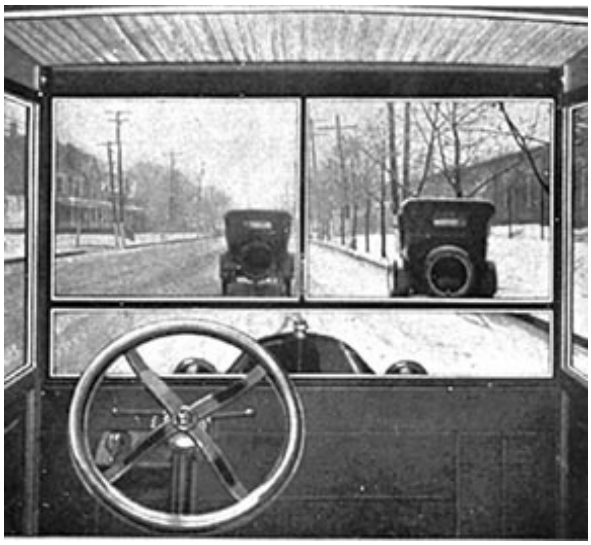
MARTIN PARRY

There were a good number of firms that manufactured accessory bodies for the Model T passenger and truck chassis. Martin-Parry was one of, if not the, largest of these. Their main office and factory was located in York, Pennsylvania, with a major branch factory at Indianapolis, Indiana. In addition they had assembling plants in major citys throughout the U.S.

Following are pictures and exerpts from an original 1926 Martin-Parry catalog.

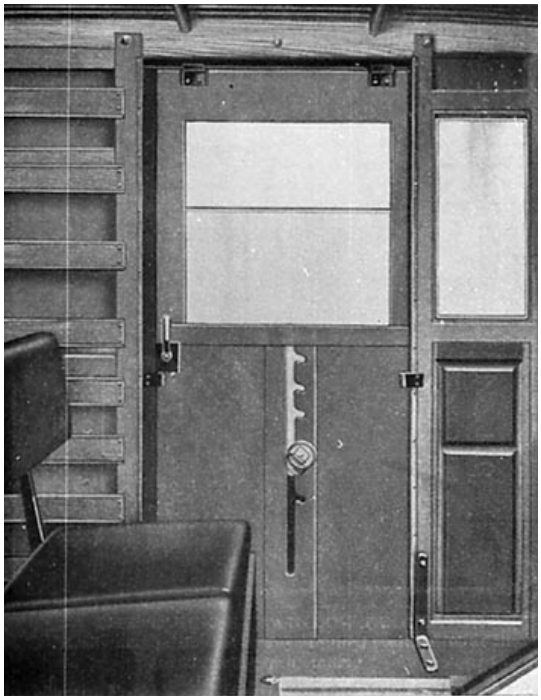


New Steel Frame Windshield. Note the absence of blind spots.

**New and Outstanding Improvements in Commerical Body Contruction.**

Four remarkable improvements characterize the new Martin-Parry line for 1926, as illustrated in the following pages. Each innovation constitutes a convincing sales feature in itself; all four combined with the many other advantages announced with the 1925 models, make these new Martin-Parry Bodies the finest commercial equipment ever offered for the Ford chassis.

The New Steel Frame Clear Vision Windshield as illustrated above, affords the driver the same clear vision, protection, and ease of operation found in the most modern pleasure cars. The "blind spot" is practically eliminated and the fram offers no obstruction to the driver's view of the road ahead or at the side. Glass is set into the windshield frame and front side sections with gold finish spring brass binding which sets off the front of the body in a very distinctive way. This windshield is manufactured in Martin-Parry's own factories for exclusive Martin-Parry use. The top frame is double ventilatinbg, and rubber stripping around all opening edges gives positive protection against the weather.



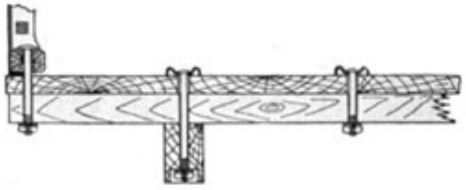
The "Quickset" window regulator. Quickly and easily set to any required position. Note the gold finish binding.

**The New "Quickset" Window Regulator** is supplied in the roller vestibule doors of all "C" type bodies and cabs and gives the driver complete control of his ventilation. The operation of the windows is even easier and quicker than the most expensive sedan. Rattling and slipping of the glass is impossible. The old style wooden sash is eliminated---the top edge of the glass being brass bound as illustrated here---so that the driver's vision is further increased. The glass is so set into its frame as to ensure positive weather protection.

**Greater comfort for the driver** is provided by deep spring cushions, clear vision, perfice ventillation, and positive weather protection. Consequently, these new Martin-Parry bodies are particularly appealing to the man whose working day is to be largly spent in the operation of the truck.

