Kenneth H. Rabeneck Antique Fire Apparatus Collection

This is one of many sections that contain information, documents, letters, newspaper articles, pictures, etc. They have been collected and arranged in chronological order. These items were collected, organized and entered into a computerized database by Al Ring with the help of many friends and fellow firefighters.

All graphics have been improved to make the resolution as good as possible, but the reader should remember that many came from copies of old newspaper articles. This also applies to other items such as documents, letters, etc. Credit to the source of the documents, photos, etc. is provided whenever it was available. We realize that many items are not identified and regret that we weren't able to provide this information. As far as the newspaper articles that are not identified, 99% of them would have to be from one of three possible sources. *The Courier-Journal, The Louisville Times* or one of the *Voice* publications.

Please use this information as a reference tool only. If the reader uses any of the information for any purpose other than a reference tool, they must get permission from the source.

Kenneth H. Rabeneck Antique Fire Apparatus Collection

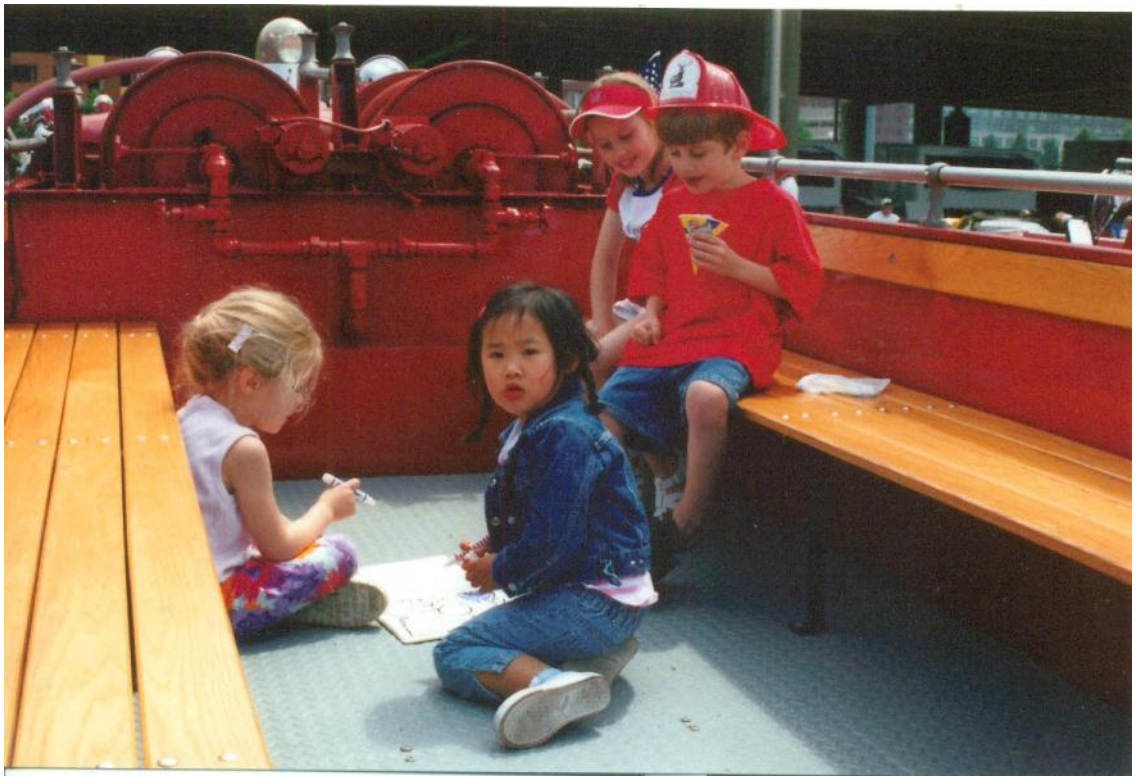
The Collection

My first fire truck is a 1962 International Model B-176 with a 345 cu V8 engine. The body is a Howe 750 gpm pumper. I purchased the truck from a restaurant that was going out of business. They had used it for advertising in front of their establishment. The fire truck originally served the town of Walkerton, Indiana. I removed the tank and replaced it with a steel tread plate floor and two bench seats. I replaced the engine, front wheels, rims and changed the rear axle gears for a higher road speed, 60 to 65 miles per hour. I had to do some body work and repairs to the electrical and lighting system. All in all, this is a great running truck.

My second fire truck was a 1925 Baby Stutz Model K. It had been restored approximately 40 years ago and had been neglected over the years. I did a major cosmetic restoration and replaced missing tools and hardware and accessories. The fire engine was featured on the cover of the 2010-2 Enjine!Enjine! magazine. The truck is no longer in my possession. It has been sold.

The third fire truck that I purchased is a 1924 Model S International with hose and chemical Pirsch Body. I was at a truck show with one of my other trucks when a man mentioned that he had a fire truck for sale and lived close to the show. It was stored in an old truck body (see photo). A week later it was in my garage. I was told that the fire truck served around the Milwaukee, WI area. It was in fair condition, but needed lot of work. I have refinished the wood spoke wheels, replaced the tires and rebuilt the rear brakes. The four cylinder Lycoming engine had a cracked block and was in very bad shape. I found a good Lycoming engine and had it rebuilt. Some of the bad woodwork was replaced, sheet metal reworked and painted. The old rusty windshield frame was replaced and new glass installed. The addition of lights, ladders, fire extinguishers and the re-chroming of the bumper all helped in adding to the appearance of the truck.

1962 International Model B-176, Howe 750 gpm Pumper



1962 International Model B-176, Howe 750 gpm Pumper

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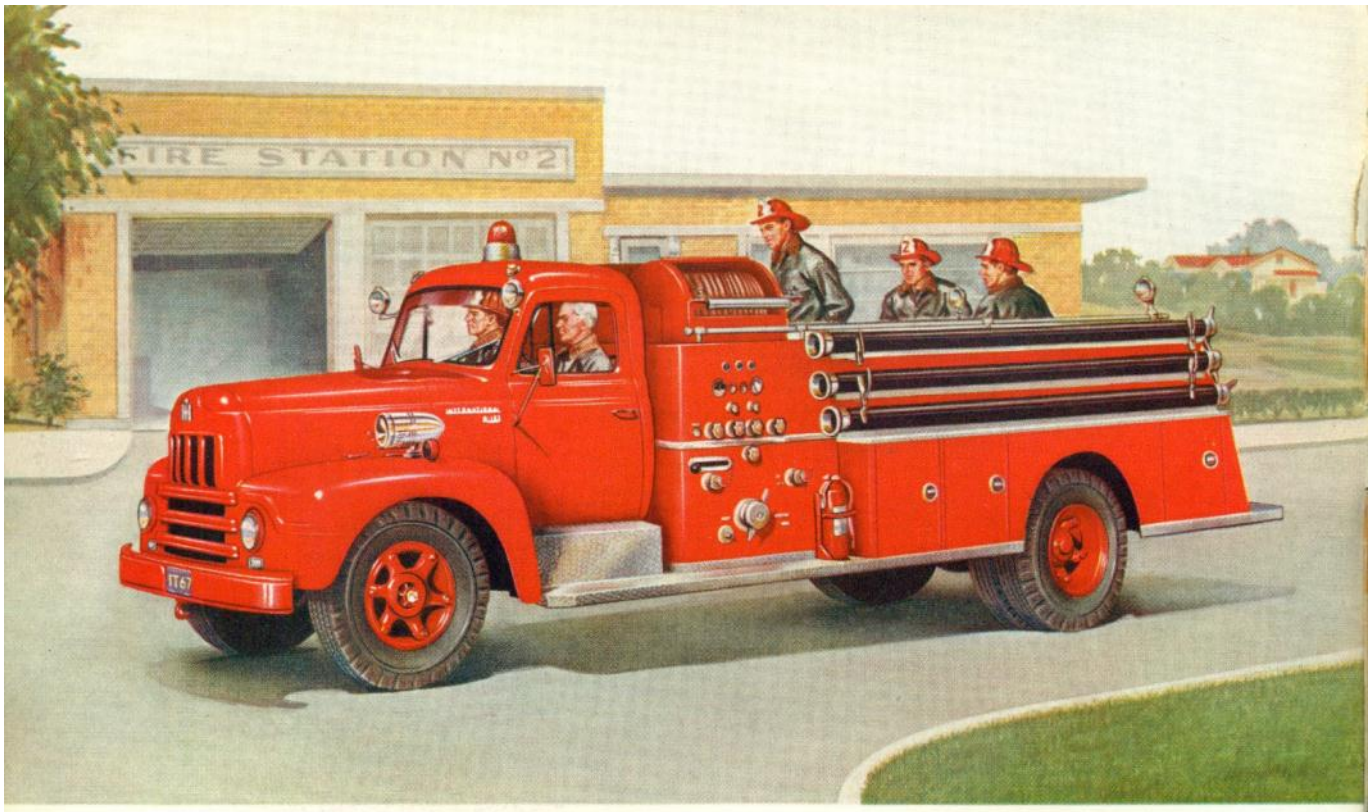


INTERNATIONAL FIRE TRUCK CHASSIS

Power-Matched and Capacity-Matched to Meet

Two factors are of major importance in the selection of fire trucks. First, they must have ample capacity for reliable handling of specific load weights. The wide range of International fire truck chassis assures you a selection that meets all needs in that respect. Whatever the weight of body, personnel and fire fighting equipment that must be carried — including even a large emergency water tank — there is an International model specialized for your job.

Fully as important, every fire truck must have pumping power equal to the demand for specified gallons per minute. No less than 14 International engines, quality-engineered for dependable and sustained operation, permit the exact matching of power plant to power needs. Eight are six-cylinder engines, truck designed and truck built to stand up under hard, day-in and day-out usage.

The six other engines are all-truck V-8's. Three of these, the newest and most advanced of their kind, bring the advantages of V-8 power to fire trucks in lower weight ranges. The two most powerful of the heavy-duty V-8's are now offered with dual ignition systems for extra assurance of instant starting and uninterrupted engine operation.

