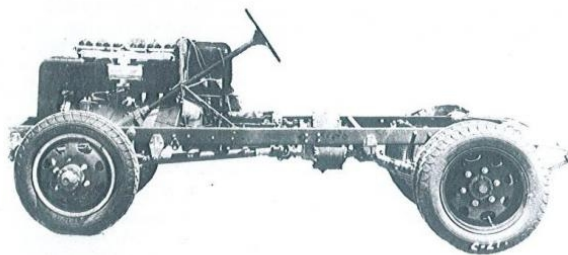
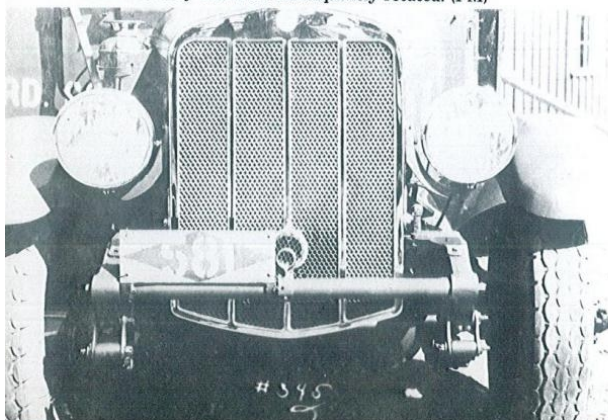




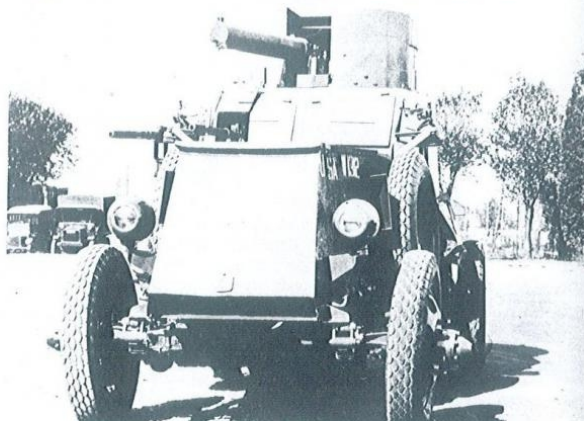
The lightest vehicle in the Standard Fleet was the 1 1/4-ton 4x4, which eventually appeared in at least three variations. The earliest type was built around 1929 and featured a false radiator shell which bore a resemblance to those found on the Franklin automobile of the day. The similarity was more than coincidental however, as the 1 1/4 tonners did use Franklin air-cooled engines. The trucks, however, were not built by the H.H. Franklin Company, but were assembled in the shops of the Quartermaster Corps at Ft. Holabird — as were all of the other vehicles in the Standard Fleet. This photograph, taken around 1930, clearly shows the unusual appearance of the little truck. Stylish Wood-lites appear incongruously along with a business-like Browning caliber .30 M1919 machine gun. At least two of these were built, and the chassis was designed to fit under the armored car body without modifications. (TCM)



The second models of the 1 1/4-ton Franklin-engined Standard Fleet truck gave up their drab appearance and carried a shiny chromed "radiator shell" and normal headlamps. That the radiator shells on these trucks led observers to believe the trucks were built by Franklin is certainly understandable. The front bumper has been removed to save weight, and the fenders show smoother contours. The original caption with this picture indicated the truck had been driven a total of 3,587.3 miles, and that the tires had worn unevenly and were subsequently rotated. (PM)



Q.M.C. Standard Fleet



This armored car version of the Franklin-engined truck could be created by simply removing the truck cab and body, and mounting this body on the chassis. It was built rather crudely of armor plate welded together at the Ft. Holabird shops of the Quartermaster Corps. Six were built, and they appeared in numerous field exercises and public expositions, and were tested exhaustively at Ft. Eustis, Virginia, and Ft. Knox, Kentucky. Mounting a Browning M1917 water cooled caliber .30 machinegun in the turret, it also carried two M1919 Brownings in the body. Known as the T7, it weighed 7,200 pounds, and was constructed of 3/16 inch armor. The road speed was said to be 60 miles per hour. (NA)