**Greater strength with less excess weight** of the new bodies is the result of painstaking research on the part of Martin-Parry engineers and field men who realize the importance of eliminating every ounce of excess dead weight. Less body weight means greater hauling capacity as well as lower running expense, and considerable economy in freight costs to dealers who purchase directly from the factory. And the strenth and durability of the new bodies is assured by Martin-Parry Service Insurance---a twelve-months unqualified guarantee.

**Other Outstanding Features** include the popular pressed steel sun visor, an innovation introduced in commercial bodies introduced by Martin-Parry in 1925, the exclusing non-warping base, which assures a servicable body platform under the most severe conditions (see illustration below); and the roller vestibule doors, which open and close with the pressure of a finger while the car is still in motion.



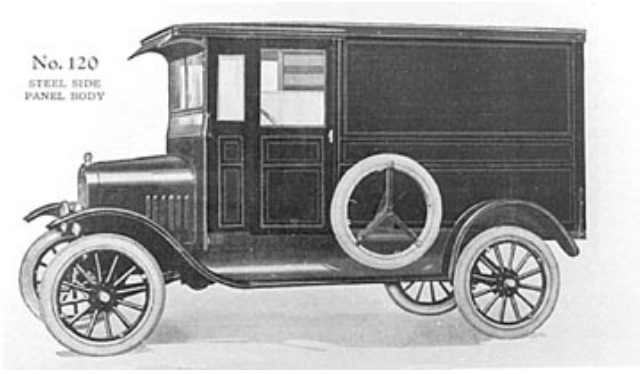
Cross section of base construction showing expansion room between boards

**Important Changes.** The tire carriers, illustrated on a few of the bodies are not standard equipment but may be purchased at a small additional cost. The overwhelming popularity of the "C" type roller vestibule doors has led to the discontinuance of the "B" type hinged door, so that bodies and cabs are now available in type "A" (open front) and type "C" (with roller vestibule doors) only.

**The Most Extensive Branch Distribution System in the Automobile Indistry**

With 43 factory-owned branch assembling plants and distribution points, in addition to six distributors who are body specialists, Martin-Parry Corporation offers the dealer a service that is beyond comparison in the entire automotive field. At each of Ford's 37 branch locations and in three additional cities, Martin-Parry maintains extensions of its factory, completely controlled by Martin-Parry, and manned by its own employees.

Consequently, Martin-Parry standards of quality and service are invariably maintained throughout the country, and prices are made possible that, in consideration of quality, are without competition.

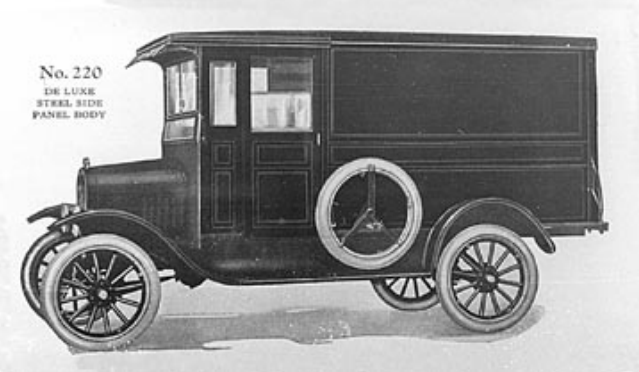



No. 120 Steel Side Panel Body. Type C---with Martin-Parry Roller Doors. Tire carrier extra---not standard equipment.

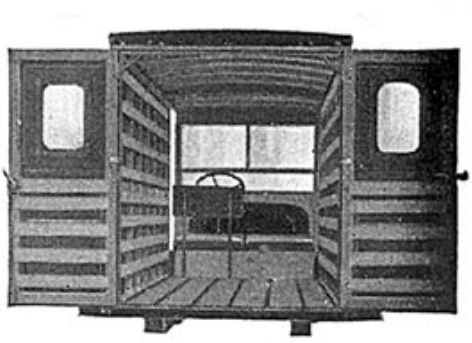


New No. 7 Rear Fenders. Specially designed for the new Model T chassis.

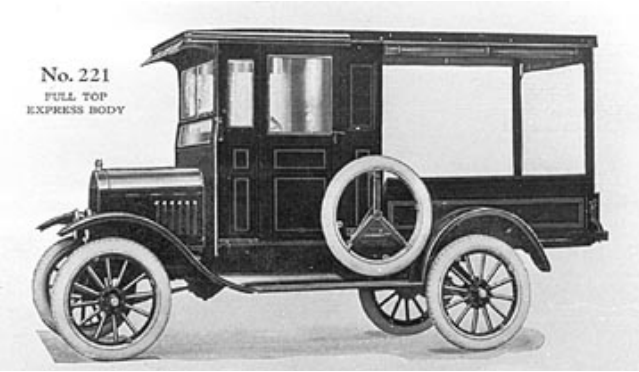
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No. 220 Deluxe Steel Side Panel Body. Type C with Martin-Parry Roller Doors. Tire carrier extra---not standard equipment.



