

NEW

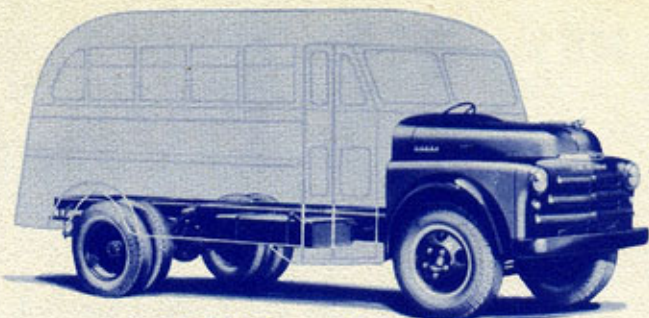
DODGE *"Job-Rated"* **SCHOOL BUS CHASSIS**



... for the highest measure of **SAFETY**
ECONOMY - DEPENDABILITY

You can choose from
5 New
School Bus Chassis
... "Job-Rated" for
30 to 60 Passenger
School Bus Bodies

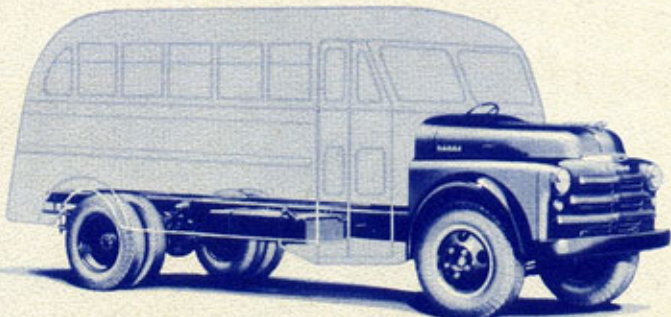
A school bus chassis that's engineered and built to fit a definite job—is safer, operates more economically, performs more satisfactorily, and is more dependable. You get these advantages in the NEW Dodge school bus chassis because they're "Job-Rated." You can select the *right* bus for *your* school transportation needs from a range of thirteen gross vehicle weight chassis models, in five wheelbase lengths. These chassis are engineered for bus bodies with seating capacities ranging from thirty to sixty pupils. Your Dodge dealer will help you select the *one* that will give you maximum safety, dependability, economy, and long life.



Model FS-152 . . . 152-inch Wheelbase

30-36 PUPILS

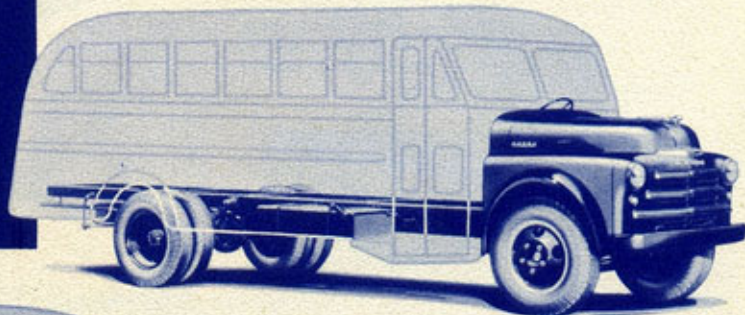
Accommodates Bodies from 15' to 17'6"



Model FS-170 . . . 170-Inch Wheelbase

36-42 PUPILS

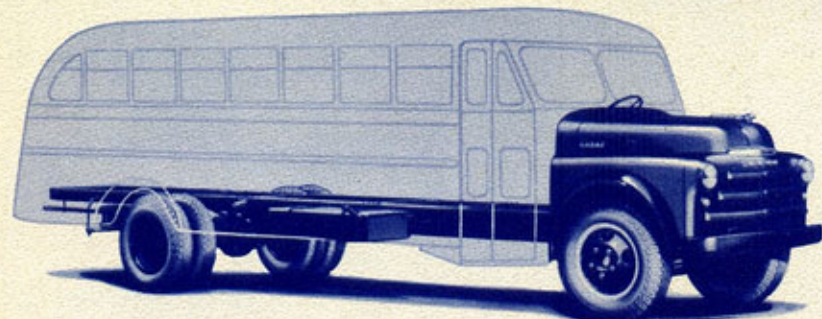
Accommodates Bodies from 17'6" to 19'



