

In addition to the many standard Ford features that help save fuel, Ford offers a wide choice of fuel-efficient options. Options that include: New Lima V-8 LP-Gas* engines; DDA "Fuel Squeezer"; Cummins "Formula" diesels; Caterpillar "Economy" diesels; overdrive transmissions; steel-belted radial tires; lightweight aluminum bumpers, wheels, front axles, fuel tanks and more; plus cab brackets for mounting an air shield. An energy-saving fan clutch is standard in L-Line trucks.

New LTL-9000 model.

Ask your Ford Dealer for separate literature featuring the newest Ford L-Line truck—the full conventional LTL-9000.

*PEO

The two major illustrations below include owner-added paint/tape stripes.



FORD L-Line

Cab Features and Trim Levels.

The handsome and spacious interior is well-planned, human-engineered for optimum driver/passenger comfort. The first thing you're sure to notice in an L-Line cab is the great feeling of spaciousness. There's plenty of leg, hip and shoulder room for 3-man seating comfort. Next is the large tinted windshield, chair-high seating and sloping hood design. Now you're ready for the big selection of comfort and convenience options from air conditioning with radiator-mounted condenser... to a wide variety of individual seats... and three attractive, practical trim levels.

A. Custom Hi-Level Interior.

Available in dove grey with a bright red accent or caramel with bright caramel accent, the Custom Hi-Level Interior includes (in addition to or in place of Custom Interior features): handsome, fully padded door trim panels with bright accent bars • carpeted dual map pockets • vinyl upper cab back panel • carpeted lower cab back panel • black carpeted cowl panels • polyknit/vinyl headlining with foam padding • nylon carpeted floor and engine panel • 21-in. sport steering wheel • radio prep package with mounting console, wiring and antenna • National companion seat • and black dual auxiliary floor mats.

Custom Hi-Level Exterior Trim Option.

Includes (in addition to or in place of Custom Exterior features) bright finish: torpedo-type cab roof lights • Grover air horns (dual base) • aluminum bumper/chromed steel with LTS-Series • western mirrors • fender-mounted bright turn signal lamp frames (except LTS).

B. Custom Interior Trim.

The attractive Custom Interior Trim is available in tan/saddle and includes (in addition to or in place of standard items): full-width seat with foam padding trimmed in vinyl with polyknit inserts (heavy-duty black vinyl trim may be retained). 9000 Series has National Cush-N-Aire Lo-Back driver's seat trimmed in vinyl with breathable polyknit inserts • dispatch box under full-width seat • padded door trim panels with painted map pockets • armrest on both doors • vinyl-covered hardboard headlining • padded vinyl sun visors • cigarette lighter • saddle-colored vinyl-coated rubber-backed floor mat • cab back insulation panel • left-door courtesy switch • and dual bright aluminum door-mounted grab bars.

Custom Exterior Trim Option.

This new, separate option provides (in addition to or in place of standard) bright finish: anodized aluminum grille • grille surround molding • hood latches • windshield reveal molding • and pedestal-mounted cab lights.

C. Standard Cab features.

The value-packed Standard Cab features include: saddle-breathable vinyl driver's National Cush-N-Aire seat in 9000 Series/full-width seat with saddle vinyl trim in 800/HD black vinyl on 8000 • foam-padded seat cushions • saddle-colored hardboard headlining • dual sun visors • black vinyl-coated rubber foam-backed floor mat • armrests • tinted windshield • map pocket in LH door of 9000 Series • cab-back trim and insulation with diesels and individual seats • padded instrument panel. Exterior features: dual western mirrors • bright cab assist handles on both sides.

D. Easy-to-read instrumentation.

Most gauges are grouped in the right-hand section of the linehaul instrument panel and calibrated to show "normal" operating conditions with their pointers at "3 o'clock." No detailed readout is needed. Linehaul instrument panel standard on 9000 and optional on 8000 Series. Rich woodtone vinyl applique is included with Custom and Custom Hi-Level trim.

E. Adjustable steering column.

This popular Ford L-Line option allows driver a choice of steering wheel positions. Wheel moves 4 in. fore and aft, while maintaining the preferred 20° angle.

Suit-yourself seat selection.

Ford offers a wide choice of Hi- and Lo-Back driver and passenger seats.

F. L-S Unison Lo-Back
(Std.** and Custom)

G. L-S Unison Air Lo-Back
(Std.** and Custom)

H. Bostrom West Coaster II Lo-Back
(Std. Custom.** Custom Hi-Level)

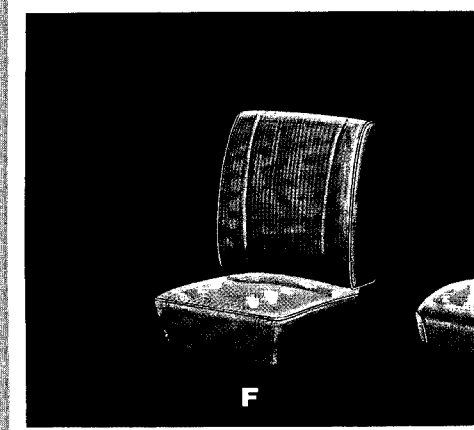
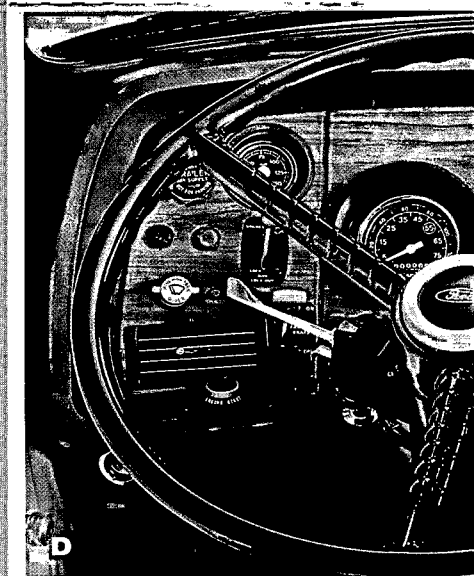
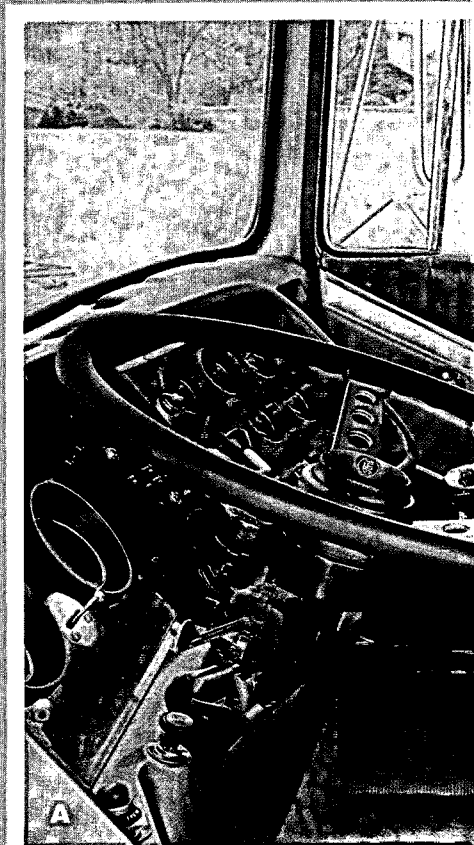
I. National Cush-N-Aire Lo-Back
(Std. Custom and Custom Hi-Level)**

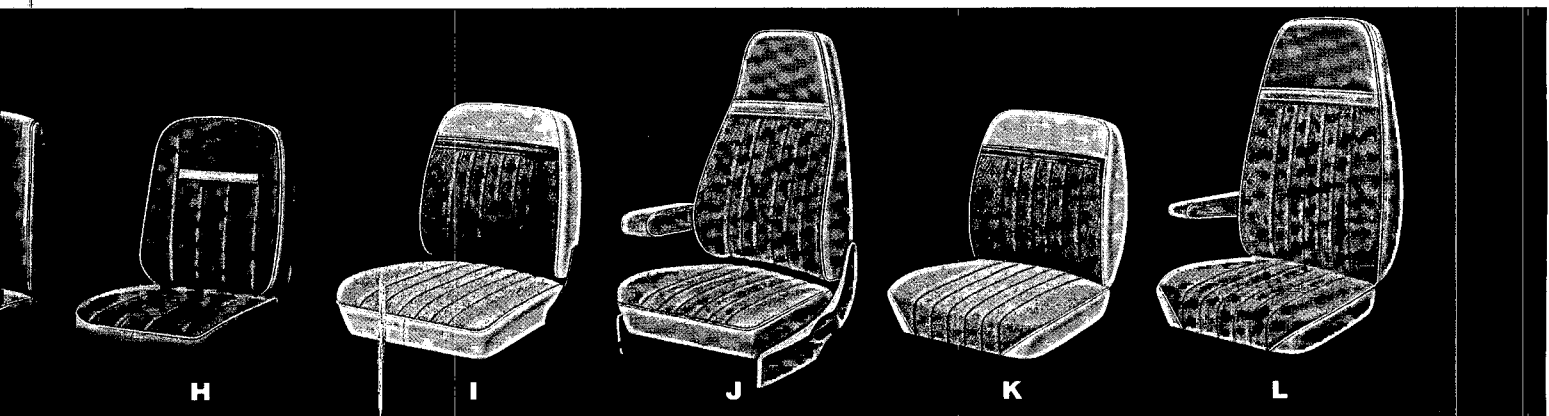
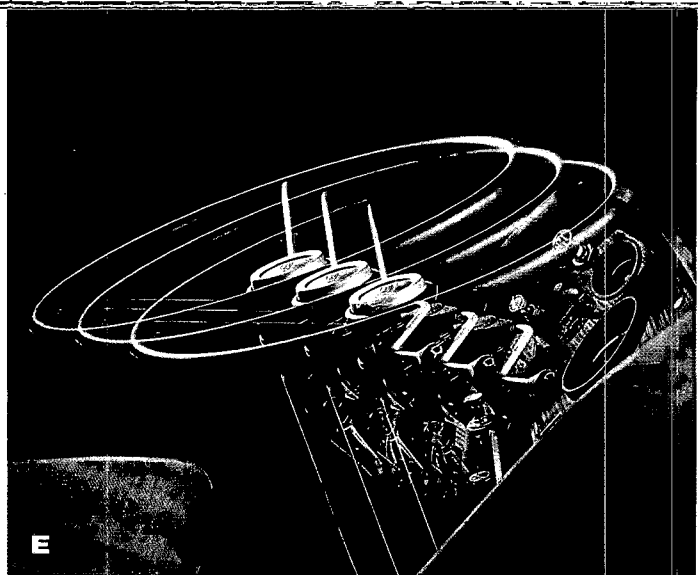
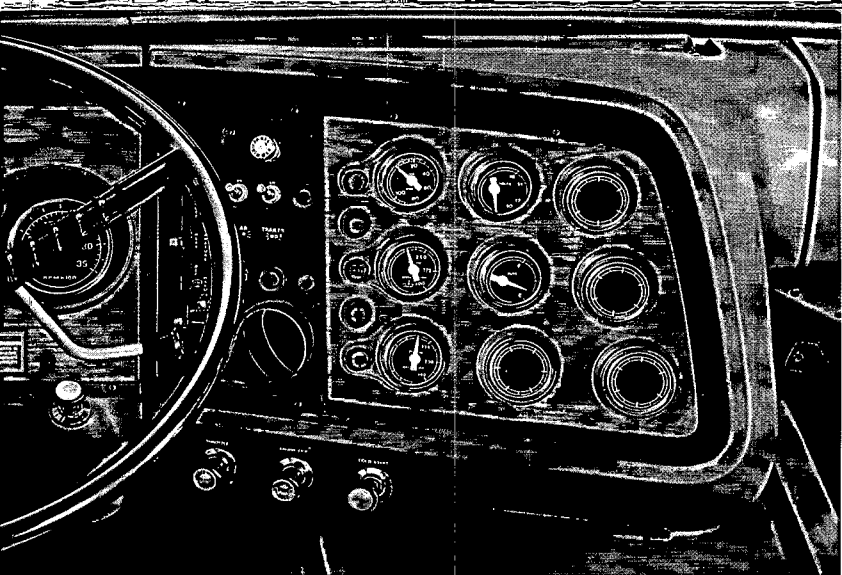
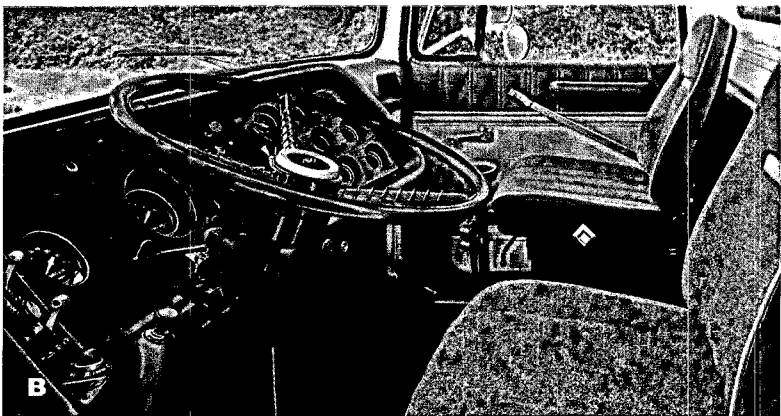
J. National Cush-N-Aire Hi-Back
(Std. Custom and Custom Hi-Level)**

K. Bostrom Levelaire II Lo-Back
(Std. Custom and Custom Hi-Level)**

L. Bostrom Levelaire II Hi-Back
(Custom Hi-Level)

*PEO **Shown





H

I

J

K

L

Ford L-Line Options

A. Unitized Tractor Package

features coiled hoses and cable, lower left rear of cab mounting for "standup and hookup" to trailer. Includes integral hookup light.

Other Ford L-Line options include:

- Air conditioning (integral w/ heater)
- All tinted glass
- Bright mufflers and exhaust stacks
- Aluminum front bumper (N.A. LTS)
- Bright windshield molding (std. cab)
- Air-powered windshield wipers
- Aluminum rear hubs
- Butterfly hood (for 105.3" BBC)
- Cab roof lowered 3.93" (LN, LNT-9000)
- Centrifuse brake drums
- Coiled nylon trailer air lines
- Ether cold starting aid (less canister)
- Extended front bumper (8½" spacer, N.A. w/extended frame)
- Fuel tanks with integral battery box
- Integral front frame extension (with LTS-type bumper)
- Integral rear frame extension
- Polished aluminum wheels
- Self-adjusting clutch (9000)
- Silicone Hose Package
- Slantback short conventional cab* (nominal 90" BBC) for LN and LNT
- Stemco wet-type wheel seals
- Wide variety of tandem suspensions:
 - 4-spring • Air • Steel springs and beams • Extended leaf • Rubber load cushion • New "V4" series†
 - Capacities to 65,000 lb.
- See your Ford Dealer about additional optional equipment.

*PEO †Special Order.

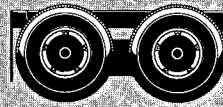
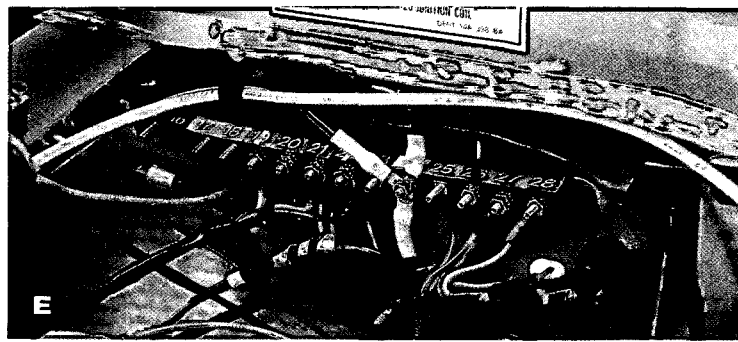
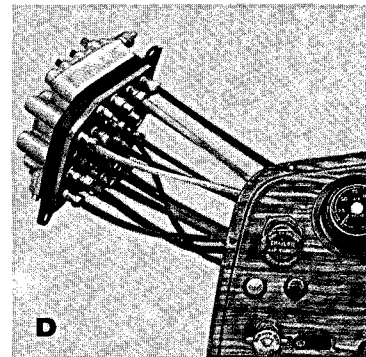
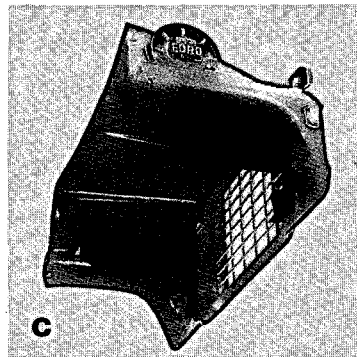
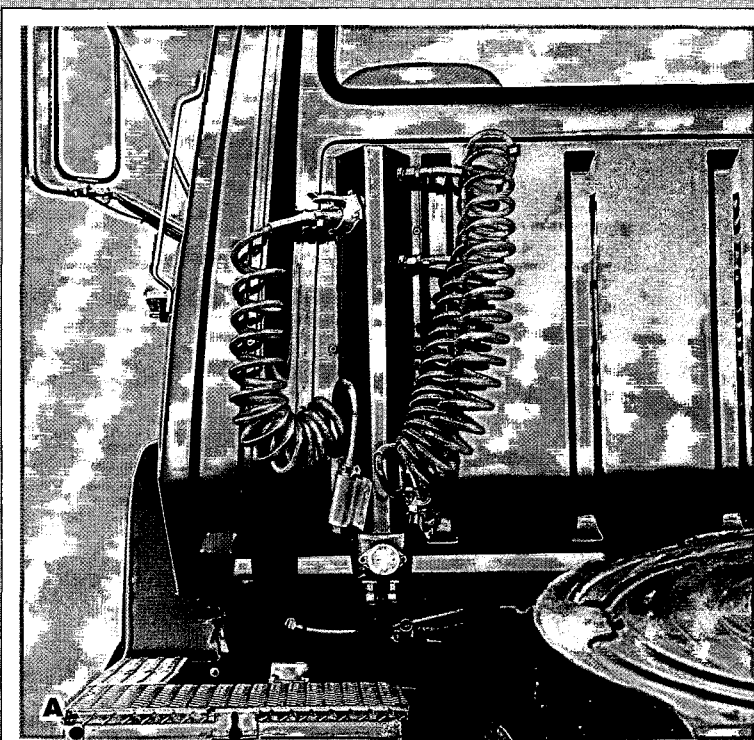
FEATURES

B. Deep-dip Electrocoat gives extra protection from rust and corrosion. Entire cab is immersed in primer solution. High-voltage charge bonds primer to the metal.

C. One-piece hood has steel reinforcements encased in fiberglass.

D. Removable Air-Pac allows air controls and manifold to be taken out as a unit for bench repair or easy in-place servicing.

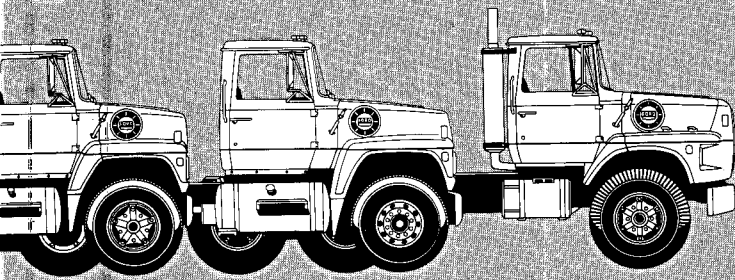
E. Circuit breakers. Standard on 9000's and included with optional linehaul instrument panel on 8000 Series, or fuses are located behind the hinged door on the instrument panel. All L-Series are equipped with electrical junction blocks as shown.



LN-LNT-Series
Ford 93.3" BBC
short conventional
"LN" (single axle)
and "LNT" (tandem
Series).

SERIES	
GVW RATING lb. (kg)	Ma
GCW RATING lb. (kg)	Ma
AXLE, FRONT— Max. Rating (lb.)	St Op
REAR AXLE— Max. Rating (lb.)	St Op
BRAKES, SERVICE SPLIT SYSTEM	St Op
BRAKES, PARKING	St
ENGINE	St Op
Gasoline engines are available in LP-Gas versions	
CLUTCH (Dia. in.)	St
TRANSMISSIONS	St Op
Direct 5-Speed trans. available with wide or close ratio and O.D.	
Auxiliary	
SPRINGS, FRONT Capacity @ grd. (lb.)	St Op
SPRINGS, REAR Capacity @ grd. (lb.)	St Op
Auxiliary Springs	St
POWER STEERING	St
WHEELS	St Or
TIRES (tube-type) Maximum**	St Op

Ford L-Line Specifications



L-LT-Series
Ford 105.3" BBC conventional cab "L" (single axle) and "LT" (tandem) Series.

LTS-Series
Ford setback front axle 105.3" BBC "LTS" (tandem) Series. Single-axle L-Series with setback axle option also available PEO.

Wheelbases and CA's (cab-to-axle)

WB in./mm	138/3505	150/3810	162/4115	174/4420	186/4724	204/5182	222/5639	236/5994
CA in./mm	60/1524	72/1829	84/2134	96/2438	108/2743	126/3200	144/3658	158/4013
L-800	X	X	X	X	X	X	X	
L-8000	X	X	X	X	X	X	X	
L-9000		X	X	X	X	X	X	
LT-800		X	X	X	X	X	X	X
LT-8000		X	X	X	X	X	X	X
LT-9000		X	X	X	X	X	X	
WB in./mm	138/3505	144/3658	150/3810	162/4115	174/4420	186/4724	204/5182	222/5639
CA in./mm	72/1829	78/1981	84/2134	96/2438	108/2743	120/3048	138/3505	156/3962
LN-800	X		X	X	X	X	X	X
LN-8000	X		X	X	X	X	X	X
LN-9000	X		X	X				X
LNT-800	X		X	X	X	X	X	X
LNT-8000			X	X	X	X	X	X
LNT-9000	X	X	X	X				X
WB in./mm	143/3632	155/3937	167/4242	185/4699	203/5156			
CA in./mm	84/2134	96/2438	108/2743	126/3200	144/3658			
LTS-800	X	X	X	X	X			
LTS-8000	X	X	X	X	X			
LTS-9000	X	X	X	X	X			
L-800*	X	X	X	X	X			
L-8000*	X	X	X	X	X			
L-9000*	X	X	X	X	X			

Additional wheelbases, CA's and frame lengths available PEO in 2" increments.
*L-Series single-axle models, with setback front axle option (PEO).

SINGLE-AXLE SERIES			TANDEM-AXLE SERIES			SETBACK FRONT AXLE TANDEM SERIES		
S POWERED	DIESEL POWERED		GAS POWERED	DIESEL POWERED		GAS POWERED	DIESEL POWERED	
LN-800	LN-8000	LN-9000	LT- & LNT-800	LT- & LNT-8000	LT- & LNT-9000	LTS-800	LTS-8000	LTS-9000
9,000 (15,876 kg) □	35,000 (15,876 kg) □	35,000 (15,876 kg) □	46,000 (20,865 kg) □	62,000 (28,123 kg)	76,000 (34,473 kg)	46,000 (20,865 kg) □	64,000 (29,030 kg)	81,100 (36,787 kg)
12,000 (27,216 kg)	60,000 (27,216 kg)	60,000 (36,287 kg) □	60,000 (27,216 kg)	60,000 (27,216 kg)	82,000 (37,194 kg) □	60,000 (27,216 kg)	60,000 (27,216 kg)	82,000 (37,194 kg) □
7,000	7,000	9,000	9,000	9,000	9,000	9,000	9,000	12,000
9,000	9,000	12,000†	12,000†	12,000†	12,000†	12,000	12,000	16,000
12,000†	12,000†	16,000*	16,000*	16,000, 18,000	16,000, 18,000	16,000*	12,000, 16,000	16,000, 18,000
16,000*	16,000*	18,000††	18,000††	18,000	18,000	18,000*	18,000, 20,000	20,000
18,500	18,500	23,000	34,000	34,000	34,000	34,000	34,000	34,000
22,000	22,000	26,000*	38,000††	38,000, 44,000	38,000, 40,000, 44,000	38,000††	38,000, 44,000	38,000, 40,000, 44,000
26,000*	23,000, 26,000*	29,000*			48,000*, 58,000			48,000*, 58,000, 65,000
Vac. Hyd.	Air	Air	Vac. Hyd.	Air	Air	Vac. Hyd.	Air	Air
HD Vac. Hyd.	Vac. Hyd.		HD Vac. Hyd.			HD Vac. Hyd.		
Air			Air			Air		
Internal Shoe with Vac. Hyd. Brakes Spring-Set Type with Air Brakes			Internal Shoe with Vac. Hyd. Brakes Spring-Set Type with Air Brakes			Internal Shoe with Vac. Hyd. Brakes Spring-Set Type with Air Brakes		
L (370) 4V V-8	Cat. 3208 - 175 hp▲	Power Torque-240	6.1L (370) 4V V-8	Cat. 3208 - 175 hp▲	Power Torque-240	7.0L (429) 4V V-8	Cat. 3208 - 175 hp▲	Power Torque-240
L (429) 4V V-8	Cat. 3208 - 210 hp▲	(1) 6-71N, 6-71T/TT* 8V-71 TTA, 8V-71N Series Economy or 3406 Series NTC-300, Formula 240, Formula 270, Formula 350, NTC-350 Series Formula 300, Power Torque-270, 6V-92TTA	7.0L (429) 4V V-8	Cat. 3208 - 210 hp▲	(1) 6-71N, 6-71T/TT* 8V-71 TTA, 8V-71N Series Economy or 3406 Series NTC-300, Formula 240, Formula 270, Formula 350, NTC-350 Series, Formula 300 Power Torque-270, 6V-92TTA		Cat. 3208 - 210 hp▲	(1) Power Torque-270 NTC-300 NTC-350 6-71N, 6-71T/TT* 3406 Series 8V-71 N/T* 6V-92 TA*
Cat. 3208 - 200 hp●	Cat. 3208T - 225 hp*			Cat. 3208 - 200 hp●			Cat. 3208T - 225 hp*	
Cat. 3208T - 225 hp*	Cat. 3208 - 185 hp*			Cat. 3208T - 225 hp*			Cat. 3208 - 185 hp*	
Cat. 3208 - 185 hp*				Cat. 3208 - 185 hp*				
14 - 1 plate††	14 - 1 plate●●	14 - 2 plate (2)	13 - 1 plate††	14 - 1 plate●●	14 - 2 plate (2)	13 - 2 plate	14 - 1 plate●●	14 - 2 plate (2)
5-Speed	5-Speed	10-Speed	5-Speed	5-Speed	10-Speed	5-Speed	5-Speed	10-Speed
4- and 5-Spd. Auto.	5-Speed	4- and 5-Spd. Auto.	5-Speed	5-Speed	4- and 5-Spd. Auto.	5-Speed	5-Speed	4- and 5-Spd. Auto.
5-Spd. Auto.	5-Speed, 10-Speed	6-Spd.	5-Speed	5-Speed	5-Spd., 6-Spd.	5-Speed	5-Speed	5-Spd., 6-Spd., 7-Spd.
10-Speed	10-Speed	7-Spd., 8-Spd., 9-Spd., 10-Spd., 12-Spd., 13-Spd.	5-Speed, 10-Speed, 13-Spd., 4-Spd.	5-Speed, 10-Speed, 13-Spd., 4-Spd.	7-Spd., 8-Spd., 9-Spd., 10-Spd., 12-Spd., 13-Spd., 4-Spd. (LT)	5-Speed, 10-Speed, 13-Spd., 4-Spd.	5-Speed, 10-Speed, 13-Spd., 4-Spd.	8-Spd., 9-Spd., 10-Spd., 12-Spd., 13-Spd., 4-Spd.
4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	6,800
5,000†, 5,500	4,500†, 5,500	4,500†, 5,500	4,500†, 5,500	4,500†, 5,500	4,500†, 5,500	4,500†	4,500†, 5,500	6,000
6,000	6,000	6,000	6,000, 6,800	6,000, 6,800	6,000, 6,800	5,500, 6,000	6,000, 6,800	6,000, 6,800
8,000*, 8,800*	6,800, 8,000*	6,800, 8,000*	8,000*	8,000, 9,000, 10,000	8,000, 9,000, 10,000	6,800, 8,000*	8,000, 9,000, 10,000	8,000, 9,000, 10,000
8,750	8,750	10,590	17,000	17,000	17,000	17,000	17,000	17,000
10,590, 11,640	10,590	11,670	19,000*	19,000	19,000	19,000*	19,000, 22,000	19,000, 22,000
11,640†	11,640†, 11,670	11,640†, 14,470		22,000	22,000	22,000, 24,000*, 32,500*	24,000*, 32,500*	24,000*, 32,500*
2,250	2,250	2,250						
Standard	Standard	Optional	Standard	Standard	Optional	Standard	Standard	Optional
Cast spoke	Cast spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke
10-Hole Disc (3)	10-Hole Disc (3)	10-Hole Disc (3)	10-Hole Disc (3)	10-Hole Disc (3)	10-Hole Disc (3)	10-Hole Disc (3)	10-Hole Disc (3)	10-Hole Disc (3)
9.00 x 20 10PR	9.00 x 20 10PR	10.00 x 10 12PR	9.00 x 20 10PR	9.00 x 20 10PR	10.00 x 20 12PR	9.00 x 20 10PR	9.00 x 20 10PR	10.00 x 20 12PR
011R x 24.5G (14PR)	011R x 24.5G (14PR)	011R x 24.5G (14PR)	015R x 22.5J (18PR)	015R x 22.5J (18PR)	015R x 22.5J (18PR)	015R x 22.5J (18PR)	015R x 22.5J (18PR)	015R x 22.5J (18PR)

NOTE: Use adequate tires for loads and type of service. *PEO †† Special Order
(1) Engines available for Calif. usage: Power Torque 240, NTCC/Form. 300, NTCC/Form. 350, 6V-92TTAC and 3406-300 DITA (2) 15 1/2" 2 plate incl. with NTCC/Form. 350 and 3406 Series, ceramic face and self-adjusting optional (3) Steel or aluminum or polished aluminum optional ●●14-in. 2-plate optional

†Soft deflection rate type ‡Conventional or Steer-Ease - steel or aluminum with 9000 Series ●Includes 13-in. 2-plate clutch ††13-in. 2-plate with Clark 390V, 397V and all Spicer transmissions ▲N.A. in Calif. **Tubeless tires or flotation tires available. Consult your Ford Dealer. □ Higher ratings available on these Series through Special Order

Buy or lease a tough Ford Truck— a great choice either way!