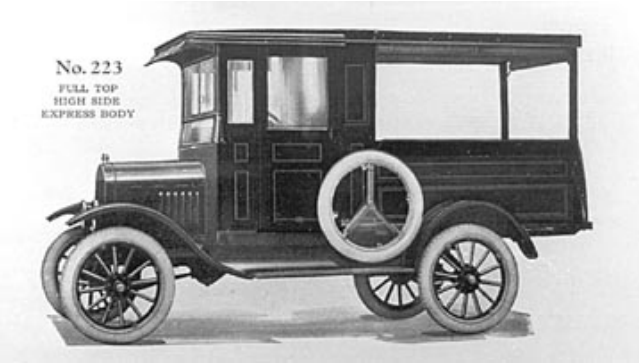
No. 220 Rear. Illustrating the doors regularly supplied. Note the slatting inside the body.



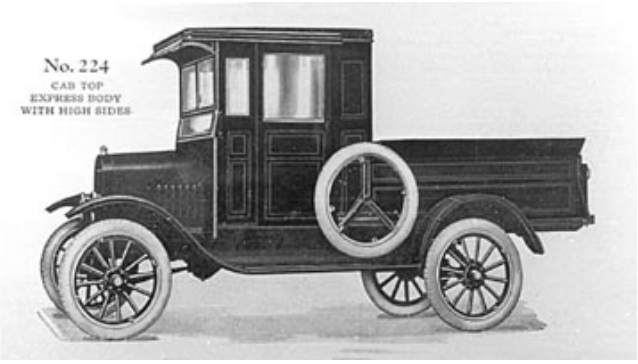

No. 221 Full Top Express Body. Type C with Martin-Parry roller doors. Tire carrier extra---not standard equipment.



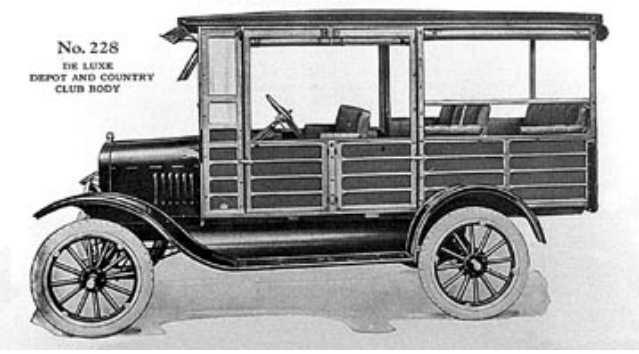
No. 225 Rear View. The No. 221 and 225 were similar except that the 225 was equipped with rear step, back rests and cushioned seats that fold back under back rests as illustrated.

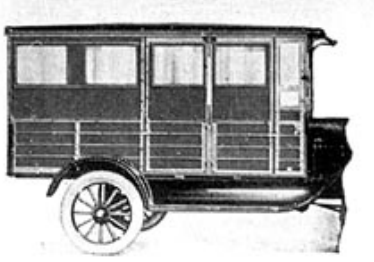



No. 223 Full Top High Side Express Body. Type C with Martin-Parry roller doors. Tire carrier extra---not standard equipment.



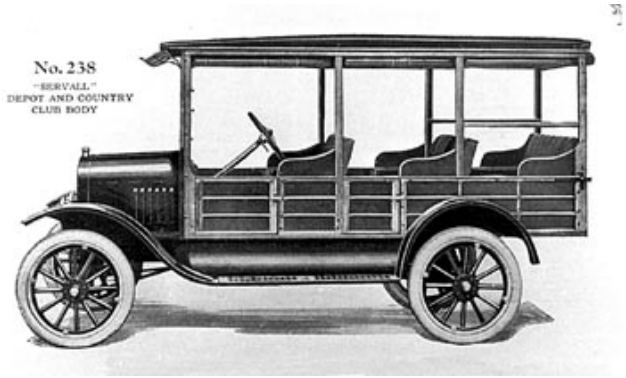

No. 224 Cab Top Express Body With High Sides. N. 222 was similar except for the height of the side panels. Tire carrier extra---not standard equipment.



No. 230 Passenger Body with winter enclosure.

No. 228 Depot and Country Club body. No. 229 was similar to the 228 but without center and rear seats. No. 230 was the same as 228 but with winter enclosure in place of curtains.