Model FS-192 . . . 192 in. Wheelbase

48 PUPILS

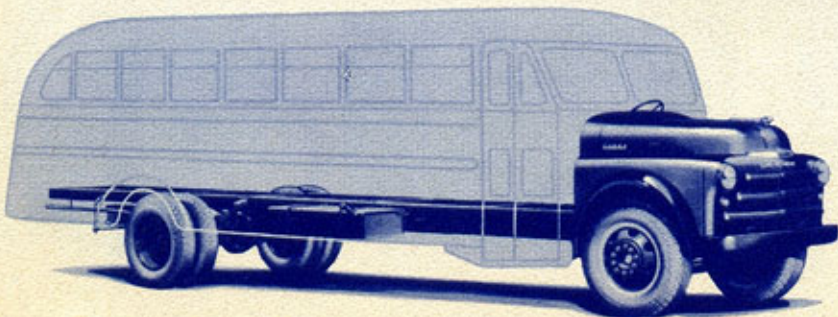
Accommodates Bodies from
21' to 22'



Model JS-212 . . . 212 in. Wheelbase

54 PUPILS

Accommodates Bodies from
23' to 24'



Model RS-229 . . . 229 in. Wheelbase

60 PUPILS

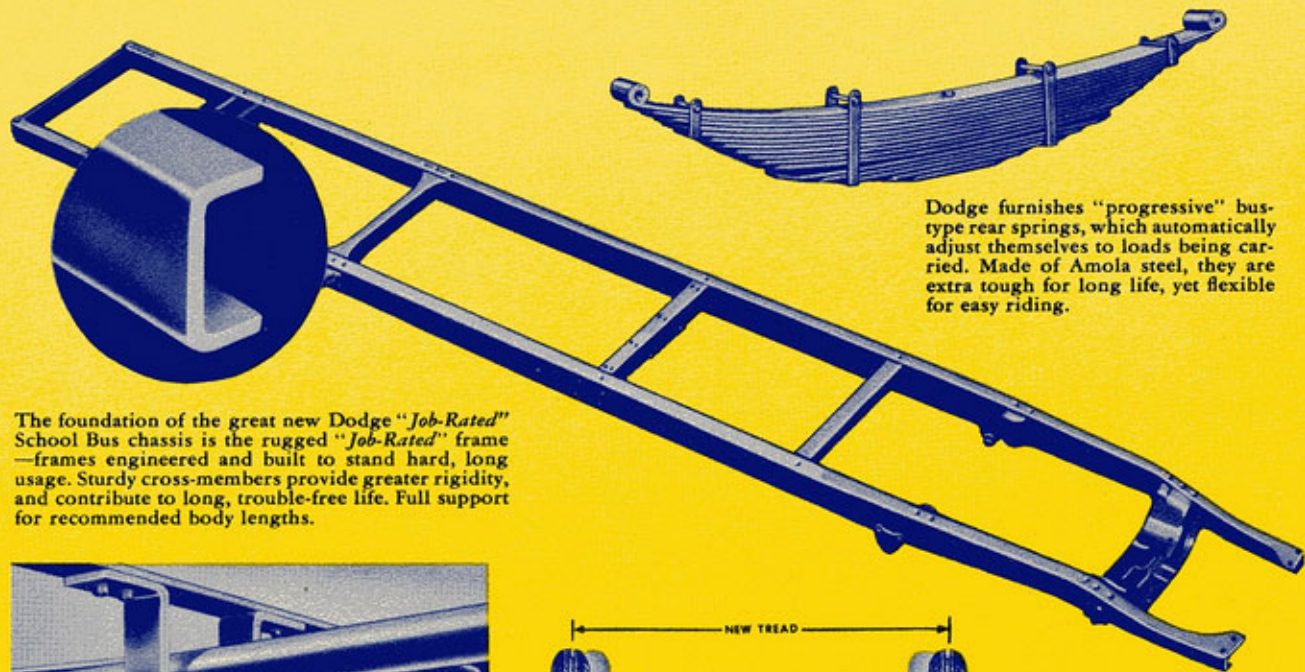
Accommodates Bodies from
25'6" to 26'6"

Every Chassis Feature is "Job-Rated" for SAFETY... LONG LIFE

Many noteworthy features make these great new Dodge "Job-Rated" School Bus chassis outstanding in their field. They're chassis that Dodge *truck* engineers took a great deal of pride in designing.