In styling, too, International Trucks, the world's most complete line, present you a most attractive selection. Conventional models up through the lower heavy-duty range are completely and strikingly new in appearance, with large anodized aluminum mesh grilles and chrome-mounted dual headlights. There is nothing newer or finer in appearance and comfort than these new Models B-166, B-176 and B-186 equipped either with International Black Diamond or with new "all-truck design" V-8 engines.

1962 International Model B-176, Howe 750 gpm Pumper

Your Needs

Heavier-duty chassis are of three distinctive styles. Models R-1856, R-196 and R-206 are designed around the International Red Diamond 6-cylinder engines, and Models V-196 and V-206 around the large V-8 engines. For operation in congested areas, CO and VCO cab-over-engine models of similar capacity provide shorter lengths and easier maneuverability with either 6-cylinder or V-8 engines and comparable matching components.

A typical International V-Line fire truck is shown in the main illustration on the front cover. At the top of this page appears a new B-Line model and on the opposite page is a representative R-Line model. Other types of vehicles frequently needed by fire departments, and available in exactly wanted sizes from the complete line of International Trucks, are shown on the back cover.

Cabs: The front end of a cab-over-engine fire truck is illustrated above. Both the wheelbase and the distance from front bumper to back of cab of CO and VCO models are considerably less than on conventional models. Accordingly, over-all lengths are minimum and turns are shorter. There is also better distribution of weight between front and rear axles. It is easy to enter or leave this cab in a hurry. Special counterbalancing allows the cab to be tilted forward to give unrestricted access to the engine compartment for servicing.

Cabs for all International models are roomy and comfortable, have large area of safety glass for fine visibility, and are well ventilated. B-Line cabs are offered with either standard or custom trim features. Chassis may also be ordered with flat-back cowl or front end section only, permitting the mounting of any preferred type of open, semi-enclosed or fully-enclosed driver compartment or full crew cab. Whatever your desires as to cab, body and equipment, your fire trucks with International chassis will be exactly to your specifications.

1962 International Model B-176, Howe 750 gpm Pumper

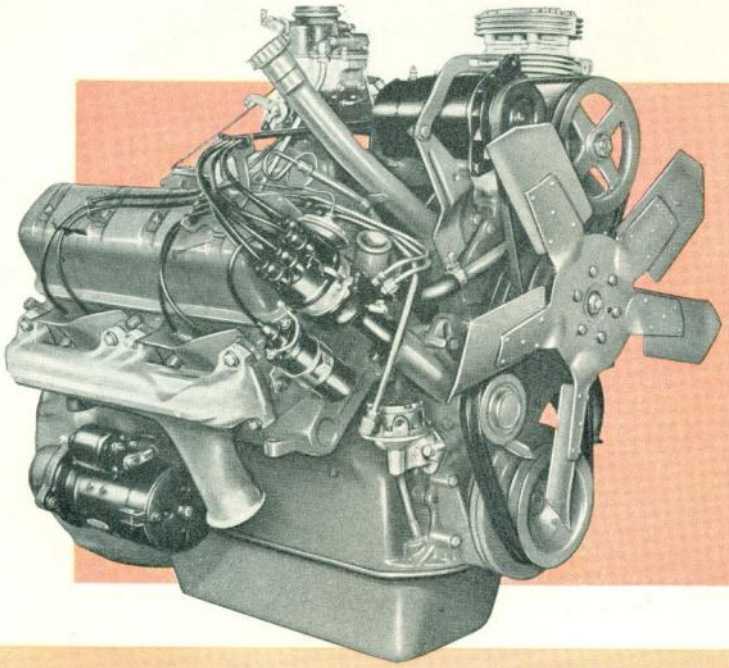
INTERNATIONAL Heavy-Duty V-8's Outperform All

International heavy-duty V-8 engines have established an outstanding record for efficiency and reliability in powering large fire trucks with upwards of 1000 gpm pumps. Their sustained, dependable operation under the most severe conditions of temperature and weather has given greatest satisfaction to fire chiefs and operating firemen in all sections of the country.

Three heavy-duty V-8's are offered for International conventional V-Line or cab-over-engine VCO-Line models. All are of International Y-block, short-stroke, high-torque truck design. They have displacements of 401, 461 and 549 cubic inches, respectively. Compression ratios are in the general range between 7 and 8 to 1 for maximum development of power from non-premium fuel. Higher compression ratios are used for gasoline engines equipped for operation at high altitudes, and for optional engines with UL-listed fuel system components for operation on liquefied petroleum gas (LPG). Maximum ratings of the gasoline engines are from 206 horsepower at 3600 rpm to 256.8 at 3400 rpm, and from 355 to 505 pound-feet of torque at approximately 2000 rpm.

The V-401 engine is the standard power plant for Models V-196 and V-206 and for the corresponding CO models; both the V-461 and V-549 engines are also available to provide greater pumping capacity for these models.

A few of the engineering features of these favorite power plants for fire trucks are listed below.



Metered Cooling: Recirculating by-pass system speeds engine warm-up, prevents hot spots. Then large volume of water at high velocity is metered directly to each cylinder and its valves for finest possible cooling.

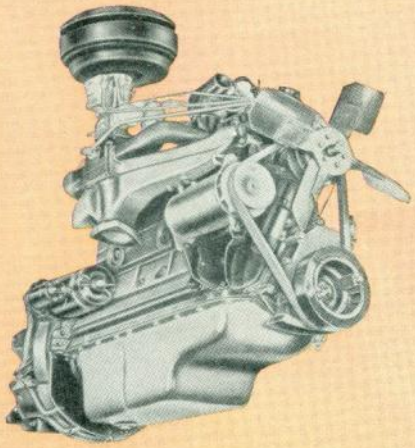
Advanced Lubrication: All moving parts are scientifically protected against friction, heat and wear to assure trouble-free sustained operation.

Long-Life Valves: Positive type rotators, "wet" exhaust valve guides, heat-resistant stellite exhaust valve faces and seats, silchrome intake valves and self-adjusting hydraulic tappets are some of the features that make valve action uniquely effective, valve life exceptionally long.

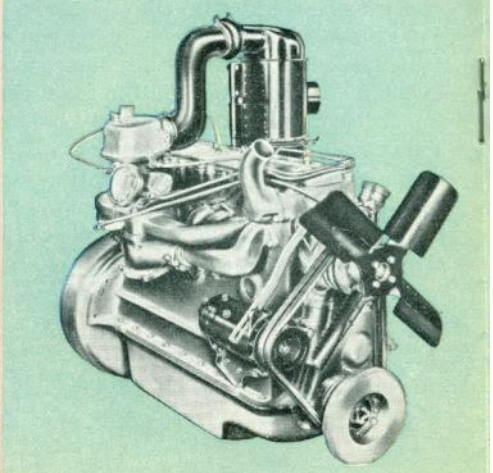
Distributor: Full vacuum controlled for most efficient ignition timing.

All Units: Engineered for lastingly reliable service under hard usage.

International High-Torque Six-Cylinder and New Black Diamond 6's



Displacements of International all-truck engines are indicated by the engine numbers. BD-264, BD-282 and BD-308 engines are the progressively higher-torque standard power plants for the new B-Line fire truck chassis. (Smaller BD-220 and BD-240 engines are used for ambulance vehicles.) All except the BD-220 are offered with optional UL-listed LPG fuel system components. Constant refinements in design, and use of longer-wearing alloys and the finest of accessories, have kept these Black Diamond engines the best for their respective weight classes.



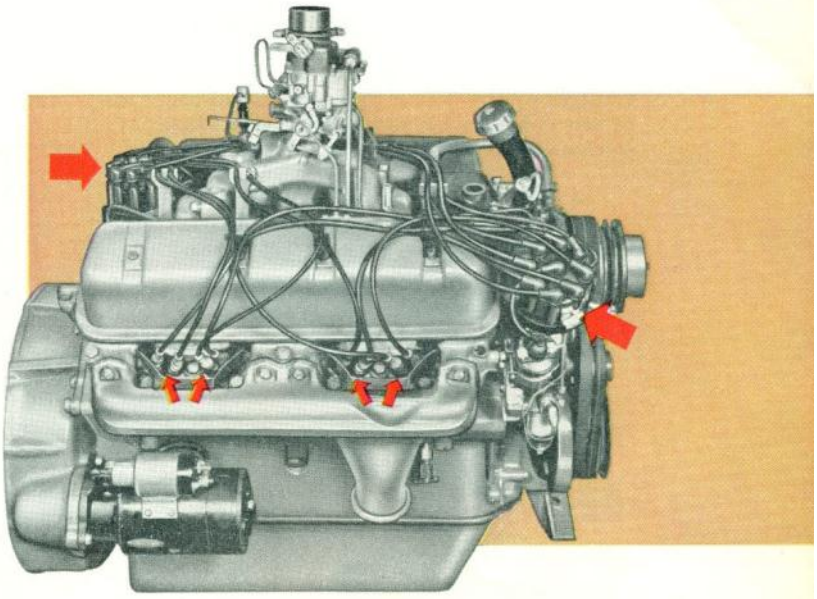
1962 International Model B-176, Howe 750 gpm Pumper

Others . . . Now Offered with Extra-Value Dual Ignition

Because of the high favor accorded International V-8 engines for their outstanding performance in fire trucks, and the demand that they be furnished with dual ignition system to meet many specification requirements, the two largest and most powerful sizes . . . V-461 and V-549 . . . are now available with this feature installed at the factory as optional equipment. They bring special advantages to operators.

Failure of any part of the ignition system of a fire truck from any cause can have serious consequences. Starts must be fast and sure. Full-power pumping must be uninterrupted. However remote the likelihood that spark plugs, coil, distributor or wiring will unexpectedly become faulty, there is no need to risk the possibility that they may do so. The way to insure instant relief is to have a stand-by circuit ready to take over. This you have with a dual ignition system.