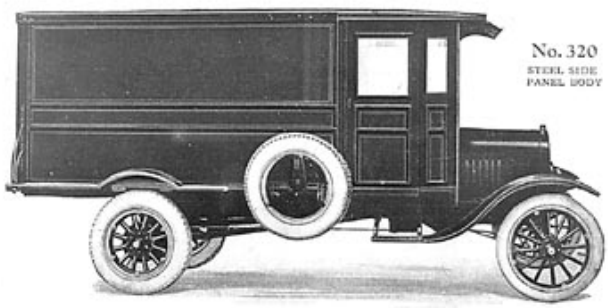

No. 238 "Serville" Depot and Country Club Body. No 239 was the same as 238 but without the center and rear seats.



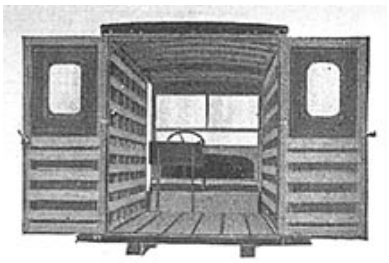
No. 238 Rear View showing arrangment of seats.



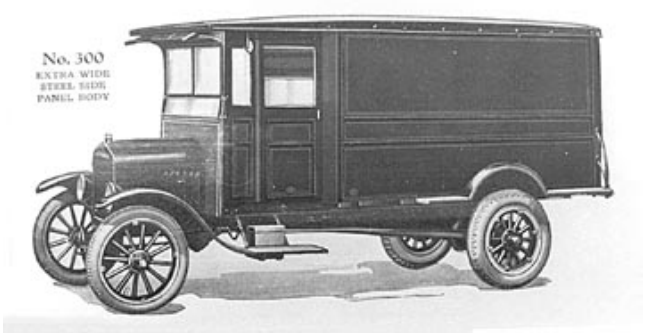

No. 116 (left) Light Express Slip-On Body. No 172 (right) Steel Panel Slip-On Body.



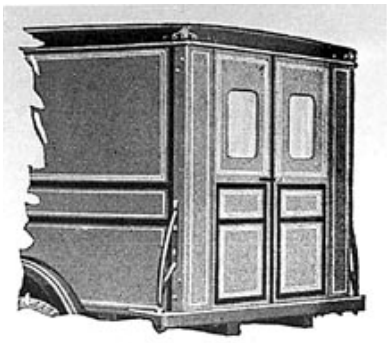

No. 320 Steel Side Panel Body, type C with Martin-Parry Roller Doors. Tire carrier extra---not standard equipment.



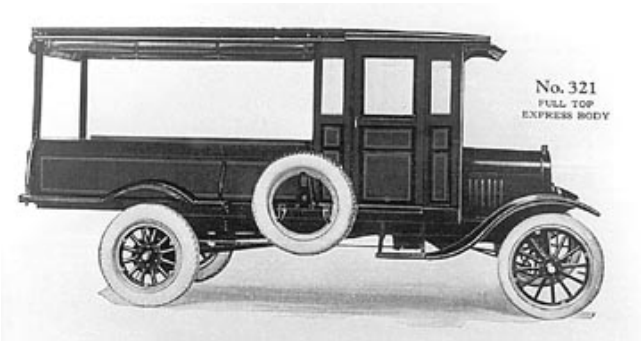
No. 320 Rear. Illustrating the doors regularly supplied. Note the slatting inside the body.



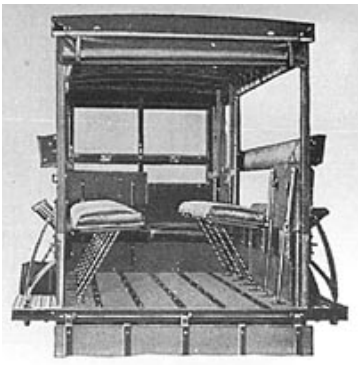

No. 300 Extra Wide Steel Side Panel Body, type C with Martin-Parry Roller Doors.



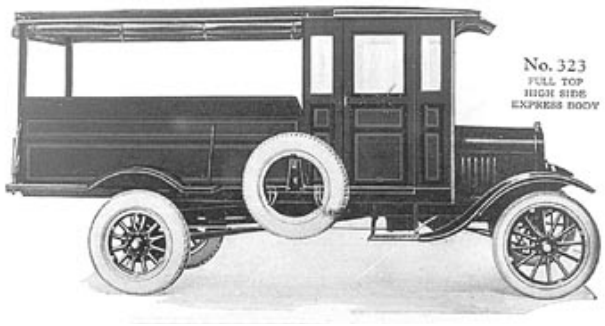
No. 300 Rear doors (regularly supplied) fit between side sections as illustrated.



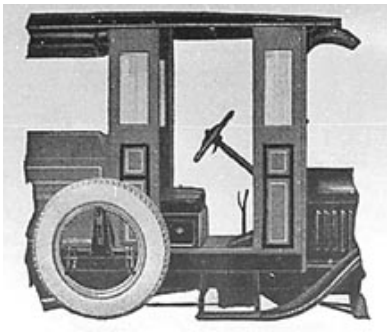

No. 321 Full Top Express Body type C with Martin-Parry Roller Doors. Tire carrier extra---not standard equipment.