Ford's commitment to trucks extends through the vast nationwide network of truck dealers, with over 260 dealers who specialize in heavy-duty trucks. They're backed by a modern computer system linked to 20 Parts Distribution centers that handle a full line of quality Motorcraft and Ford parts.

Of course, the job is the final truck test. Talk to people who own today's Fords. Then talk to your Ford Dealer.

Truck financing can be arranged through Ford Motor Credit Company with terms tailored to your

needs: seasonal, farm, skip payment or descending payment plans.

The right truck for your job! The wide range of tough Ford Trucks—hi-tilts, low-tilts, long conventionals, conventionals and short conventionals plus short-conventional stripped chassis and conventional Chassis Cows—assure you of a most productive choice for your job.

NOTE: Pre-Engineered Options (PEO) are Special Order options with high sales rates that have been pre-engineered for fast delivery.

Ford means business in big trucks.

Specifications, descriptions and illustrative material contained herein were as accurate as known at the time this publication was approved for printing. Ford reserves the right to discontinue models or options at any time or change specifications and materials, equipment or design without notice and without incurring obligation. All options and accessories illustrated or referred to as optional or available are at extra cost. Some options are required in combination with other options. For the price of the model with the equipment you desire or verification of specifications contained herein, see your Ford Dealer.

Federal regulations such as those issued by the National Highway Traffic Safety Administration, the Environmental Protection Agency or the Federal Highway Administration or issued pursuant to the Occupational Safety and Health Act (OSHA) and/or State and local laws and regula-

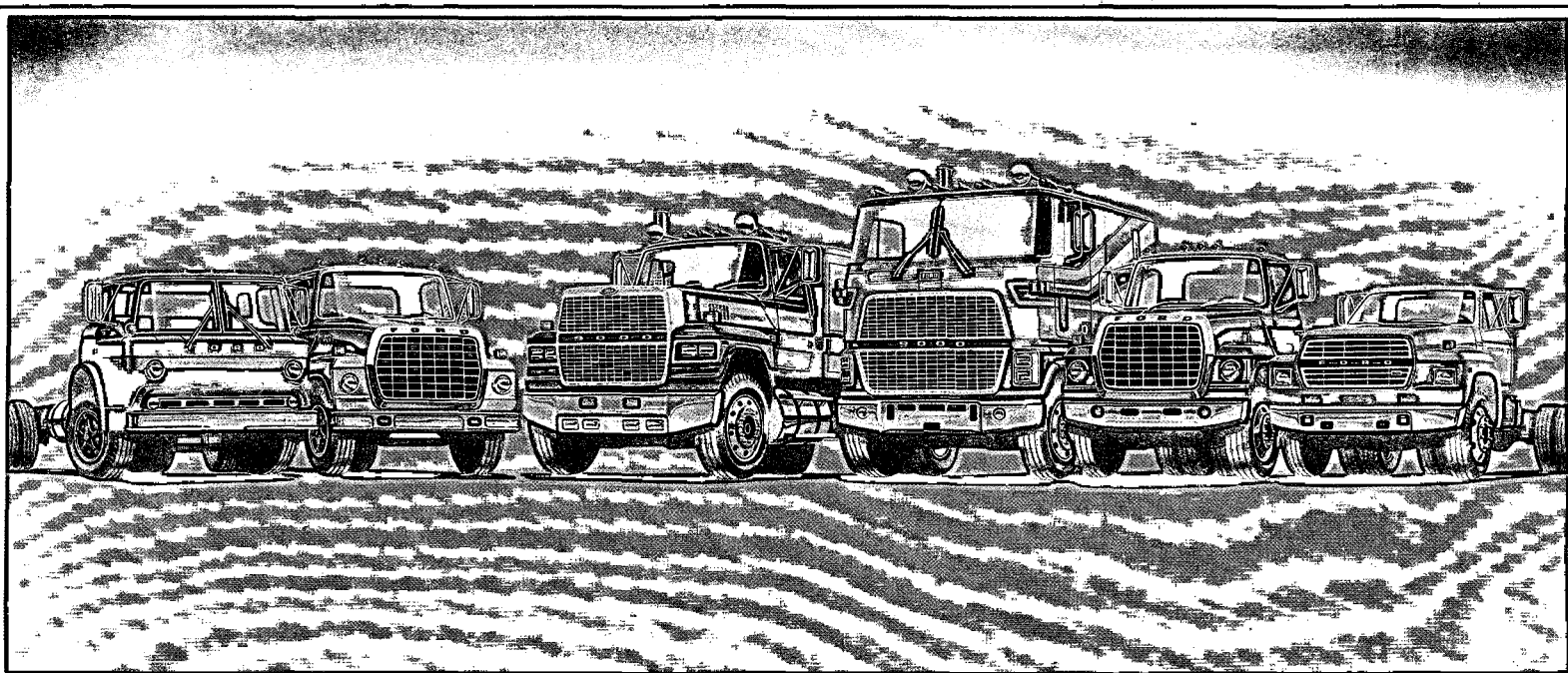
tions, may require additional equipment for the particular use you intend for the vehicle. It is the buyer's responsibility to determine the applicability of such laws and regulations to the buyer's intended use for the vehicle, and to arrange for the installation of required equipment. Your Ford Dealer has information about the availability of many items of equipment which can be ordered for the vehicle.

Many of the items shown on vehicles in this publication are available through retail organizations and establishments not connected with Ford Motor Company. Availability, price, quality and durability of these items rest solely with the respective manufacturers and their sales organizations, and Ford assumes no responsibility for their use.

F10-8224 Litho in USA 12/81

FORD L-LINE

HEAVY DUTY TRUCKS



FORD L-LINE

800-9000 SERIES



FORD L-LINE TRUCKS.

Tough, Tried and Trusted...

Value-packed Ford L-Line trucks were an instant success from their introduction, and have built a great following year after year. To date, well over 300,000 units have been put into service on tough jobs all across America. They've won their reputation with premium and proven design features.

All Ford L-Line trucks are Built Ford Tough with rugged all-welded steel cabs, 4-point cab mounting system, and hi-tensile steel frames. They're built for the long haul in one of the world's largest, most modern truck plants. And these popular trucks are available in a broad range of models with the right cab configuration to match Ford's kind of toughness to your job.

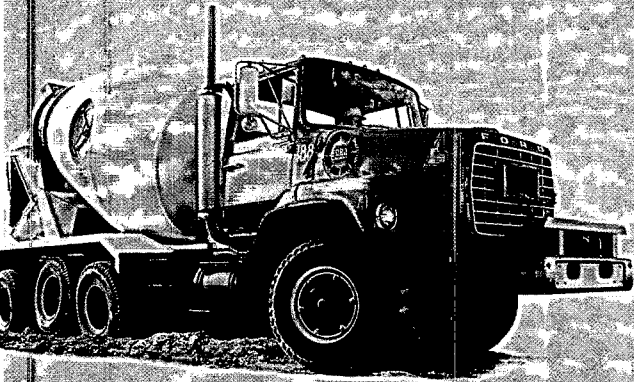
Application-oriented options.

Developed L-Series trucks can be custom-tailored to meet specific needs. Packaging maximum fuel on short wheelbase tandems, supplying special frames for snowplow service, and providing special cab sheetmetal clearances represent some of the many ways Ford L-Series can be built to cost effectively adapt to diverse applications.

Complete installation.

Ford L-Series heavies are designed to be highly flexible in application with an extremely wide variety of factory-installed and warranted options... plus equipment installations ranging from tag/pusher axles to completed truck bodies.





Spec 'em your way with fuel-efficient options.

In addition to the many standard Ford features that help save fuel, Ford offers a wide choice of fuel-efficient options. Options that include: New Lima V-8 LP-Gas* engines, DDA "Fuel Squeezer," Cummins "Formula" diesels, Caterpillar "Economy" diesels; overdrive transmissions; steel-belted radial tires; lightweight aluminum bumpers, wheels, front axles; fuel tanks and more; plus cab brackets for mounting an air shield. An energy-saving fan clutch is standard in L-Line trucks.

New LTL-9000 model.

Ask your Ford Dealer for separate literature featuring the newest Ford L-Line truck—the full conventional LTL-9000.

*PEO

The two major illustrations below include owner-added paint/tape stripes.



FORD L-Line

Cab Features and Trim Levels.

The handsome and spacious interior is well-planned, human-engineered for optimum driver/passenger comfort. The first thing you're sure to notice in an L-Line cab is the great feeling of spaciousness. There's plenty of leg, hip and shoulder room for 3-man seating comfort. Next is the large tinted windshield, chair-high seating and sloping hood design. Now you're ready for the big selection of comfort and convenience options from air conditioning with radiator-mounted condenser... to a wide variety of individual seats... and three attractive, practical trim levels.

A. Custom Hi-Level Interior.

Available in dove grey with a bright red accent or caramel with bright caramel accent, the Custom Hi-Level Interior includes (in addition to or in place of Custom Interior features): handsome, fully padded door trim panels with bright accent bars • carpeted dual map pockets • vinyl upper cab back panel • carpeted lower cab back panel • black carpeted cowl panels • polyknit/vinyl headlining with foam padding • nylon carpeted floor and engine panel • 21-in. sport steering wheel • radio prep package with mounting console, wiring and antenna • National companion seat • and black dual auxiliary floor mats.

Custom Hi-Level Exterior Trim Option.

Includes (in addition to or in place of Custom Exterior features) bright finish: torpedo-type cab roof lights • Grover air horns (dual base) • aluminum bumper/chromed steel with LTS-Series • western mirrors • fender-mounted bright turn signal lamp frames (except LTS).

B. Custom Interior Trim.

The attractive Custom Interior Trim is available in tan/saddle and includes (in addition to or in place of standard items): full-width seat with foam padding trimmed in vinyl with polyknit inserts (heavy-duty black vinyl trim may be retained). 9000 Series has National Cush-N-Aire Lo-Back driver's seat trimmed in vinyl with breathable polyknit inserts • dispatch box under full-width seat • padded door trim panels with painted map pockets • armrest on both doors • vinyl-covered hardboard headlining • padded vinyl sun visors • cigarette lighter • saddle-colored vinyl-coated rubber-backed floor mat • cab back insulation panel • left-door courtesy switch • and dual bright aluminum door-mounted grab bars.

Custom Exterior Trim Option.

This new, separate option provides (in addition to or in place of standard) bright finish: anodized aluminum grille • grille surround molding • hood latches • windshield reveal molding • and pedestal-mounted cab lights.

C. Standard Cab features.

The value-packed Standard Cab features include: saddle breathable vinyl driver's National Cush-N-Aire seat in 9000 Series/full-width seat with saddle vinyl trim in 800/HD black vinyl on 8000 • foam-padded seat cushions • saddle-colored hardboard headlining • dual sun visors • black vinyl-coated rubber foam-backed floor mat • armrests • tinted windshield • map pocket in LH door of 9000 Series • cab-back trim and insulation with diesels and individual seats • padded instrument panel. Exterior features: dual western mirrors • bright cab assist handles on both sides.

D. Easy-to-read instrumentation.

Most gauges are grouped in the right-hand section of the linehaul instrument panel and calibrated to show "normal" operating conditions with their pointers at "3 o'clock." No detailed readout is needed. Linehaul instrument panel standard on 9000 and optional on 8000 Series. Rich woodtone vinyl applique is included with Custom and Custom Hi-Level trim.

E. Adjustable steering column.

This popular Ford L-Line option allows driver a choice of steering wheel positions. Wheel moves 4 in. fore and aft, while maintaining the preferred 20° angle.

Suit-yourself seat selection.

Ford offers a wide choice of Hi- and Lo-Back driver and passenger seats.

F. L-S Unison Lo-Back
(Std** and Custom)

G. L-S Unison Air Lo-Back
(Std** and Custom)

H. Bostrom West Coaster II Lo-Back
(Std., Custom** Custom Hi-Level)

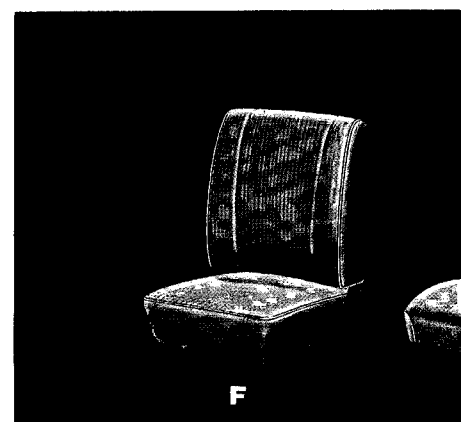
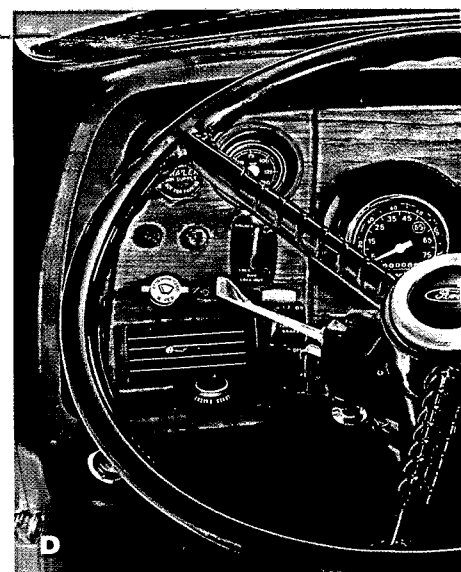
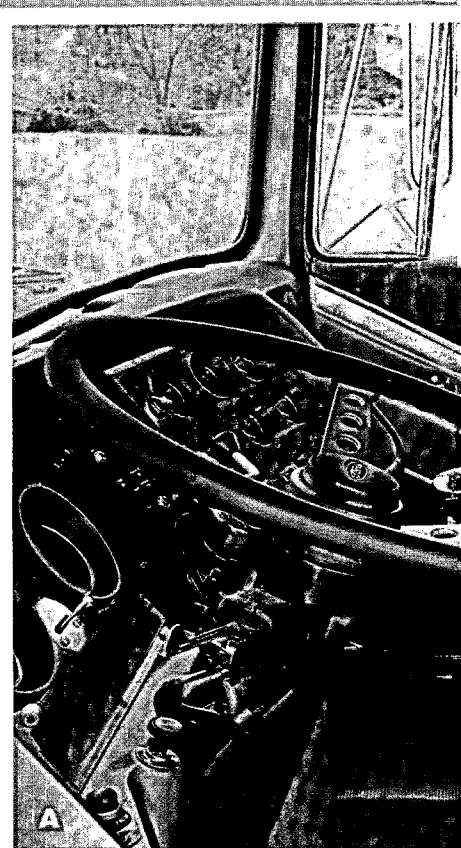
I. National Cush-N-Aire Lo-Back
(Std., Custom and Custom Hi-Level**)

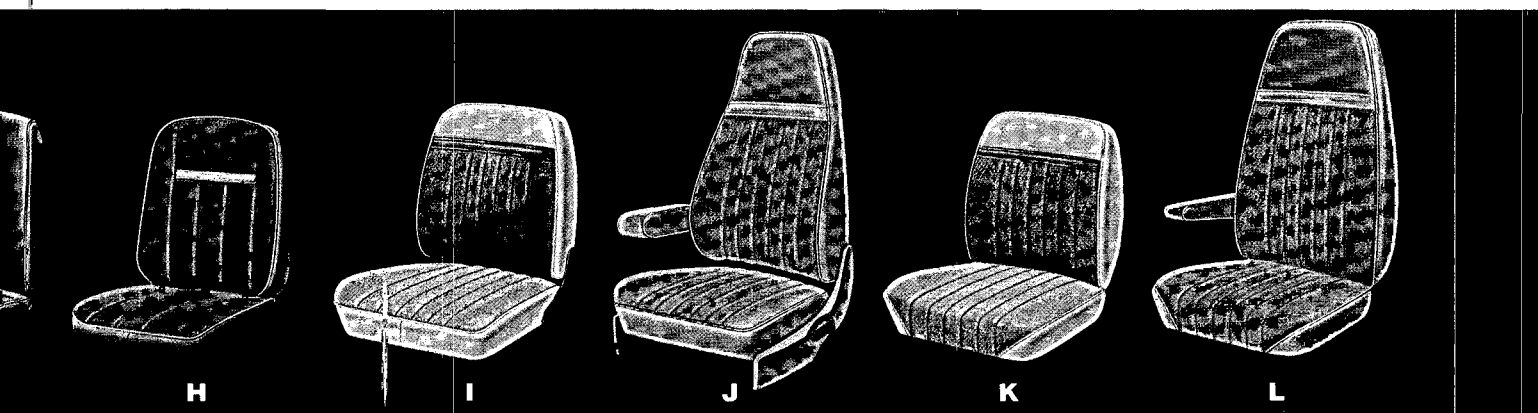
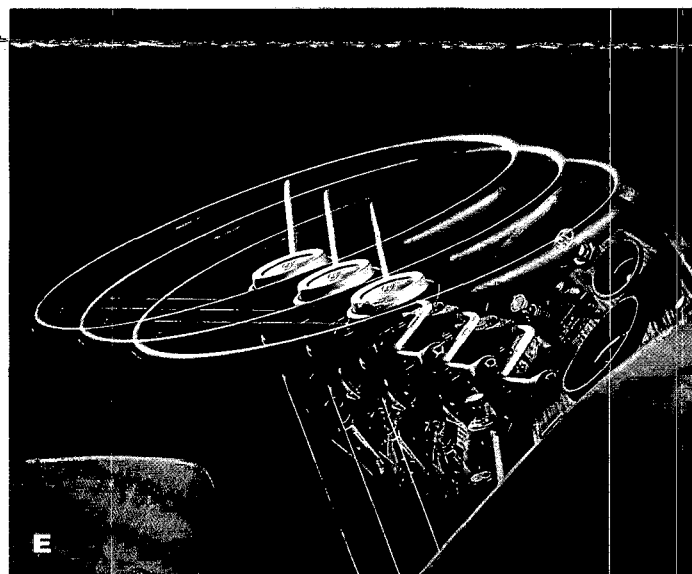
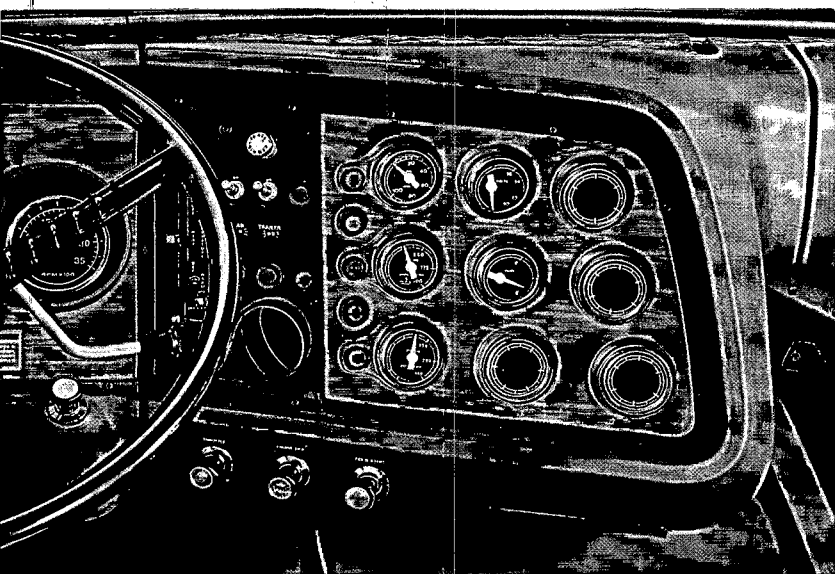
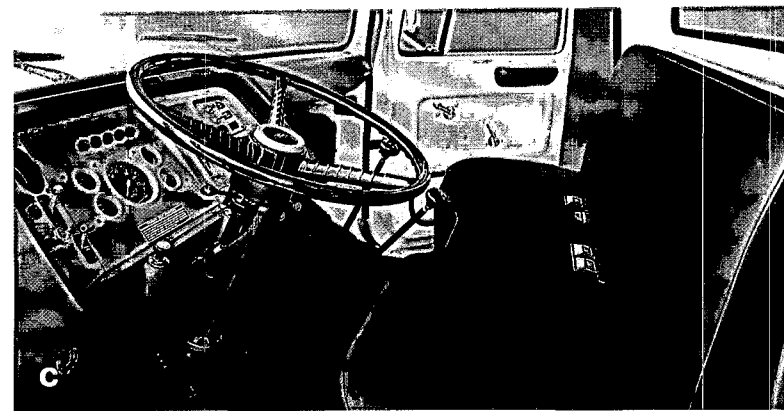
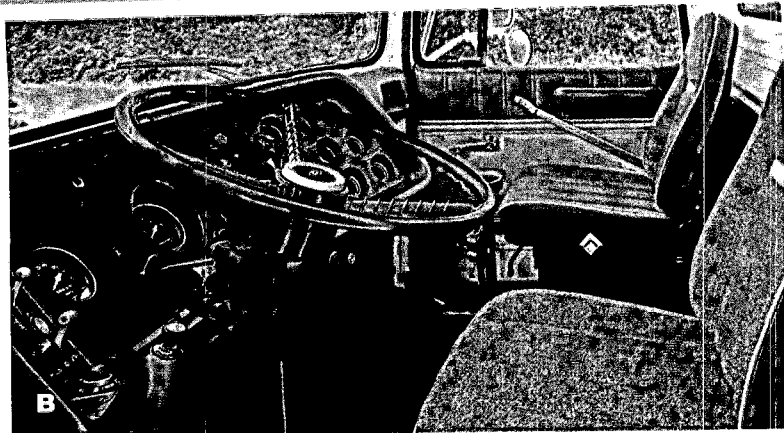
J. National Cush-N-Aire Hi-Back
(Std., Custom and Custom Hi-Level**)

K. Bostrom Levelaire II Lo-Back
(Std., Custom and Custom Hi-Level**)

L. Bostrom Levelaire II Hi-Back
(Custom Hi-Level)

*PEO **Shown





Ford L-Line Options

A. Unitized Tractor Package

features coiled hoses and cable, lower left rear of cab mounting for "standup and hookup" to trailer. Includes integral hookup light.

Other Ford L-Line options include:

- Air conditioning (Integral w/ heater)
- All tinted glass
- Bright mufflers and exhaust stacks
- Aluminum front bumper (N.A. LTS)
- Bright windshield molding (std. cab)
- Air-powered windshield wipers
- Aluminum rear hubs
- Butterfly hood (for 105.3" BBC)
- Cab roof lowered 3.93" (LN, LNT-9000)
- Centrifuse brake drums
- Coiled nylon trailer air lines
- Ether cold starting aid (less canister)
- Extended front bumper (8½" spacer, N.A. w/extended frame)
- Fuel tanks with integral battery box
- Integral front-frame extension (with LTS-type bumper)
- Integral rear frame extension
- Polished aluminum wheels
- Self-adjusting clutch (9000)
- Silicone Hose Package
- Slantback short conventional cab* (nominal 90" BBC) for LN and LNT
- Stemco wet-type wheel seals
- Wide variety of tandem suspensions:
 - 4-spring • Air • Steel springs and beams • Extended leaf • Rubber load cushion • New "V4" series†
 - Capacities to 65,000 lb.
- See your Ford Dealer about additional optional equipment.