Aside from the fact that International dual ignition is supplied only on International V-8 engines, there are other reasons which commend it to your favorable attention. It is so designed that it causes no appreciable loss of horsepower or torque, unlike the similarly equipped engines requiring relocation of spark plugs, distortion of combustion chambers and lowered development of power. It is a valuable option offered at a modest price.



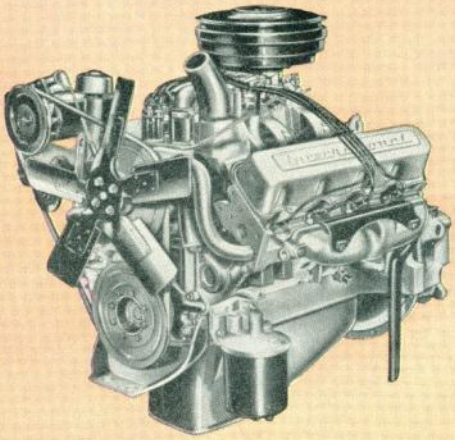
Features of the International Dual Ignition V-8 Engines

- Fool-proof ignition. Fouled spark plug or malfunctioning coil or distributor on either circuit will not impair the full-power functioning of the engine.
- Two distributors (large arrows).
- Two sets of plugs (small arrows).
- Two ignition coils.
- Two sets of ignition wiring.
- Four-way ignition switch: Off; Primary Circuit only; Secondary Circuit only; Dual Circuits. (Latter recommended for usual operations.)
- No loss of power—primary circuit spark plugs are in normal positions and secondary circuit plugs are properly located to insure equal engine performance.

V-8 Engines Fill Every Fire Truck Power Need

Red Diamond 6's

The RD-372, RD-406, RD-450 and RD-501 are probably the most famous as well as most successful six-cylinder engines for heavy-duty trucks. The RD-372 is the standard engine for Models R-1856 and CO-196, and the RD-406 is standard for Models R-196, R-206 and CO-206. All chassis models offer higher-capacity engines as optional for greater pumping power, the 212-horsepower Royal Red Diamond 501 being available for every one of the R-Line models. Factory-installed LPG equipment is optional. For proved dependability, choose an International Red Diamond engine.



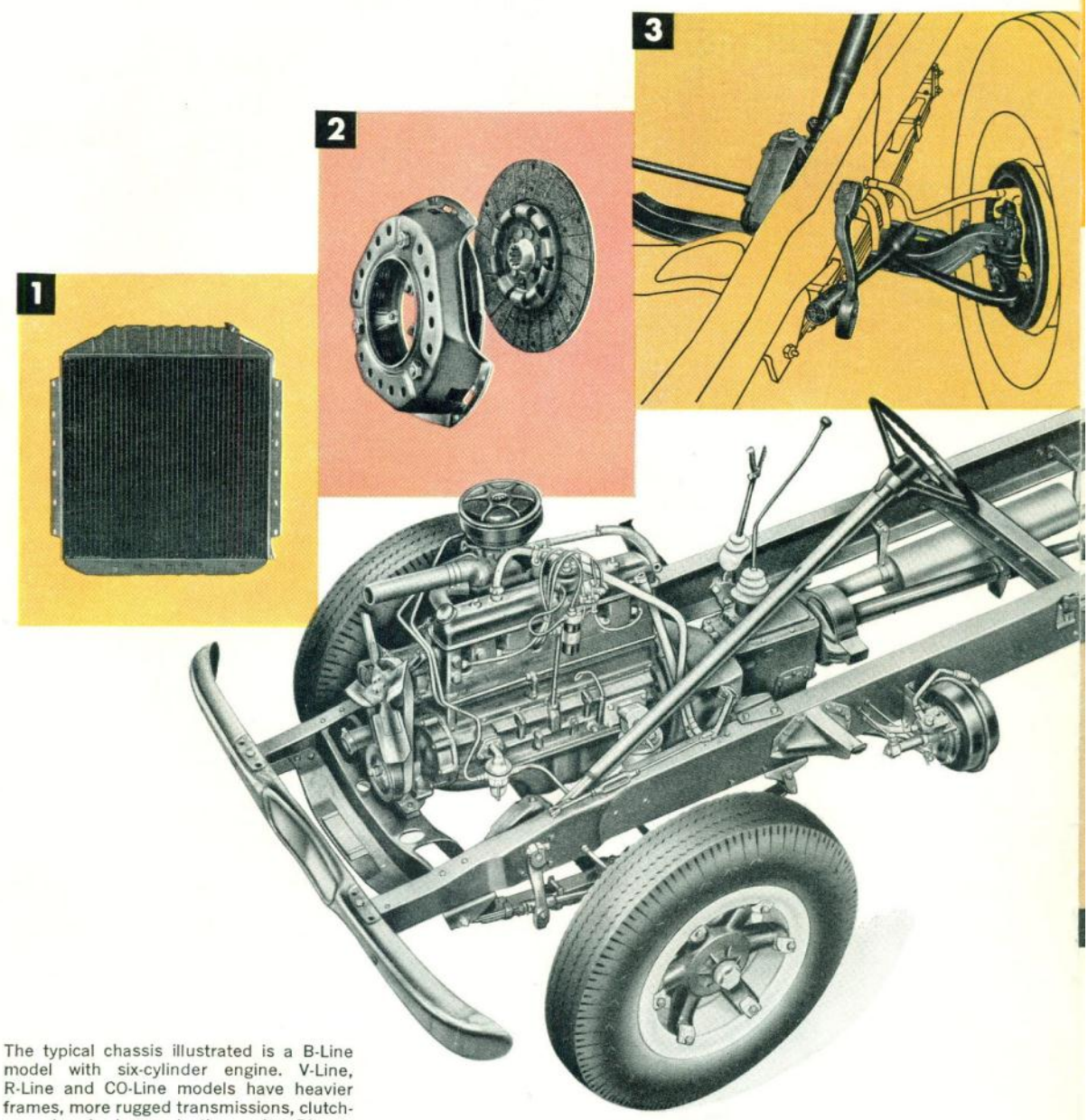
Three New V-8's

Optional for B-Line models are three new eight-cylinder gasoline engines—V-266, V-304 and V-345. Engineered specifically for truck service, they embody exclusive design and materials features which have made the larger V-8's so superior. Maximum horsepower ratings are from 155 to 197. Maximum torque, developed in their highly efficient and economical rpm speed range, is from 227 to 309 pound-feet. There are no newer or finer V-8 power plants for fire trucks up to 23,000 pounds gross weight and 750 gpm pumping demand than these superior International engines.

1962 International Model B-176, Howe 750 gpm Pumper

Rugged INTERNATIONAL Fire Truck Chassis are Engineered

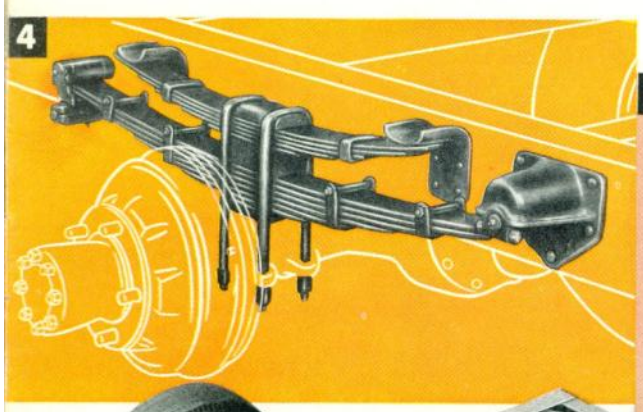
Every component of every International chassis is of true truck quality. Built-in stamina of every unit and part accounts for their exceptionally long life and low upkeep. There is a complete range of basic chassis and also of capacity-matched engines and power train components, so that you can meet your job requirements with International vehicles equipped to operate best and last longest.

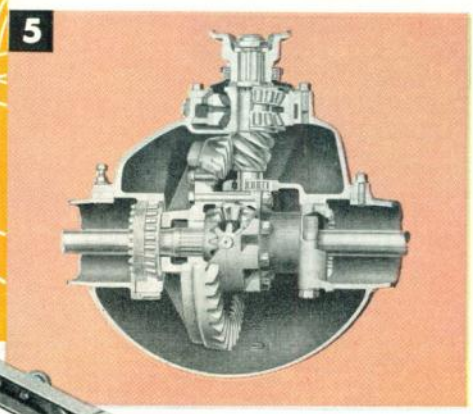


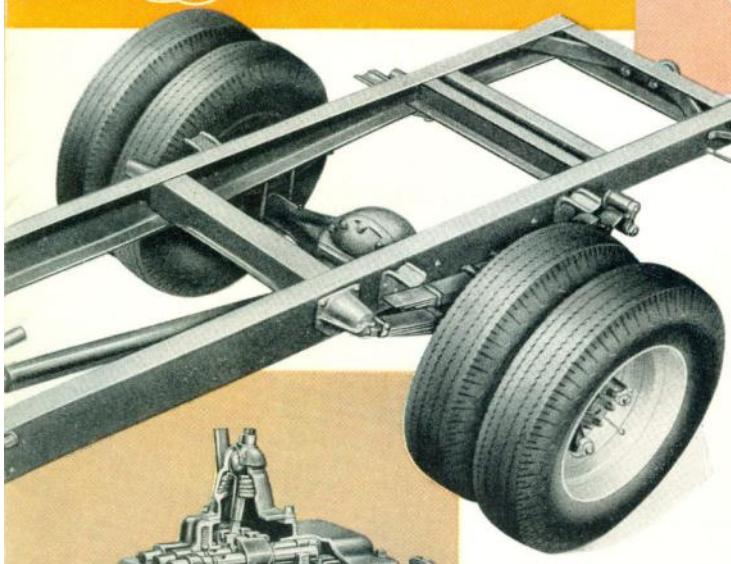
The typical chassis illustrated is a B-Line model with six-cylinder engine. V-Line, R-Line and CO-Line models have heavier frames, more rugged transmissions, clutches, axles, brakes and other units. Dimensions and specifications of standard and optional components for each individual model are shown on separate specification sheets, available from your International Truck Dealer or Branch.