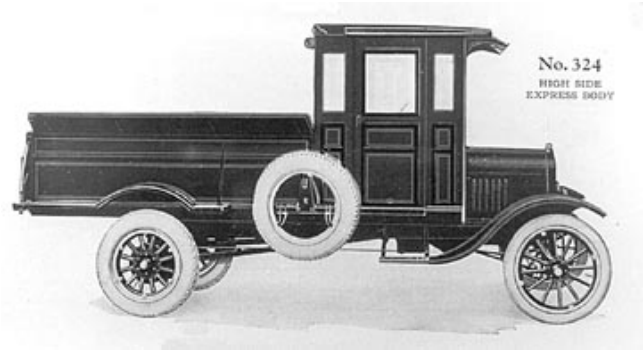
No. 325 Rear. The 325 is the same as the 321, but equipped with backrests and seats (illustrated) that may be folded up, thus adapting the body for freight or general hauling.



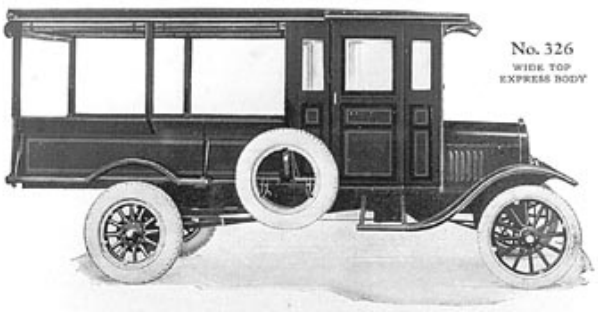

No. 323 Full Top High Side Express Body type C with Martin-Parry Roller Doors. Tire carrier extra---not standard equipment.



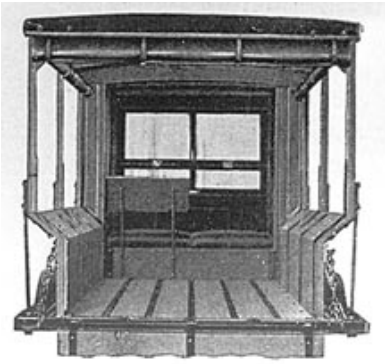
Type A Open Front.



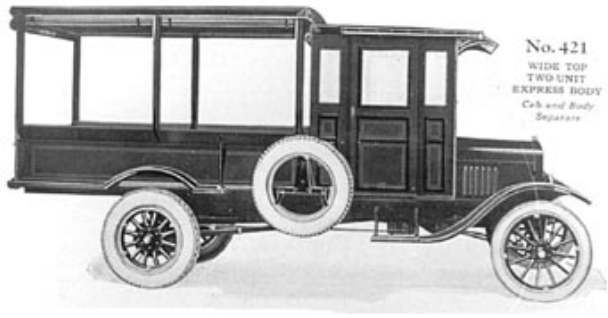

No. 324 High Side Express Body, type C with Martin-Parry Roller Doors. Tire carrier extra---not standard equipment. No. 322 was similar to the 324 but with lower sides.



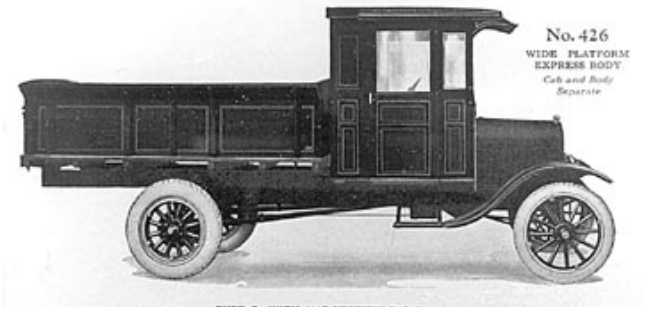

No. 326 Wide Top Express Body, type C with Martin-Parry Roller Doors. Tire carrier extra---not standard equipment.



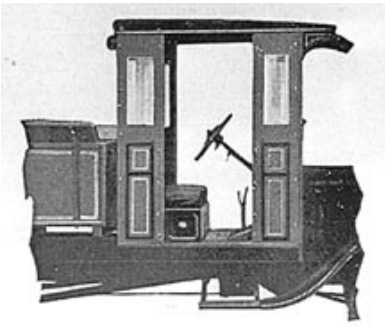
No. 326 Rear view.