*PEO †Special Order.

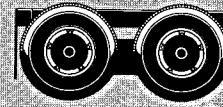
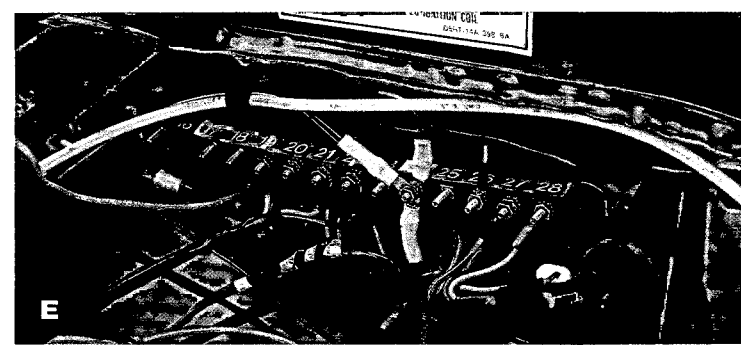
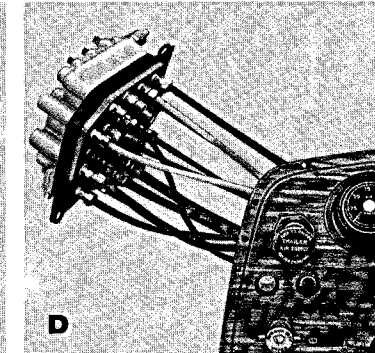
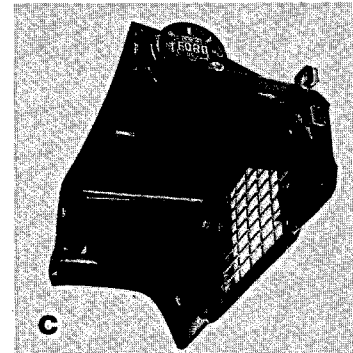
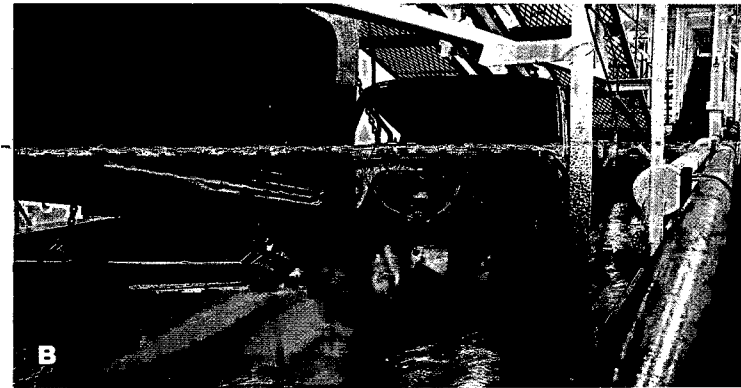
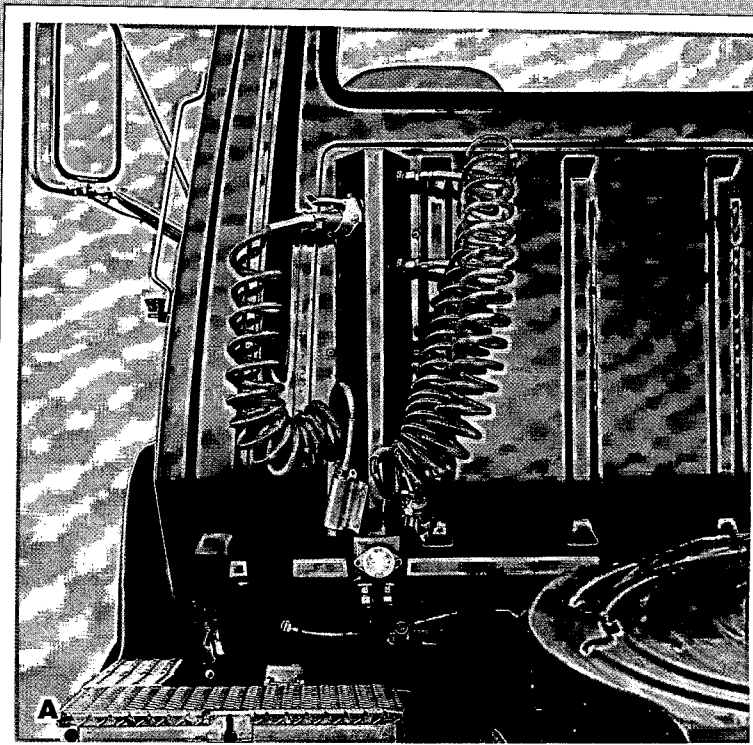
FEATURES

B. Deep-dip Electrocoat gives extra protection from rust and corrosion. Entire cab is immersed in primer solution. High-voltage charge bonds primer to the metal.

C. One-piece hood has steel reinforcements encased in fiberglass.

D. Removable Air-Pac allows air controls and manifold to be taken out as a unit for bench repair or easy in-place servicing.

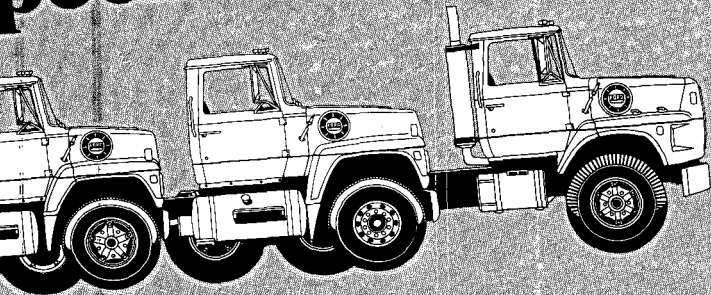
E. Circuit breakers. Standard on 9000's and included with optional linehaul instrument panel on 8000 Series, or fuses are located behind the hinged door on the instrument panel. All L-Series are equipped with electrical junction blocks as shown.



LN-LNT-Series
Ford 93.3" BBC short conventional "LN" (single axle) and "LNT" (tandem) Series.

SERIES	
GVW RATING lb. (kg)	Ma
GCW RATING lb. (kg)	Ma
AXLE, FRONT - Max. Rating (lb.)	St Op
REAR AXLE - Max. Rating (lb.)	St Op
BRAKES, SERVICE SPLIT SYSTEM	St Op
BRAKES, PARKING	St Op
ENGINE Gasoline engines are available in LP-Gas versions	St Op
CLUTCH (Dia. in.)	St Op
TRANSMISSIONS Direct 5-Speed trans. available with wide or close ratio and O.D.	St Op
Auxiliary	
SPRINGS, FRONT Capacity @ grd. (lb.)	St Op
SPRINGS, REAR Capacity @ grd. (lb.)	St Op
Auxiliary Springs	St Op
POWER STEERING	St Op
WHEELS	St Op
TIRES (tube-type) Maximum**	St Op

Ford L-Line Specifications



L-LT-Series
Ford 105.3" BBC conventional cab "L" (single axle) and "LT" (tandem) Series.

LTS-Series
Ford setback front axle 105.3" BBC "LTS" (tandem) Series. Single-axle L-Series with setback axle option also available PEO.

Wheelbases and CA's (cab-to-axle)

WB in./mm	138/3505	150/3810	162/4115	174/4420	186/4724	204/5182	222/5639	236/5994
CA in./mm	60/1524	72/1829	84/2134	96/2438	108/2743	126/3200	144/3658	158/4013
L-800	X	X	X	X	X	X	X	X
L-8000	X	X	X	X	X	X	X	X
L-9000		X	X	X	X	X	X	X
LT-800		X	X	X	X	X	X	X
LT-8000		X	X	X	X	X	X	X
LT-9000		X	X	X	X	X	X	X
WB in./mm	138/3505	144/3658	150/3810	162/4115	174/4420	186/4724	204/5182	222/5639
CA in./mm	72/1829	78/1981	84/2134	96/2438	108/2743	120/3048	138/3505	156/3962
LN-800	X		X	X	X	X	X	X
LN-8000	X		X	X	X	X	X	X
LN-9000	X		X	X	X	X	X	X
LNT-800	X		X	X	X	X	X	X
LNT-8000	X		X	X	X	X	X	X
LNT-9000	X		X	X	X	X	X	X
WB in./mm	143/3632	155/3937	167/4242	185/4699	203/5156			
CA in./mm	84/2134	96/2438	108/2743	126/3200	144/3658			
LTS-800	X	X	X	X	X			
LTS-8000	X	X	X	X	X			
LTS-9000	X	X	X	X	X			
L-800*	X	X	X	X	X			
L-8000*	X	X	X	X	X			
L-9000*	X	X	X	X	X			

Additional wheelbases, CA's and frame lengths available PEO in 2" increments.
*L-Series single-axle models with setback front axle option (PEO).

SINGLE-AXLE SERIES			TANDEM-AXLE SERIES			SETBACK FRONT AXLE TANDEM SERIES		
DIESEL POWERED			GAS POWERED			DIESEL POWERED		
LN-800	LN-8000	LN-9000	LT- & LNT-800	LT- & LNT-8000	LT- & LNT-9000	LTS-800	LTS-8000	LTS-9000
30,000 (15,876 kg) □	35,000 (15,876 kg) □	35,000 (15,876 kg) □	46,000 (20,865 kg) □	62,000 (28,123 kg)	76,000 (34,473 kg)	46,000 (20,865 kg) □	64,000 (29,030 kg)	81,100 (36,787 kg)
60,000 (27,216 kg)	80,000 (27,216 kg)	80,000 (36,287 kg) □	60,000 (27,216 kg)	80,000 (27,216 kg)	82,000 (37,194 kg) □	60,000 (27,216 kg)	60,000 (27,216 kg)	82,000 (37,194 kg) □
7,000	7,000	9,000	9,000	9,000	9,000	9,000	9,000	12,000
9,000	9,000	12,000†	12,000†	12,000†	12,000†	12,000	12,000, 16,000	16,000, 18,000
12,000†	12,000†	16,000	16,000*	16,000	16,000	16,000*	18,000, 20,000	20,000
16,000*	16,000*	18,000††						
18,500	18,500	23,000	34,000	34,000	34,000	34,000	34,000	34,000
22,000	22,000	26,000*	38,000††	38,000, 44,000	38,000, 40,000, 44,000	38,000††	38,000, 44,000	38,000, 40,000, 44,000
23,000, 26,000*	23,000, 26,000*	29,000*			48,000*, 58,000			48,000*, 58,000, 65,000
Vac. Hyd.	Air	Air	Vac. Hyd.	Air	Air	Vac. Hyd.	Air	Air
HD Vac. Hyd.	Vac. Hyd.		HD Vac. Hyd.			HD Vac. Hyd.		
Air			Air			Air		
Internal Shoe with Vac. Hyd. Brakes Spring-Set Type with Air Brakes			Internal Shoe with Vac. Hyd. Brakes Spring-Set Type with Air Brakes			Internal Shoe with Vac. Hyd. Brakes Spring-Set Type with Air Brakes		
1L (370) 4V V-8	Cat. 3208 - 175 hp▲	Power Torque-240	6.1L (370) 4V V-8	Cat. 3208 - 175 hp▲	Power Torque-240	7.0L (429) 4V V-8	Cat. 3208 - 175 hp▲	Power Torque-240
DL (429) 4V V-8	Cat. 3208 - 210 hp▲	(1) 6-71N, 6-71T/TT* 8V-71 TTA, 8V-71N Series Economy or 3406 Series NTC-300, Formula 240, Formula 270, Formula 350, NTC-350 Series Formula 300, Power Torque-270, 6V-92TTA	7.0L (429) 4V V-8	Cat. 3208 - 210 hp▲	(1) 6-71N, 6-71T/TT* 8V-71 TTA, 8V-71N Series Economy or 3406 Series NTC-300, Formula 240, Formula 270, Formula 350, NTC-350 Series, Formula 300 Power Torque-270, 6V-92TTA		Cat. 3208 - 210 hp▲	(1) Power Torque-270 NTC-300 NTC-350 6-71N, 6-71T/TT* 3406 Series 8V-71 N/T* 6V-92 TA*
	Cat. 3208 - 200 hp●			Cat. 3208 - 200 hp●			Cat. 3208T - 225 hp●	
	Cat. 3208T - 225 hp●			Cat. 3208T - 225 hp●			Cat. 3208 - 185 hp*	
	Cat. 3208 - 185 hp*			Cat. 3208 - 185 hp*				
13 - 1 plate††	14 - 1 plate●●	14 - 2 plate (2)	13 - 1 plate††	14 - 1 plate●●	14 - 2 plate (2)	13 - 2 plate	14 - 1 plate●●	14 - 2 plate (2)
5-Speed	5-Speed	10-Speed	5-Speed	5-Speed	10-Speed	5-Speed	5-Speed	10-Speed
Spd. 4-Spd. Auto 5-Spd. Auto 10-Speed	5-Speed 5-Spd. Auto 10-Speed	4- and 5-Spd. Auto 6-Spd. 7-Spd. 8-Spd. 9-Spd. 10-Spd. 12-Spd.* 13-Spd.	5-Speed 5-Spd. Auto 10-Spd. 13-Spd. 4-Spd.	5-Speed 5-Spd. Auto 10-Spd. 13-Spd. 4-Spd.	4- and 5-Spd. Auto 5-Spd. 6-Spd. 7-Spd. 8-Spd. 9-Spd. 10-Spd. 12-Spd.* 13-Spd. 4-Spd. (LT)	5-Speed 5-Spd. Auto 10-Spd. 13-Spd. 4-Spd.	5-Speed 5-Spd. Auto 10-Spd. 13-Spd. 4-Spd.	4- and 5-Spd. Auto 5-Spd. 6-Spd.* 7-Spd. 8-Spd. 9-Spd. 10-Spd. 12-Spd.* 13-Spd. 4-Spd.
4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	6,000
4,600†, 5,500 6,000 6,800, 8,000*	4,500†, 5,500 6,000 6,800, 8,000*	4,500†, 5,500 6,000 6,800, 8,000*	4,500†, 5,500 6,000, 6,800 8,000*	4,500†, 5,500 6,000, 6,800 8,000, 9,000, 10,000	4,600†, 5,500 6,000, 6,800 8,000, 9,000, 10,000	4,500† 5,500, 6,000 6,800, 8,000*	4,500†, 5,500 6,000, 6,800 8,000, 9,000, 10,000	6,000 8,000, 9,000, 10,000
8,750	8,750	10,590	17,000	17,000	17,000	17,000	17,000	17,000
10,590, 11,640 11,640†	10,590 11,640†, 11,670	11,670 11,640†, 14,470	19,000*	19,000	19,000	19,000*	19,000, 22,000	19,000, 22,000 24,000*, 32,500*
2,250	2,250	2,250						
Standard	Standard	Optional	Standard	Standard	Optional	Standard	Standard	Optional
Cast spoke	Cast spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke
0-Hole Disc (3)	10-Hole Disc (3)	10-Hole Disc (3)	10-Hole Disc (3)	10-Hole Disc (3)	10-Hole Disc (3)	10-Hole Disc (3)	10-Hole Disc (3)	10-Hole Disc (3)
10.0 x 20 10PR	9.00 x 20 10PR	10.00 x 10-12PR	9.00 x 20 10PR	9.00 x 20 10PR	10.00 x 20 12PR	9.00 x 20 10PR	9.00 x 20 10PR	10.00 x 20 12PR
011R x 24.5G (14PR)	011R x 24.5G (14PR)	011R x 24.5G (14PR)	015R x 22.5J (18PR)	015R x 22.5J (18PR)	015R x 22.5J (18PR)	015R x 22.5J (18PR)	015R x 22.5J (18PR)	015R x 22.5J (18PR)

NOTE: Use adequate tires for loads and type of service. *PEO †† Special Order
(1) Engines available for Calif. usage: Power Torque 240, NTCC/Form. 300, NTCC/Form. 350, 6V-92TTAC and 3406-300 DITA (2) 15 1/2" 2 plate incl. with NTC/Formula 350 and 3406 Series, ceramic face and self-adjusting optional. (3) Steel or aluminum or polished aluminum optional. ●● 14-in. 2-plate optional.

†Soft deflection rate type ††Conventional or Steer-Ease—steel or aluminum with 9000 Series. ●Includes 13-in. 2-plate clutch. †††13-in. 2-plate with Clark 390V, 397V and all Spicer transmissions. ▲N.A. in Calif. *Tubeless tires or flotation tires available. Consult your Ford Dealer. □ Higher ratings available on these Series through Special Order.

Buy or lease a tough Ford Truck— a great choice either way!

Ford's commitment to trucks extends through the vast nationwide network of truck dealers, with over 260 dealers who specialize in heavy-duty trucks. They're backed by a modern computer system linked to 20 Parts Distribution centers that handle a full line of quality Motorcraft and Ford parts.

Of course, the job is the final truck test. Talk to people who own today's Fords. Then talk to your Ford Dealer.

Truck financing can be arranged through Ford Motor Credit Company with terms tailored to your

needs: seasonal, farm, skip payment or descending payment plans.

The right truck for your job! The wide range of tough Ford Trucks—hi-tilts, low-tilts, long conventionals, conventionals and short conventionals plus short-conventional stripped chassis and conventional Chassis Cowlis—assure you of a most productive choice for your job.

NOTE: Pre-Engineered Options (PEO) are Special Order options with high sales rates that have been pre-engineered for fast delivery.

Ford means business in big trucks.

Specifications, descriptions and illustrative material contained herein were as accurate as known at the time this publication was approved for printing. Ford reserves the right to discontinue models or options at any time or change specifications and materials, equipment or design without notice and without incurring obligation. All options and accessories illustrated or referred to as optional or available are at extra cost. Some options are required in combination with other options. For the price of the model with the equipment you desire or verification of specifications contained herein, see your Ford Dealer.

Federal regulations such as those issued by the National Highway Traffic Safety Administration, the Environmental Protection Agency or the Federal Highway Administration or issued pursuant to the Occupational Safety and Health Act (OSHA) and/or state and local laws and regula-

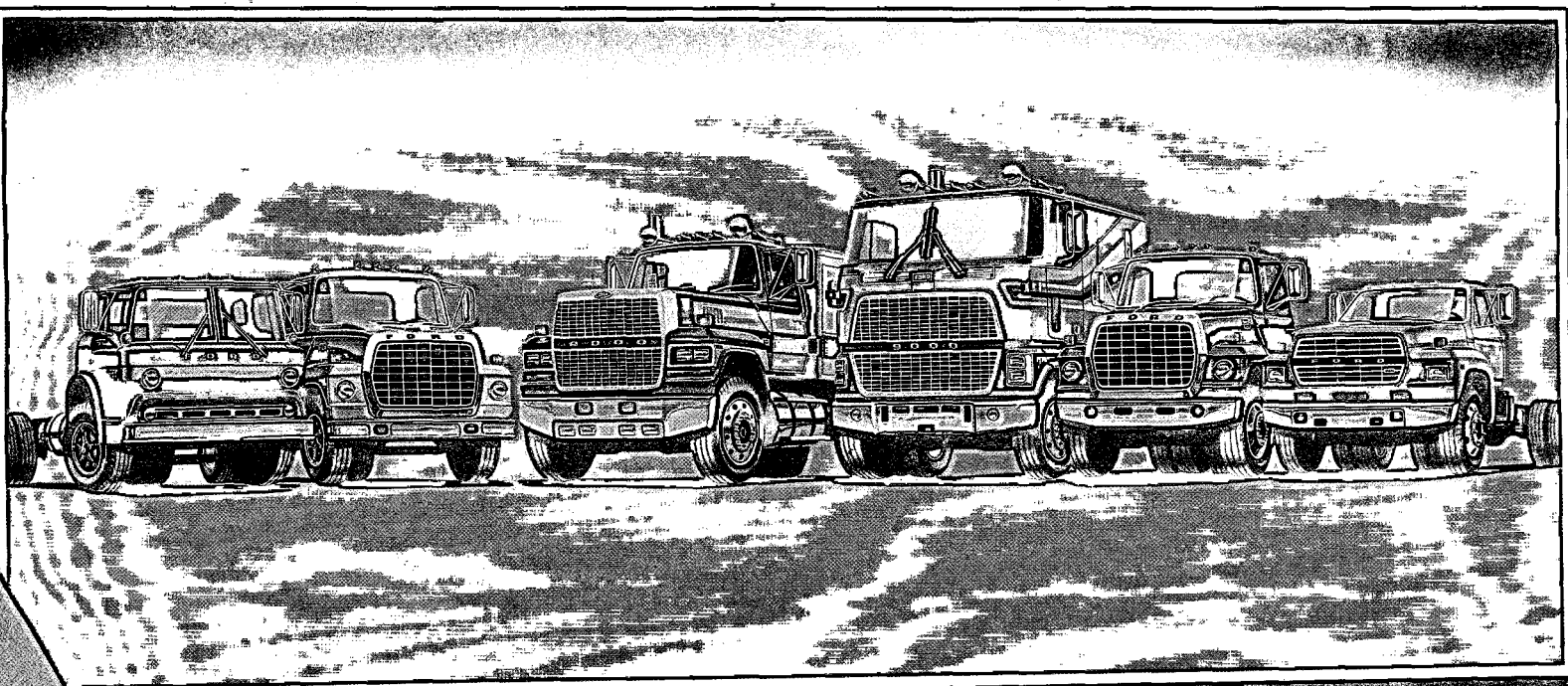
tions, may require additional equipment for the particular use you intend for the vehicle. It is the buyer's responsibility to determine the applicability of such laws and regulations to the buyer's intended use for the vehicle, and to arrange for the installation of required equipment. Your Ford Dealer has information about the availability of many items of equipment which can be ordered for the vehicle.

Many of the items shown on vehicles in this publication are available through retail organizations and establishments not connected with Ford Motor Company. Availability, price, quality and durability of these items rest solely with the respective manufacturers and their sales organizations, and Ford assumes no responsibility for their use.

F10-8224 Litho in USA 12/81

FORD L-LINE

HEAVY DUTY TRUCKS 



Knapp Ford Sales

via 007 ^{msc} 192

Bid For Dump Truck

Tyler County Commissioners Court

NO. _____ TIME: 9:40 AM

MAR 26 1982

GRACE BOSTICK, COUNTY CLERK
TYLER COUNTY, TEXAS

BY: *Grace Bostick*

Seabrook International Inc.

10215 Papalote, Bldg. 1
Houston, Texas 77041

Jerry Mahan
P.O. Box 100 Courthouse
Woodville, Tx. 75979

ATTEN: Bid for Truck



VOL **C07** PAGE **193**

NO. TIME: *11:05* AM

MAR 17 1982

GRACE BOSTICK, COUNTY CLERK
TYLER COUNTY, TEXAS

BY: *S. J. Gandyham*

SEABROOK INTERNATIONAL, INC.

USED EQUIPMENT FORM

DATE: 03/15/82

MAKE: Peterbilt MODEL: Tractor SERIAL NUMBER 59002P

INVENTORY NUMBER: OWNER: WPI WPLC CUSTOMER

CONVENTIONAL: C.O.E. LOCATION

WHEEL BASE 212" ADDITIONAL ITEMS

FRAME Double Steel Dump-Body

FRONT AXLE 18,000#

POWER STEERING Vickers

REAR AXLE 44,000 SSHD Rockwell

RATIO 4.63

SUSPENSION RT 440

ENGINE TC 350 Cummins

EXHAUST Single

ENGINE BRAKE None

TRANSMISSION RTO 12513

AUXILIARY No

WHEELS: FRONT 16:00 x 22.5

REAR 10 x 20

TIRES: FRONT

REAR Spoke

FUEL TANKS: RIGHT 80 Gallon

LEFT 80 Gallon

AIR CONDITIONING yes

INTERIOR Padded Doors

PAINT New

COMMENT ON CONDITION

PRICE: \$26,980.00

Seabrook International, Inc. HEAVY DUTY TRUCKS

JIMMY LONG

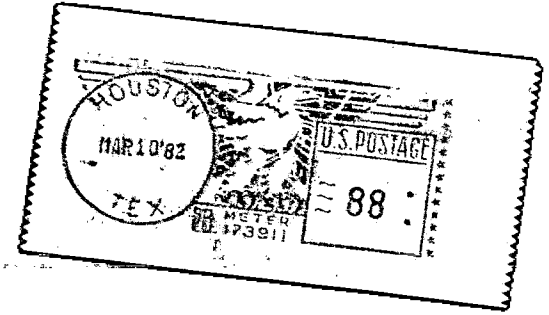
10215 PAPALOTE HOUSTON, TEXAS 77041 713-937-3000



EXPORTERS

North Loop East
W TEXAS 77029

VOL 007 PAGE 195



POST CLASS

Tyler County
P. O. Box 100 Courthouse
Woodville, Texas 75979

My Mahan
District 3 Commissioner
for Truck

NO. _____ TIME ~~11:00~~

MAR 15 1982

GRACE BOSTICK, COUNTY CLERK
TYLER COUNTY, TEXAS

Grace Bostick



INTERNATIONAL TRUCK PROPOSAL

VOL 007 PAGE 196

DATE March 10, 1982

TO Jerry Mahan
 FIRM NAME Tyler County
 ADDRESS P.O. Box 100 Courthouse
 CITY, STATE AND ZIP CODE Woodville, Texas 75979

SUBMITTED BY: Jim Dupree 674-3444 PHONE
 SELLER International Harvester Co.
 ADDRESS 8900 North Loop East
 CITY, STATE AND ZIP CODE Houston, Texas 77029

We are pleased to quote, for acceptance within ten days from this date, the following prices and terms on INTERNATIONAL TRUCKS and equipment described below delivered F.O.B. , in accordance with specifications attached.

MODEL AND DESCRIPTION	PRICE
1982 - International F2554 112 BBC Cab	
Wheelbase - 186" Reinforced Frame	
Front Axle - #12000	
Rear Axle - #40000 5.38 Ratio	
Engine - DT466 210 HP Wet Sleeve	
Turbo Charged Engine Rebuildable	
Transmission - RT6613 13 Speed (18 to 1)	
Power Steering	
Factory Air Conditioning	
Clutch - 14" 2 Plate	
Dual Element Air Cleaner	
Dual Air Horns	
Drain Valve	
Tow Hooks	
Custom Trim Interior	
National Cushion Aire Driver Seat	Cont.

The goods described herein will be sold subject to, and acceptance of this proposal is limited to, the additional provisions and our regular warranty printed on the reverse side hereof and no other. We thank you for the opportunity to make this proposal and will appreciate your acceptance.

