



FORD MOTOR COMPANY
FACTORY CHANGE LETTERS, 1908-1921

Accession 64.167.575

Contents: Domestic numbers 115-124, April 18 - 28, 1911

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575
Factory
Letters

#115

1911-4-18

#115

4-18-11

#115

LETTER #115

April 18th/1911.

*W. Waldenville
Letter on this*

438 W

Mr. Diehl:
Mr. Martin:

Kindly be informed of changes on the following parts:

- ← T-1991 Shipping Block (Export) (Rear) Added note for 60" tread only. Also removed (#114) from drawing. Therefore only the one number is to be used (T-1991) (Revised 4/13/11. Dostie).
- ← T-1992 Shipping Block (Export - front) (L.R.) Added note for 60" tread only. Also removed (#112) from drawing. (Revised 4/13/11. Dostie).
- ← T-1993 Wheel Burlap Block. Removed #118 from drawing. (Revised 4/13/11. Dostie).
- ← T-1994 Shipping Block (Export-front) (R.H.) Added note for 60" tread only. Also removed #111 from drawing. (Revised 4/13/11. Dostie).
- ← T-1995 Wheel Fastening Washer. Changed number required from 2 to 4. Also removed #107. (Revised 4/13/11. Dostie).
- ← T-1996 Export Burlap Block. Number required changed from 8 to 35. Also number removed #105. (Revised 4/13/11. Dostie).
- ← T-1997 Rear Axle Spacing Wedge. (OB-OLETE) (Obsoleted 4/13/11. Dostie).
- ← T-1998 Shipping V Block. Removed the 3/16 holes that were formerly used for nailing to floor of car. Also removed #117. (Revised 4/4/11. Jend).
- ← T-1999 Front Axle Rest Block. Removed #108. (Revised 4/13/11. Dostie).
- ← T-2300 Shipping Block. Added note: In car-loads of four only. Also removed #109. (Revised 4/15/11. Dostie).
- ← T-2301 Shipping Block. (regular) (rear) Removed #113 from drawing. (Revised 4/14/11. Dostie).
- ← T-2302 Shipping Block (side) (bottom) Added note: In car-loads of four only. Also removed #110. (Revised 4/14/11. Dostie).

W.C. P. H. S.

✓ T-2303 Rear Seat Block. (OBSOLETE) Use T-2046. (Obsolated 4/14/11. Dostie).

✓ T-2304 Top Block. (OBSOLETE) Use T-2046 (Obsolated 4/14/11. Dostie).

✓ T-2379 Export Block (Front Axle) Changed symbol number from T-1992 to T-2379. (Revised 4/18/11. Dostie).

Would ask that you kindly have your cards and records changed to the above names, as we have changed titles considerable. Also ask that the numbers that we mentioned that were removed, would also be taken care of, as there is no reason why we should have two numbers on one drawing, as it causes a great deal of mistakes in ordering prints. Would ask in the future when ordering any of these prints, that they will be ordered from the above numbers.

Engineering Department.

G.J.D./D.J.K.

G.H.Y.

575
Factory
Letters

#116

1911-4-18

#116

9-18-11

#116

DRAFTING ROOM FILE

116

613

(F)

LETTER #116

April 10th/1911.

439 W

Mr. Diehl:
Mr. Martin:
Mr. Galamb:
Mr. Hicks:

Kindly be informed of change on the following part:

T-1980 Gas Lamp Tube Assembly. Specified distance between center to center of Tube to Lamp, as 23-1/4". Also show transversed Tube, in bent position. Also Tubes to Lamp, bent on center line, as shown in Assembly.

It is Mr. Galamb's request that this Tube should be bent according to this print, before assembling to car. However, this will not interfere with any of the details of same. The length of Tubes etc. remain the same. (Revised 4/10/11. Galamb).

Engineering Dept.

G.J.D./D.J.K.

J.H. Emery

Mr. Phee

575
Factory
Letters

117

1911-4-20

117

9-20-11

117

713

DRAFTING ROOM FILE

#47

(4)

LETTER #117

April 20th/1911.