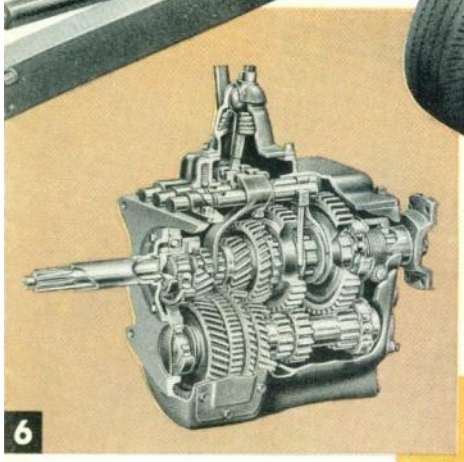
1962 International Model B-176, Howe 750 gpm Pumper

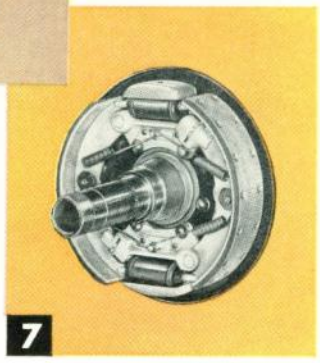
for Superlative Performance on Specific Job Assignments











Note the deep, high-tensile channel frame siderails and heavy crossmembers plus sturdy channel type bumper. Optional frame reinforcements provide a stronger frame where needed. Also seen on chassis view are large 125-sone, sound deadening muffler; and self-aligning silent spin center bearing which permits use of short, whip-free propeller shaft sections.

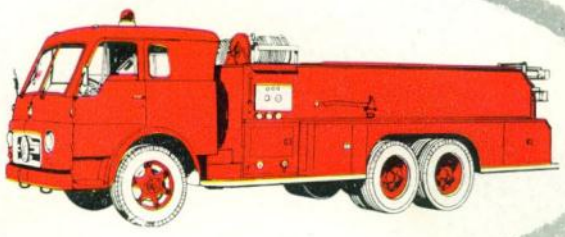
1. **Radiator:** Detached from frame and drive line vibrations by float-mounting, along with cab, on B-Line models. Big standard or increased capacity units offer fine cooling for engines operating as stationary power plants.
2. **Clutch:** Fully ventilated, single plate, cushioned dry disc type has large area of very tough lining material and coil spring vibration damper.
3. **Steering:** Cam and roller-mounted twin lever steering gear and coordination of steering geometry with rear-shackled springs make steering easy, increase stability and life of parts. Power steering is optional.
4. **Springs:** Wide-leaf, low-friction springs are supplemented by leaf-type auxiliaries for easy-riding load protection.
5. **Drive Axle:** Full-floating, hypoid or spiral bevel, banjo type. Unit illustrated is an International axle with exclusive long life features for larger models. Two-speed axles available.
6. **Transmission:** Sturdy five-speed, direct or overdrive, constant mesh or synchromesh or semi-automatic Select-O-Matic units provide ratios to suit conditions.
7. **Brakes:** Hydraulic type supplemented by hydrovac power cylinder are self-energizing, safe, fast and easy acting. Air-actuated hydraulic brakes are available on Models B-176 and B-186, full air brakes on B-186 and all V, R and CO chassis.

1962 International Model B-176, Howe 750 gpm Pumper

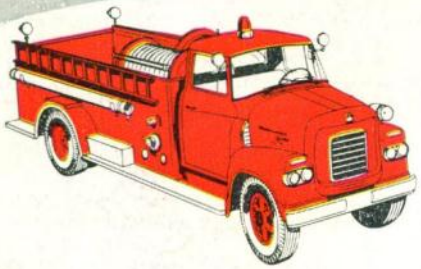
INTERNATIONAL TRUCKS
Fill all FIRE DEPARTMENT REQUIREMENTS

Included among the hundreds of models of International Trucks . . . the World's Most Complete Line . . . are types and sizes to meet every requirement for rolling equipment. From light-duty ambulances through all-wheel-drive vehicles to heavy-duty six-wheelers . . . from conventional through compact-design to cab-over-engine styling . . . whatever you need you can get in an International. If you have a job for a truck, International has the truck for your job. Make it yours.

Fully-equipped rescue unit on R-196 chassis



Six-wheel fire truck with tilting crew cab



Compact-design BC-Line model in B-Line range

Front-wheel-drive unit triumphs over bad roads

International TRAVELALL® conventional ambulance

METRO® ambulance on forward-control chassis

Specifications subject to change without notice.

INTERNATIONAL HARVESTER COMPANY
180 NORTH MICHIGAN AVE. · CHICAGO 1, ILLINOIS

CR-305-I. 4-30. PRINTED IN UNITED STATES OF AMERICA

1962 International Model B-176, Howe 750 gpm Pumper

HOWE

Protects the Nation

1962 International Model B-176, Howe 750 gpm Pumper

HOWE BUILDS *Only* FI

Shown on these pages are both basic and special features of Howe design, along with illustrations of representative fire trucks recently built. Each of these trucks was built to meet the specific requirements of the locality in which it was to be used. "Custom-building" is the keynote of our operation—and of our success.

A history of four generations in the construction of fire apparatus goes to prove that HOWE builds the finest—and builds to last!

(I)

(II)

(III)

HOME
HOWE

A. The HOWE combination air vent and booster tank filler has proven to be spill-proof. Designed and developed by HOWE through years of research.

B. HOWE hose reel bearings are heavy cast bronze for smooth operation and long life, and combine with a two shoe friction brake, with positive adjustable tension.

The above view shows the standard body c features labeled and illustrated. The HOWE demonstrate to you all the optional features the best equipment that will serve your com

CUSTOM-BUILDING

The six illustrations depicting fire trucks recently built b HOWE FIRE APPARATUS CO., are typical of the varied models available. All trucks built by HOWE may include pumping capacities up to 1500 gals. per minute; as many as twelve compartments for equipment, clothing and stretchers; a compartment for heating hose reels, pump, piping and gages with access doors on each side (IV) (VI), and rear windshield for protection of firemen. HOWE pioneered two-pump installations including a high-pressure and capacity pump—the famous Dual Fire Fighter.

Tilt-forward cab construction (IV) (VI) is a most popular feature because it provides short turning radius, excellent visibility and easy access to engine. Just recently, HOWE has also made available the cab-forward construction, which provides the same advantages.

For the greatest versatility and economy, HOWE builds the famous "Defender" line (V), which provides 3- to 5-man cabs, enclosed-, semi-, and canopy-cab, and also the new cab-forward. The "Defender" line permits the customer to choose the type engine he prefers and those available are

HOME—Symbol of community strength.

HOWE—Silent Sentinel in more than 10,000 communities . . . offering confident, dependable and economical fire protection for more than four generations. Your HOME . . . best protected with HOWE equipment.

1962 International Model B-176, Howe 750 gpm Pumper

RE TRUCKS ... and HOWE BUILDS THE FINEST

C. All HOWE bodies incorporate a removable side panel which allows full access to the pump and pumping mechanism.

D. Running boards on HOWE trucks are made of Kass Safety Tread, providing positive footing for firemen.

construction of a HOWE fire truck, with E dealer in your area is well-equipped to s available and will ably advise you as to mmunity.

is the Keynote . . .

e Waukesha, the Continental and the Hall-Scott, all with the dual ignition feature.

Illustration III further shows the range in which HOWE operates, depicting the HOWE Junior Aerial Ladder construction. This vehicle can be built with all hydraulic power or all electric power, as preferred. The aluminum aerial ladders are available in either 55′ or 65′ lengths, and when space is limited, may be mounted over the rear axle. Service ladder trucks are also built by HOWE.

It may be noted from the illustrations that the HOWE Company maintains its leadership in design with new construction developments and newly engineered products. Construction includes Howe's famous streamlining of body to cab, often copied but never equalled.

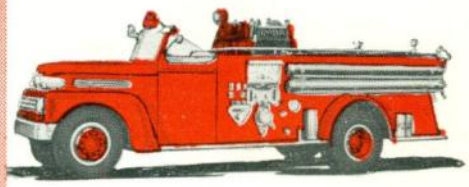
Contact the HOWE representative in your area, or write direct to HOWE FIRE APPARATUS CO., 1402 West 22nd St., Anderson, Indiana, for **complete assistance** in working out the construction of the fire apparatus that will meet the needs of **your** community. For all types of fire fighting equipment, see our General Catalog.

E. Stretcher compartment and compartments for miscellaneous equipment.

F. Highly polished railings installed in matching rail brackets and matching streamlined rear posts.

G. Three sets booster hose rollers mounted on pressed steel brackets. Suction hose ladder brackets, and extinguisher holders also pressed steel for smooth finish.

(IV)



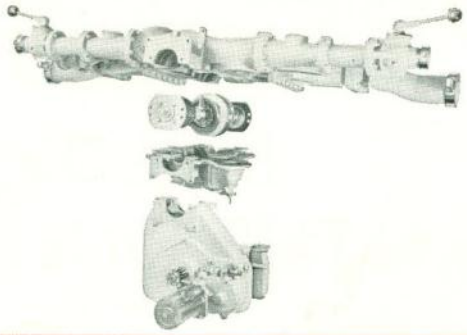
(V)

(VI)

"dependable fire apparatus since 1872"

HOWE

1962 International Model B-176, Howe 750 gpm Pumper



Waterous pumps, standard of all HOWE apparatus, are made for long life and matchless dependability by incorporating the following features: 1. oil-lubricated ball bearings are sealed; 2. bronze "wear-rings" easily replaceable; 3. forged alloy steel, SAE splined shafts and full ball bearing supports throughout drive line; 4. semi-steel or bronze case; 5. stainless steel or bronze parts at points of close-running tolerance; 6. bronze transfer valve operates in bronze cage, bronze valves have non-corrosive seat; 7. Electro-Matic power operated controls available; 8. helical gear drive units for smooth, quiet operation.