APPROVED FOR SELLER

OFFICIAL TITLE _____
 THIS PROPOSAL IS NOT BINDING UPON SELLER UNLESS SIGNED BY ONE OF OUR MANAGERS.

ACCEPTED	
FIRM NAME	
BY	
OFFICIAL TITLE	DATE



INTERNATIONAL TRUCK PROPOSAL

VOL 007 PAGE 197

DATE _____

Page 2

TO _____

FIRM NAME _____

ADDRESS _____

CITY, STATE AND ZIP CODE _____

SUBMITTED BY: _____

SELLER _____

ADDRESS _____

CITY, STATE AND ZIP CODE _____

PHONE _____

We are pleased to quote, for acceptance within ten days from this date, the following prices and terms on INTERNATIONAL TRUCKS and equipment described below delivered F.O.B. _____, in accordance with specifications attached.

MODEL AND DESCRIPTION	PRICE
Passenger Seat	
AM Radio	
Luberfiner - 750 Oil Filter	
Tires & Wheels 10 X 20 Disc Goodyear Custom Cross Lug	
12 - 14Yd. Gallon Bed	
PRICE FOB HOUSTON -----	\$ 46,361.21 (Plus Tax & Title)

The goods described herein will be sold subject to, and acceptance of this proposal is limited to, the additional provisions and our regular warranty printed on the reverse side hereof. You are hereby invited to accept this proposal and will appreciate your acceptance.

APPROVED FOR SELLER _____

OFFICIAL TITLE _____

THIS PROPOSAL IS NOT BINDING UPON
OF OUR MANAGERS.

CT-95-QA (FOR COMMERCIAL TRANSACTIONS)

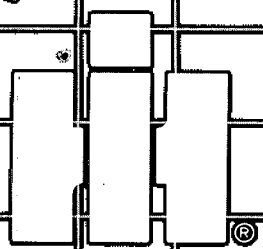
JIM DUPREE
Sales Representative



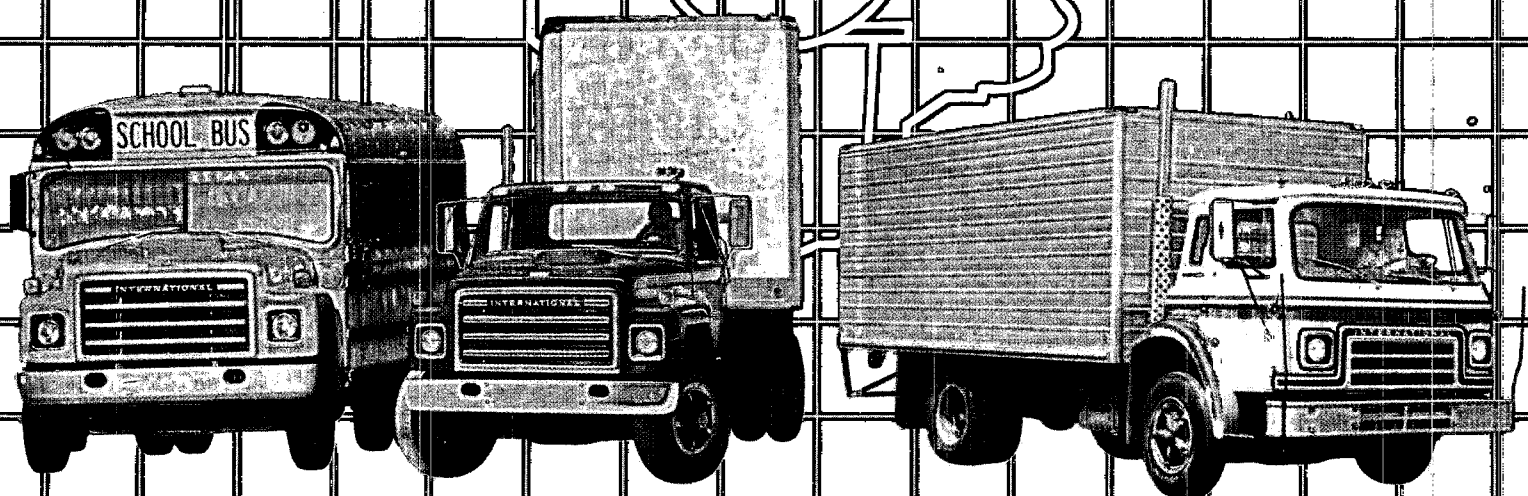
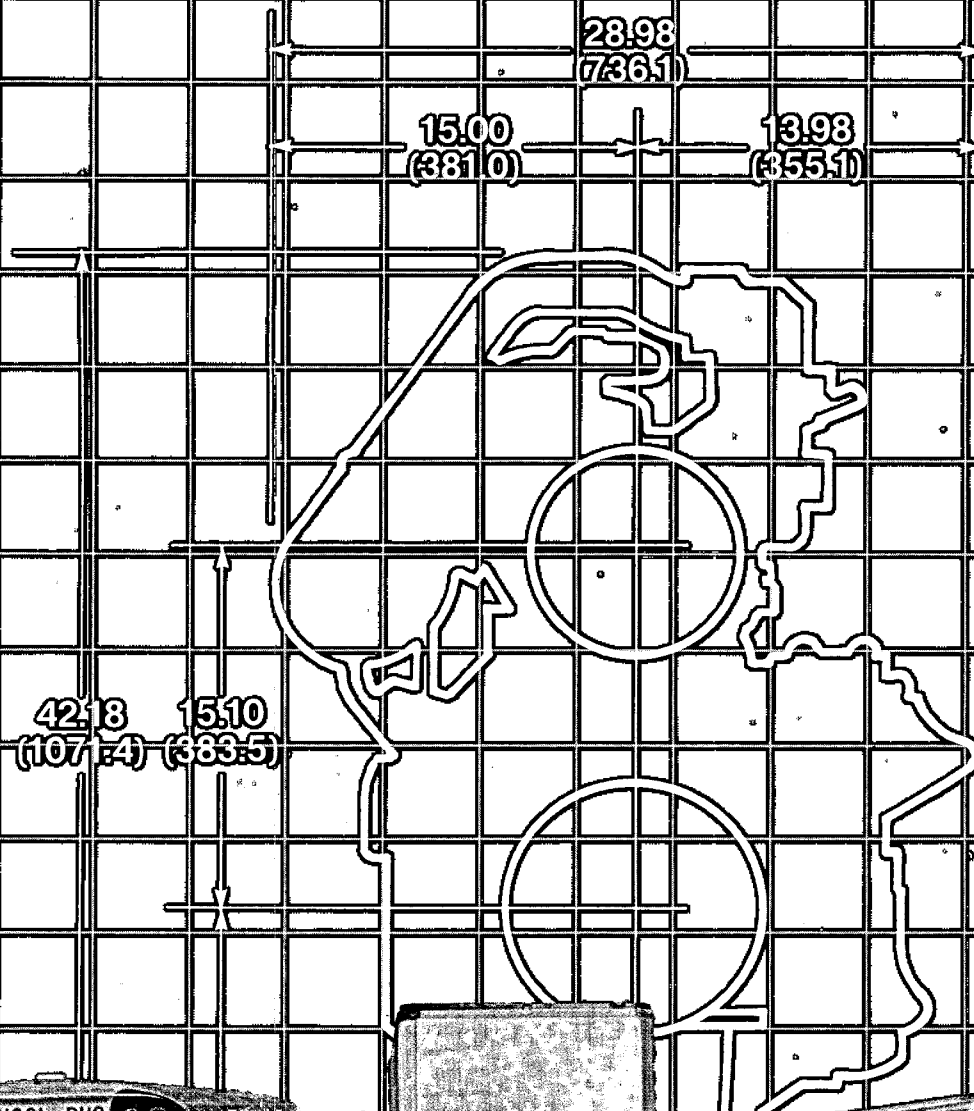
INTERNATIONAL TRUCKS
8900 North Loop East @ McCarty
Houston, Texas 77029
(713) 674-3444

ACCEPTED _____

DATE _____



INTERNATIONAL® DT-466 DIESEL ENGINE



The medium-duty diesel with heavy-duty strength.

Rebuildable in chassis from top to bottom.

The biggest difference of all between the DT-466 and most medium-duty diesels is the DT-466's "big-bore" rebuildability.

Its wet-type cylinder liners are replaceable in chassis, without removing and reinstalling the cylinder block.

Replaceable valve guides and valve seat inserts make the cylinder head completely rebuildable as well.

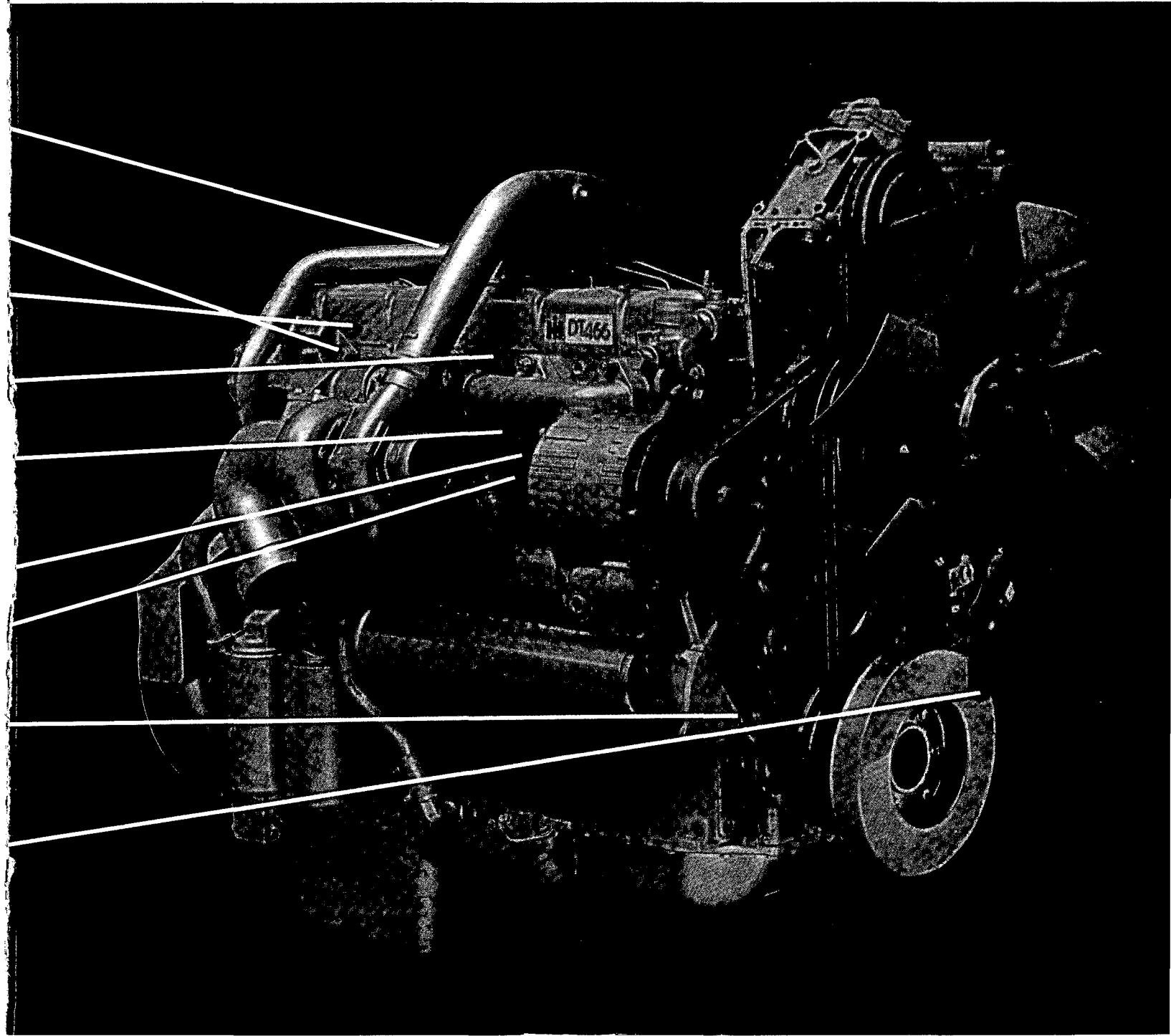
The result is a diesel that not only outlasts virtually every other engine in its class, but can save you money if and when service is needed.

Lower repair costs, plus longer renewed life.

The ability to rebuild the DT-466 in chassis reduces the time needed for most major repairs. This pays off in lower repair costs in most instances. The table at right shows a comparison between repair costs for the DT-466 and an ordinary diesel without the DT-466's special rebuildability feature.

As the table also shows, the DT-466 gives you an added bonus at repair time: 5-10% greater estimated renewed life than with ordinary diesels.

And because the working parts of the DT-466 are completely replaceable, this extraordinary diesel has a nearly unlimited potential operating life.

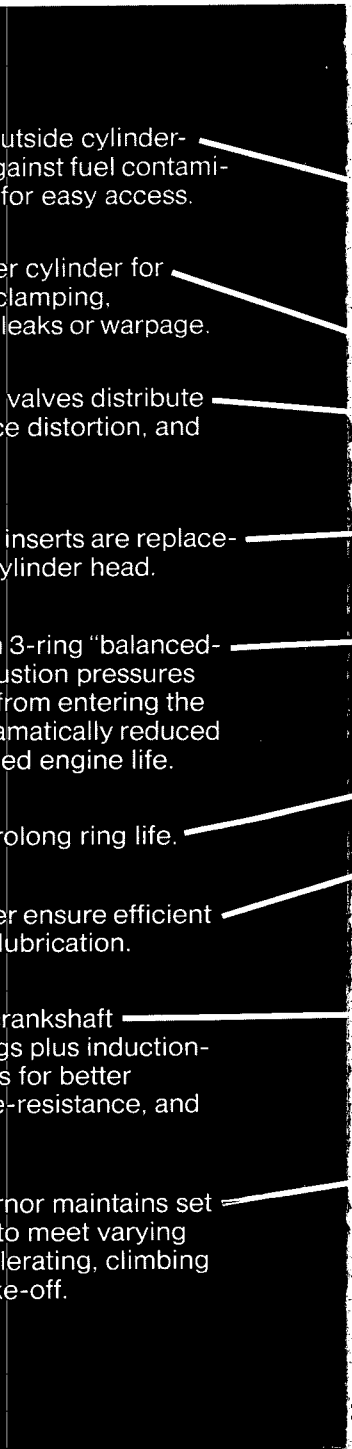


Turbocharged diesel efficiency.

Another "big-bore" feature built into the DT-466 is a turbocharger for increased fuel economy, power, and high-altitude performance.

It packs more air into each cylinder than is supplied with natural aspiration alone, for more complete fuel combustion. It also quiets the exhaust so effectively that the DT-466 is probably the quietest medium-duty diesel you can buy.

For even more efficient operation, the DT-466 has a built-in fuel-injection pump timing advance. And an excess-fuel control device permits unaided cold starts down to 10°F (-12°C); an available measured-shot ether system will extend starting range to -40°F (-40°C).



Fuel nozzles are mounted outside cylinder-head cover, for protection against fuel contamination of lubricating oil and for easy access.

Cylinder head has 6 bolts per cylinder for more positive head-gasket clamping, minimizing the possibility of leaks or warpage.

Positive valve rotators on all valves distribute wear and heat evenly, reduce distortion, and increase operating life.

Valve guides and valve-seat inserts are replaceable to allow rebuilding of cylinder head.

Aluminum-alloy pistons with 3-ring "balanced-pressure" design use combustion pressures to load rings and restrict oil from entering the combustion chamber, for dramatically reduced oil consumption and extended engine life.

Ni-Resist top-ring inserts prolong ring life.

Two oil spray jets per cylinder ensure efficient piston cooling and wristpin lubrication.

Regrindable, forged-steel crankshaft features seven main bearings plus induction-hardened journals and fillets for better strength, wear- and damage-resistance, and longer service life.

Mechanical all-speed governor maintains set speed within narrow range to meet varying power demands when accelerating, climbing hills, or operating power take-off.

The International[®] DT-466. First of its kind. First in its class. And first in durability.

This is the engine that practically started the medium-duty diesel revolution all by itself.

The International DT-466.

Built to deliver up to 250,000 miles between overhauls, the DT-466 has proven itself in applications where fuel economy and engine durability are critical.

And its reputation for efficiency, strength, and performance has made International the U.S. leader in medium-duty diesels.

Here's why.

Heavy-duty features for heavy-duty strength.

The DT-466 is the only medium-duty domestic diesel of its kind.

Its inline design is based on heavy-duty features found in "big-bore" truck engines. So, it can deliver the same kind of rugged efficiency and extended engine life as the heavy haulers in over-the-road service.

Its high-strength alloy iron block is deep-skirted for exceptional block rigidity.

Its wet-type, replaceable cylinder sleeves are induction-hardened and preconditioned by a two-step "plateau-honing" process that improves oil control and eliminates the need for a special break-in period.

No other medium-duty diesel can match the protection of the DT-466's exclusive lubrication control system: parallel-flow oil cooling, oil-pressure regulation, and oil-jet spray piston cooling.

Valves are of extra-hard nickel-chrome alloy, and a special "Polydyne"-design camshaft of hardened forged steel reduces valve closing speed for gentle valve seating and longer valve life. Additional benefits include extended valve-lash adjustment periods (at 90,000 miles) and a 53% over-speed capacity for relatively safe operation up to 4000 rpm.

ENGINE PROBLEM	REPAIR OPTION	PARTS & LABOR (EST.) ¹		RENEWED LIFE (EST.)	
		IH DT-466	ORDINARY DIESEL	IH DT-466	ORDINARY DIESEL
Wearout	• In-frame overhaul	\$875	\$900	70-80%	50-60%
One Cylinder Damaged	• Bore one cylinder (or replace sleeve kit) • Replace cylinder block ²	\$590 —	\$1,400 \$2,350	75-85% —	70-80% 75-85%
Block Cylinders Worn	• Bore cylinder block (or replace sleeve kit) • Replace cylinder block ²	\$1,594 —	\$1,450 \$2,200	80-90% —	70-80% 70-80%
Crankshaft Damaged	• Regrind crankshaft • Replace crankshaft	\$1,375 \$1,975	\$1,700 \$2,150	75-85% 75-85%	70-80% 70-80%
Crankshaft and Block Damaged	• New main caps and grind crank	\$1,775	\$1,650	75-85%	70-80%
	• Bore mains and new crank	\$2,000	\$2,050	75-85%	70-80%
	• New crank and new block	\$2,875	\$3,000	80-90%	75-85%
	• Remanufactured short block	—	\$2,300	—	80-90%
	• New short block	\$3,480	\$2,900	85-95%	80-90%
	• Remanufactured engine	—	\$3,500	—	100%

¹Based on average costs for parts and labor as of August, 1979.

²Some engines may permit use of dry-sleeve salvage repair to save block.

500,000 miles—or more.

Translated into miles of operation, the DT-466's total rebuildability and high predicted renewed life add up to some very impressive figures. The table at right shows how the DT-466 stacks up, on the average, against ordinary medium-duty diesels and (as a basis of comparison for first-time diesel shoppers) against gasoline-powered engines.

With numbers like these, it's no surprise to find many DT-466's in actual use still going strong, well after 500,000 miles of dependable service.

	GAS ENGINES	ORDINARY DIESELS	IH DT-466
Miles to first overhaul ³	90,000 mi.	110,000 mi.	250,000 mi. (rebuildable in chassis)
Expected life	150,000 mi. (scrap)	170,000 mi. (may be rebuildable)	Fully rebuildable (no limit on number of times)

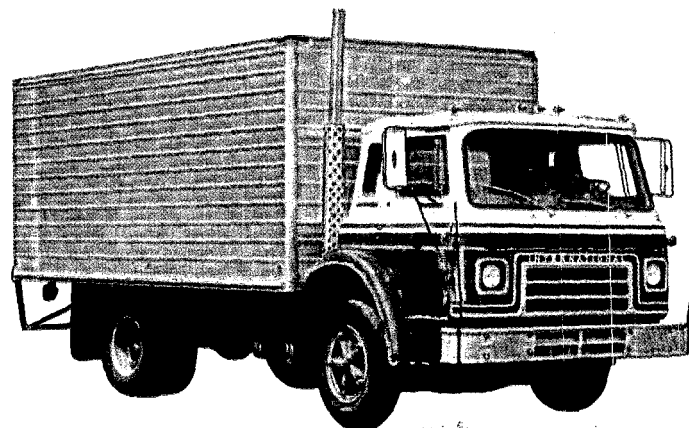
³Diesel overhaul consists of cylinder rebore or cylinder-sleeve replacement; crank regrind; new rings; new bearings; valves ground and seated. Gas-engine overhaul includes the same, plus carburetor rebuild and any ignition repairs needed.

Your kind of engine in your kind of truck.

The DT-466 is ideal for virtually any medium-to-medium-heavy application, but particularly for in-city pickup and delivery; refuse work; short-haul, dump, and mixer operations; and other applications that demand heavy-duty strength in a medium diesel-powered truck.

It is available with either 180 or 210 horsepower in International® medium and medium-heavy S-Series, Cargostar®, and heavy-duty Paystar® trucks in all 50 states.

And for school-bus applications, the DT-466 may be specified in the International Schoolmaster—the most advanced bus chassis available.



INTERNATIONAL DT-466 DIESEL



Backed by your kind of truck service.

Your International truck dealer offers high-quality, fast service by factory-trained specialists, backed up by years of experience with medium- and heavy-duty diesels. He also stocks a large parts selection and has 24-hour access to the IH nationwide computerized parts distribution network.

See your International dealer for expert assistance in selecting and maintaining the most cost-efficient truck and powertrain combination for your operation.

He'll be glad to help.

SPECIFICATIONS

ENGINE:	4-cycle diesel		
CONFIGURATION:	Inline 6		
DISPLACEMENT:	466.4 cu. in. (7.6 liters)		
BORE & STROKE:	4.301 x 5.350 in.		
COMPRESSION RATIO:	16.3 to 1		
ASPIRATION:	DT-466 180 H.P.	DT-466 210 H.P.	DTI-466 210 H.F.
	Turbocharged	Turbocharged	Turbocharged intercooled
HORSEPOWER @ RPM:	180 @ 2600	210 @ 2600	210 @ 2600
TORQUE, LB-FT @ RPM:	421 @ 1800	488 @ 1800	478.5 @ 1800
TORQUE RISE:	21%	15%	12.9%
WEIGHT, LB:	1400	1400	1475
ELECTRICAL SYSTEM:	12-volt, negative ground		



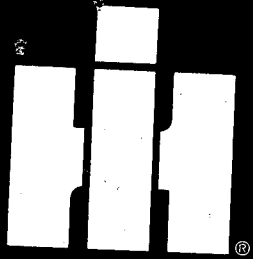
INTERNATIONAL HARVESTER

Specifications, descriptions, and illustrative material in this literature are as accurate as known at time of publication, but are subject to change without notice. Illustrations may include optional equipment and accessories, and may not include all standard equipment.

The following trademarks of International Harvester Company are registered in the U.S. Patent Office: INTERNATIONAL®, PAYSTAR®, CARGOSTAR®, and International® Harvester.

International Harvester Company, Chicago, IL 60611

FORM NO. AD-40454-K2 PRINTED IN U.S.A.



INTERNATIONAL®
S-SERIES
1600, 1700, 1800
1900, 2100



Your kind of tough.
The medium and medium-heavy trucks built
around proven heavy-duty S-Series features.

Your kind of chassis.

1600 S-Series

97.5" BBC short conventional truck.
A gas- or diesel-powered truck
that's ideal for medium-duty appli-
cations. Single axle, with GVW's
to 35,000 lbs.

1700 S-Series

97.5" BBC short conventional truck.
Single axle, with GVW's to 40,000
lbs. (gas) or 45,000 lbs. (medium-
duty diesel).

1800 S-Series

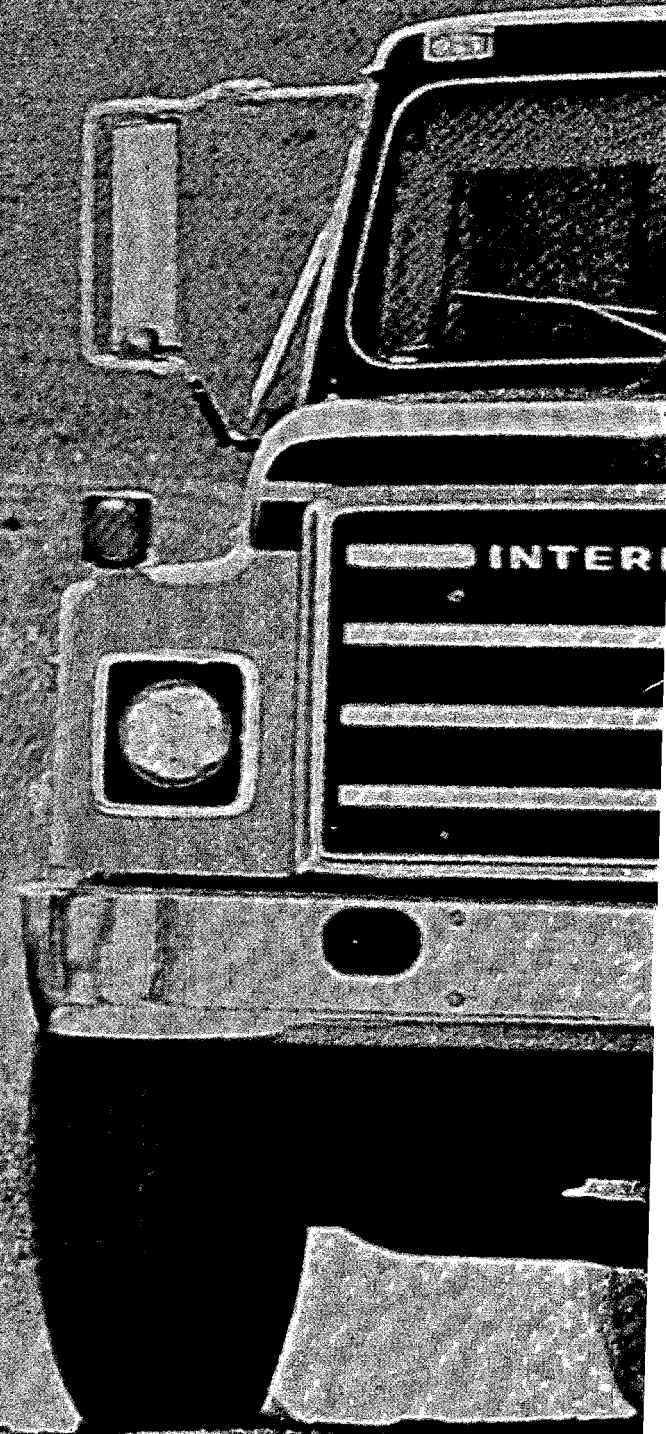
97.5" BBC short conventional truck.
Medium-duty gas or diesel power to
match medium-duty needs. Single
axle, with GVW's to 45,000 lbs.