441 W

Mr. F. H. Diehl:
Mr. P. E. Martin:
Mr. J. M. Galamb:
Mr. Hicks:

Kindly be informed of changes on the following parts:

- × T-42-A Rear Axle Housing Bolt (short) (OBSOLETE) (Obsoleted 4/19/11. Galamb).
- × T-400-C Cylinder. Changed the babbit anchor holes in main Bearings, as follows:
On the front Bearing, changed distances between centers of holes, from 23/32 to 25/32.
and 1/4" on end to 3/16". On the center Bearing, changed centers of holes, from 13/16" to 25/32". And from 1/4" on end to 9/32. On rear Bearing, we have added eight anchor holes instead of six; starting the first hole 1/4" from end of Bearing.
(Revised 4/9//11. Galamb).
- × T-408 Crank Shaft Bearing Bolt (center & front) Established a limit across flat portion of Bolt Head, from 9/16 to a limit of .552 (Revised 4/19/11. Galamb).
.572
This also pertains to the rough size Bolt.
- × T-1442-B Left Hand Door Lock (Touring Car) Changed length from 5-1/4" to 5-1/8.
(Revised 4/19/11. Galamb).
- × T-1444-B Right Hand Door Lock (Touring Car) Changed length from 5-1/4 to 5-1/8.
(Revised 4/19/11. Galamb).
- × T-2819 Rear Hub. Established a limit on outside dia. of Hub Barrel of 2.1855
2.1875
(Revised 4/19/11. Galamb).

G.J.D./D.J.K.

Eng. Dept.

W. P. Hayes
F. H. Diehl
W. G. S.

[Handwritten signature]

575
Factory
Lovers

#118 1911-4-20

118

4-20-11

118

4118

LETTER #118.

April 20th/1911.

440 w

Mr. F. H. Diehl:

We hand you herewith additional parts to be used on the Open Roadster with Rumble Seat attachment. They are as follows:

- ✓ T-1244 Moulding (R.H. - rear) Aluminum. Used on first 100 cars. (4/19/11. Diehl & Galamb.
- ✓ T-1245 Moulding (L.H. - rear) Aluminum. Used on first 100 cars. " "
- ✓ T-1246 Moulding (Deck End) Aluminum. Used on first 100 cars. " "
- ✓ T-1247 Rear Mat (rubber) Used on first 100 cars. (Revised 4/20/11. Diehl & Galamb).

Engineering Dept.

G.J.D./D.J.K.

Emery

575
Factor
Letters

#119

1911-4-21

#119

9-21-11

#119

LETTER #119.

April 21st/1911.

442 W

Mr. Diehl:
Mr. Galamb:

We hand you herewith two blue prints of T-128-B & T-129-B,
Rear Axle Housing Tubes.

Would ask that you kindly let me know the exact number of
cars that this Tube will be used on, after the first lot of old tubes.

Engineering Department.

G.J.D./D.J.K.

E. My

575
Fackberg
Letters

#120 1911-4-24

#120

4-29-11

#120

April 24th/1911.

443 W

- Mr. Diehl:
- Mr. Martin:
- Mr. Galamb:
- Mr. Hicks:

Kindly be informed of changes on the following parts:

- * T-16-3 Driving Pinion. We have established a limit on the large end of tapered hole, of .995 Also gave the depth of Key-Way, from the bottom dia. of large hole, to the depth of Key-Way, of 1.113 (Revised 4/21/11. Martin & Galamb).
1.000
1.115
- * T-403-3 Cylinder Cover (front end) Changed size of Drill of Cam Shaft Hole, from 1-9/32 to 1-5/16. (Revised 4/21/11. Martin).
- * T-408 Crank Shaft Bearing Bolt (center & front) (rough and finished size) Added note: upset in solid die. (Revised 4/22/11. Martin).
- * T-414 Cam Shaft Bearing Set Screw. Removed Crown; thereby changing the overall length, from 55/64 to 13/16. (Revised 4/24/11. Martin).
- * T-478 Crank Shaft Bearing Bolt (rear) (rough & machine size) Added note: upset in solid die. (Revised 4/22/11. Martin)
- * ^{FR 069} Crank Shaft Main Bearing Bolt Wrench. (center & front) To be used as regular equipment. (Adopted 4/20/11. Dostie).

Engineering Dept.

G.J.D./D.J.K.

Mr. P. H. ...

*J. H. Diehl
per - Sawyers*

[Signature]

575
Factor's
Letters

#121 1911-4-25

#121

4-25-11

#121

LETTER #121

April 25th/1911.