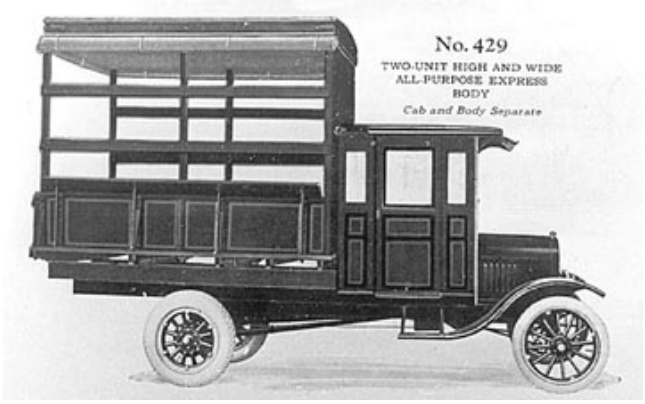

No. 421 Wide Top Two Unit Express Body (cab and body separate), type C with 420C vestibule cab. Tire carrier extra---not standard equipment. Type 422 was similar but without the top on the rear body.



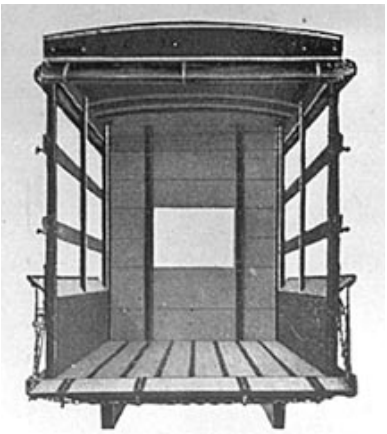

No. 426 Wide Platform Express Body. Cab and body separate. Type C with vestibule cab.



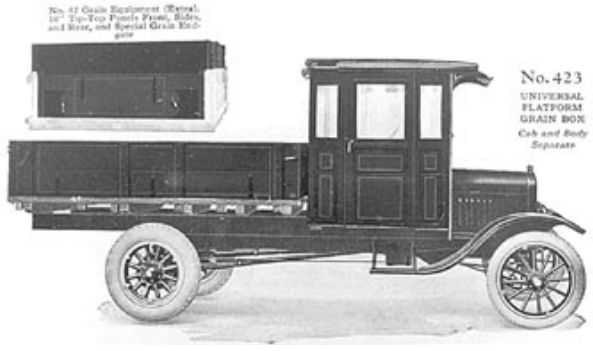
Type A with 420A cab.



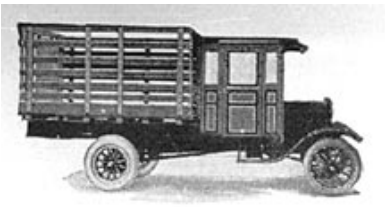

No. 429 Two Unit High and Wide All-Purpose Express Body (cab and body separate). Type C with No. 420C vestibule cab.



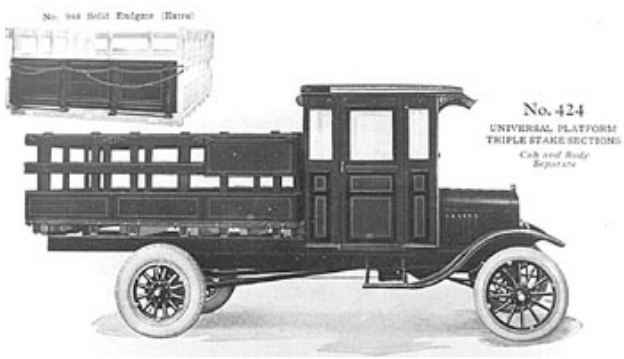
No. 429 rear view.



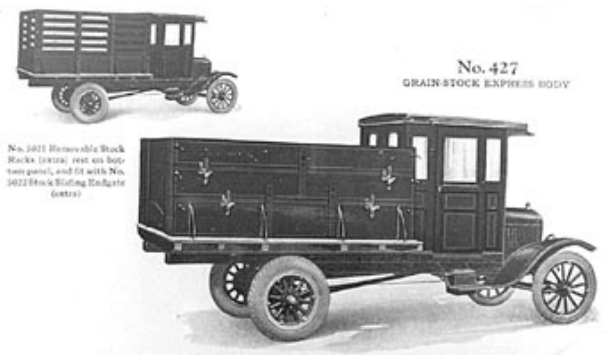

No. 423 Universal Platform Grain Box. Type C with No. 420C vestibule cab.



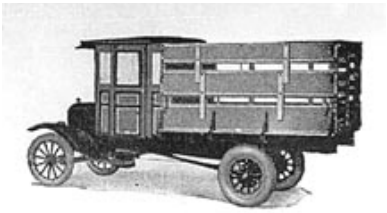
No. 425 Universal Platform Livestock Racks. An ideal body for stock of any kind or size.