Photo at left shows a HOWE crash fire truck in action, fighting a gasoline-oil fire to simulate a crashed airplane. These trucks were developed for the U. S. Coast Guard to meet specific requirements. Also available are other models customized to meet specific requirements in light, medium and heavy duty class for not only airfields, but oil fields, oil refineries and chemical plants.

HOWE Commando fire equipment mounted on Willys 4 wheel drive "pick-up" chassis, featuring performance, power, maneuverability and economy. "Gets there" regardless of road conditions. HOWE Commando Junior fire equipment mounted on famous Willys Jeep chassis "fills the bill" where smaller equipment is needed. Similar equipment available on other commercial "pick-up" chassis.

1962 International Model B-176, Howe 750 gpm Pumper

HOWE Protects the Nation HOWE Protects the Nation HOWE Protects the Nation HOWE Protects the Nation HOWE Protects the Nation HOWE Protects the Nation HOWE Protects the Nation HOWE Protects the Nation HOWE Protects the Nation HOWE Protects the Nation HOWE Protects the Nation HOWE Protects the Nation

HOWE

500 GPM triple combination equipment on C800 Ford chassis, 25,000 GVW, 212 HP motor, 135" WB. CM-500 2-stage pump, 750 gal. tank. Body carries 800' 2½" and 400' 1½" D.J. hose. Eleven large closed compartments.

Custom-Built

FRANK SNYDER, JR.
COLLECTION
HACKENSACK, NEW JERSEY

HOWE FIRE APPARATUS COMPANY
ANDERSON - INDIANA

1962 International Model B-176, Howe 750 gpm Pumper

CUSTOM BUILDING is the KEYNOTE

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750 GPM triple combination equipment on GMC Model LV5509, 27,000 GVW chassis, 205 HP V6-401 motor. 128" W.B. CM-750 2-stage centrifugal pump. 300 gal. tank. Body carries 1500' 2½" and 200' 1½" D.J. hose. Seven compartments.

1962 International Model B-176, Howe 750 gpm Pumper

Custom-Built TO MEET YOUR NEEDS

1000 GPM triple combination on C850 Ford, 27,000 GVW, V8 270 HP motor, 135″ W.B., Waterous CM-1000 2-stage centrifugal pump, 500 gal. tank. Body carries 1200′ 2½″ and 400′ 1½″ D.J. hose. Hose reels heated and recessed over pump. 7 compartments.

750 GPM triple combination on International CO196 —25,000 GVW, 212 HP motor, 153″ W.B., Waterous CM-750 2-stage centrifugal pump, 500 gal. tank. Body carries 1200′ 2½″ hose. Hose reels heated and recessed over pump. Eleven compartments.

500 GPM triple combination on F750 Ford, 22,000 GVW, 196 HP motor, 175″ W.B., Waterous CF-3 single stage centrifugal pump. 500 gal. tank. Body carries 1200′ 2½″ and 600′ 1½″ D.J. hose. 6 compartments with sliding doors.

750 GPM triple combination on Chevrolet L8603, 25,000 GVW, 230 HP motor, 175″ W.B., Waterous CM-750 2-stage centrifugal pump. 600 gal. tank. Body carries 1500′ 2½″ and 800′ 1½″ D.J. hose. 7 compartments.

1000 GPM triple combination with 6-man cab, International V-222 chassis, 211″ W.B., Waterous CM-1000 2-stage centrifugal pump. 300 gal. tank. Body carries 1200′ 2½″ and 600′ 1½″ D.J. hose. Heated hose reels with steel covers. 7 compartments.

Service truck equipment on GMC Model 374 with 19,500 GVW, V8 Model 36B-200 HP motor. 174″ W.B., 18 cabinets. 5,000 watt portable generator. 6 floodlights, 1 inhalator, ladder equipment.

Squad service equipment on C-550 Ford, 18,000 GVW, 99″ W.B. Skid mounted GP-2 1-stage 300 GPM pump with separate engine drive. 2-100 gal. tanks supporting 2 seats for 8 men in body. Seven extra large closed compartments, power winch, deluge gun.

750 GPM triple combination on Dodge D800, 25,000 GVW chassis, 234 HP motor, 174″ W.B., 3-stage 750 gal. centrifugal pump. 500 gal. tank. Hose body carries 1500′ 2½″and 500′ 1½″ D.J. hose. 8 compartments.

1962 International Model B-176, Howe 750 gpm Pumper

LOOK TO HOWE FIRST

300 GPM triple combination on International B-142 4x4-14,000 GVW chassis. BD-264—153 HP motor. 141" W.B., CP-3 2-stage power takeoff centrifugal pump, 300 gal. tank. Body carries 1000' 2½" D.J. hose. 4 compartments.

500 GPM triple combination on Dodge Model W-300 4-wheel drive Power Wagon. 126" wheelbase. 125 HP motor. CF-3 500 GPM 1-stage centrifugal pump. 200 gal. tank. Body carries 500' 2½" and 1000' 1½" fire hose. 5 compartments.

FOR THE LATEST

250 GPM triple combination on Ford F250, 7400 GVW, 4x4 chassis. Model 292—186 HP motor. 118" W.B., CP-2 1-stage power take off centrifugal pump. 200 gal. tank. Ford pick-up body, carries 400' 2½" D.J.

400 GPM triple combination equipment on Model CJ-3B Jeep, 4500 GVW chassis, 70 HP 4-cyl. motor. Model U-40 1-stage centrifugal pump. 200 gal. tank trailer. Body carries 500' 1½" D.J. hose.

IN FINE FIRE APPARATUS

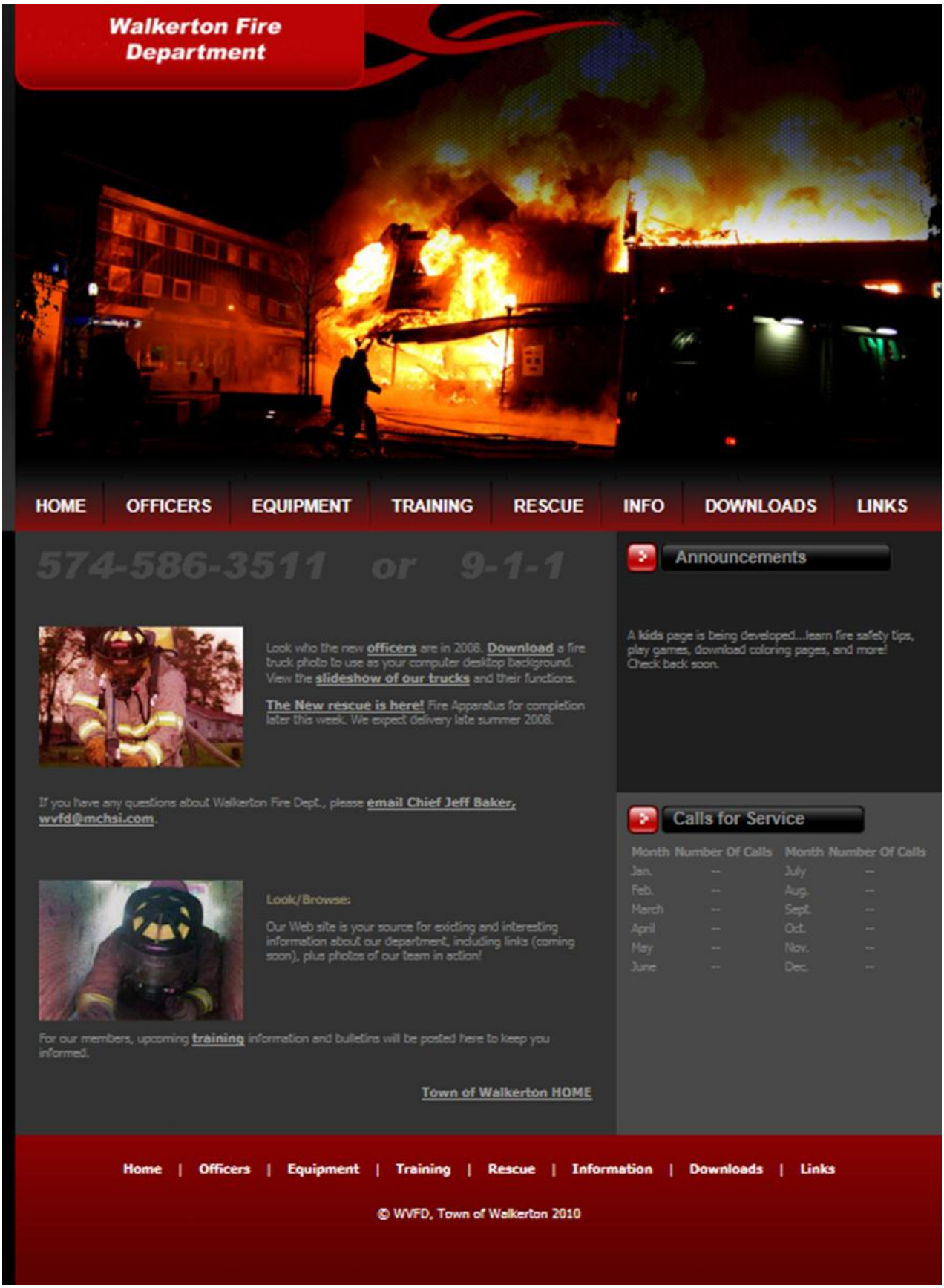
500 GPM triple combination equipment on Willys FC-170 chassis, 105 HP motor, 104" W.B., Model CA-1A 1-stage midship mounted centrifugal pump, 200 gal. tank. Also available with CF-3 1-stage front mounted pump. Body carries 600' 2½" and 300' 1½" D.J. hose. 4 compartments.