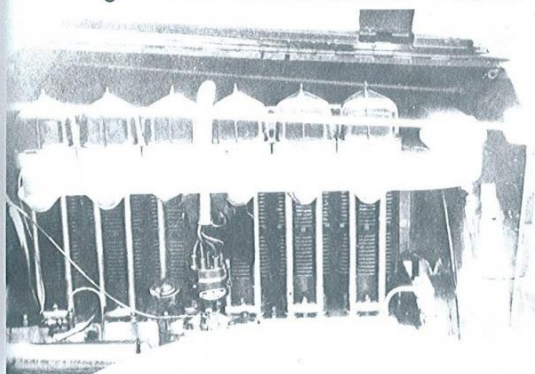
Group I

This chassis was under both the 1 1/4-ton 4x4 trucks and the T7 armored cars. As with all other Standard Fleet vehicles, only the best components were used in their construction. The six cylinder 274 cubic inch, air cooled Franklin engine provided 95 horsepower, and six forward gears allowed a road speed of 60 miles per hour. The wheelbase was a short 120 inches, the front track was 66 inches, the rear 65 inches, and it used 7.00x20 tires all around. Ground clearance was 9.75 inches and it could ford streams up to 17 inches deep without preparation. The axles were by Timken, and used a 4.7 to 1 gear ration. A 282 cubic inch water cooled engine was also considered, but apparently was not installed in these early types. (NAS)

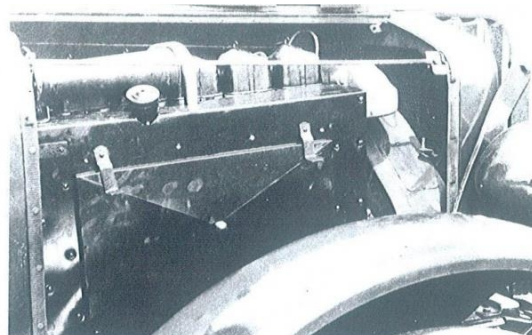
A left rear view of W393, one of at least three of the second model of the 1 1/4-tonner, shows it carrying a 75mm field gun which has been wedged in the bed in a unique manner. The cabs on the second model were open, with only half doors and in this case, no windshield glass, as the gun tube is protruding well over the hood. The wooden bodies were quite narrow, but the lower shelf created by the wide floor allowed for exterior mounting of supplies and equipment. The second model appeared around 1930. (SPD)



Q.M.C. Standard Fleet



The H.H. Franklin 274 cubic inch engine was fitted into the first models and some of the second models just as it came from the factory, with cooling fins exposed to the entire engine compartment. But these early types experienced overheating problems, especially when they were being put through their paces by the Infantry Board at Ft. Benning, Georgia. (NA)

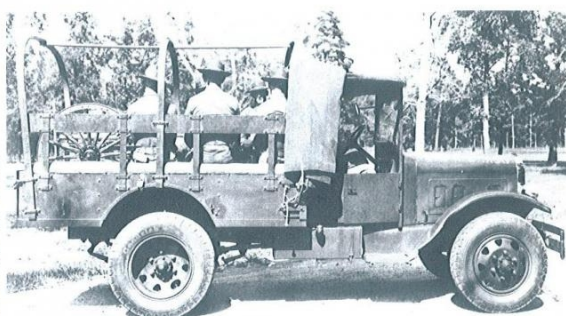


The Infantry Board's solution to the cooling problems with the 274 cubic Franklin engine was to build shrouds which would force the air being moved by the cooling fan to go where it was needed most: down over the deeply finned cylinders. A panel has been provided to allow access to the distributor, while the oil filler neck was extended so the cap appears above the shrouding. The horn has also been moved to the top of the cowl. Note that a sturdy brushguard has been fitted. (NA)