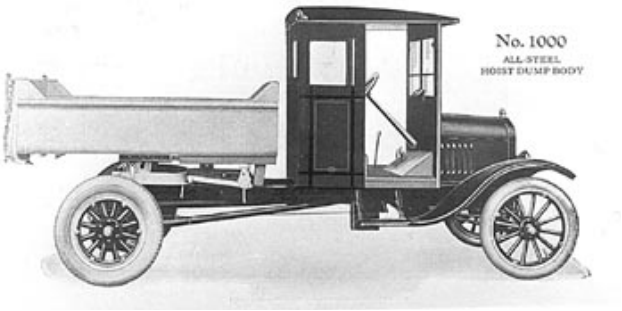

No. 424 Universal Platform Triple Stake Sections. Cab and body separate. Type C with No. 420C vestibule cab.



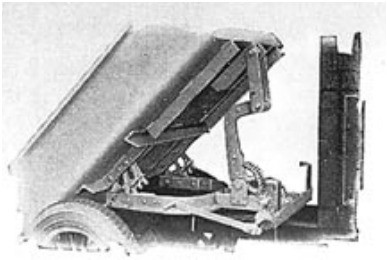

No. 427 Grain Stock Express Body. Type C with 420C vestibule cab. Shown with 10" Tip-Top panels (extra) above the 14" and 12" panels regularly supplied.



No. 427 Equipped for Stock Hauling. Showing panels (including No. 5020) in raised position and with No. 5022 stock endgate.



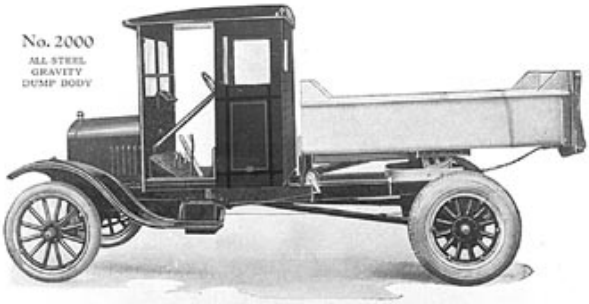

No. 1000 All Steel Hoist Dump Body. With 431 "Serve-All" cab.



Hoist mechanism.



Gravity mechanism. Shock absorber in Jackknife arm absorbs excessive strains on chassis.




No. 2000 All-Steel Gravfity Dump Body with 431 "Serve-All" cab.

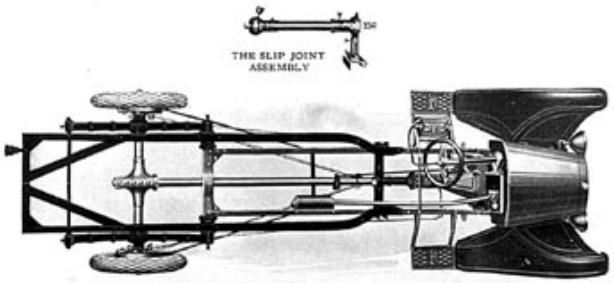




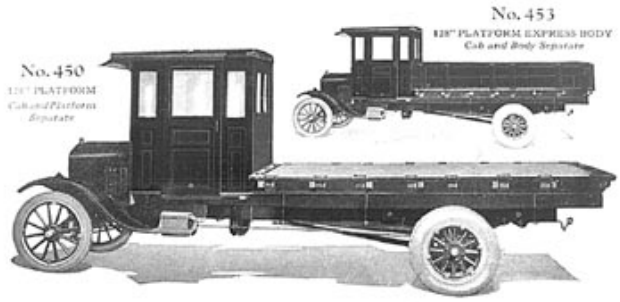
## Additional Equipment for Steel Dump Bodies No. 1000 and 2000.

Top left: Rear view with tail gate down showing one body partition No. 3005 which permits carrying two separate loads. Top right: View of coal chute endgate No. 3003 for dumping coal in basket or basement. Center: View of body hoisted with apron plates No. 3006 adjusted for easy shoveling of coal. Bottom left: View showing endgate No. 3004 with side apron plates adjusted for spreading fine sand. Botton right: View showing same endgate with adjustment for spreading coarse stone and other material.

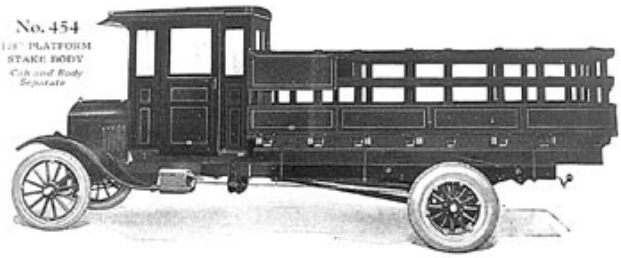
Top left: No. 3000 six-inch straight sides. Increase capacity 1/2 cubic yard. Top right: No. 3001 six-inch flared sides. Increase capacity 25 cubic feet. Center left: No. 3007 Coal hopper. Provides ample room for two tons of soft coal. Bottom: Vew showing the wide body without rivets or bolts to prevent clean dumping. View also shows the No. 3002 twelve-inch flared side boards in position.