444 w

Mr. F. H. Diehl:

Kindly be informed of change made on T-1484-B, Touring Car Body. We have changed the thickness of Board, over Rear Spring, which is directly under Rear Seat, from 1/4" to 3/8" thick, as shown at point marked "A".

Also specified Floor Boards to be fastened to angle iron, with #6 X 5/8 Flat Head Wood Screws, at point marked "B". However, the Bodies are coming in with the Floor Boards screwed to the angle iron, and this is only a caution so that they will not be omitted, as there has been instances where they have neglected to put them in.

Engineering Department.

G.JD./D.J.K.

amy

575
Fathers
Letters

122

1911-4-25

#122

4-25-11

#122

513

(K)

LETTER #122.
April 25th/1911.

445W

Mr. Diehl:
Mr. Martin:
Mr. Galamb:
Mr. Hicks:

Kindly be informed of changes on the following parts:

- X T-710 Driven Gear Sleeve. Added a note on face of Sleeve, to grind after rivetting to T-709. (Revised 4/25/11. Martin).
- X T-721 Fly Wheel Cap Screw. Added another 3/32 hole, at right angles with the one that was already in, making two holes in Head instead of one. (Revised 4/25/11. Martin).
- X T-891-B Hub Brake Pull Rod (R.H.) Changed radius of Bend, on threaded end of Rod, from 1/2" to 4", to facilitate the assembling of Hub Brake Pull Rod Guide. (Revised 4/25/11. Martin).
- X T-1513-B Hub Brake Pull Rod (L.H.) Same changes on T-891-B. (Revised 4/25/11. Martin).
- X T-1582 Crank Case Cover. Changed the size of holes, from 11/32 to 23/64. (Revised 4/25/11. Galamb).

Eng. Dept.

G.J.D./D.J.K.

McPherson
Diehl
will
summons

575
Falborg
Lohers

#123

1911-4-26

#123

4-26-11

#123

219

15

LETTER #123

April 26th/1911.

446W

Mr. Diehl:
Mr. Martin:
Mr. Galamb:
Mr. Hicks:

Kindly be informed of changes on the following parts:

- X T-43 Rear Axle Roller Bearing Thrust Collar Rivet. We have changed the length of Rivet, from 5/4" to 7/8". (Revised 4/26/11. Martin).
- X T-64 Rear Hub Brake Spring Rivet. Removed T-43 from panel. (Revised 4/26/11. Martin).
- X T-164 Rear Axle Case & Tube Rivet. Changed length, from 5/8" to 3/4". (Revised 4/26/11. Martin).

Eng. Dept.

G.I.D./D.J.K.

Mr. Phey
M.K.
[Signature]

575
Fackery
Lethers

#124 1911-4-28

#129

9-28-11

#129

LETTER #124

April 28th/1911.

447^w

Mr. Diehl:
Mr. Martins:
Mr. Galamb:
Mr. Hicks:

Kindly be informed of changes on the following parts:

X T-40-B Rear Hub. We have removed the core, from inside of Hub Barrel.

(Revised 4/27/11. Martin & Galamb).

X T-488-B-F Connecting Rod Cap. We have added finish on inside of Cap, from

25/32 to 3/4 radius. (Revised 4/26/11. Galamb).

X T-1929 Fly Wheel Cap Screw Wrench. We have made a notation on drawing, to

allow 1/32" finish, on each side of Jaw part of Wrench. (Revised 4/26/11.

Galamb).

X T-1943 3/8" American Wire Lock Washer. (We have obsoleted T-369 in this panel,

which was Rear Fender Iron Bolt Lock Washer. (1911 Touring Car) (Revised

4/26/11. Diehl).

X T-1974 Drive Shaft & Rear Axle Housing Nut Wrench. We have changed the dia.

of Wrench, on Socket end, from diametrical to oval, making it a little stronger.

on that portion. We have also made a note, to allow 1/8" finish on dia., on

outside of socket. Wish to state that Mr. Wolf has submitted us proofs of T-1974

& T-1929, and he is waiting for this information, relative to change in Wrenches:

as the writer understands that he has quite a number of them on order.

Therefore, they will have to change their die, in order to take care of the

necessary changes.

Handwritten signatures and initials

Eng. Dept.