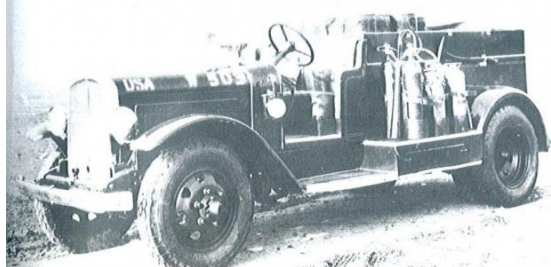
Group I

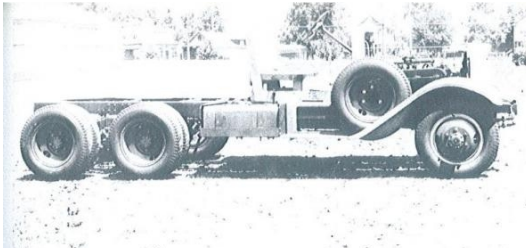
The third model of the 1½-ton 4x4 was quite similar to the second model, but shows several distinct differences. The chromed "radiator shell" is now much thinner, when viewed from the side, and has a single chromed bar down the middle, as did the contemporary Franklin cars of 1932. The three permanent hood louvers of the earlier types have been replaced by three hinged doors, and the cab is now a flat-roofed affair with doors which are not even knee high. Equipped here to carry a small 37mm M1916 field gun and its crew of six, it features a full width body, and padded troop seats along both sides. A sturdy spring steel bumper has also been added. At least 17 of these cargo versions were built, and were photographed in a field at Ft. Knox around 1932. (TCM)

The grille design used on the third model of the Quartermaster-built 1½-ton Standard Fleet truck is seen clearly in this view of the fire truck version. Although at least 17 of the cargo types were built, there was probably only one fire truck. W503 is seen here ready to roll, with carbon dioxide and water type extinguishers, and several five gallon cans of chemicals stowed in the body. Extra lights and a dash-mounted siren, all heavily chromed, helped this bright red truck to be easily seen and heard. Further details on this vehicle are included in Chapter 14. (AFA)



The final type of light-weight 4x4 in the Standard Fleet was shown about 1932. It has acquired the stately, chrome plated appearance of the other final models, including a narrow, vertical radiator shell with an elaborate "USA" emblem at the top. For the first time, the radiator shell was not a phony. The truck, now classified as a 1½ tonner, carries the water cooled, 282 cubic inch engine of 73 horsepower which had been proposed earlier in lieu of the Franklin air cooled 274 inch. In order to achieve a low profile, the front differential has been offset noticeably toward the left front wheel, thereby clearing other mechanical components. The rear differential was also greatly offset to be in line with the front axle and transfer case. (NAS)

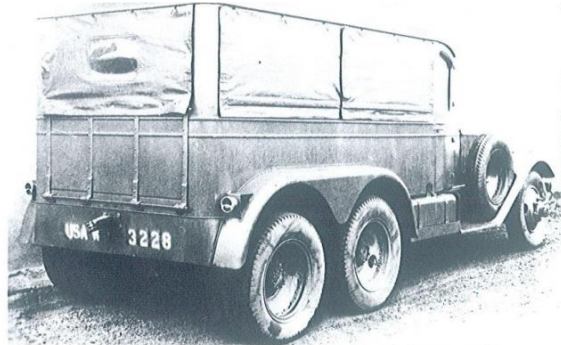
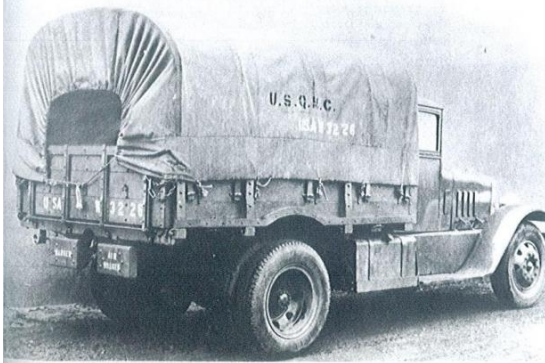




Sunshine greeted the Lycoming-engined version of the Standard Fleet 2 1/2-ton 6x6 chassis which was soon to become W3229. Using many of the same ultra-reliable components as the Duesenberg-engined W3228, it did utilize a Brown-Lipe four-speed transmission instead of the Warner six-speed found in W3228, and a lower top speed of only 60 miles per hour was claimed. The Lycoming engine however was no slouch. It developed 130 horsepower at 2800 rpm from 420 cubic inches, and was an L-head straight eight known commercially as Model AED. The wheelbase was 162 inches, aluminum ventilated disc wheels were used, and the turning radius was 40 feet. The Lycoming's finned exhaust manifold is visible above the fender. (NAS)