1900 S-Series

Choose from a single-axle 97.5" BBC
short conventional truck or tractor, or
a tandem-axle 100.3" BBC conven-
tional truck. Gas or diesel power.
GCW's to 65,000 lbs.

2100 S-Series

91.3" BBC short conventional tractor
that's ideal for medium-heavy ap-
plications. Single or tandem axle.
GCW's to 65,000 lbs.



The International® evolutionary approach to building your kind of truck.

The International Medium and Medium-Heavy S-Series are more than simply an improved line of trucks—they're actually designed throughout around proven heavy-duty truck components. Built into every S-Series Medium and Medium-Heavy truck are features already tested on the job in more than a million miles of S-Series Heavy-Duty truck experience. So you get more truck for your dollar than any other medium or medium-heavy truck could give you.

To find out what truck users like you really needed, we talked with hundred of drivers, mechanics, large and small operators, urban and rural—and then we built your answers into our new S-Series trucks.

We didn't just update old ideas—we engineered a better kind of truck, from the tires on up. Then we built in the exclusive International features pioneered in our Heavy-Duty S-Series. All to bring you a truck designed to be the toughest, most efficient in its class. A truck that promises to lower your overall cost of ownership.

We believe cost-efficient trucks can and should be built specifically to work for you. And that's what we're committed to at International. Meeting your needs, on your job—today and tomorrow.

Now see why proven heavy-duty features make this your kind of medium/ medium-heavy truck

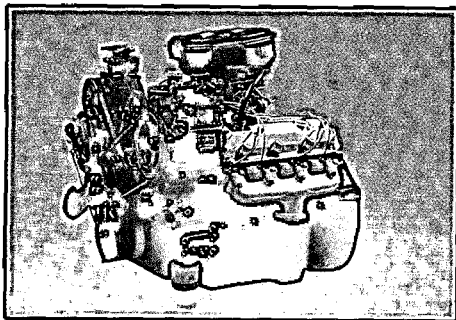


Spec your kind of chassis and powertrain from the industry's widest selection — and get proven Heavy-Duty S-Series features.

This new S-Series line will handle most any job you've got. From in-town delivery runs to off-road construction, there's an S-Series Medium or Medium-Heavy that's built right for you. And whichever model you choose, you'll get the benefit of work-proven, heavy-duty features inside.

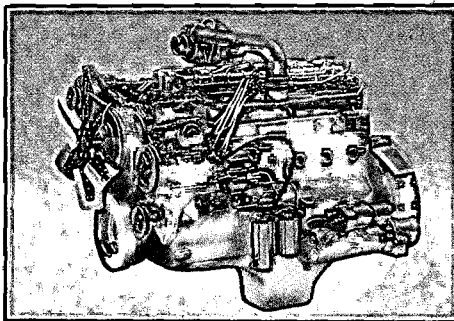
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Seven S-Series gas engines to 537 CID. From 345 CID to 537 CID, International has a gas engine that's perfectly suited to your pur-



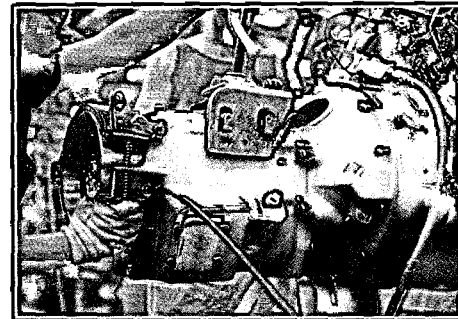
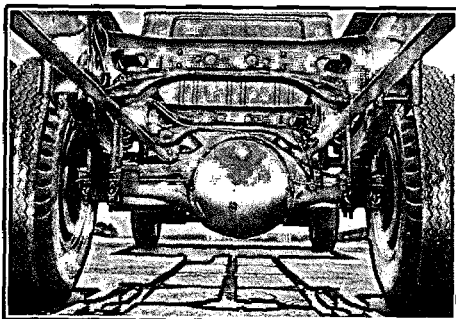
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Nine S-Series diesel engines to 210 HP. International leads the way in mid-range diesel selection. Choose from both International and Caterpillar, including the premium International DT-466, the only domestic medium-duty diesel



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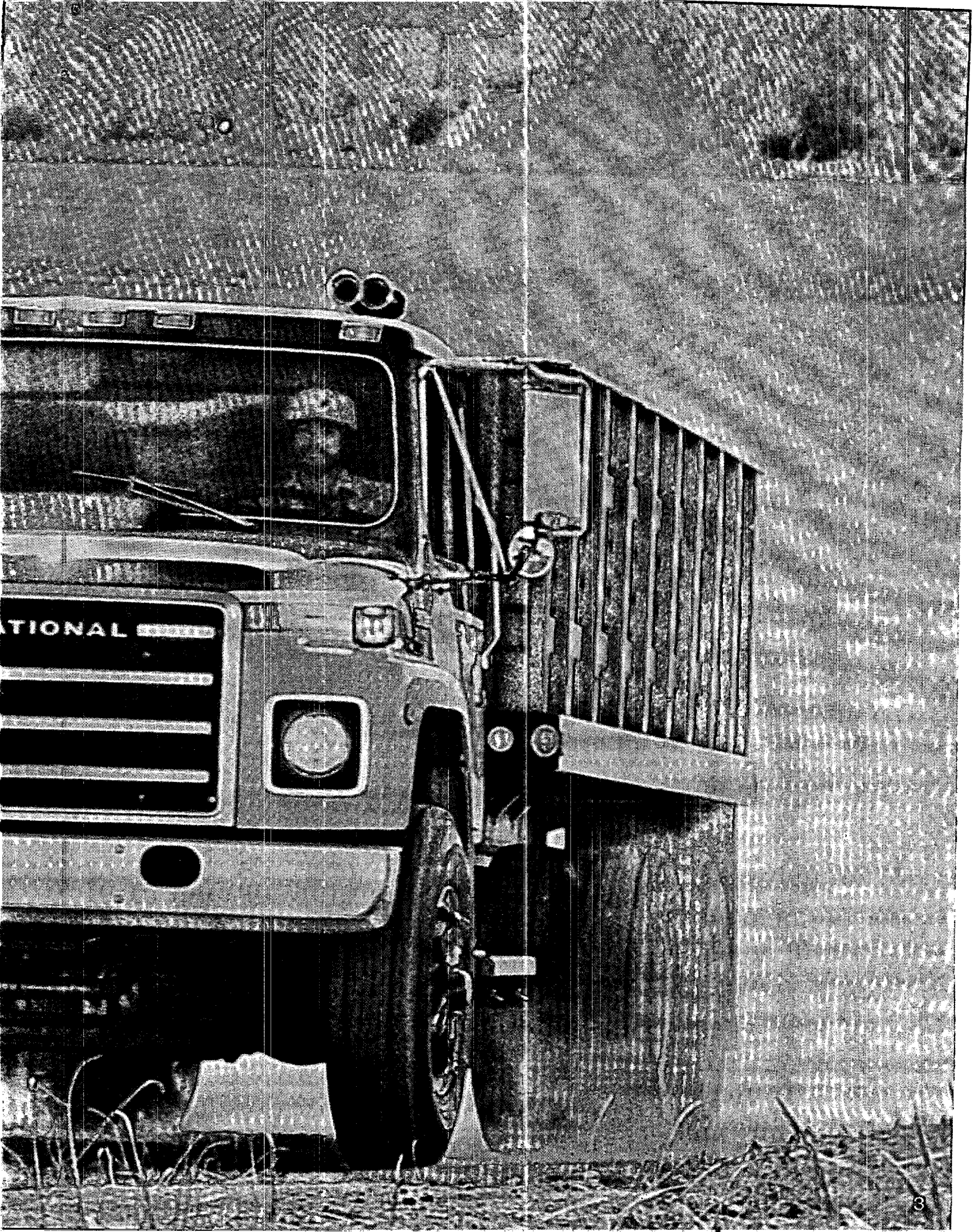
S-Series rear axles to 38,000 lb. Big-capacity International-built single or tandem rears are available up to 38,000-lb. axle rating, to handle high-torque engines and bigger loads with ease.



S-Series transmissions from 4 to 13 speeds. For the right power match with the S-Series engine you select, spec from International, Spicer, Clark, or Fuller manuals. Or choose from 4- and 5-speed Allison automatics.

S-Series Dual-Power and Hy-Power braking systems with 30% more stopping power. Hydraulic-power dual split braking systems give you 30% increased stopping power over ordinary single vacuum systems, plus efficient design for easy servicing. A secondary power source backs up the primary system, so there's always plenty of braking reserve in case either source loses power. The Dual-Power system with vacuum backup is standard in gas-powered models with front axles up to 7,500-lb. capacity, while all diesel models and models with 9,000-lb. or higher capacity front axle include as standard equipment the Hy-Power system with electric pump backup.

IH Disc Brakes wear longer, stop shorter. The first of their kind for medium-duty truck use, IH 4-wheel disc brakes go up to 50% farther than conventional drum brakes before relining is needed — and overhaul in less than half the time. Now available with selected S-Series model and axle combinations, IH discs can save up to \$500 per year in maintenance — and cut emergency stopping distances as much as 30%.



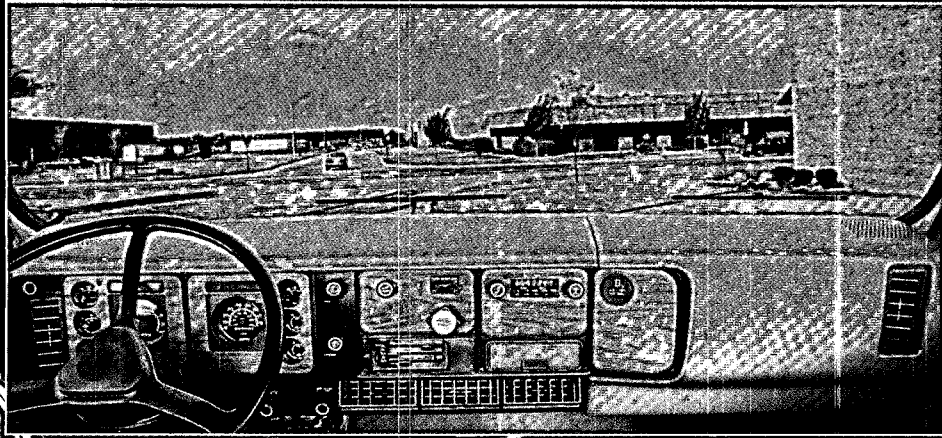
NATIONAL

We build in the most shoulder room in its class, for your kind of comfort.

S-Series cab design gives drivers big-truck room and big-truck comfort. There's plenty of S-Series knee and leg room to stretch out in, with heating, ventilation, and available air conditioning all integrated into the dash, so there are no unwanted intrusions on driver or passenger. And no other truck gives you more shoulder room than S-Series, so there's plenty of room to get the job done.

S-Series standard extras include a better view of things. Straight ahead, there's better vision through the extra-large, distortion-free windshield. Easy-to-read instruments, lights and gauges are grouped in one well-marked panel for extra visibility. Extra-large, no-gap sun visors block out glare and heat. Even the windshield wiper/washer system is extra-efficient, so the driver isn't distracted from the job in bad weather. (There's also extra door-sealing and cab insulation to lock out wind, weather and outside noise.)

Fresh-air ventilation through 5 big ducts. An advanced air-intake scoop design provides fresh air that's protected from road dirt and road-level exhaust fumes. Integral fan distributes a driver-controlled high-pressure flow of fresh air throughout the cab. And the driver can enjoy forced ventilation even at low speeds.



Comfortable S-Series seats and convenient dispatch pouches. Dispatch cases are mounted on the driver's door in all Medium-Heavy models. (Removable vinyl dispatch pouches shown are included in available Custom Trim package.) In addition, there's large under-seat storage space with available full-width bench seats, and you can order lockable storage compartments. A full range of seating choices includes individual full-foam buckets, and available air-suspension seats can add even more to driver comfort (see seat options, p. 10).



Get your kind of strength in the trucks that passed the toughest tests of all.

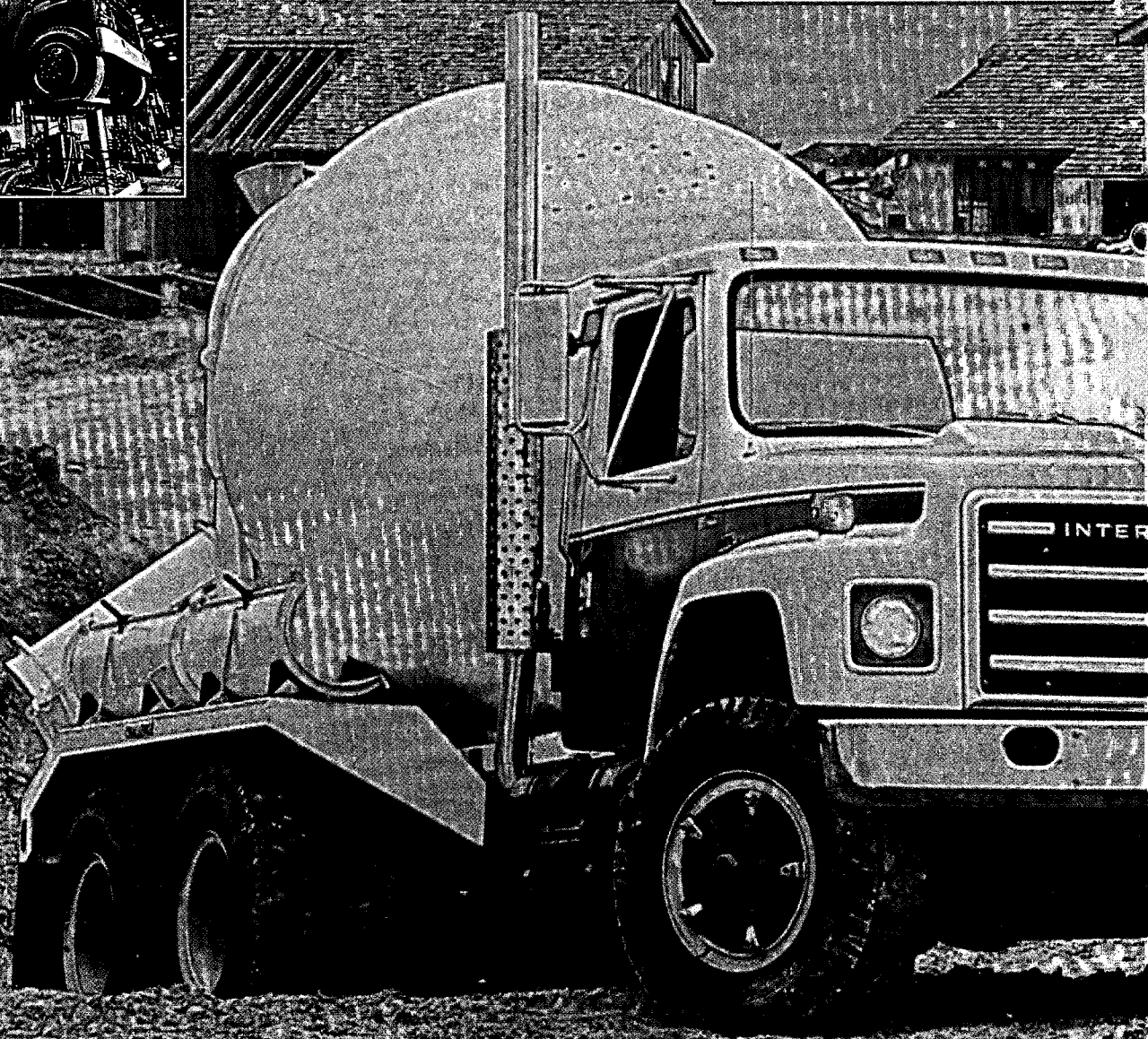
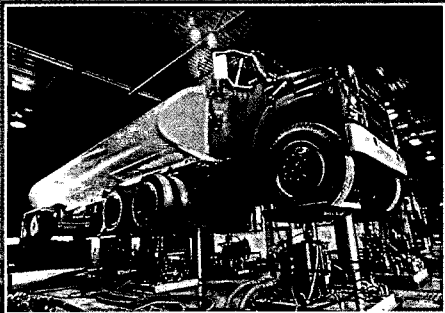
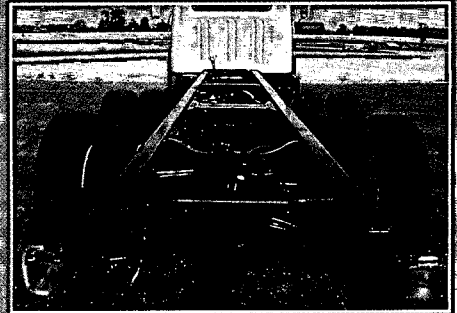
Every S-Series Medium and Medium-Heavy truck is built around heavy-duty components that have already been work-proven in the rugged Heavy-Duty S-Series. In addition, long before production, a fleet of test vehicles were carefully monitored under the toughest conditions most trucks ever face: on the job, day in and day out.

Heavy-duty strength, proven in heavy-duty testing. As further proof of the extraordinary strength built into the Medium and Medium-Heavy S-Series, International

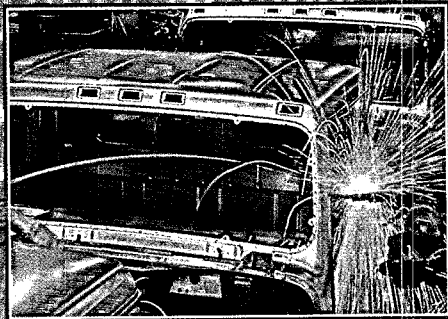
engineers devised a series of extraordinary tests. The kind of tests heavy-duty, over-the-road trucks have to pass. Severe-service tests over our Belgian-block course and Twist Track, designed to torture all but the strongest chassis to the point of failure. Day-and-night sustained-speed tests at our Phoenix Proving Grounds! And a Ride Simulator and Shaker Test equivalent to millions of miles of brutal punishment. And when they were done, the results were clear: the new S-Series were the toughest trucks in their class International had ever built.

Or ever tested.

Guaranteed strength to 110,000 PSI. International-built, test-proven frames are full-length, full-depth steel, with no bolts on the flanges. Extra strength can be added with inverted "L" and full "C" channel reinforcements to deliver up to 2,805,000 RBM.



A strong S-Series cab fights corrosion. Exclusive International cab construction means a tough cab that lasts longer. All main cab sections are zinc-coated steel to guard against corrosion. Zinc-rich primer covers the dash and door inner panels. And the entire cab outer skin is zinc-coated for extra protection.



S-Series suspension adds strength. Lock-on front spring shackles (9,000-lb. & larger axles) and lock-on spring pins give S-Series added durability and strong pin retention. Rear spring brackets on 4x2 and 4x4 models have plasma arc wear surfaces to reduce inter-leaf friction.

Extra attention to detail means extra strength. International manufactures components to strict quality-control standards. Air cleaners are specially designed for each engine, to protect against wear and increase engine working life. Diesel models have an under-hood frontal air intake, for improved efficiency. Radiators

are precisely matched to engine size for maximum cooling. The corrosion-resistant exhaust system is mounted high, for greater clearance in rough terrain. And all wiring is wrapped, or encased in special tubing, for added protection against high temperatures and abrasions. Even the cab marker lights are recessed for protection and feature tough, one-piece sealed Lexan® assembly.



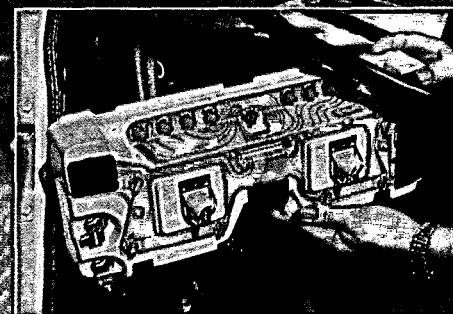
S-Series means quick-access service features—and quick service from the largest dealer network.

International knows you make your money on the job, not off it. So, when a truck is down and needs service fast—you can get it. Thanks to S-Series quick-access components, modular systems, and standardized parts. And a dealer service network no other truck can match.

Standard S-Series tilt hood lets you in on everything. The 70°-tilt fiberglass hood/fender assembly opens wide for quick and easy walk-up servicing. And service points are all well located for easy access. The de-aeration system eliminates hard-to-service radiator baffles on the Medium-Heavy trucks. Straight radiator hoses make replacement easy. Even the clutch and windshield-wiper linkages are easily serviceable and can be adjusted quickly.

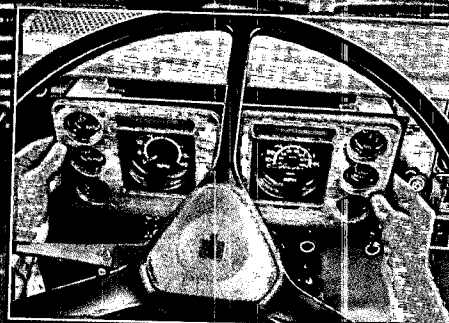
Standard equipment also includes a low-maintenance, long-life, 12-volt battery system designed to save replacement and maintenance costs. And maintenance-free batteries are available.

S-Series modular electrical system for on-target troubleshooting. Easy-access modular components simplify problem identification and correction. One solid-state instrument-cluster circuit panel replaces 50 separate parts; one positive-locking electrical connector replaces 25. The



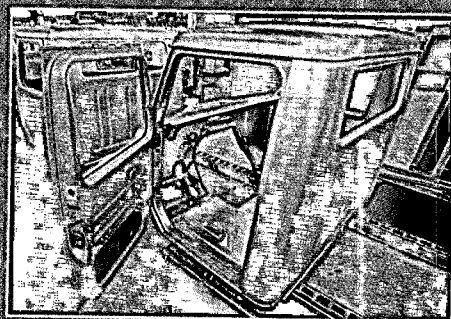
8
DIESEL
S 1800

entire electrical system is organized into 5 harnesses with each harness having its own series of easy-to-read diagrams to speed troubleshooting. And a centralized in-cab relay panel makes quick work of most electrical problems.



S-Series plug-in instrument gauges make service a snap. Quick-release tach and speedometer connections make repair or replacement fast and easy. And front access makes all instrument gauges convenient to service—just remove 5 screws to get at every gauge.

S-Series 1-piece door frame fits tight, repairs fast. One-piece door frame, plus single-piece door inner and outer panels, improve the solidity of the cab and sealing. The entire side panel can be easily replaced in the field without having to service a whole cab. And the repaired door will have the strength and tight fit of the original.



Fast service from the largest truck service network. Anywhere in the country, 24 hours a day, when you need service we'll back you up. With more facilities coast-to-coast devoted exclusively to truck service than any other manufacturer, International's ready to handle your particular problem right now.



Fast parts from our Computer parts network. Behind it all is the largest truck parts inventory in the business, to get you rolling sooner—and keep you rolling longer. Every International truck dealer carries a large parts inventory. And he's tied directly into a computerized system that can locate parts and provide fast delivery from any of 10 regional distribution centers.



Instant-Assist Road Service— call 800-447-4700 (in Illinois: 800-322-4400). Just dial the Troubleshooter II toll-free number any time, day or night, to reach the nearest International facility that's open to assist you. From the moment you call, a team of specially-trained operators and our service information computer are alerted and ready to help.

S-Series options and accessories complete your kind of truck.

You can tailor your new S-Series Medium or Medium-Heavy truck with performance, comfort, and appearance options the way you like them. Begin with heavy-duty frame, suspension, and power-train components work-proven in the S-Series Heavies. Then add luxury touches like AM/FM radio, air conditioning, and air-suspension seating. There are even 17 standard color combinations to choose from. You'll find that your International® dealer has an S-Series options-and-accessories list that's second to none. He can help put you in your kind of truck — exactly as you want it.

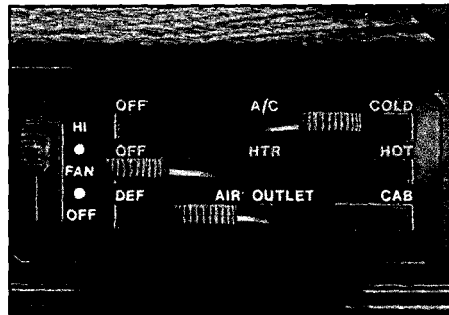
S-Series comfort and convenience:



Driver's suspension seat.^a Choose from National Cush-N-Air® and Bostrom Westcoaster (shown), for a smooth ride that cuts driver fatigue. Optional non-suspension individual seats and custom bench models are also available for your kind of seating comfort.

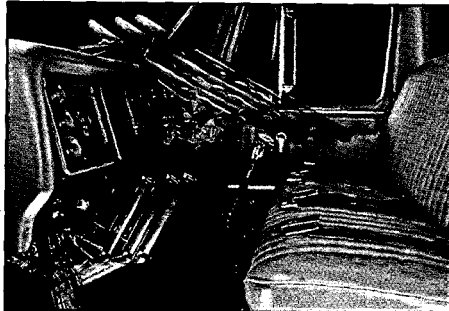
Custom Trim Package. Color-coordinated Sierra Tan interior includes woodgrain-finish instrument panel, door-operated dome light, automatic seatbelt retractors, and vinyl dispatch pouches. Exterior features include chrome-plated trim surrounding roof marker lights and windshield moulding.

Blend-Air® heating and air conditioning. Exclusive, in-dash system puts air conditioning, heat-

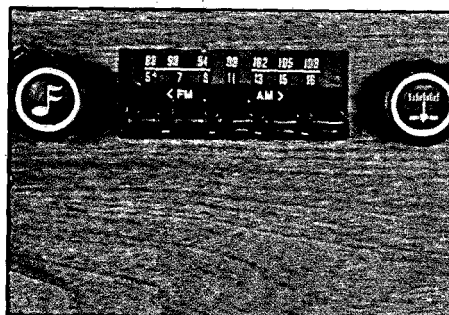


ing, dehumidifying, defrosting, and total year-round climate control at the driver's fingertips.

Power steering and adjustable steering column. Driving's easier with integral steering assist (standard on 4x4 and 6x6 models), and an optional telescoping steering column gives the driver the room he needs.