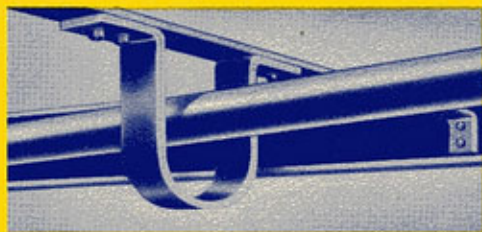
It's difficult to improve on the precise workmanship and quality that have *always* been major reasons for the well-

known *safety, economy, dependability, and long life* of Dodge School Bus chassis. But over and above quality materials and precision workmanship—these chassis are "Job-Rated" . . . engineered and built to fit *your* school transportation needs. Take time to read about each of these many fine chassis features.

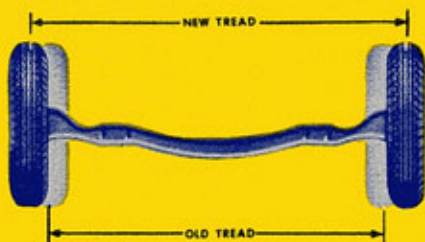


Dodge furnishes "progressive" bus-type rear springs, which automatically adjust themselves to loads being carried. Made of Amola steel, they are extra tough for long life, yet flexible for easy riding.

The foundation of the great new Dodge "Job-Rated" School Bus chassis is the rugged "Job-Rated" frame—frames engineered and built to stand hard, long usage. Sturdy cross-members provide greater rigidity, and contribute to long, trouble-free life. Full support for recommended body lengths.



All Dodge School Bus chassis are equipped with propeller shaft guards, for greater protection of the bus occupants.



New wide-tread, front axles insure greater stability, new ease of handling, and shorter turning diameters.



Longer spring life is assured, and riding quality improved by *new* rear-shackled front springs. Double-wrapped spring eyes add further *safety* insurance.

Powerful, equal-pressure hydraulic 4-wheel brakes insure safe, sure, smooth stops. With Dodge hydraulic brakes, the driver fully controls the stop. Brake boosters (standard equipment on some models, but available on all), with vacuum reserve tank, further promote safety. Sealed, all-metal vacuum lines are a feature.