No. 4000 Extension (146" wheelbase) on the Ford Ton Truck.



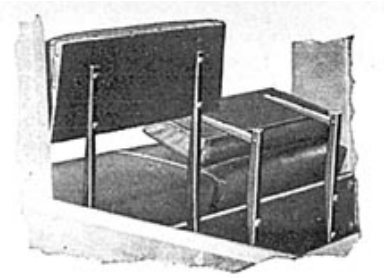

No. 430 128" platform. Cab and platform separate. No 453 128" Platform Express Body. Cab and body separate.



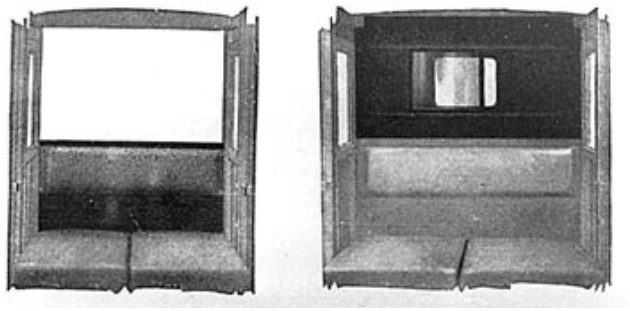

No. 454 128" Platform Stake Body. Cab and body separate. Shown with 420C vestibule cab.



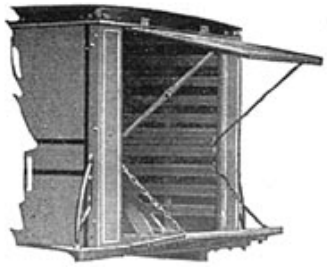
No. 420C Vestibule Cab. Also supplied without vestibule doors as 420A Open Cab. No 431 "Servall" Cab. An open cab of remarkably low price for hard service.



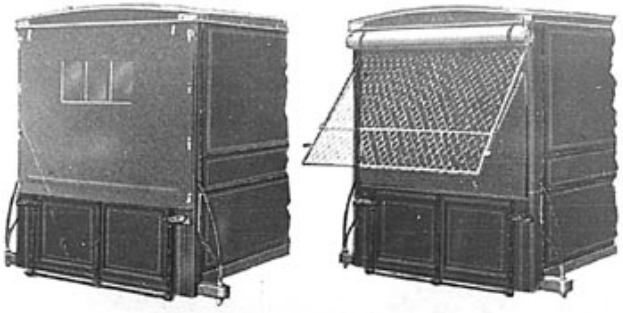
No. 687 seat assembly. Standard equipment on all panel and full-top express bodies.



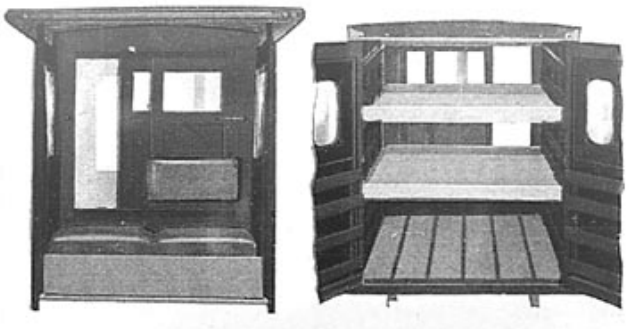
No. 5110 Solid Back Seat with back rest. Optional equipment in place of 687 seat back assembly on all "C" types of full top express bodies. Extra equipment on "A" types of same. Extra charge for roll-up curtain or filler panel at top. rest. No. 5019 Filler Panel with sliding sash for 420 and 431 Cabs, or No. 5110 solid back, affording greater comfort in cold weather. Standard equipment on all "C" and "A" type cab top express bodies, and on No 420A and C cabs. Extra equipment at additional charge with No. 5110 solid back on full top express bodies and on No. 431 cab.



Nos. 75, 76, and 77 Tail Gate and Hinged Panel Hood with window, which may be supplied in place of rear doors on all panel bodies.



`No. 71 Rear. Tail gate and curtain for bodies 220 and 320. No. 72 same for Body 120. Optional in place of rear doors. No. 73 Rear tail gate, curtain, and hinged screen for bodies 220 and 320. No. 74 same for body 120. Furnished at extra cost in place of rear doors.



No. 908 Sliding Door Partition combines protection for the driver and ease of access to the rear of body from seat. May be padlocked to guard from theft. No. 991 One-section Parcel Rack for body 120. No. 909 for body 220. No. 910 Two-section Parcel Rack for Body 320. Double or triple loading capacity. Easily removable when desired.

MARTIN PARRY