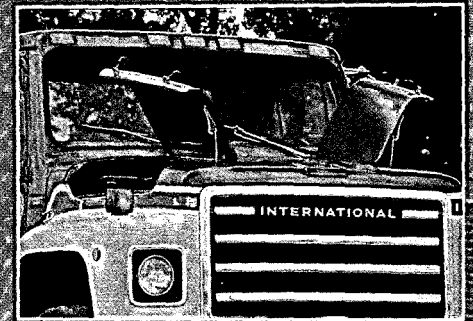


Dual-speaker radios. AM/FM or AM-only radios feature dual speakers for crisp, clean sound throughout the cab.



S-Series built-ins to match the job:

Service-access hatches. Quick access to engine maintenance areas makes service checks easy, without lifting hood. Stationary grille is also available when front-mounted equipment is used.



S-Series style:

Bright-finish anti-corrosion exhaust stack and guard^c

Bright-finish grille^a

Chrome bumpers

Circuit breakers controlling all electrical functions. Underdash block replaces fuse box, to eliminate changing fuses in the field or on the road.

Travel Crew Cab. Extended cab seats 6 easily, for transporting large crews on the job.

Tool compartment. Custom-fitted locking storage box under passenger seat protects tools and other valuables.

Dual air brake system. Extra stopping power and security under demanding conditions.

Heavy-duty bumper. Extra reinforcement for added protection against on-the-job hazards.

Cargo-area light. Broad beam illuminates bed for night loading and unloading.

^aNational Cush-N-Air not available on 1600.

^bAvailable on 1700, 1800, 1900—standard equipment on tractor and 6x6 models.

^cNot available on 1600 or 2100, except gas tractor.



Chrome-plated dual grab handles
Lightweight aluminum disc wheels

Specifications



	1600	1700	1800	1900	2100
Frame					
Straight-channel, 50,000-PSI steel	std.	std.	std.	std. exc. tandem	—
Straight-channel, 11,000-PSI steel	—	—	—	std. on tandem	opt. on tandem; std. w/tapered ends on all
Front Axle & Suspension					
5,000-lb. axle & susp.	std.	std.	—	—	—
6,000-lb. axle & susp.	susp. opt.	opt.	std. exc. 4x4	—	—
7,500-lb. axle & susp.	—	opt.	axle opt. (std. on 4x4)	std. on 4x2	std. exc. tandem
9,000-lb. axle & susp.	—	opt.	opt.	std. on tandem; opt. on 4x2	std. on tandem; axle opt. on all
(Additional front axles and suspensions available up to 12,000 lb.)					
Rear Axle & Suspension					
15,000-lb. axle	std.	std.	std. exc. diesel	—	—
15,500-lb. axle & susp.	susp. std.	axle opt.; susp. std.	axle opt.; susp. std. (exc. on diesel, 4x4)	—	—
17,000-lb. axle	—	opt.	std. on diesel; opt. gas models	—	—
17,500-lb. axle	—	opt.	opt.; std. on 4x4	std.	std. exc. tandem
(Additional rear axles available up to 23,000 lb.)					
18,500-lb. suspension	—	—	std. on diesel, 4x4	std. exc. tandem	std. exc. tandem
30,000-lb. tandem axle	—	—	—	std. on tandem	—
34,000-lb. tandem axle	—	—	—	opt. on tandem; std. on 6x6	std. on tandem
34,000-lb. susp.	—	—	—	std. on tandem	std. on tandem
38,000-lb. tandem axle & susp.	—	—	—	opt. on tandem exc. 6x6	opt. on tandem
Engines					
Gas					
V-345 (147 h.p.)	std.	std.	std. on 4x4	—	—
MV-404 2-bbl. (189 h.p.)	—	opt.	std. exc. 4x4; opt. on 4x4	std. on tandem	—
MV-404 4-bbl. (206 h.p.)	—	opt.	opt.	std. on 4x2; opt. on tandem	—
MV-446 (227 h.p.)	—	—	opt.	opt.	—
V-537 (203 h.p.)	—	—	—	—	std.
Diesel					
9.0 liter					
165 h.p.	std. on diesel	std. on diesel	std. on diesel	—	—
180 h.p.	—	opt.	opt.	std. on diesel tandem	—
DT-466 wet-sleeve 6					
180 h.p.	—	—	opt.	std. on diesel 4x2; opt. on tandem	std. on diesel
210 h.p.	—	—	opt. on 4x4	—	opt.
CAT 3208					
175 h.p.	—	opt.	opt. exc. 4x4	opt. exc. 6x6	opt.
200 h.p.	—	opt.	opt. exc. 4x4	opt. exc. 6x6	—
210 h.p.	—	opt.	—	opt. exc. 6x6	opt.
Transmissions					
4-speed manual	std. (gas)	std.	std. exc. diesel	—	—
5-speed manual	std. on diesel	opt.	std. on diesel	std.	std.
10-speed manual	—	opt. exc. diesel	opt. exc. 4x4	opt. exc. 6x6	opt.
13-speed manual	—	opt. on diesel	opt. on diesel exc. 4x4	opt. on tandem exc. 6x6	—
4-speed automatic	opt.	opt.	opt.	opt. exc. diesel; tandem; tractor	opt.
5-speed automatic	—	opt. on diesel	opt. exc. 4x4	opt. exc. tractor, 6x6	—

(Check your dealer for additional specifications and full options availability.)

Specifications, descriptions, and illustrative material in this literature are as accurate as known at time of publication, but are subject to change without notice. Illustrations may include optional equipment and accessories, and may not include all standard equipment.

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International Harvester Company, Chicago, Ill. 60611

AD-40670 JI





INTERNATIONAL®
S-SERIES
1600, 1700, 1800
1900, 2100



Your kind of tough.
The medium and medium-heavy trucks built
around proven heavy-duty S-Series features.

Your kind of chassis.

1600 S-Series

97.5" BBC short conventional truck. A gas- or diesel-powered truck that's ideal for medium-duty applications. Single axle, with GVW's to 35,000 lbs.

1700 S-Series

97.5" BBC short conventional truck. Single axle, with GVW's to 40,000 lbs. (gas) or 45,000 lbs. (medium-duty diesel).

1800 S-Series

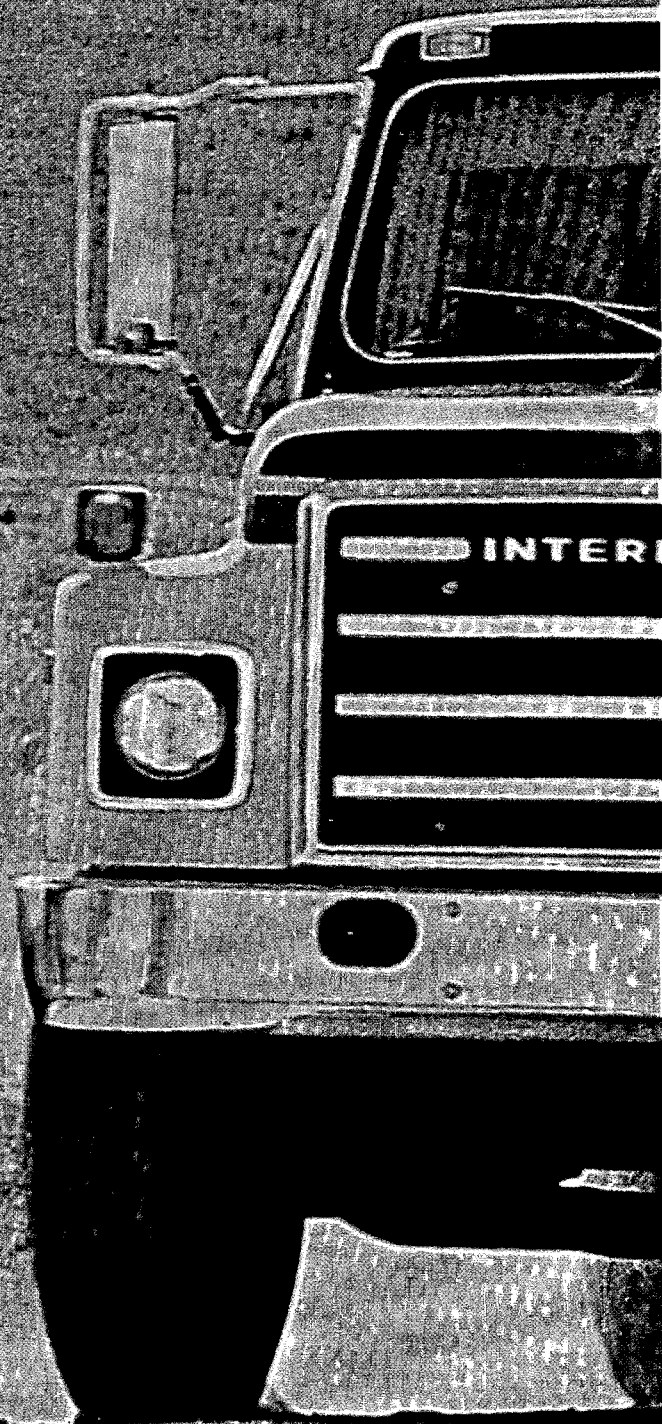
97.5" BBC short conventional truck. Medium-duty gas or diesel power to match medium-duty needs. Single axle, with GVW's to 45,000 lbs.

1900 S-Series

Choose from a single-axle 97.5" BBC short conventional truck or tractor, or a tandem-axle 100.3" BBC conventional truck. Gas or diesel power. GCW's to 65,000 lbs.

2100 S-Series

91.3" BBC short conventional tractor that's ideal for medium-heavy applications. Single or tandem axle. GCW's to 65,000 lbs.



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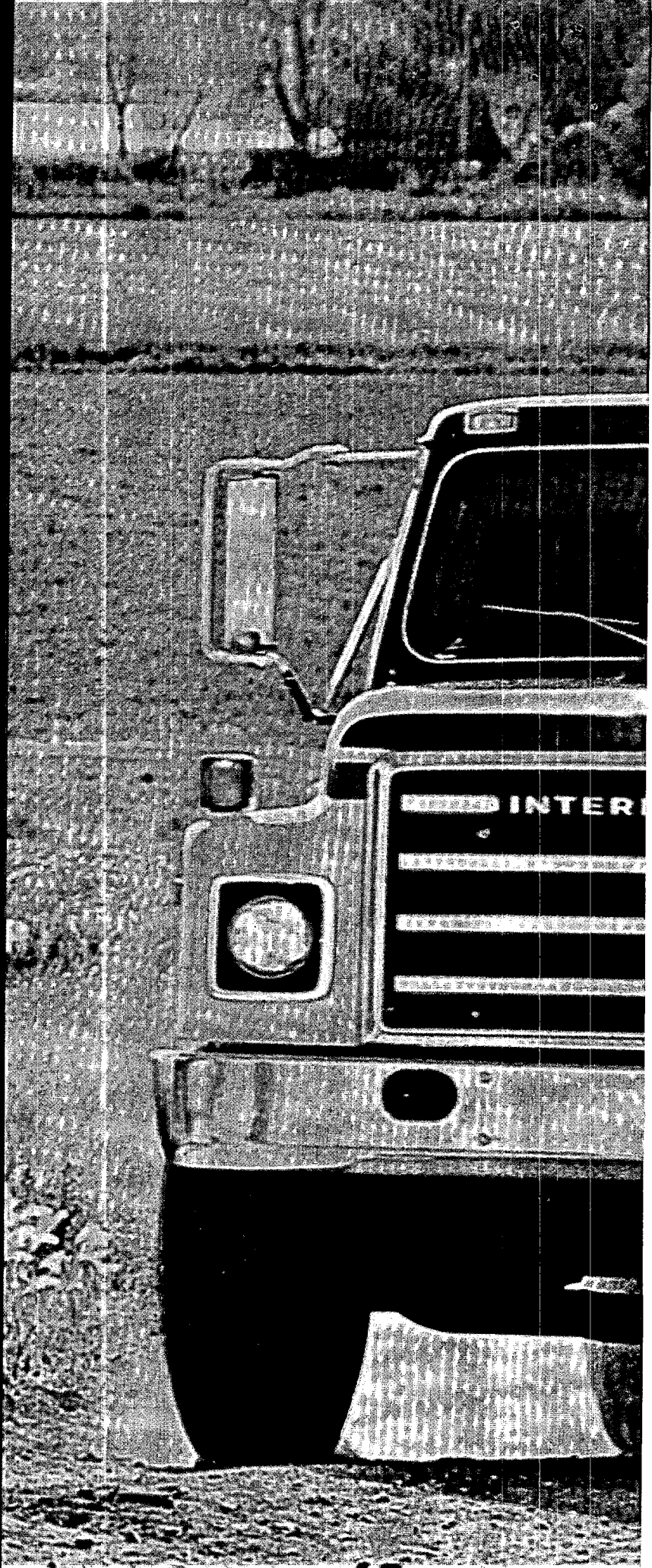
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We didn't just update old ideas—we engineered a better kind of truck, from the tires on up. Then we built in the exclusive International features pioneered in our Heavy-Duty S-Series. All to bring you a truck designed to be the toughest, most efficient in its class. A truck that promises to lower your overall cost of ownership.

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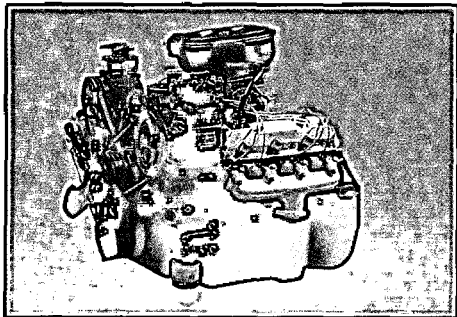


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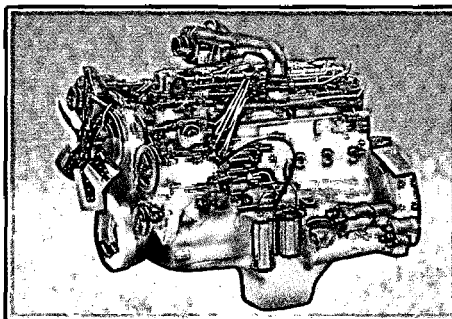
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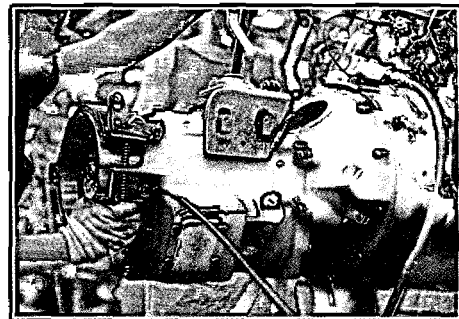
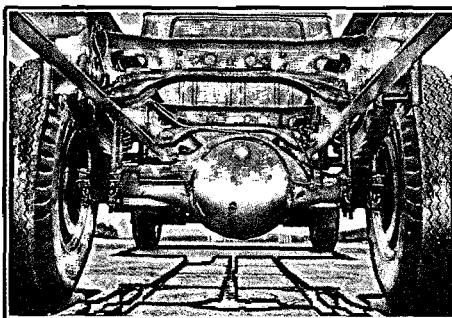
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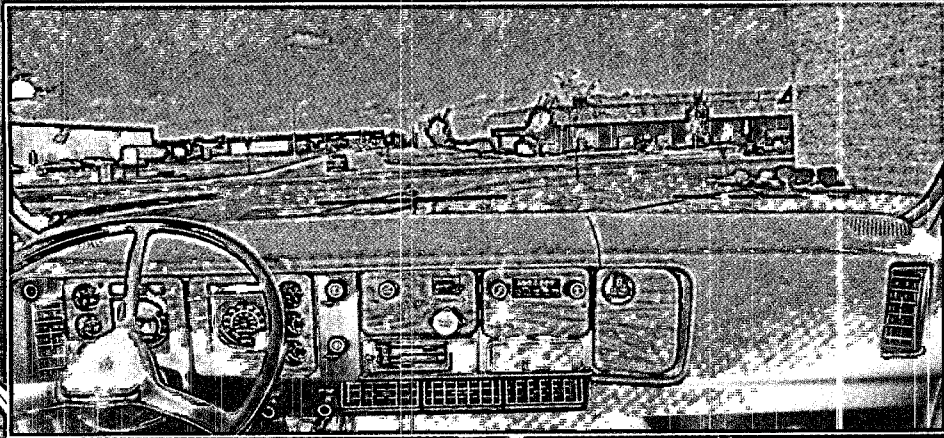


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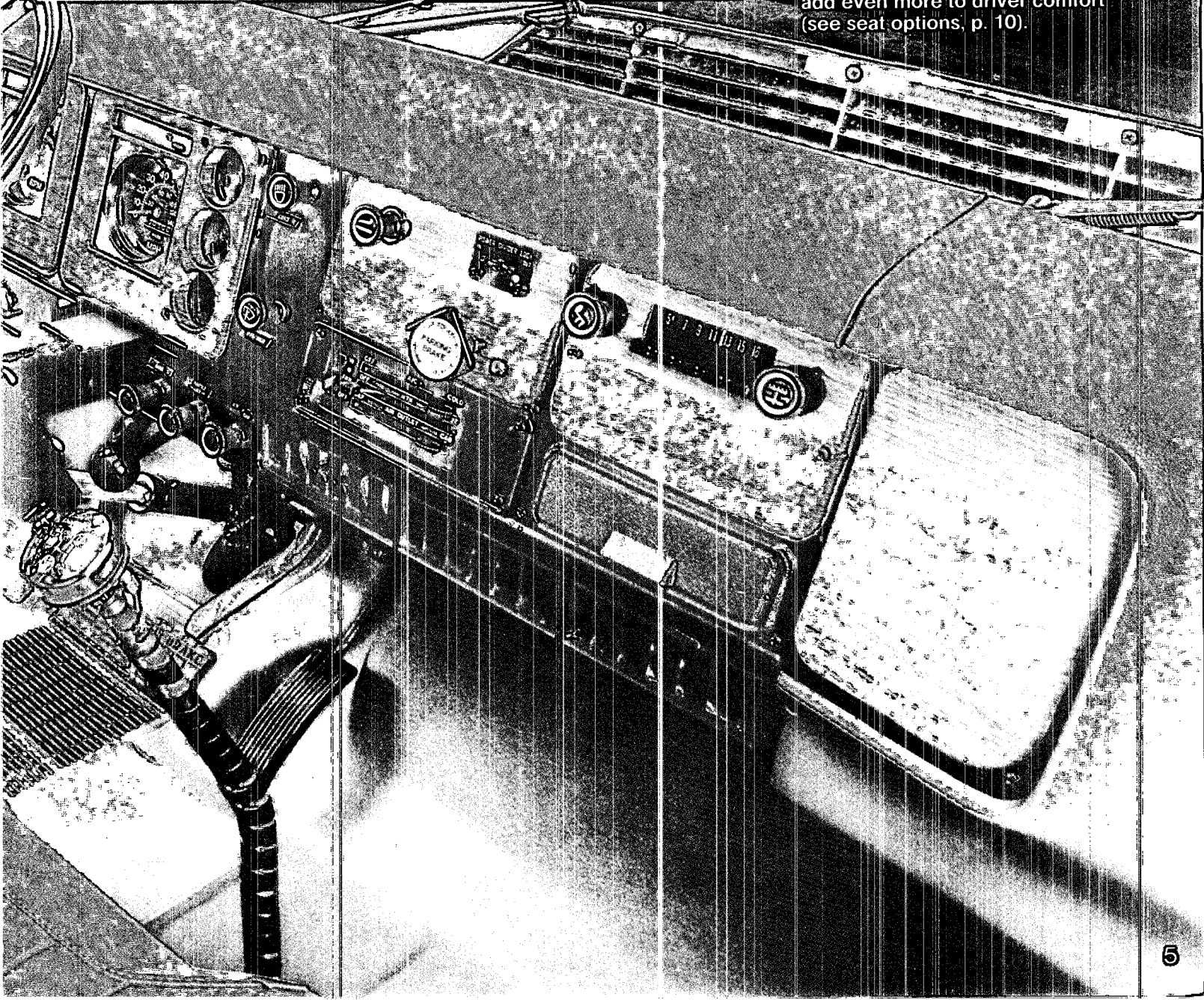
S-Series cab design gives drivers big-truck room and big-truck comfort. There's plenty of S-Series knee and leg room to stretch out in, with heating, ventilation, and available air conditioning all integrated into the dash, so there are no unwanted intrusions on driver or passenger. And no other truck gives you more shoulder room than S-Series, so there's plenty of room to get the job done.

S-Series standard extras include a better view of things. Straight ahead, there's better vision through the extra-large, distortion-free windshield. Easy-to-read instruments, lights and gauges are grouped in one well-marked panel for extra visibility. Extra-large, no-gap sun visors block out glare and heat. Even the windshield wiper/washer system is extra-efficient, so the driver isn't distracted from the job in bad weather. (There's also extra door-sealing and cab insulation to lock out wind, weather and outside noise!)

Fresh-air ventilation through 5 big ducts. An advanced air-intake scoop design provides fresh air that's protected from road dirt and road-level exhaust fumes. Integral fan distributes a driver-controlled high-pressure flow of fresh air throughout the cab. And the driver can enjoy forced ventilation even at low speeds.



Comfortable S-Series seats and convenient dispatch pouches. Dispatch cases are mounted on the driver's door in all Medium-Heavy models. (Removable vinyl dispatch pouches shown are included in available Custom Trim package.) In addition, there's large under-seat storage space with available full-width bench seats, and you can order lockable storage compartments. A full range of seating choices includes individual full-foam buckets, and available air-suspension seats can add even more to driver comfort (see seat options, p. 10).



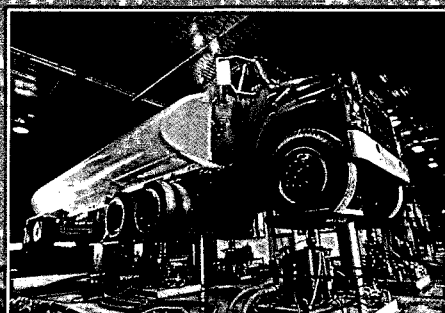
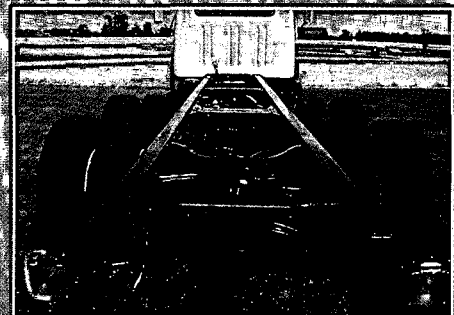
Get your kind of strength in the trucks that passed the toughest tests of all.

Every S-Series Medium and Medium-Heavy truck is built around heavy-duty components that have already been work-proven in the rugged Heavy-Duty S-Series. In addition, long before production, a fleet of test vehicles were carefully monitored under the toughest conditions most trucks ever face on the job, day in and day out.

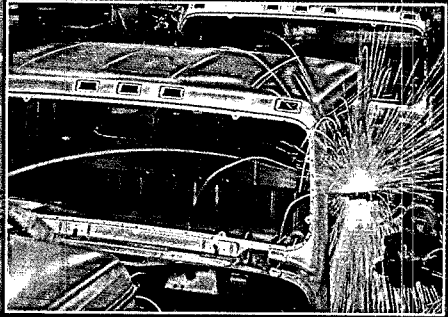
Heavy-duty strength, proven in heavy-duty testing. As further proof of the extraordinary strength built into the Medium and Medium-Heavy S-Series, International

engineers devised a series of extraordinary tests. The kind of tests heavy-duty, over-the-road trucks have to pass. Severe-service tests over our Belgian-block course and Twist Track, designed to torture all but the strongest chassis to the point of failure. Day-and-night sustained-speed tests at our Phoenix Proving Grounds. And a Ride Simulator and Shaker Test equivalent to millions of miles of brutal punishment. And when they were done, the results were clear: the new S-Series were the toughest trucks in their class International had ever built.
Or ever tested.

Guaranteed strength to 110,000 PSI. International-built, test-proven frames are full-length, full-depth steel, with no bolts on the flanges. Extra strength can be added with inverted "L" and full "C" channel reinforcements to deliver up to 2,805,000 RBM.



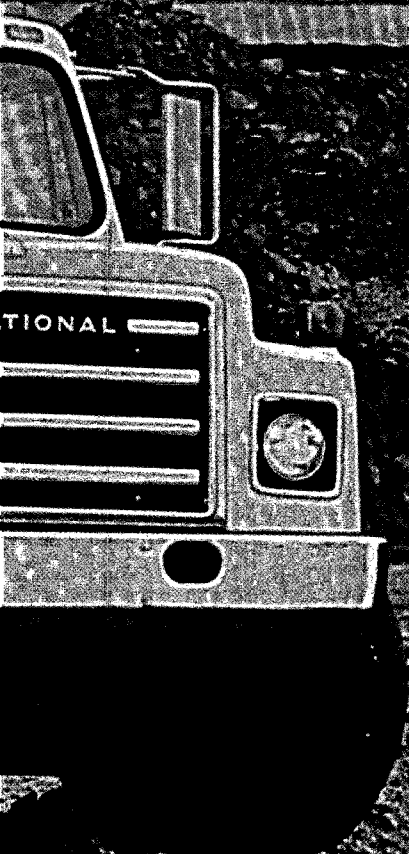
A strong S-Series cab fights corrosion. Exclusive International cab construction means a tough cab that lasts longer. All main cab sections are zinc-coated steel to guard against corrosion. Zinc-rich primer covers the dash and door inner panels. And the entire cab outer skin is zinc-coated for extra protection.



S-Series suspension adds strength. Lock-on front spring shackles (9,000-lb. & larger axles) and lock-on spring pins give S-Series added durability and strong pin retention. Rear spring brackets on 4x2 and 4x4 models have plasma arc wear surfaces to reduce inter-leaf friction.