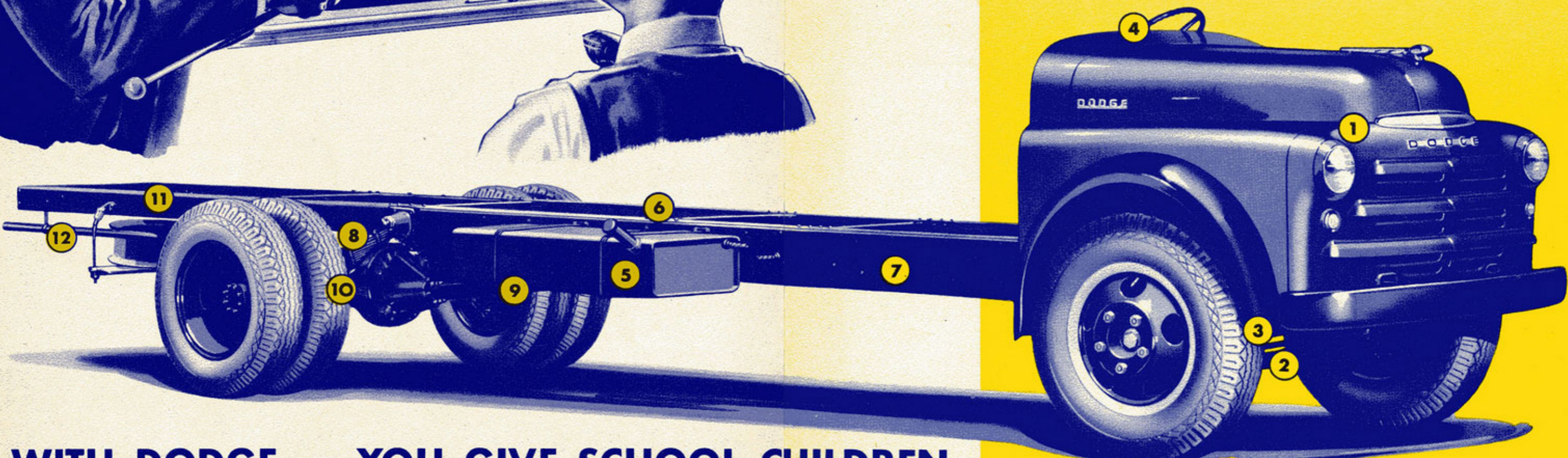


New Dodge School Bus Chassis Offers these PROVED SAFETY FEATURES



- ① New styling! Wide, Massive . . . DESIGN with a PURPOSE! Here is smart appearance, combined with ruggedness and utility. This insures *permanently* fine appearance—a school bus of which you can be proud.
- ② *Front axles* are stronger, and have a wider tread. These features contribute to new safety, new comfort, new ease of handling, improved maneuverability, and shorter turning diameter.
- ③ Riding quality is improved, and greater spring life assured, by longer *rear-shackled front springs*, made of Amola steel. Front spring eyes are double-wrapped to further increase safety.
- ④ Remarkably *new* ease of handling promotes safety. An entirely new design of "cross-type" steering, in combination with shorter wheelbases, insures a greater degree of maneuverability—reduces driving strain and effort. You get a 37-degree turning angle, either right or left.
- ⑤ 30-gallon gas tank, mounted outside the frame, is available with heat shield and connections for still greater safety.
- ⑥ Safety insurance for passengers is further provided by these strong, *propeller shaft guards*. NEW "smooth-power" propeller shafts practically eliminate vibration and "whipping." Smoothness is further insured by rubber-mounted center bearing of generous size.
- ⑦ Unusually sturdy *side rails* of high strength steel are built in one continu-

- ous piece (not spliced) and Dodge employs a scientific method of cross bracing with an alligator-jaw cross member that grips the side rail, top and bottom. (Note: Model FS-170 requires use of 18' frame extension to fully support maximum recommended body lengths.)
- ⑧ Smooth riding and long life are assured by these "progressive" *bus-type rear springs*, also made of Amola steel, which automatically adjust themselves to loads being carried.
- ⑨ There are no better *brakes* than those engineered into these new Dodge School Bus chassis. In Dodge "equal-pressure" hydraulic brakes is embodied the finest of modern brake construction. Brake boosters (standard equipment on some models, but available on all) with vacuum reserve tank, further promote safety.
- ⑩ New Dodge full-floating, heavy-duty *rear axles* represent the very last word in axle engineering. Welded steel housings, of improved design, provide great strength without excessive weight. A wide range of optional gear ratios is available to meet your operating conditions.
- ⑪ Full body support is afforded by Dodge *frames*. The proper frame length behind the rear axle for full-length body support with recommended body sizes is provided on each chassis as indicated in "Weight Distribution Chart" on Page 3.
- ⑫ Gas fumes are diverted from the bus interior by this extended *tail pipe*.