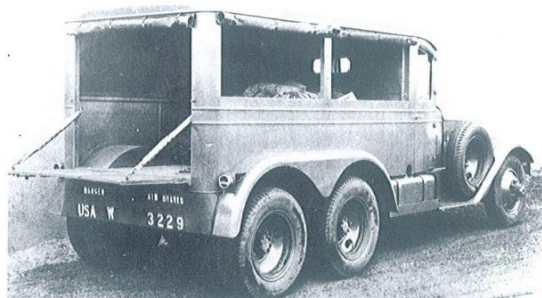
With curtains up and tailgate down, W3229 is now equipped with a complete body. Loadspace in these high speed trucks was very good, with the cargo floor being much lower than that found on the normal 1930's cargo truck. The warning for air brakes was a necessity in the 1930's, as many vehicles still had mechanical brakes and took several yards to stop after the brake lights came on. The Westinghouse air brakes on W3229 assured that it stopped quickly and with very little warning. W3228 used Lockheed hydraulic brakes. At an unknown point in the development of these two trucks, a Franklin V-12 air cooled engine was also tried in the 2 1/2-ton 6x6 chassis. A poor overhead photograph indicates a clean installation, but with no space to spare left or right of the engine. The Franklin engine was a 398 cubic inch which produced 135 horsepower at 3,100 rpm, in a V-12 demountable L-head design. The wheelbase of the Franklin was reduced to 150 inches, and 68 miles per hour was its maximum speed. (NA)

With an appearance very similar to any other medium range truck of the early 1930s, this Quartermaster-built 3-ton 4x2 is one of several of the Standard Fleet models often mistaken for commercial types. And although the exterior design incorporates several features unique to those of the 1932 Army fleet, the mechanical components were indeed strictly commercial, off-the-shelf items. A Continental Model E603 engine was fitted, which developed 96 horsepower at 2400 rpm. A six cylinder, L-head inline design, it drove through four-speed Brown-Lipe transmission and a two-speed Wisconsin transfer to produce a road speed of 45 miles per hour. Mounted on a 160-inch wheel-base, it used 9.00x22 tires, and weighed 10,900 pounds net with a 6,000 pound cargo capacity. (NA)



Group I

The 2 1/2-ton 6x6 Group I command and reconnaissance truck seen from the rear is nearly as impressive as the front view. The side curtains are in place for protection from the weather, and dual fuel tanks carried 66 gallons, allowing a cruising range of 325 miles. The wheelbase was 162 inches, turning radius a hefty 34 feet, and the gross weight was 15,750 pounds with a 2 1/2-ton load. Lockheed hydraulic brakes were fitted to W3228; W3229 had air brakes. Fender mounts for the spare tires were both practical and stylish, and style was important in the concept of the Standard Fleet. (NA)

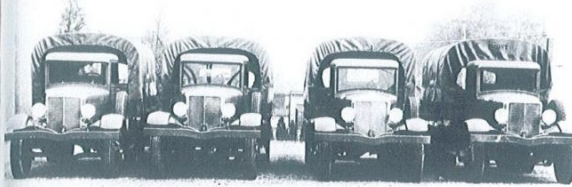


Group II

It appears that very few pilot models were assembled before the final versions of the Standard Fleet were built. The 3-ton 4x4 was one of very few photographed, and was probably built in 1928 or 1929. Known initially as Model TT-H3, it carried registration number W443. An unusually long 172-inch wheelbase placed the rear axle near the end of the bed, but the set back front axle would have offset any ditch-climbing advantages offered by the rear axle placement. The engine was a Continental Model 21R, which was a six-cylinder inline over-head valve design which gave out 105 horsepower, and was coupled to a four-speed Brown-Lipe M714 transmission and three-speed Wisconsin T-5 transfer case, giving twelve forward speeds and 50 miles per hour on hard roads. The tires were 44x10, with a 71 inch track front and rear. It weighed 16,000 pounds. The cab seen here was typical of those found on the Standard Fleet pilot models. (TCM)



Q.M.C. Standard Fleet

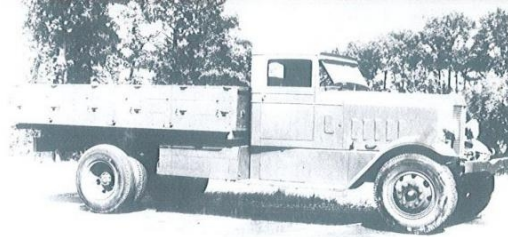
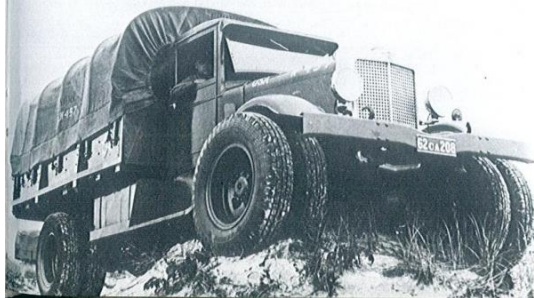