Extra attention to detail means extra strength. International manufactures components to strict quality-control standards. Air cleaners are specially designed for each engine, to protect against wear and increase engine working life. Diesel models have an under-hood frontal air intake, for improved efficiency. Radiators

are precisely matched to engine size for maximum cooling. The corrosion-resistant exhaust system is mounted high, for greater clearance in rough terrain. And all wiring is wrapped, or encased in special tubing, for added protection against high temperatures and abrasions. Even the cab marker lights are recessed for protection and feature tough, one-piece sealed Lexan® assembly,



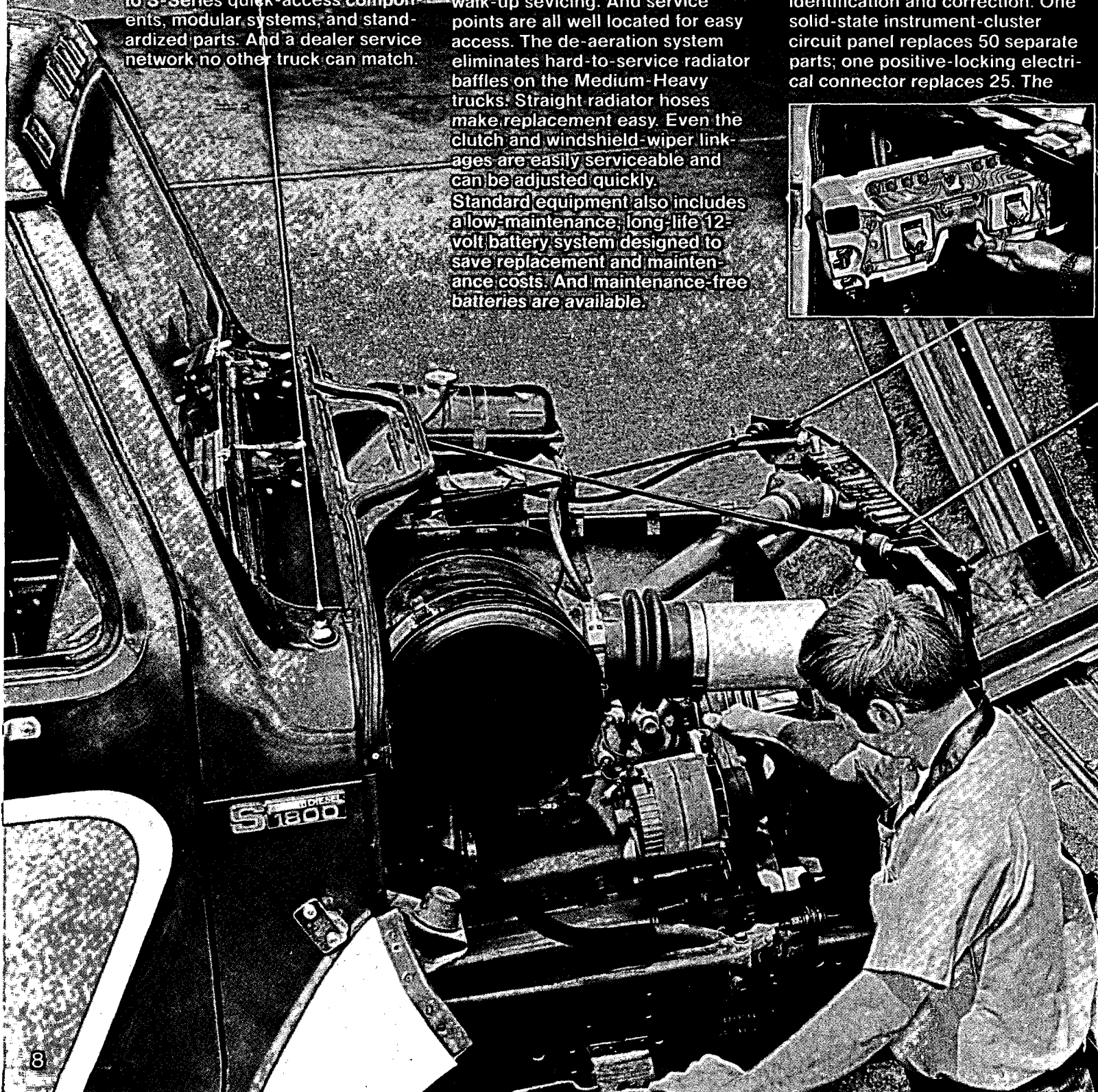
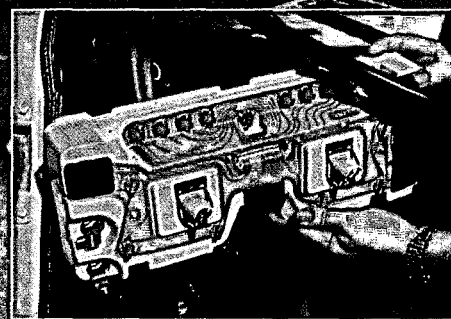
S-Series means quick-access service features—and quick service from the largest dealer network.

International knows you make your money on the job, not off it. So, when a truck is down and needs service fast—you can get it. Thanks to S-Series quick-access components, modular systems, and standardized parts. And a dealer service network no other truck can match.

Standard S-Series tilt hood lets you in on everything. The 70°-tilt fiberglass hood/fender assembly opens wide for quick and easy walk-up servicing. And service points are all well located for easy access. The de-aeration system eliminates hard-to-service radiator baffles on the Medium-Heavy trucks. Straight radiator hoses make replacement easy. Even the clutch and windshield-wiper linkages are easily serviceable and can be adjusted quickly.

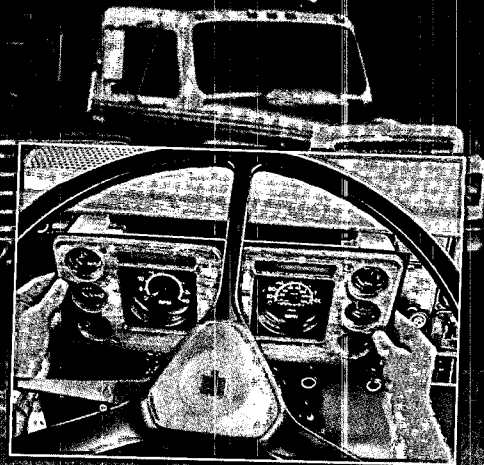
Standard equipment also includes a low-maintenance, long-life 12-volt battery system designed to save replacement and maintenance costs. And maintenance-free batteries are available.

S-Series modular electrical system for on-target troubleshooting. Easy-access modular components simplify problem identification and correction. One solid-state instrument-cluster circuit panel replaces 50 separate parts; one positive-locking electrical connector replaces 25. The



S 1800 DIESEL

entire electrical system is organized into 5 harnesses with each harness having its own series of easy-to-read diagrams to speed troubleshooting. And a centralized in-cab relay panel makes quick work of most electrical problems.



S-Series plug-in instrument gauges make service a snap. Quick-release tach and speedometer connections make repair or replacement fast and easy. And front access makes all instrument gauges convenient to service — just remove 5 screws to get at every gauge.

S-Series 1-piece door frame fits tight, repairs fast. One-piece door frame, plus single-piece door inner and outer panels, improve the solidity of the cab and sealing. The entire side panel can be easily replaced in the field without having to service a whole cab. And the repaired door will have the strength and tight fit of the original.



Fast service from the largest truck service network. Anywhere in the country, 24 hours a day, when you need service we'll back you up. With more facilities coast-to-coast devoted exclusively to truck service than any other manufacturer, International's ready to handle your particular problem right now.



Fast parts from our Computair parts network. Behind it all is the largest truck parts inventory in the business, to get you rolling sooner — and keep you rolling longer. Every International truck dealer carries a large parts inventory. And he's tied directly into a computerized system that can locate parts and provide fast delivery from any of 10 regional distribution centers.



Instant-Assist Road Service — call 800-447-4700 (in Illinois: 800-322-4400). Just dial the Troubleshooter II toll-free number any time, day or night, to reach the nearest International facility that's open to assist you. From the moment you call, a team of specially-trained operators and our service information computer are alerted and ready to help.

S-Series options and accessories complete your kind of truck.

You can tailor your new S-Series Medium or Medium-Heavy truck with performance, comfort, and appearance options the way you like them. Begin with heavy-duty frame, suspension, and power-train components work-proven in the S-Series Heavies. Then add luxury touches like AM/FM radio, air conditioning, and air-suspension seating. There are even 17 standard color combinations to choose from. You'll find that your International® dealer has an S-Series options-and-accessories list that's second to none. He can help put you in your kind of truck — exactly as you want it.

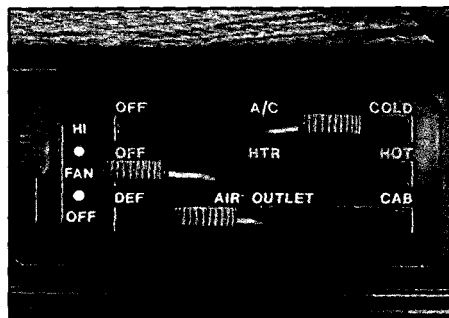
S-Series comfort and convenience:



Driver's suspension seat.^a Choose from National Cush-N-Air® and Bostrom Westcoaster (shown), for a smooth ride that cuts driver fatigue. Optional non-suspension individual seats and custom bench models are also available for your kind of seating comfort.

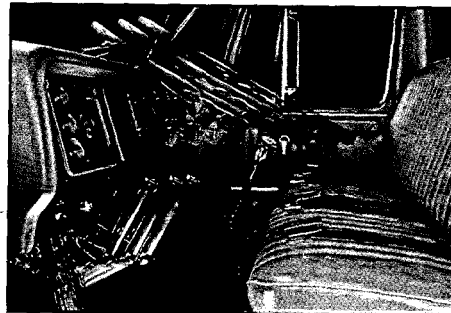
Custom Trim Package. Color-coordinated Sierra Tan interior includes woodgrain-finish instrument panel, door-operated dome light, automatic seatbelt retractors, and vinyl dispatch pouches. Exterior features include chrome-plated trim surrounding roof marker lights and windshield moulding.

Blend-Air® heating and air conditioning. Exclusive, in-dash system puts air conditioning, heat-

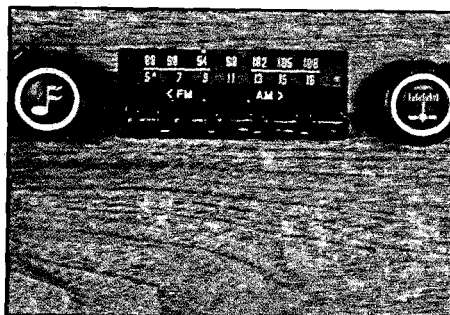


ing, dehumidifying, defrosting, and total year-round climate control at the driver's fingertips.

Power steering and adjustable steering column. Driving's easier with integral steering assist (standard on 4x4 and 6x6 models), and an optional telescoping steering column gives the driver the room he needs.



Dual-speaker radios. AM/FM or AM-only radios feature dual speakers for crisp, clean sound throughout the cab.



S-Series built-ins to match the job:

Service-access hatches. Quick access to engine maintenance areas makes service checks easy, without lifting hood. Stationary grille is also available when front-mounted equipment is used.



S-Series style:

Bright-finish anti-corrosion exhaust stack and guard^c

Bright-finish grille^a

Chrome bumpers

Circuit breakers controlling all electrical functions. Underdash block replaces fuse box, to eliminate changing fuses in the field or on the road.

Travel Crew Cab. Extended cab seats 6 easily, for transporting large crews on the job.

Tool compartment. Custom-fitted locking storage box under passenger seat protects tools and other valuables.

Dual air brake system.^b Extra stopping power and security under demanding conditions.

Heavy-duty bumper.^c Extra reinforcement for added protection against on-the-job hazards.

Cargo-area light. Broad beam illuminates bed for night loading and unloading.

^aNational Cush-N-Air not available on 1600.
^bAvailable on 1700, 1800, 1900—standard equipment on tractor and 6x6 models.
^cNot available on 1600 or 2100, except gas tractor.



Chrome-plated dual grab handles
Lightweight aluminum disc wheels

Specifications



	1600	1700	1800	1900	
Frame					
Straight-channel, 50,000-PSI steel	std.	std.	std.	std. exc. tandem	=
Straight-channel, 11,000-PSI steel	=	=	=	std. on tandem	opt. on tandem; std. w/ tapered ends on all
Front Axle & Suspension					
5,000-lb. axle & susp.	std.	std.	=	=	=
6,000-lb. axle & susp.	susp. opt.	opt.	std. exc. 4x4	=	=
7,500-lb. axle & susp.	=	opt.	axle opt. (std. on 4x4)	std. on 4x2	std. exc. tandem
9,000-lb. axle & susp.	=	opt.	opt.	std. on tandem; opt. on 4x2	std. on tandem; axle opt. on all
(Additional front axles and suspensions available up to 12,000 lb.)					
Rear Axle & Suspension					
15,000-lb. axle	std.	std.	std. exc. diesel	=	=
15,500-lb. axle & susp.	susp. std.	axle opt.; susp. std.	axle opt.; susp. std. (exc. on diesel, 4x4)	=	=
17,000-lb. axle	=	opt.	std. on diesel; opt. gas models	=	=
17,500-lb. axle	=	opt.	opt.; std. on 4x4	std.	std. exc. tandem
(Additional rear axles available up to 23,000 lb.)					
18,500-lb. suspension	=	=	std. on diesel, 4x4	std. exc. tandem	std. exc. tandem
30,000-lb. tandem axle	=	=	=	std. on tandem	=
34,000-lb. tandem axle	=	=	=	opt. on tandem; std. on 6x6	std. on tandem
34,000-lb. susp.	=	=	=	std. on tandem	std. on tandem
38,000-lb. tandem axle & susp.	=	=	=	opt. on tandem exc. 6x6	opt. on tandem
Engines					
Gas					
V-345 (147 h.p.)	std.	std.	std. on 4x4	=	=
MV-404 2-bbl. (189 h.p.)	=	opt.	std. exc. 4x4; opt. on 4x4	std. on tandem	=
MV-404 4-bbl. (206 h.p.)	=	opt.	opt.	std. on 4x2; opt. on tandem	=
MV-446 (227 h.p.)	=	=	opt.	opt.	=
V-537 (203 h.p.)	=	=	=	=	std.
Diesel					
9.0 liter					
165 h.p.	std. on diesel	std. on diesel	std. on diesel	=	=
180 h.p.	=	opt.	opt.	std. on diesel tandem	=
DT-466 wet-sleeve 6					
180 h.p.	=	=	opt.	std. on diesel 4x2; opt. on tandem	std. on diesel
210 h.p.	=	=	opt. on 4x4	=	opt.
CAT 3208					
175 h.p.	=	opt.	opt. exc. 4x4	opt. exc. 6x6	opt.
200 h.p.	=	opt.	opt. exc. 4x4	opt. exc. 6x6	=
210 h.p.	=	opt.	=	opt. exc. 6x6	opt.
Transmissions					
4-speed manual	std. (gas)	std.	std. exc. diesel	=	=
5-speed manual	std. on diesel	opt.	std. on diesel	std.	std.
10-speed manual	=	opt. exc. diesel	opt. exc. 4x4	opt. exc. 6x6	opt.
13-speed manual	=	opt. on diesel	opt. on diesel exc. 4x4	opt. on tandem exc. 6x6	=
4-speed automatic	opt.	opt.	opt.	opt. exc. diesel tandem; tractor	opt.
5-speed automatic	=	opt. on diesel	opt. exc. 4x4	opt. exc. tractor, 6x6	=

(Check your dealer for additional specifications and full options availability.)

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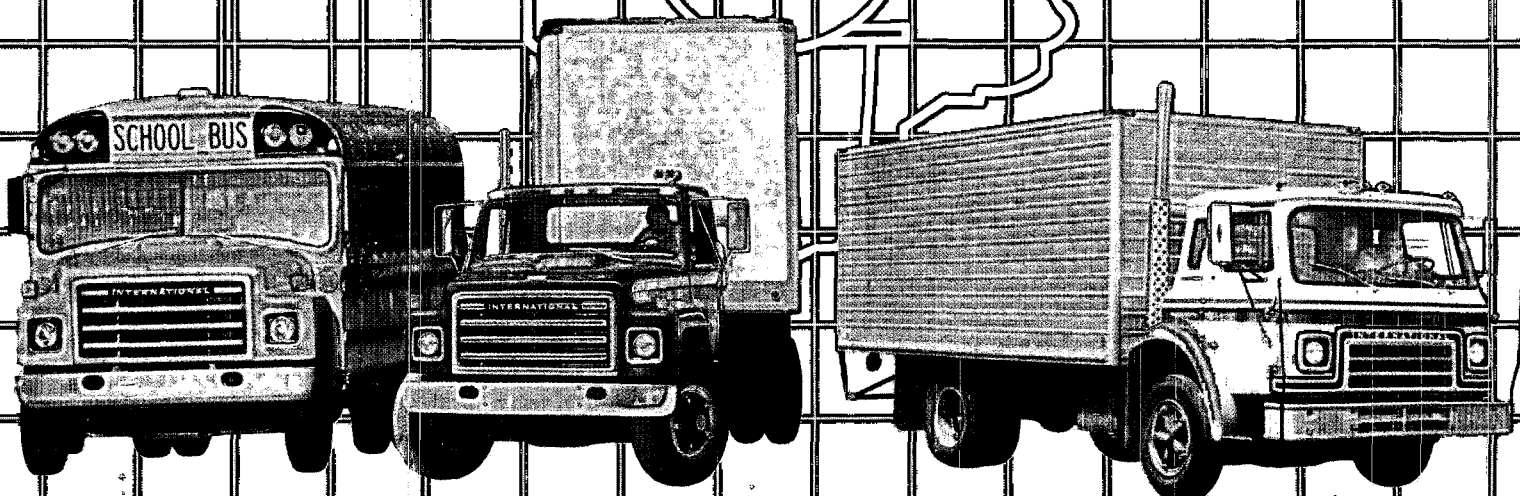
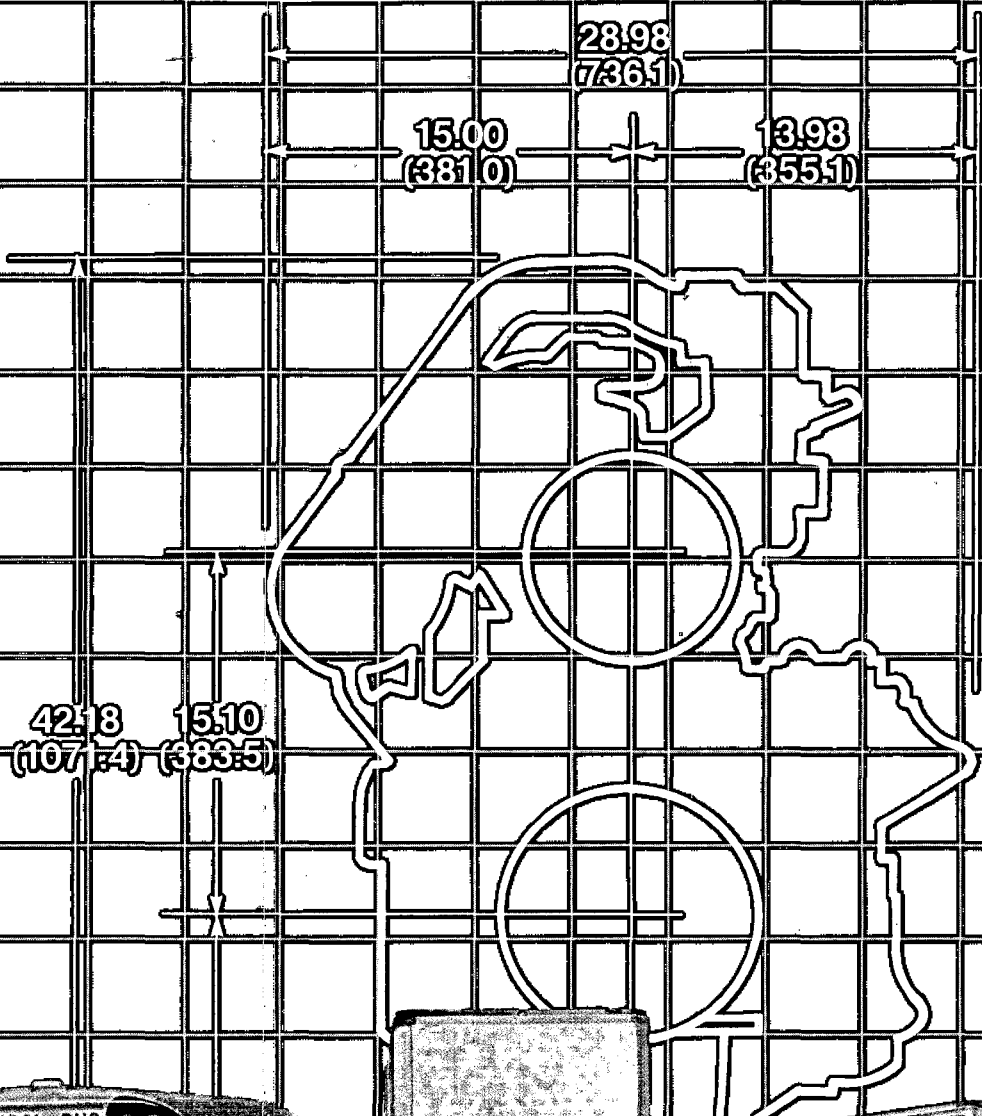
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AD-40670-J1



INTERNATIONAL TRUCKS

INTERNATIONAL® DT-466 DIESEL ENGINE



The medium-duty diesel with heavy-duty strength.

Rebuildable in chassis from top to bottom.

The biggest difference of all between the DT-466 and most medium-duty diesels is the DT-466's "big-bore" rebuildability.

Its wet-type cylinder liners are replaceable in chassis, without removing and reinstalling the cylinder block.

Replaceable valve guides and valve seat inserts make the cylinder head completely rebuildable as well.

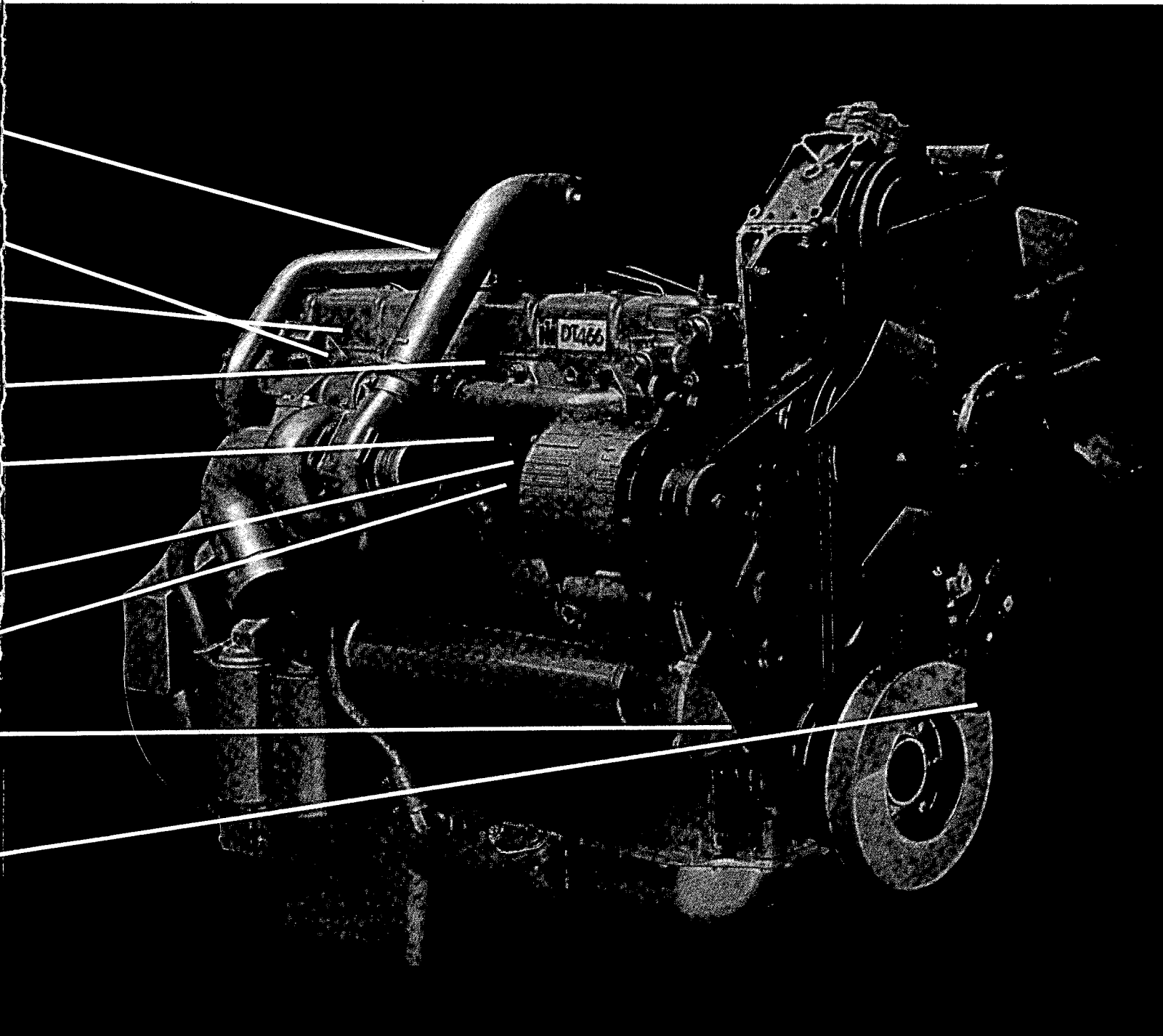
The result is a diesel that not only outlasts virtually every other engine in its class, but can save you money if and when service is needed.

Lower repair costs, plus longer renewed life.

The ability to rebuild the DT-466 in chassis reduces the time needed for most major repairs. This pays off in lower repair costs in most instances. The table at right shows a comparison between repair costs for the DT-466 and an ordinary diesel without the DT-466's special rebuildability feature.

As the table also shows, the DT-466 gives you an added bonus at repair time: 5-10% greater estimated renewed life than with ordinary diesels.

And because the working parts of the DT-466 are completely replaceable, this extraordinary diesel has a nearly unlimited potential operating life.



Turbocharged diesel efficiency.

Another "big-bore" feature built into the DT-466 is a turbocharger for increased fuel economy, power, and high-altitude performance.

It packs more air into each cylinder than is supplied with natural aspiration alone, for more complete fuel combustion. It also quiets the exhaust so effectively that the DT-466 is probably the quietest medium-duty diesel you can buy.

For even more efficient operation, the DT-466 has a built-in fuel-injection pump timing advance. And an excess-fuel control device permits unaided cold starts down to 10°F (-12°C); an available measured-shot ether system will extend starting range to -40°F (-40°C).

Fuel nozzles are mounted outside cylinder-head cover, for protection against fuel contamination of lubricating oil and for easy access.

Cylinder head has 6 bolts per cylinder for more positive head-gasket clamping, minimizing the possibility of leaks or warpage.

Positive valve rotators on all valves distribute wear and heat evenly, reduce distortion, and increase operating life.

Valve guides and valve-seat inserts are replaceable to allow rebuilding of cylinder head.

Aluminum-alloy pistons with 3-ring "balanced-pressure" design use combustion pressures to load rings and restrict oil from entering the combustion chamber, for dramatically reduced oil consumption and extended engine life.

Ni-Resist top-ring inserts prolong ring life.

Two oil spray jets per cylinder ensure efficient piston cooling and wristpin lubrication.

Regrindable, forged-steel crankshaft features seven main bearings plus induction-hardened journals and fillets for better strength, wear- and damage-resistance, and longer service life.