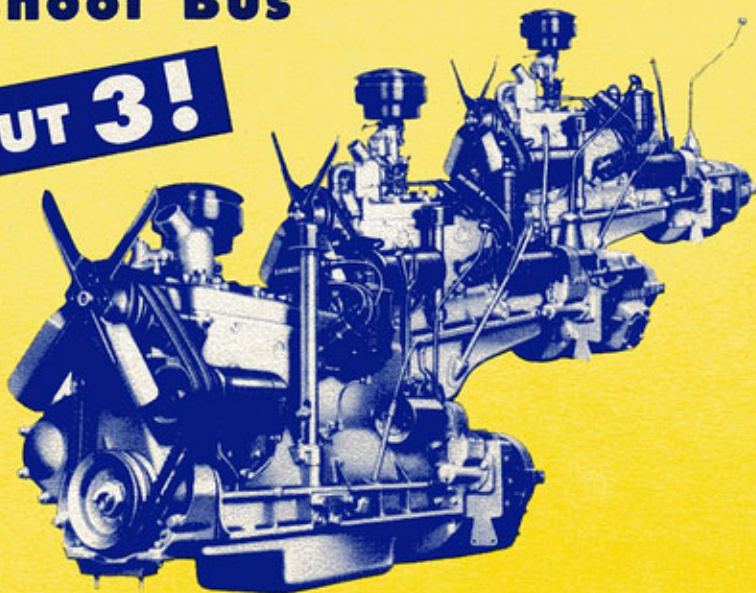


**WITH DODGE . . . YOU GIVE SCHOOL CHILDREN
MAXIMUM PROTECTION . . . AND SAVE MONEY!**

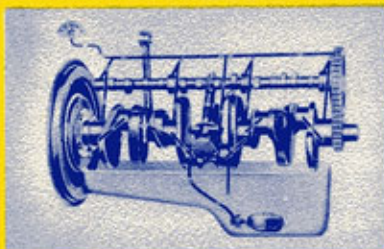
You get top **ECONOMY** from power that fits your **School Bus**

NOT 1 ENGINE ... BUT 3!

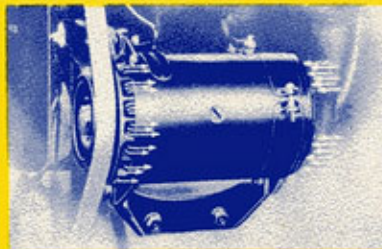
Dodge "Job-Rated" engines for school buses are more economical, because each is designed and built to fit the chassis it powers. It stands to reason that a single engine could not efficiently meet all hauling requirements. If the engine is too large, it's wasteful. If it's too small, it cannot give proper performance. That's why Dodge provides *three* separate engines—engineered for maximum economy, performance, and long life.



Bus Operating Budgets are Lower with These Money-Saving Features



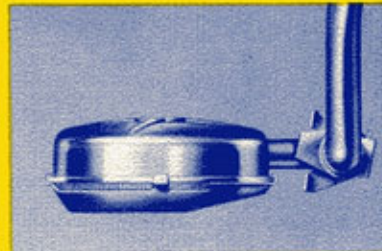
Full pressure lubrication gives long bearing life to the "Job-Rated" engines that power these buses. Positive pressure supplies oil to main, lower connecting rod, and camshaft bearings.



A high output 35-ampere generator, shunt-wound and air-cooled, provides a dependable and long-lasting current supply. An automatic voltage control regulates voltage and charging rate; prevents over-charging. (Special generators available for unusual services.)



Bearings of precision-type are used exclusively. The bearing surfaces are highly polished, and steel-backed for long, trouble-free performance. These bearings are replaceable without expensive disassembly and fitting—a time-saver and money-saver.



This floating oil intake floats just below oil surface, avoiding crankcase sediment at the bottom and froth which rises to the surface, and selects the best oil for the bearings—gives longer bearing life.



Exhaust Valve Seat Inserts reduce frequency of valve-grinding periods.

Cooling water to each exhaust valve seat prolongs valve life.

4-Ring Pistons. Save gas and oil, prolong efficiency.

Oil-cooling. Saves oil, improves lubrication, prolongs engine life. Helps save you money.

Full-length water jackets guard against cylinder distortion, piston seizing and excessive wear.

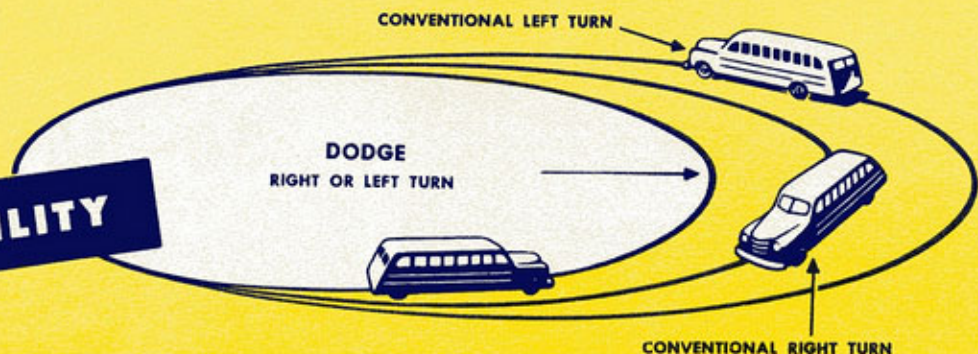
Coated Lightweight Alloy Pistons reduce bearing load, prevent excessive scuffing.