Posed for their formal head-on portrait are all four of the trucks making up Group III: a 5-ton 4x2 on the far left (W4104), a 4 to 5-ton 4x4 (W448), a 5-ton 6x4 (W576), and a 5 to 6-ton 6x6 (W574) on the far right. When the Quartermaster Corps released photographs of their new Standard Fleet in 1932, there were group photos of all but Group I. The Group II trucks look nearly identical, and in fact used nearly identical components. Only the engine in the 4x2 and the prop shafts, springs, gas tanks and some sheet metal in both four wheeled models were not identical with the six wheelers. (CB)

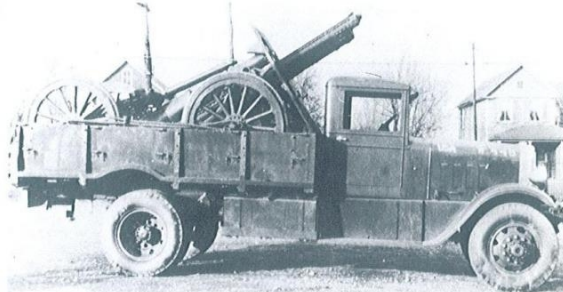
Group III

The 4x4 of Group III is seen here carrying a 155 mm field gun and its detached carriage components. Expected to carry a 5-ton load on improved roads or 4 tons cross country, it was designated as a 4 to 5 tonner. W448 is one of at least four of these vehicles built, and is posed here at Ft. Holabird, Maryland, in 1932. The bed appears to have been intended for a truck with a longer wheelbase, and the rear overhang is excessive for a four wheel drive truck. The 4x4 used a Model RXC Hercules engine which carried a five horsepower higher output than did the RXB, and was a 529 cubic inch. The transmission, transfer, and driving axles were identical to those in the 4x2, 6x4, and 6x6 models in Group III. (NAS)

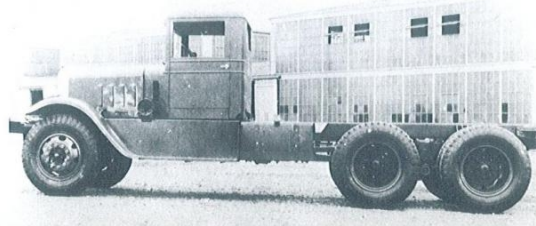
This 4x4 from Group III of the QM Standard Fleet has been fitted with extra front tires in an effort to provide better traction in loose sand. Seen here while negotiating sand dunes at Ft. Tilden, New York, in June, 1932, it was agile and reliable. The relatively short 176 inch wheelbase and 12 inches of ground clearance, combined with 8.14 to 1 axles assured good cross country mobility. Gross weight was 22,000 pounds, with 8,000 of that as payload. Two engines were planned for the 4 to 5 tonner, which may explain why as many as four were built. The Air Corps model was to carry a Hercules RXC, while the standard model carried the 110 horsepower RXB. Cab types seem to have varied indiscriminately, with some using doors with arched window frames, while others were straightedge rectangular. 9.75x22 tires were used, and the maximum speed was 42 miles per hour. (SPD)



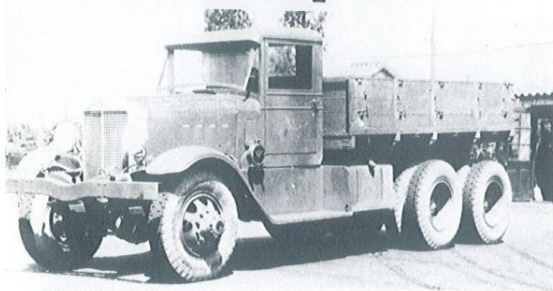
The 5-ton 4x2 of Group III of the Quartermaster's Standard Fleet of 1932 was a long wheelbase model when compared to most of the other vehicles in the fleet: 172 inches. Although the pilot models for the fleet had set back front axles, the prototype versions had their axles about as far forward as they could put them, except for the Group V 6x4 and 6x6. The engine in the Group III 4x2 was a Hercules RXB which is the same engine found in the 6x4 and 6x6 trucks of Group II. The RXB displaced 501 cubic inches and developed 110 horsepower at 2200 rpm. It was an L-head, inline design which could be expected to give exceptionally good service. The gross weight was 25,000 pounds, with 10,000 pounds being payload. Overall length was 20 feet, and it was 97 inches tall at the top of the cab. Tires were 9.75 x 22, and the Timken 310 rear axle, Wisconsin T-7 transfer case and four-speed transmission allowed a maximum speed of 48 miles per hour. (CB)