500 GPM triple combination equipment on Model 6-226 Willys 4x4 chassis, 105 HP motor, 118" W.B., Model CF-3 1-stage pump, 150 gal. tank. Body carries 500' 2½" and 300' 1½" D.J. hose. 4 compartments.

The fire trucks illustrated above incorporate fire equipment mounted on small highly maneuverable chassis, many of which are equipped with 4-wheel drive. All are CUSTOMIZED to meet your specific problem. These units are ideal for industrial plant protection, for grass fire fighting, and for first alarm runs where maneuverability through congested traffic as well as economy of operation and personnel is important.

HOWE FIRE APPARATUS COMPANY Anderson, Indiana

1962 International Model B-176, Howe 750 gpm Pumper
Walkerton Fire Department (Indiana)



1925 Baby Stutz Model K
(No longer in the collection.)

Sample pictures courtesy http://www.clafma.org/1925Stutz.html

The 1925 Stutz Fire Engine, Model K-3, in our collection is commonly known as a "Baby Stutz". Los Angeles County's fire districts operated six of these "Baby Stutz" engines, so called because of their smaller size, and 450 GPM pumps. The other five originally were purchased for the fire protection districts in Santa Fe Springs (Engine 17), Tujunga/Sunland (Engine 18), La Crescenta (Engine 19), Norwalk (Engine 20), and Lawndale (Engine 21). What became of the other Stutz engines is currently unknown.

1925 Baby Stutz Model K
(No longer in the collection.)

Copy of Enjine-Enjine 2010 cover:

~ On the Front Cover ~

Very few of these "Baby" Stutz pumpers have survived. This shining example was completed in 1925 for Spencer, Indiana. Designated the Model "K" these 350-gpm pumpers were in direct competition with the Seagrave "Suburbanite". Ken Rabeneck of zip code 40207 is now the proud owner of this rig. *Steve Hagy photo.*

1924 Model S-International with hose & chemical, Pirsch body

1924 Model S-International with hose & chemical, Pirsch body

1924 Model S-International with hose & chemical, Pirsch body

1924 Model S-International with hose & chemical, Pirsch body

Courtesy 2011-1, Enjine!-Enjine!:

Ken Rabeneck's 1924 "S" International/Pirsch chemical engine from the Milwaukee, Wisconsin area.

1924 Model S-International with hose & chemical, Pirsch body

Ken Rabeneck on his 1924 International talking to Jack Monohan, Kyle Reagan approaching truck —Photo by Sam Wolfe—STMFD reunion 2009

Ken Rabeneck on his 1924 International talking to Jack Monohan —Photo by Sam Wolfe—STMFD reunion 2009

1924 Model S-International with hose & chemical, Pirsch body

1925 International by Ken Rabeneck Adam Panisiak at 2009 STMFD reunion

1925 International by Ken Rabeneck by Adam Panisiak at 2009 STMFD reunion

1924 Model S-International with hose & chemical, Pirsch body

Ken Rabeneck's 19254International by Adam Panisiak at 2009 STMFD reunion

1924 Model S-International with hose & chemical, Pirsch body

INTERNATIONAL MOTOR TRUCKS

Municipal Service

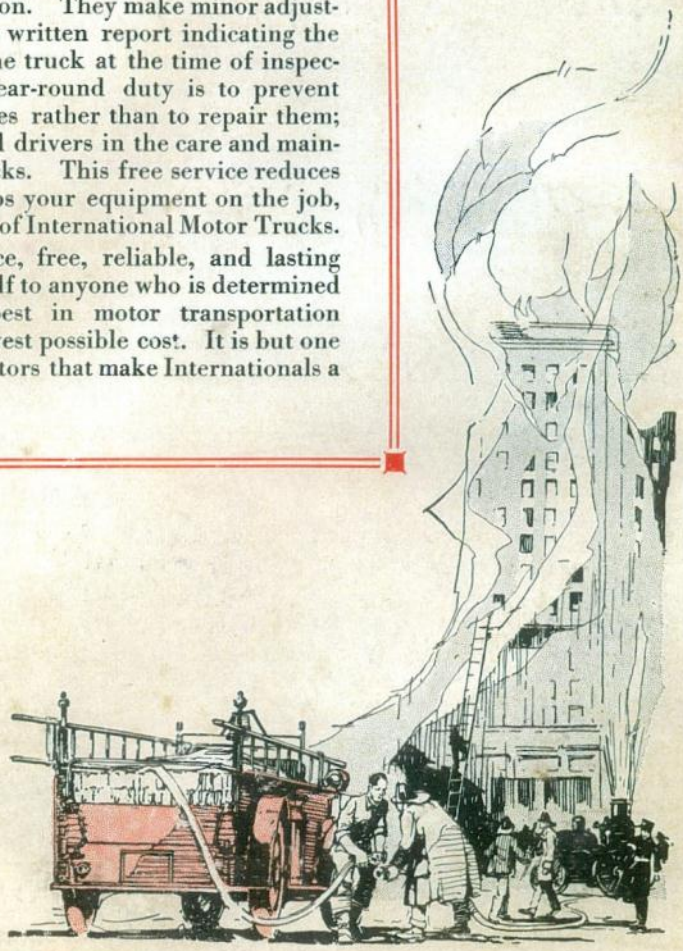
1924 Model S-International with hose & chemical, Pirsch body

Free Inspection for Life

INTERNATIONAL Motor Trucks have earned their predominating position by the years of service they have given—a service made possible by the personal relationship built up by our free inspection service plan between the Harvester organization and users of International Motor Trucks. This valuable working service is unique in the automotive industry.

Factory-trained engineers help to keep your trucks in A1 condition. They make minor adjustments and provide a written report indicating the exact condition of the truck at the time of inspection. Their sole year-round duty is to prevent mechanical difficulties rather than to repair them; to advise owners and drivers in the care and maintenance of their trucks. This free service reduces operating costs, keeps your equipment on the job, and extends the life of International Motor Trucks.

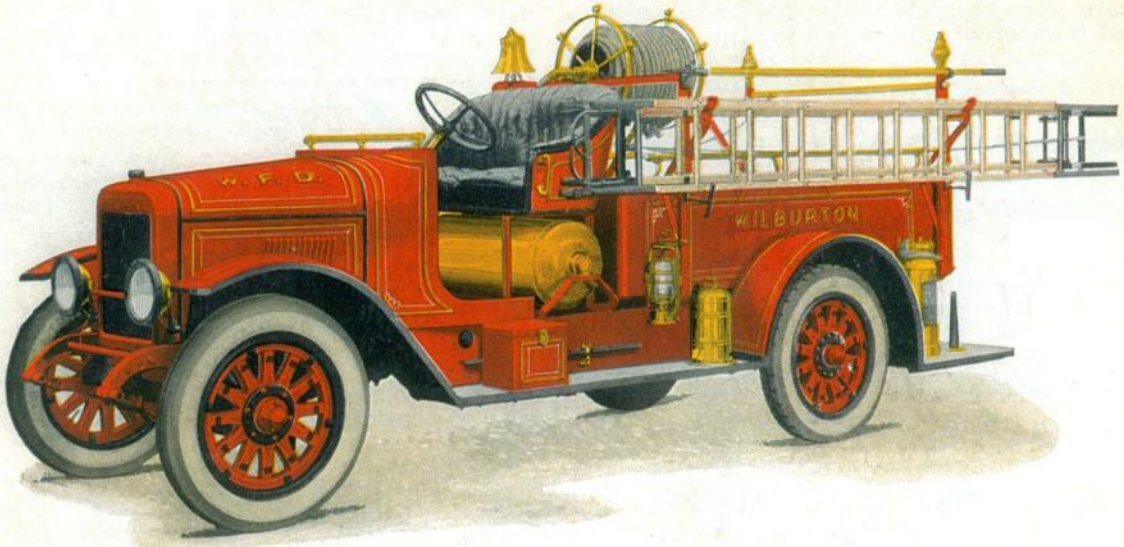
Inspection service, free, reliable, and lasting will recommend itself to anyone who is determined in obtaining the best in motor transportation equipment at the lowest possible cost. It is but one of many unusual factors that make Internationals a good investment.



1924 Model S-International with hose & chemical, Pirsch body

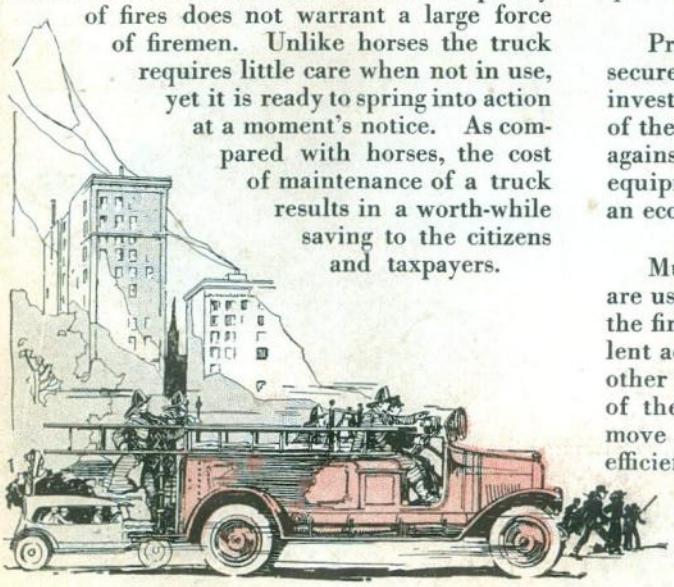
International Motor Trucks

Speed and Reliability Insure Safety



Model S International Speed Truck with Combination Hose and Chemical fire-fighting apparatus, owned by the city of Wilburton, Oklahoma.

IN every community, large or small, adequate fire protection in the shape of modern fire fighting units is a fundamental need. The general welfare and the future of the town demand it. Today the motor truck with its combined powers of speedy locomotion and high pressure pumping, make its purchase especially attractive to the small town where the frequency of fires does not warrant a large force of firemen. Unlike horses the truck requires little care when not in use, yet it is ready to spring into action at a moment's notice. As compared with horses, the cost of maintenance of a truck results in a worth-while saving to the citizens and taxpayers.