This new-type, high-capacity, "Roto-Pressure" oil pump insures adequate oil pressure, particularly at low engine speeds.

NEW DODGE "Job-Rated" Features Provide Exceptional Ease of Handling...plus SAFE Weight Distribution

MANEUVERABILITY

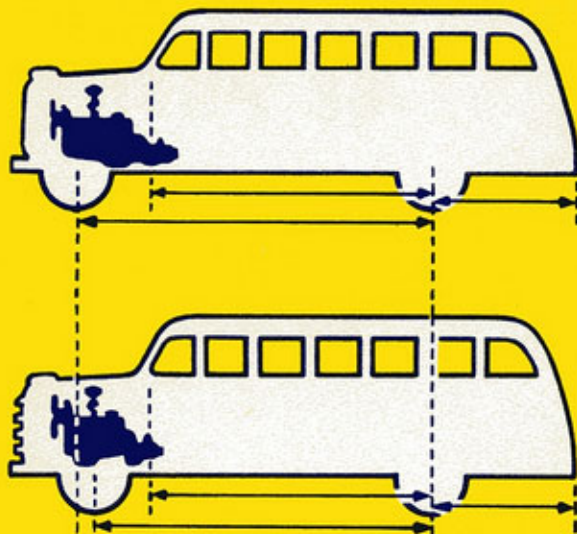


Remarkable new ease of handling and driving is yours in these new Dodge "Job-Rated" school bus chassis. You can turn them in narrower roads. It's much easier to back into driveways or through farm gates. You get all this because of a new type of steering, in combination with shorter wheelbases and wide tread front axles. You also get freedom from "wheel fight" and road shocks at the steering wheel.

Comparative Turning Diameters

B-1 Model	Turning Diameters (Wheel Clearance)		
	Dodge		Conventional
	Right or left	Left	Right
FS-152	50 1/2'	56'	51 1/2'
FS-170	54 1/2'	61'	56 1/2'
FS-192	61 1/2'	67'	62 1/2'
JS-212	67'	68'	68'
RS-229	72'	85 1/2'	79'

WEIGHT DISTRIBUTION



You get much better weight distribution in these *new* chassis. This has been achieved by moving the engine forward, and moving the front axle rearward. Wheelbases are 6" to 8" shorter. However, the cowl to rear axle dimensions have been lengthened—permitting an increased percentage of the load to be carried on the front axle and wheels. This better-balanced weight distribution imposes sufficient weight at the front so that tires grip the road firmly for proper steering and braking—a highly important safety advantage.

Old and New Wheelbases and Average Body Space

B-1 Model	Wheelbase		Cowl to Rear Axle		Axle to End of Frame	
	New	Old	New	Old	New	Old
FS-152	152"	160"	128 3/4"	124 3/4"	79"	82"
FS-170	170"	178"	146 3/4"	142 3/4"	79"	82"
FS-192	192"	200"	168 3/4"	164 3/4"	93"	96"
JS-212	212"	220"	188 3/4"	184 3/4"	100"	103"
RS-229	229"	235"	203 3/4"	199 3/4"	112"	115"

*Includes 18" frame extension.

Specifications...