Mechanical all-speed governor maintains set speed within narrow range to meet varying power demands when accelerating, climbing hills, or operating power take-off.

The International[®] DT-466. First of its kind. First in its class. And first in durability.

This is the engine that practically started the medium-duty diesel revolution all by itself.

The International DT-466.

Built to deliver up to 250,000 miles between overhauls, the DT-466 has proven itself in applications where fuel economy and engine durability are critical.

And its reputation for efficiency, strength, and performance has made International the U.S. leader in medium-duty diesels.

Here's why.

Heavy-duty features for heavy-duty strength.

The DT-466 is the only medium-duty domestic diesel of its kind.

Its inline design is based on heavy-duty features found in "big-bore" truck engines. So, it can deliver the same kind of rugged efficiency and extended engine life as the heavy haulers in over-the-road service.

Its high-strength alloy iron block is deep-skirted for exceptional block rigidity.

Its wet-type, replaceable cylinder sleeves are induction-hardened and preconditioned by a two-step "plateau-honing" process that improves oil control and eliminates the need for a special break-in period.

No other medium-duty diesel can match the protection of the DT-466's exclusive lubrication control system: parallel-flow oil cooling, oil-pressure regulation, and oil-jet spray piston cooling.

Valves are of extra-hard nickel-chrome alloy, and a special "Polydyne"-design camshaft of hardened forged steel reduces valve closing speed for gentle valve seating and longer valve life. Additional benefits include extended valve-lash adjustment periods (at 90,000 miles) and a 53% over-speed capacity for relatively safe operation up to 4000 rpm.

ENGINE PROBLEM	REPAIR OPTION	PARTS & LABOR (EST.) ¹		RENEWED LIFE (EST.)	
		IH DT-466	ORDINARY DIESEL	IH DT-466	ORDINARY DIESEL
Wearout	• In-frame overhaul	\$875	\$900	70-80%	50-60%
One Cylinder Damaged	• Bore one cylinder (or replace sleeve kit) • Replace cylinder block ²	\$590 —	\$1,400 \$2,350	75-85% —	70-80% 75-85%
Block Cylinders Worn	• Bore cylinder block (or replace sleeve kit) • Replace cylinder block ²	\$1,594 —	\$1,450 \$2,200	80-90% —	70-80% 70-80%
Crankshaft Damaged	• Regrind crankshaft • Replace crankshaft	\$1,375 \$1,975	\$1,700 \$2,150	75-85% 75-85%	70-80% 70-80%
Crankshaft and Block Damaged	• New main caps and grind crank	\$1,775	\$1,650	75-85%	70-80%
	• Bore mains and new crank	\$2,000	\$2,050	75-85%	70-80%
	• New crank and new block	\$2,875	\$3,000	80-90%	75-85%
	• Remanufactured short block	—	\$2,300	—	80-90%
	• New short block	\$3,480	\$2,900	85-95%	80-90%
	• Remanufactured engine	—	\$3,500	—	100%

¹Based on average costs for parts and labor as of August, 1979.

²Some engines may permit use of dry-sleeve salvage repair to save block.

500,000 miles—or more.

Translated into miles of operation, the DT-466's total rebuildability and high predicted renewed life add up to some very impressive figures. The table at right shows how the DT-466 stacks up, on the average, against ordinary medium-duty diesels and (as a basis of comparison for first-time diesel shoppers) against gasoline-powered engines.

With numbers like these, it's no surprise to find many DT-466's in actual use still going strong, well after 500,000 miles of dependable service.

	GAS ENGINES	ORDINARY DIESELS	IH DT-466
Miles to first overhaul ³	90,000 mi.	110,000 mi.	250,000 mi. (rebuildable in chassis)
Expected life	150,000 mi. (scrap)	170,000 mi. (may be rebuildable)	Fully rebuildable (no limit on number of times)

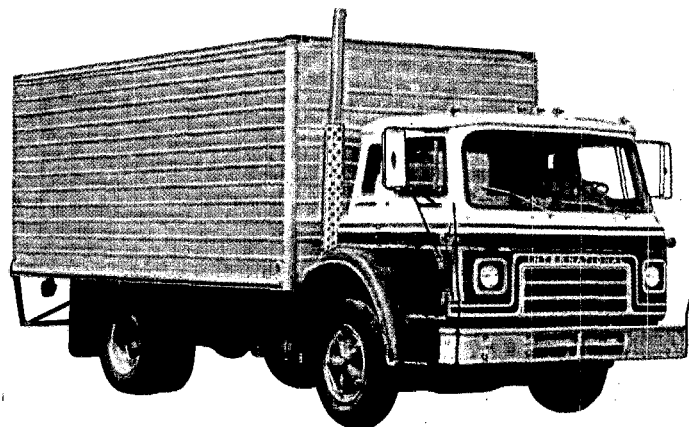
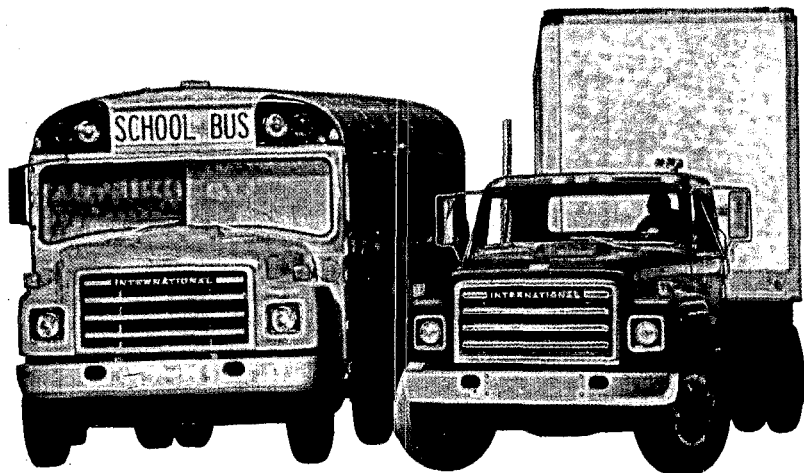
³Diesel overhaul consists of cylinder rebore or cylinder-sleeve replacement; crank regrind; new rings; new bearings; valves ground and seated. Gas-engine overhaul includes the same, plus carburetor rebuild, and any ignition repairs needed.

Your kind of engine in your kind of truck.

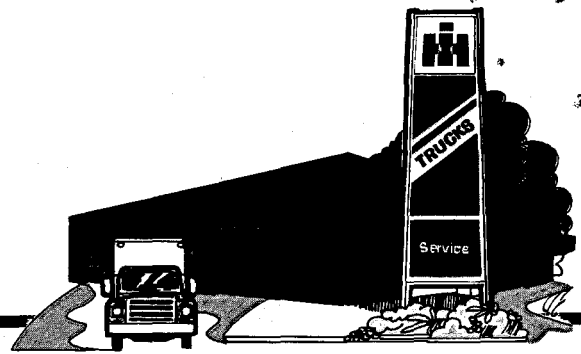
The DT-466 is ideal for virtually any medium-to-medium-heavy application, but particularly for in-city pickup and delivery; refuse work; short-haul, dump, and mixer operations; and other applications that demand heavy-duty strength in a medium diesel-powered truck.

It is available with either 180 or 210 horsepower in International® medium and medium-heavy S-Series, Cargostar®, and heavy-duty Paystar® trucks in all 50 states.

And for school-bus applications, the DT-466 may be specified in the International Schoolmaster—the most advanced bus chassis available.



INTERNATIONAL DT-466 DIESEL



Backed by your kind of truck service.

Your International truck dealer offers high-quality, fast service by factory-trained specialists, backed up by years of experience with medium- and heavy-duty diesels. He also stocks a large parts selection and has 24-hour access to the IH nationwide computerized parts distribution network.

See your International dealer for expert assistance in selecting and maintaining the most cost-efficient truck and powertrain combination for your operation.

He'll be glad to help.

SPECIFICATIONS

ENGINE:	4-cycle diesel		
CONFIGURATION:	Inline 6		
DISPLACEMENT:	466.4 cu. in. (7.6 liters)		
BORE & STROKE:	4.301 x 5.350 in.		
COMPRESSION RATIO:	16.3 to 1		
	DT-466 180 H.P.	DT-466 210 H.P.	DTI-466 210 H.F.
ASPIRATION:	Turbocharged	Turbocharged	Turbocharged intercooled
HORSEPOWER @ RPM:	180 @ 2600	210 @ 2600	210 @ 2600
TORQUE, LB-FT @ RPM:	421 @ 1800	488 @ 1800	478.5 @ 1800
TORQUE RISE:	21%	15%	12.9%
WEIGHT, LB:	1400	1400	1475
ELECTRICAL SYSTEM:	12-volt, negative ground		



INTERNATIONAL HARVESTER

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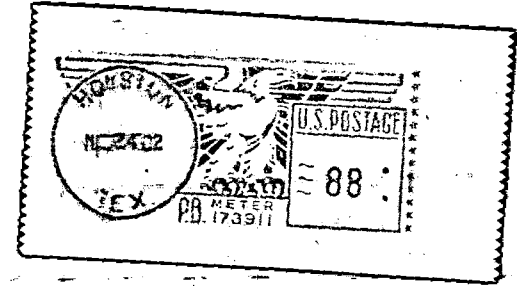
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International Harvester Company, Chicago, IL 60611

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Intl Trucks
8900 N Loop
Houston TEXAS 77029

VOL 07 PAGE 198



Mr Jerry MAHAN
P.O. Box 764
Woodville TEXAS 75979

FIRST CLASS

3 TRUCK

NO. _____ TIME: 9:15 AM

MAR 26 1982

GRACE BOSTICK, COUNTY CLERK
TYLER COUNTY TEXAS

BY: Teresa Taylor



INTERNATIONAL TRUCK PROPOSAL

March 10, 1982

DATE

VOL 007 PAGE 199

TO Jerry Mahan
 FIRM NAME Tyler County
 ADDRESS P.O. Box 100 Courthouse
 CITY, STATE AND ZIP CODE Woodville, Texas 75979

SUBMITTED BY: Jim Dupree 674-3444 PHONE
 SELLER International Harvester Co.
 ADDRESS 8900 North Loop East
 CITY, STATE AND ZIP CODE Houston, Texas 77029

We are pleased to quote, for acceptance within ten days from this date, the following prices and terms on INTERNATIONAL TRUCKS and equipment described below delivered F.O.B. in accordance with specifications attached.

MODEL AND DESCRIPTION	PRICE
1982 - International F2554 112 BBC Cab	
Wheelbase - 186" Reinforced Frame	
Front Axle - #12000	
Rear Axle - #40000 5.38 Ratio	
Engine - DT466 210 HP Wet Sleeve	
Turbo Charged Engine Rebuildable	
Transmission - RT6613 13 Speed (18 to 1)	
Power Steering	
Factory Air Conditioning	
Clutch - 14" 2 Plate	
Dual Element Air Cleaner	
Dual Air Horns	
Drain Valve	
Tow Hooks	
Custom Trim Interior	
National Cushion Aire Driver Seat	Cont.

The goods described herein will be sold subject to, and acceptance of this proposal is limited to, the additional provisions and our regular warranty printed on the reverse side hereof and no other. We thank you for the opportunity to make this proposal and will appreciate your acceptance.

APPROVED FOR SELLER

OFFICIAL TITLE _____

THIS PROPOSAL IS NOT BINDING UPON SELLER UNLESS SIGNED BY ONE OF OUR MANAGERS.

ACCEPTED	
FIRM NAME	
BY	
OFFICIAL TITLE	DATE



INTERNATIONAL TRUCK PROPOSAL

VOL 007 PAGE 200

DATE _____

TO _____
FIRM NAME _____
ADDRESS _____
CITY, STATE AND ZIP CODE _____

SUBMITTED BY: _____ Page 2
SELLER _____ PHONE _____
ADDRESS _____
CITY, STATE AND ZIP CODE _____

We are pleased to quote, for acceptance within ten days from this date, the following prices and terms on INTERNATIONAL TRUCKS and equipment described below delivered F.O.B. _____, in accordance with specifications attached.

MODEL AND DESCRIPTION	PRICE
Passenger Seat	
AM Radio	
Luberfiner - 750 Oil Filter	
Tires & Wheels 10 X 20 Disc Goodyear Custom Cross Lug	
12 - 14Yd. Gallon Bed	
PRICE FOB HOUSTON	\$ 46,361.21 (Plus Tax & Title)

The goods described herein will be sold subject to the warranty printed on the reverse side hereof and our regular acceptance.

APPROVED FOR SELLER

OFFICIAL TITLE

THIS PROPOSAL IS NOT BINDING UPON SELLER AND OUR MANAGERS.

CT-95-QA (FOR COMMERCIAL TRANSACTIONS ONLY)

JIM DUPREE
Sales Representative



INTERNATIONAL TRUCKS
8900 North Loop East @ McCarty
Houston, Texas 77029
(713) 674-3444

Additional provisions and our regular proposal and will appreciate your

ACCEPTED

DATE

SEALED BID

VOL 007 PAGE 201

COMMISSIONER JERRY MAHAN
TYLER COUNTY PRECINCT THREE

NO. _____ TIME: 1:00 ^{AM} _{PM}

MAR 09 1982

GRACE BOSTICK, COUNTY CLERK
TYLER COUNTY, TEXAS

BY: *Grace Bostick*

Free?







149 tires
in the DMC



F 2554 - 112 B30
12-1218 for 12-1440

WOODVILLE WATER WELL SERVICE
1404 WEST BLUFF
WOODVILLE, TEXAS
MARCH 9, 1982

COUNTY COMMISSIONERS COURT
TYLER COUNTY COURTHOUSE
PRECINCT THREE
COMMISSIONER JERRY MAHAN
SUBJ: BID FOR SALE OF FUEL STORAGE TANK

VOL 007 PAGE 202

DESCRIPTION: ONE TRUCK OR TRAILER FRAME MOUNT STORAGE TANK, CAPACITY
2000 GALLONS, MEASUREMENTS: 14 ft. x 6ft. x 5ft.
CONSTRUCTED OF HEAVY GAUGE IRON SHEETING WITH ANTI-SURGE OR SLOSHING
BAFFLES, MOUNTED ON 8 ft. x 7ft. IRON FRAME THAT CAN BE ADAPTED TO
EITHER A TRUCK OR TRAILER FRAME .
ABOVE TANK HAS BEEN USED FOR WATER STORAGE UNDER HIGH PRESSURE ONLY.
IT IS SUITABLE FOR ANY TYPE OF FUEL STORAGE.
OUR ASKING PRICE IS \$650.00 TOTAL.

THIS TANK CAN BE SEEN AT ANYTIME AT 1404 WEST BLUFF OR BY CALLING
283-7405

RESPECTFULLY SUBMITTED

Jim Shanley
JIM SHANLEY
SALES MANAGER
WOODVILLE WATER WELL-SERV.

F&W Pumps - STA-RITE - Ruth Berry
Elect. Motors - Air Compressors
(We Carry Parts in Stock)

WOODVILLE WATER WELL SERVICE
24 HR. SERVICE

Jim Shanley
SALES REPRESENTATIVE

713-283-7405
1404 W. Bluff
Woodville, Texas 75979

MANN Furniture CO.

206 BLUFF STREET PHONE BU 3-3740
WOODVILLE, TEXAS

March 22, 1982

VOL: 07 PAGE 203

Justice of the Peace
Pct. #1
Tyler County Court House
Woodville, Tx. 75979

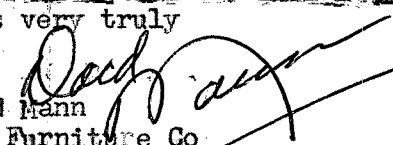
Re: 1 ton -12,500BTU
High Efficiency Unit
Whirlpool Air-Conditioner
High Energy Efficient
-(Saves on electricity)-

To Whom it may concern:

I humbly submit by bid for \$447.50 for above air conditioner
to be installed in JP Office of Tyler County Courthouse

Labor is free if there is normal installation only to be involved.

Yours very truly


David Mann
Mann Furniture Co

DPM:d

MANN FURNITURE COMPANY
206 W. BLUFF STREET
WOODVILLE, TEXAS 75979

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BID FOR

AIR CONDITION

Attn: Judge Spanhanks
Justice of Peace
PCT#1
Tyler County Courthouse
Woodville, Tx. 75979

NO. _____ TIME: 11:50 AM

MAR 23 1982

GRACE BOSTER, COUNTY CLERK
TYLER COUNTY, TEXAS

BY: Teresa Wailles
TERESA WAILLES

THE FURNITURE CENTER

107 EAST BLUFF • PHONE 283-2805

WOODVILLE, TEXAS 75979

VOL

007 PAGE 205

16,000 BTU Gibson A.C.

1 year warranty all parts & labor

5 year warranty - sealed system

\$89.00

Phil McClure

THE FURNITURE CENTER

107 EAST BLUFF
WOODVILLE, TEXAS 75979

VOL 007 PAGE 206

NO. _____ TIME: 8:30 AM
PM

MAR 26 1982

GRACE BOSTICK, COUNTY CLERK

TYLER COUNTY, TEXAS

BY: Grace Bostick

DILL'S APPLIANCE & REFRIGERATION

Sales & Service
28 Years Experience

P. O. Box 716 Woodville, TX 75979
Phone 283-2714

VOL

007 PAGE 207

JOB WORK ORDER

1827

DATE OF ORDER

3/25/82

CUSTOMER'S ORDER NO.	PHONE	MECHANIC	HELPER	STARTING DATE
BILL TO			ORDER TAKEN BY	
ADDRESS			<input type="checkbox"/> DAY WORK <input type="checkbox"/> CONTRACT <input type="checkbox"/> EXTRA	
CITY			JOB NAME AND LOCATION	
DESCRIPTION OF WORK:			JOB PHONE	

9500 BTU 479.00

trim kit 23.00

labor to install 7.00

502.00

tax 25.10

total bid 527.10

		TOTAL MATERIALS		
		TOTAL LABOR		
		TAX		
DATE COMPLETED	WORK ORDERED BY	TOTAL AMOUNT	\$	

Signature _____

No one home

Total amount due for above work: or

Total billing to be mailed after completion of work

I hereby acknowledge the satisfactory completion of the above described work.

Sales & Service
 25 Years Experience
 P. O. Box 716
 WOODVILLE, TEXAS 75979

VOL 007 PAGE 208

JOB WORK ORDER

No 1782

(713) 283-2714

DATE OF ORDER
 3/17/82

CUSTOMER'S ORDER NO.	PHONE	MECHANIC	HELPER	STARTING DATE
				1/1
BILL TO			ORDER TAKEN BY	
ADDRESS			<input type="checkbox"/> DAY WORK <input type="checkbox"/> CONTRACT <input type="checkbox"/> EXTRA	
CITY				
JOB NAME AND LOCATION				
			JOB PHONE	

DESCRIPTION OF WORK:

8500 BTU Cool	
9200 BTU Heat	549.95
AHO9EE2T	
trim bit EA26T	23.00
labor to install	7.00
	572.95
Tax	28.65
total Bid	601.60

	TOTAL MATERIALS	
	TOTAL LABOR	
	TAX	
DATE COMPLETED	WORK ORDERED BY	TOTAL AMOUNT \$
1/1		

Signature _____

No one home
 Total amount due for above work: or
 Total billing to be mailed after completion of work

I hereby acknowledge the satisfactory completion of the above described work.

DILL'S APPLIANCE
P. O. BOX 716
WOODVILLE, TEXAS 75978

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NO. TIME: 9:45 AM

MAR 18 1982

GRACE BOSTICK, COUNTY CLERK
TYLER COUNTY, TEXAS
BY: *Grace Owens*

*Grace Bostick
County Clerk*

live cord.

2 Locks

Double Doors on Left Side
Single Door on Right Side

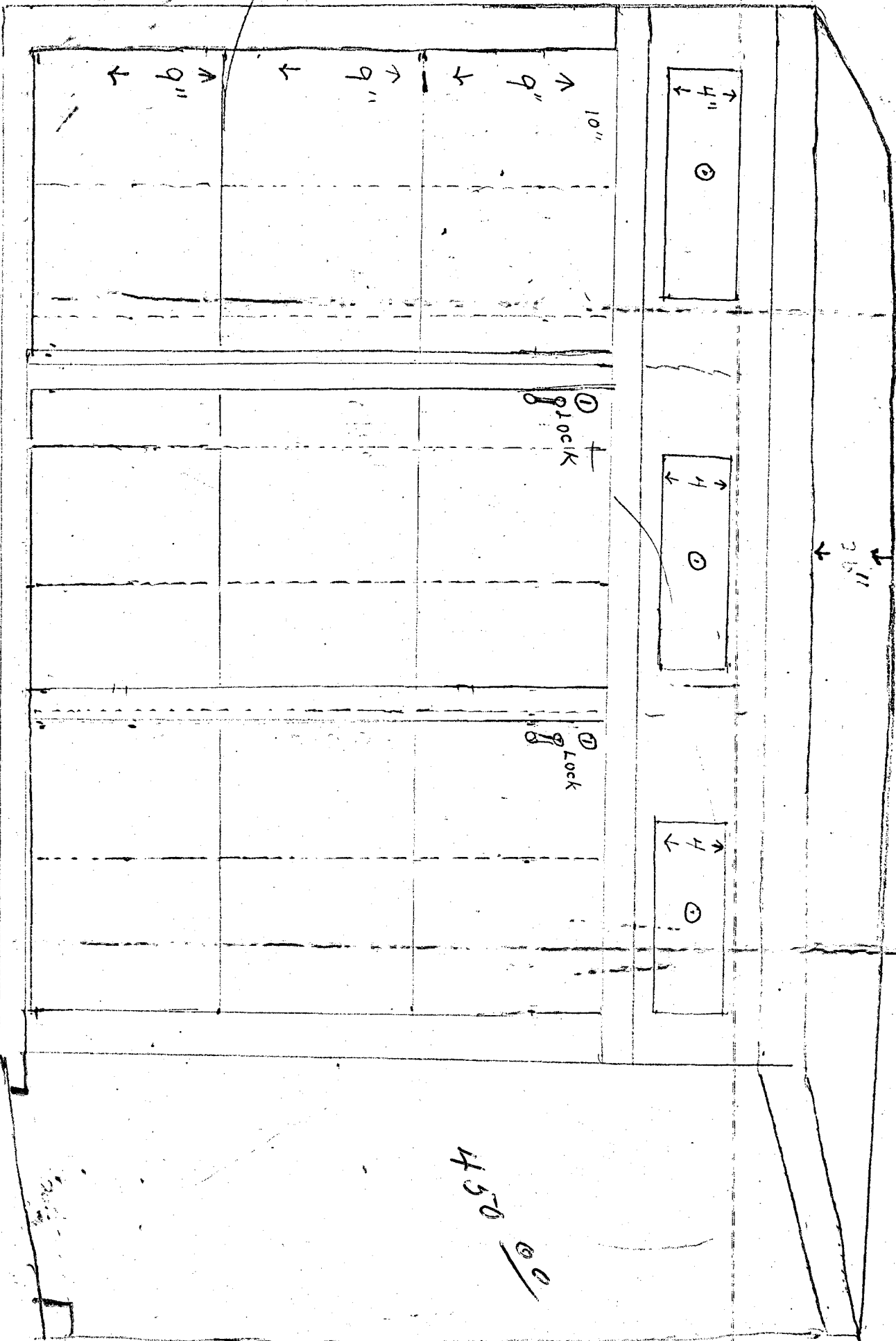
Henry J. Caldwell
Albany

7x3

VOL 007 PAGE 210

48" →

← 6' →



HENSARLING REMODELING & SPECIALTIES

700 NORTH MAGNOLIA

WOODVILLE, TEXAS 75979

283-5600 7720

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Date 4-1-82

SOLD TO Tyler County Court House

ADDRESS Woodville, Texas

Telephone No.

Contractor agrees to furnish all materials and labor necessary to do work, listed below, on premises located at the following address number:

BOOKING COUNTER - DESK IN BOOKING OFFICE
Street City State

In accordance with specifications given below: STATE ALL WORK TO BE DONE:

Build 26 x 6' x 4' BOOKING COUNTER or DESK

FOR THE TOTAL CONSIDERATION OF

\$475.00

To be paid as follows: ON COMPLETION

It is understood that the entire contract is contained in this agreement and that no verbal or other understanding shall be binding on the contractor.

The contractor shall not be responsible for damage or delay resulting from acts of God, riots, civil commotions or disorders, delays or defaults by carriers or inherent defects in premises on which work is to be done, strikes, fires, accidents, storms or other causes beyond its reasonable control.

ACCEPTED BY

Sold By:

Approved:

DATE:

R E S O L U T I O N

TO THE DEEP EAST TEXAS COUNCIL OF GOVERNMENT:

WHEREAS the Tyler County Commissioners Court recognizes the need for improvements to the Criminal Investigation abilities of the Tyler County Sheriff's Department and whereas the Sheriff's Department has made application to the Texas Criminal Justice Division through the Deep East Texas Council of Government for radio and photography equipment in the amount of \$4,810.00.

BE IT THEREFORE RESOLVED that Tyler County will accept said Grant Award and pay a matching share of 25%.

The Commissioners Court of Tyler County, Texas hereby authorizes the Honorable Judge, Allen Sturrock, of Tyler County, Texas to sign for the County.



COUNTY JUDGE, ALLEN STURROCK

Attested the 1st day of April, 1982 by County Clerk of Tyler County, Texas, GRACE BOSTICK.



COUNTY CLERK, GRACE BOSTICK

NOTICE OF TIME AND PLACE OF MEETING

COMMISSIONERS COURT
TYLER COUNTY, TEXAS

THIS NOTICE POSTED IN ACCORDANCE WITH V. A. T. S. - ART. 6252-17

NOTICE is hereby given that Commissioners Court will hold it's
Special meeting on THURSDAY, APRIL 1 1982 at 9:00 A.M.
in the Commissioners Courtroom, First Floor, Tyler County Courthouse.

A G E N D A

1. AWARD BID ON DUMP TRUCK FOR PCT.III.
2. AWARD BID ON FUEL STORAGE TANKS FOR PCT.III.
3. AWARD BID ON AIR CONDITIONER FOR SHERIFFS OFFICE.
4. AWARD BID ON AIR CONDITIONER FOR OFFICE OF J.P.I.
5. OPEN BIDS ON RADIO EQUIPMENT FOR SHERIFFS OFFICE.

6. Do not for bids to sell Dump Bed in Pct III

3-31-82
JRM

Allen Sturrock
Allen Sturrock, County Judge
Tyler County, Texas

NO. _____ TIME: 9:15^{AM}

MAR 29 1982

GRACE BOSTICK, COUNTY CLERK
TYLER COUNTY, TEXAS

BY: Grace Bostick