Security from fire damage depends jointly on the speed and dependability of the fire truck. Of these, the element of dependability ranks first. Citizens and taxpayers who have voted the necessary funds should demand fire fighting equipment that will yield the utmost assurance of safety by meeting satisfactorily the rigid requirements of the work.

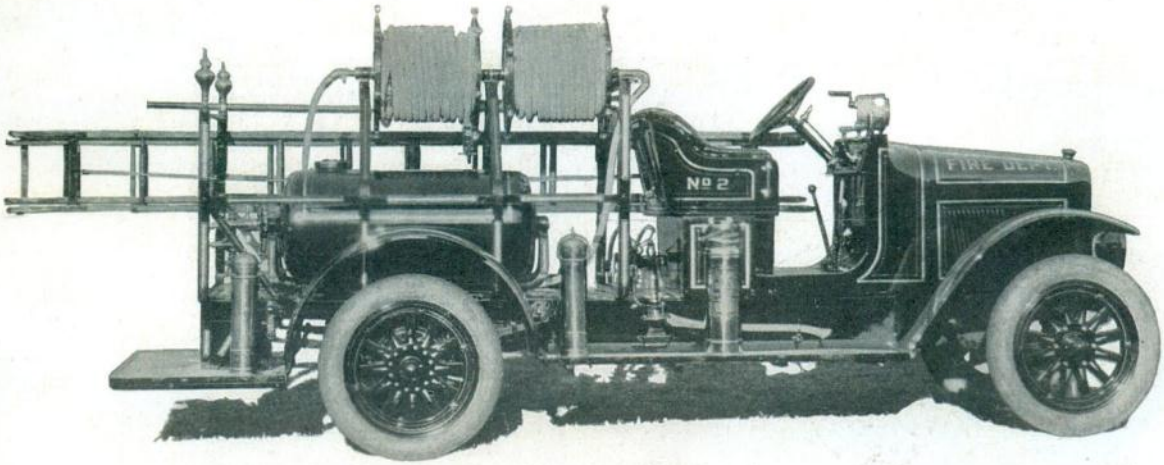
Protection of this kind makes the home more secure and affords the taxpayer a much safer investment because he knows that at all hours of the day and night his property is protected against fire. The installation of good motor fire equipment also reduces insurance rates. It is an economy felt by the entire community.

Municipalities in all sections of the country are using International Motor Trucks to combat the fire menace. Internationals are giving excellent account of themselves as police patrols and other transportation units. They are the pride of their communities. You will be making a move in the right direction of economy and efficient service if you take advantage of the experience of thousands of enthusiastic citizens and invest in International equipment. It pays to use Internationals—the right truck for low-cost municipal service.

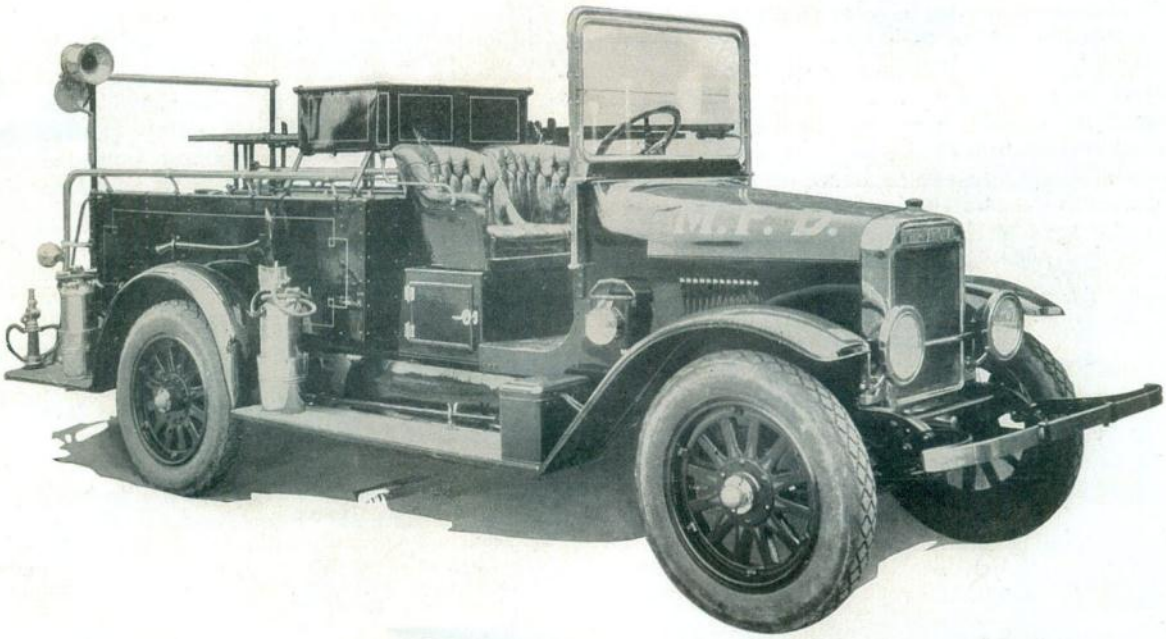
1924 Model S-International with hose & chemical, Pirsch body

International
Motor Trucks

The Pride of Their Communities



Model S International Double Tank Straight Chemical Truck in service at Nordheim, Texas.



Moorhead, Minnesota, combats the fire menace with this Model S International Fire Truck.

Economy in Fire Protection

1924 Model S-International with hose & chemical, Pirsch body

International-Northern Fire Apparatus

IN SPITE of the air of mystery which some seek to throw around Fire Apparatus, any experienced fireman will tell you that there is nothing mysterious about it—nothing that anyone of ordinary intelligence cannot understand.

WHAT IS FIRE APPARATUS? Any piece of fire apparatus consists of two parts—the equipment for fighting the fire and the truck for carrying this equipment and the firemen to the scene of the fire.

The type of equipment depends largely on the water supply. The type of truck required is simply one that will carry the necessary load with reasonable speed and absolute dependability and will properly drive a power pump if a pump is a part of the equipment.

International-Northern Fire Apparatus uses for its two essential parts—the equipment and the truck—the product of the leader in each field, the Northern Fire Apparatus Company and the International Harvester Company of America.

The Northern Fire Apparatus Company is one of the largest and oldest in the manufacture of fire equipment; its pumps and tanks are used by practically all the better truck manufacturers and have been fighting fires in hundreds of cities and villages all over the United States for many years. The International Harvester Company is one of the largest builders of motor trucks in the world.

All the skill and experience of both these companies is embodied into the making of International-Northern Fire Apparatus. In buying fire apparatus, as in buying anything else, it is wise to consider the responsibility of the manufacturers.

International-Northern Chemical Fire Apparatus

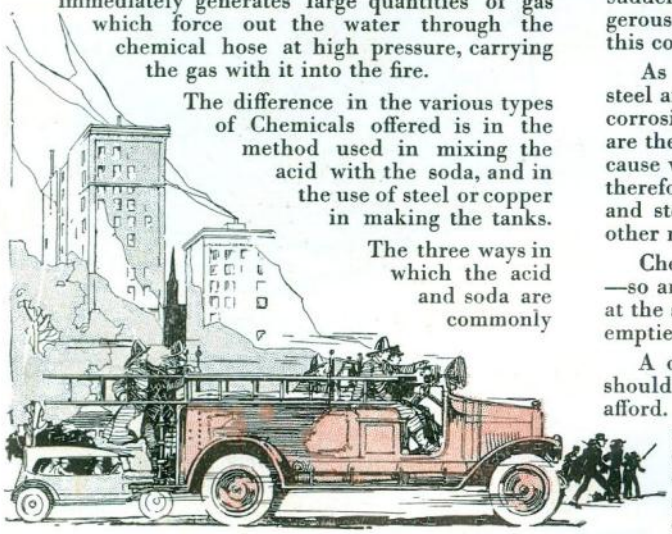
WATER is, of course, the one agent of most importance in fighting fires, where it exists in sufficient quantities. Sufficient quantities for fires means water in mains in ample supply, or in lake, pond, stream or large cisterns not too far removed from the buildings to be protected.

If this does not exist, then dependence must be placed entirely on the Chemical. Fortunately the Chemical is almost always equal to the emergency. It is indeed used in conjunction with other apparatus in every place where fires are fought, even if the water supply is unlimited. Experience has shown that 75 per cent of all fires can be extinguished by the Chemical and with much less damage than is caused by the pump stream.

All Chemicals are the same in principle—they all consist of a tank, or tanks, filled with bicarbonate of soda and water into which a bottle of sulphuric acid is mixed when a fire requires its use. This mixture immediately generates large quantities of gas which force out the water through the chemical hose at high pressure, carrying the gas with it into the fire.

The difference in the various types of Chemicals offered is in the method used in mixing the acid with the soda, and in the use of steel or copper in making the tanks.

The three ways in which the acid and soda are commonly mixed are: By turning the tank over—the Champion type; by turning the acid bottle over—the Holloway type; by breaking the bottle—the "break-bottle" type.



In the Northern Champion tank the Chemicals are mixed by rotating the tank on its axis, a portion of the acid being discharged from the bottle at each revolution and gradually mixed with the soda. The same result is accomplished with the Holloway except that the bottle itself is mounted on a shaft and emptied as the shaft is revolved, the mixing being aided by an agitator. The "break-bottle" liberates all the acid into the soda at once.

We furnish Champion or Holloway tanks on International-Northern Fire Apparatus because they are favored by much the larger number of users and we believe them the safest and surest. We do not furnish the break-bottle type of tank. Breaking the bottle requires making the tank with a "fool-proof" device to prevent filling above a certain point—otherwise the sudden liberation of all the acid might make a dangerous explosion of tank or chemical hose. We regard this construction as both obsolete and unnecessary.