that equal, or exceed, in every detail
NATIONAL SCHOOL BUS STANDARDS



	FS-152	FS-170	FS-192	JS-212	RS-229
Pupil Capacity.....	30 to 36	36 to 42	48	54	60
Recommended Body Lengths ft. (Approx.).....	15 to 17½	17½ to 19	21 to 22	23 to 24	25½ to 26½
Maximum Gross Vehicle Weight, lbs....	11,750	12,900	15,000	17,000	19,000
Frame—Length behind flat face cowl....	17' 3"	18' 9" (1)	21' 9"	24'	26' 3"
Max. side rail dimension, in.....	7 x 2½ x .21	7½ x 2½ x ¼	7½ x 2½ x ¼	8½ x 2½ x ¼	9½ x 2½ x ¼
Frame Reinforcements—Outside L-type.....	Extra Cost	Extra Cost	Standard	Standard	Standard
Springs, Front—Double Wrapped eyes, Nominal Capacity per spring, lbs.....	1,600	1,900	1,900	2,200	2,500
Length and width, in.....	45 x 2	45 x 2	45 x 2	45 x 2	48 x 2
Springs, Rear—Progressive type, Nominal Capacity per spring, lbs.....	3,800	3,800	4,800	5,300	6,000
Length and width, in.....	52 x 2½	52 x 2½	52 x 2½	52 x 2½	52½ x 2½
Axle, Front—Nominal Capacity, lbs.....	3,750	4,500	4,500	5,000	6,000
Tread, in.....	63½	63½	62	62	70½
Axle, Rear—Single speed hypoid type, Nominal Capacity, lbs.....	11,500	11,500	11,500	13,000	14,000
Tread, Mean dual, in.....	65½	65½	65½	68½	69½
Tire and Rim Sizes, Minimum—Front and dual rear.....	6.50/20-6P—5.00	6.50/20-8P—5.00	7.50/20-8P—6.00	7.50/20-10P—6.00	8.25/20-10P—6.00
Maximum—Front and dual rear.....	7.00/20-8P—5.00	7.50/20-8P—6.00	8.25/20-10P—6.00	8.25/20-10P—6.00	9.00/20-10P—6.50
Engine—Make.....	Dodge Truck	Dodge Truck	Dodge Truck	Dodge Truck	Dodge Truck
Type.....	L-head	L-head	L-head	L-head	L-head
Displacement, cu. in.....	236.6	236.6	236.6	250.6	281.6
Max. Gross Horsepower.....	109 at 3600 rpm	109 at 3600 rpm	109 at 3600 rpm	114 at 3600 rpm	115 at 3200 rpm
Max. Gross Torque.....	192 lb. ft. at 1200 rpm	192 lb. ft. at 1200 rpm	192 lb. ft. at 1200 rpm	204 lb. ft. at 1200 rpm	225 lb. ft. at 1200 rpm
Clutch—Frictional area, sq. in.— Standard.....	100.53	100.53	100.53	131.1	138.93
Available at Extra Cost.....	131.1	131.1	131.1	—	—
Transmission—Number of speeds.....	4	4	4	5	5
Rear Axle—Gear Ratios Available Single Speed.....	5.625 or 6.285 or 6.833 to 1	5.625 or 6.285 or 6.833 to 1	6.285 or 6.833 to 1	6.285 or 7.166 to 1	6.8 or 7.2 to 1
Two Speed.....	5.83/8.11 to 1	5.83/8.11 to 1	5.83/8.11 to 1	5.83/8.11 to 1	6.14/8.15 or 6.67/8.85 to 1
Brakes—Size, front, in.....	14½ x 2	14½ x 2	14½ x 2	16 x 2½	16 x 2½
Size, rear, in.....	16 x 3	16 x 3	16 x 3	16 x 3	16½ x 3½

(1) 18' Frame extension available and recommended for 19' body.

Air Cleaner—Oil bath type. FS and JS—1 qt. capacity standard, 1qt. capacity available at extra cost. RS—1 qt. capacity standard.

Battery—FS and JS—17 plate, 120 amp. standard; 136 or 153 amp.-hr. available at extra cost. RS—136 amp.-hr. standard, 153 amp.-hr. battery available at extra cost.

Brakes—Hydraulically operated, 9½" diaphragm, vacuum brake booster standard on FS-170-192, JS & RS models, available as extra equipment on FS-152 models. 1000 cu. in. vacuum serve tank available at extra cost on all models.

Engine Governor—set at 35 mph standard on JS and RS, available at extra cost on FS models.

Exhaust Tail Pipe—extends beyond end of frame.

Fuel Tank—18 gallon mounted between frame side rails standard on FS and JS, 25 gal. outboard right side in RS. 30 gallon tank mounted outboard right frame side with tank heat shield and flexible lines available at extra cost.

Generator—35 amp. capacity standard, 40 amp. capacity high charging rate at low engine speed, generator available at extra cost.

Oil Filter—JS and RS—sealed type standard. All models—replaceable element type available at extra cost.

Propeller Shaft Guards—Standard equipment.

Tire Carrier—underslung type furnished on all chassis.

Wheels—seven ventilated disc type standard.

Specifications Subject to Change, Without Notice.

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