A full 29,000 pounds was the recommended gross weight for the 6x4 version of the Standard Fleet Group III trucks, and 12,000 pounds was allowable as payload. The dual rear axles are the same make and model as those found on the other three trucks in Group III: Timken SFD 310's. The engine was the RXC from Hercules, a 115 horsepower 529 cubic inch model, and the Brown-Lipe four-speed transmission and Wisconsin T-7 transfer case were also shared with the other three models. Forty eight miles per hour was maximum, and the 6x4 was expected to travel primarily on improved roads as the non-driving front axle became a liability in soft terrain. Tires were 9.75 x 22, and the wheelbase was 176 inches. It was photographed at Ft. Holabird in late 1931. (NAS)

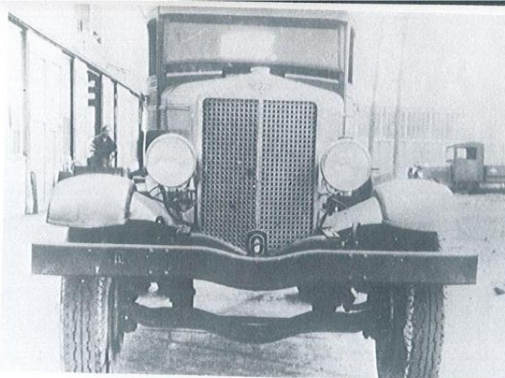


Group III



The 6x4 and 6x6 models used some sheetmetal such as fenders and hood which varied from those found on the 4x2, and in this 5 to 6-ton 6x6 the larger size begins to be apparent. Rated at 27,000 pounds gross for cross country operation, it could carry a 5-ton payload. Six tons were allowed if the vehicle was to be operated on firm roads. Posed at the front gate to the Quartermaster Depot at Ft. Holabird, Maryland, in 1932, this truck had already performed admirably in endurance tests. Required to carry its maximum allowable load up a 65% grade, it had done so without problem, relying on the powerful Hercules RXC engine. The spare tire is missing from its fender mount, and the elaborate stylized USA insignia plate is visible. (NAS)

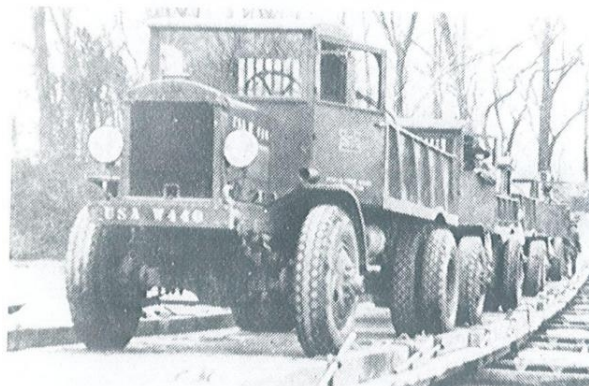
Group IV



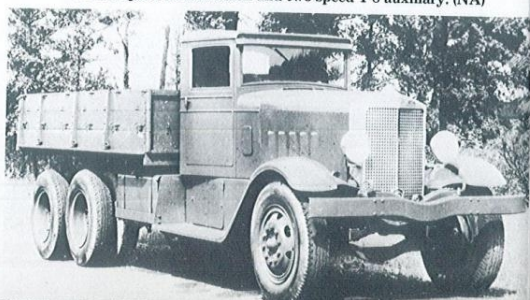
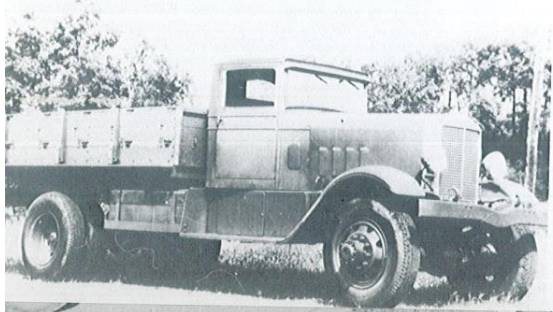
A close up frontal view of the Group IV 4x2 helps reveal how tall and impressive the Standard Fleet of 1932 was, especially the higher tonnage models. Ground clearance on this 7-ton truck was 12 inches and the extra long 195-inch wheelbase allowed the installation of a 14-foot cargo body. Height at the top of the cab was over 8 feet, and the overall length with body installed was 28 feet. The radiator grille was stamped of steel, with a "cane bottom" pattern which was very elegant, especially for a heavy truck. Stylized "USA" emblems appeared at the top of the radiator shell and on the spare tire mounts. The 4x2 Group IV truck used the same engine as the 4X4 model: a 611 cubic inch Continental Model 16-H, which produced 127 horsepower at 2,300 rpm, and transmitted power to a four-speed transmission and Wisconsin T8 two-speed transfer case. Tires were 10.50x22, and the front track was 70.5 inches. (NAS)

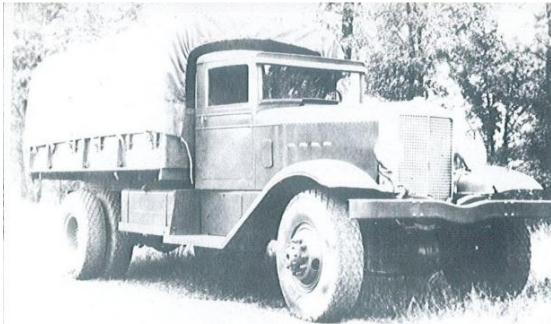
Absolutely nothing is known of the technical characteristics of these 6-ton 4x4's. In many ways they fit the general description of the pilot models for the QM Standard Fleet: built around 1928, simple, no-frills design; total lack of any ornamentation; minimal fenders, and the same flat-metal cab used on the other pilots. However, there appear to be four of them in this view taken on a pontoon bridge around 1930, and pilots were usually not built by Ft. Holabird in such quantity. Furthermore, the lead vehicle has an unmistakable Engineer Corps emblem painted on the door, and pilot vehicles were usually not issued to units. It is possible that they were part of a fleet built expressly for the Engineer Corps, but the W440 on the truck nearest the camera puts it in the same numbering sequence of several of the other pilots. (GP)

Group IV of the 1932 Quartermaster Standard Fleet also included a 6x4, designated as a 9-ton model. The truck as seen here weighed 19,000 pounds, and due to the non-driving front axle was not expected to perform service off of improved roads. The cross country carrying was left up to the all-wheel-drive models. It was anticipated that there would be two wheelbases available: 203 inches, and 221 inches, and that they would carry bodies of 14 and 18 feet respectively. However only this one, W579, seems to have been built. Most mechanical components were identical with the four wheel Group IV trucks but the engine was a Hercules Model HXB, a 707 cubic inch inline six cylinder which gave 165 horsepower. Tires were 10.50 x 22, and a maximum speed of 40 miles per hour was available, with a four-speed transmission and two-speed T-8 auxiliary. (NA)



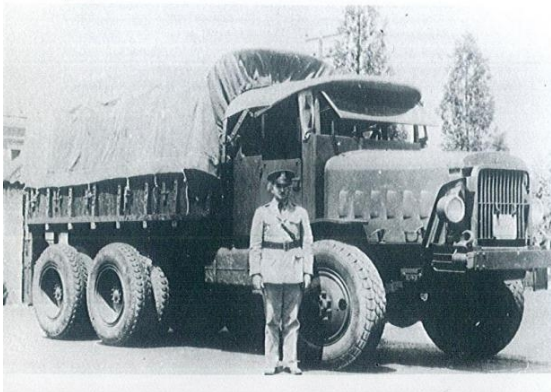
As was evident in the frontal view of the 4x2, the Group IV vehicles were very large and had the appearance of brute strength. This was the final version of what was described as the 6 to 7-ton 4x4. It had a gross weight of 31,000 pounds for highway travel or 29,000 when moving cross-country, while the vehicle itself weighed 17,000 pounds. It shared the same frame as the Group IV 4x2, and hence the same 195-inch wheelbase. In fact, all components were identical except for the addition of a driving front axle. (CB)





Early group photographs of the Standard Fleet taken as late as the spring of 1932 did not include the 9-ton 4x4. But by summer it had been completed, and it was an impressive vehicle. Very large 12.00x20 tires gave ground clearance well over 12 inches, and helped raise the top of the cab to over 120 inches. Basically the engine, transmission, transfer case, springs, and some sheetmetal were the same as that found on the Group IV 6x4 and 6x6 types, while the axles were heavier and similar to those on the Group V six wheelers. Referred to as a 8 to 9-ton model, the lower figure represented the cross-country capacity, the higher figure the tonnage which could be carried on roads. Gross weight on good roads was set at 36,000 pounds. It sat on a 195-inch wheelbase and carried a 14-foot cargo body. The maximum recommended speed was 40 miles per hour. This was the largest type to use the brightly chromed grille and headlamps and a closed cab. (CB)

The short wheelbase version of the 10 to 12-ton 6x6 of Group V was posed for its official photograph in the spring of 1932 at the Ft. Holabird main gate. Carrying registration number W52501, its wheelbase was only 186 inches, and overall length 346 inches. Weight as seen here was 20,000 pounds, and a carrying capacity of 20,000 pounds was claimed. It could ford 22 inches of water, and had an impressive 13.5 inches of ground clearance. The Sterling engine is described as a Model LT6, displacing 779 cubic inches and developing 177 horsepower at 2,000 rpm. It was an L-head six-cylinder design with twin carburetion, dual ignition, seven main bearings, and aluminum pistons. All axles were Model 1920 series Wisconsin, and the rear bogie was by Hendrickson. In tests at Aberdeen it pulled 82,000 pounds total gross weight (with a trailer) through 15 inches of soft sand, and loaded to 40,700 pounds it easily climbed the 65% grade. It was clearly the most impressive truck the Army had owned up to that point, and paved the way for subsequent 12 tonners during W.W. II. Original plans were for a 855 cubic inch, 180 horsepower engine to be the standard model, with a 935 cubic inch 200 horsepower model as a "super power" version. These plans however seem to have not materialized. (CB)



Q.M.C. Standard Fleet



The 6x4 model in the QM Standard Fleet broke tradition and did not use any of the sheetmetal found on the smaller trucks, nor did it carry any chrome plating. The six wheeled versions of the Group V trucks shared very few components with the smaller models, and were not generally included in the charts published showing the features of the Standard Fleet. Furthermore, the 6x4 version appears to have been camera-shy. This photograph was located in old microfilmed records of artillery evaluations at Aberdeen Proving Ground, Maryland, around 1933. It would appear the truck was being used there as a prime mover for guns under test after its own evaluations at Ft. Holabird had ended. Although the engine found in this 6x4 and in the 6x6 displaced 779 cubic inches as did the Hercules HXC, it was an entirely different engine. Described in trade publications as a Sterling-Petrel engine, the horsepower estimates ranged from 150 to 185 and with its four-speed transmission and three-speed Wisconsin T5 transfer case, it could achieve 45 miles an hour. The wheelbase was 186 inches, it was 122 inches high at the top of the roof, and it weighed 38,700 pounds, 20,000 of which was cargo carried in the 20 foot long body. Probably only one was built. (TL)

Classed as a 10 to 12 tonner, this was the star of the Quartermaster Corps Standard Fleet. Totally devoid of chrome, and using an open cab, it began to approximate what was really needed in cross-country tactical vehicles: non-nonsense, no frills, but lots of power and traction. As with the other dual rated models, the higher tonnage figure referred to the highway or improved roads carrying capacity, while the lower 10 ton figure represented what it could carry across unimproved terrain. Two of these 6x6 Group V vehicles are known to have been built, and W52504 is seen here easily carrying a T1 E4 light tank. The tank weighed only 8.6 tons, providing no real challenge for the truck. The wheelbase under W52504 was 228 inches, allowing it to carry a 20 foot body with ease, and the overall length was 362 inches. The tires were 12.00x22, and the four-speed transmission with three-speed T-5 transfer combination as found in the 6x4 allowed twelve forward speeds and 37 miles per hour maximum. (CB)