As to material for tanks, Northern makes both steel and copper. Both are coated inside to prevent corrosion, the copper tanks by lead. The steel tanks are the cheaper but we prefer to sell the copper because we think they look better and last longer. We therefore make the difference in price between copper and steel as little as we can—much less than some other manufacturers.

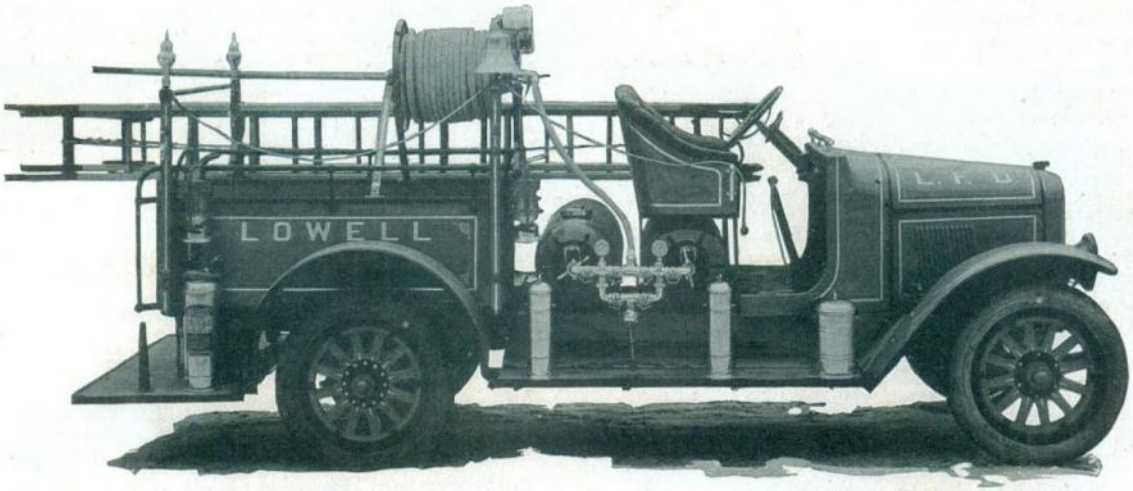
Chemicals are made with two, three or four tanks—so arranged that tanks can be filled or discharged at the same time or some filled while others are being emptied.

A community without an adequate water supply should buy a Chemical with as many tanks as it can afford. A 35-gallon tank is discharged in about seven minutes; with four tanks, two continuous streams can be thrown on the fire as long as the recharges last; with three tanks, two continuous streams are possible if the operators are fast in recharging; with two tanks, one continuous stream.

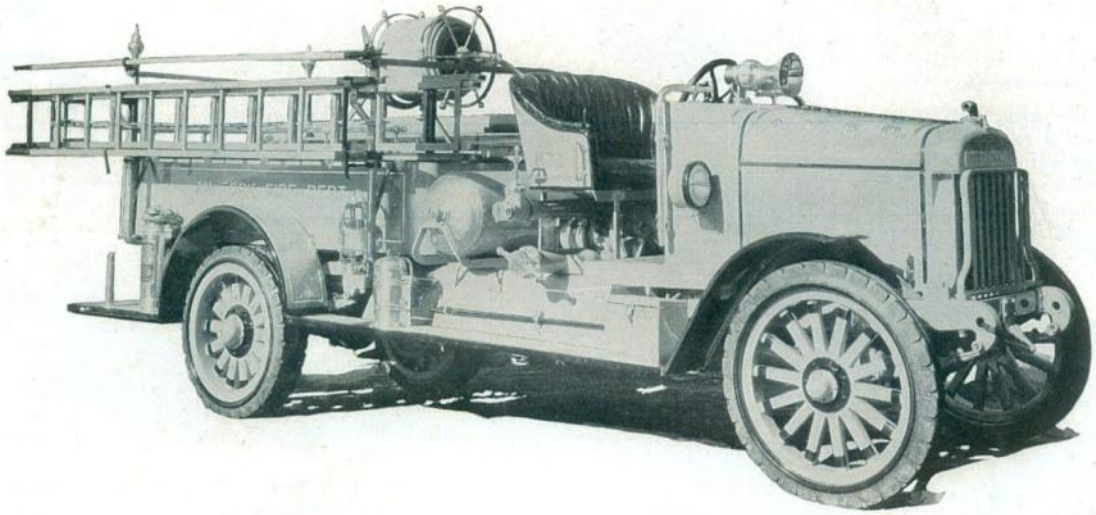
1924 Model S-International with hose & chemical, Pirsch body

International
Motor Trucks

Speed Plus Endurance



Citizens at Lowell, Michigan, are assured of efficient fire protection with this Model S International Fire Truck.



"A bear for work" is a remark often made of this Model 43 International Fire Truck, owned by the city of American Fork, Utah.

Backed by International After-Sale Service

1924 Model S-International with hose & chemical, Pirsch body

The purchase price of International-Northern Chemical Apparatus includes the complete equipment comprising Seat, Rear Footboard, Rear Fenders, Ladders, Piping, Automatic Hose Reel (or basket), Hand Extinguishers, Chemical Hose and all the same tools and accessories. This also includes mounting the apparatus on Model S Speed Truck and completely painting both truck and apparatus in Fire Department red in the best coach method, and lettering and striping in gold.

International-Northern Chemical and Hose Body

IN CITIES and villages where there is good fire-fighting pressure on hydrants, chemical tanks are still used because, as before stated, 75 per cent of all fires can be handled by them and with a minimum of water damage.

But, under these conditions, a hose body for carrying the 2½-inch fire hose is combined with the chemical tank, the combination usually taking the form of a single tank and hose body or a double tank and hose body as pictured on the first page.

The Chemical and Hose Body apparatus therefore consists of one or two chemical tanks as described above, together with chemical hose, ladders, hand-extinguishers and all the other equipment and small fire-fighting tools, and in addition a special body suitable for carrying the required amount of fire hose.

The Chemical and Hose Body is used in practically all cities, both large and small. Fire hose weighs about 1300 lbs. per 1000 feet, 40 gallons of chemical 350 lbs. We therefore recommend as follows:

Type D-1, Single Chemical Tank Equipment and Hose Body with 1000-ft. capacity of fire hose, mounted on Model S (weight 1300 lbs.).

Type D-2, Double Chemical Tank Equipment and Hose Body with 600-ft. capacity of fire hose, mounted on Model S (weight 1700 lbs.).

Type D-3, Single Chemical Tank Equipment and Hose Body with 1500-ft. capacity of fire hose, mounted on Model 33 (weight 1400 lbs.).

Type D-4, Double Chemical Tank Equipment and Hose Body with 1000-ft. capacity of fire hose, mounted on Model 33 (weight 1800 lbs.).

Type D-5, Single Chemical Tank Equipment and Hose Body with 2000-ft. capacity of fire hose, mounted on Model 43 (weight 1500 lbs.).

Type D-6, Double Chemical Tank Equipment and Hose Body with 1500-ft. capacity of fire hose, mounted on Model 43 (weight 1900 lbs.).

International-Northern Fire Pumps

IF THE community is without waterworks but has available water supply from river, lake, cistern or other source, then a pumper is necessary. So also is it if there are waterworks but only low working pressure at hydrants.

The best fire protection for a town so situated is two pieces of apparatus—a straight Chemical and a Pumper with Hose Body. If available funds do not make this possible, the two may be combined into the so-called "Triple Combination"—pump, chemical and hose body. In either choice, INTERNATIONAL-NORTHERN FIRE APPARATUS will effectively solve the problem.

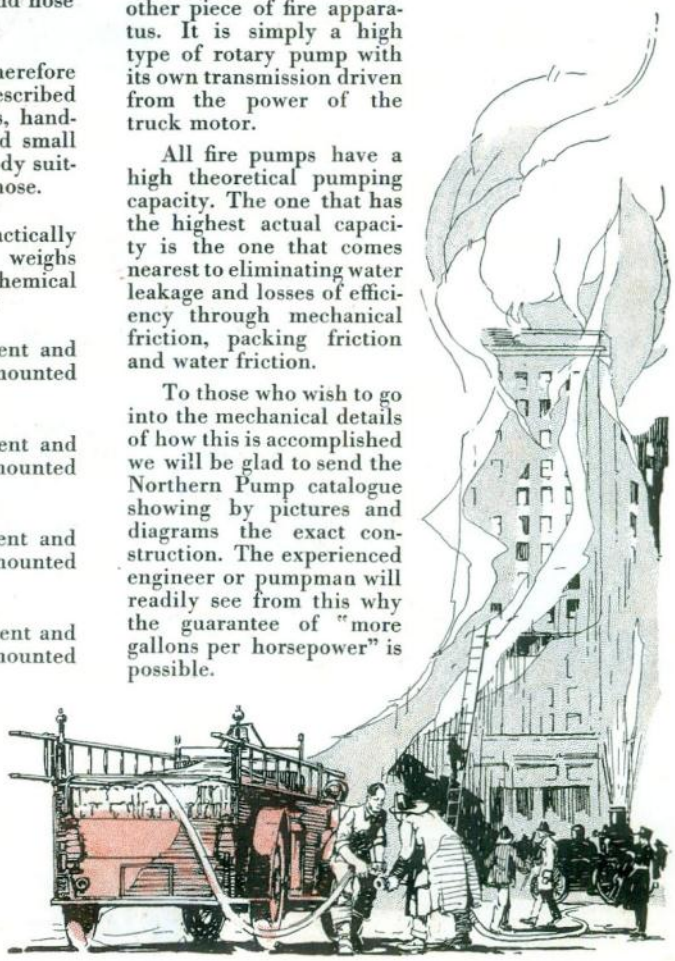
The Northern Fire Pump has been on the market for years—more than 1000 of them have been sold. All the larger truck manufacturers have used it including the United Stated Army and Navy who have approved its use.

It is positively guaranteed to deliver more gallons per horsepower than any other pump made.

A fire pump need be no more mysterious or difficult to understand than any other piece of fire apparatus. It is simply a high type of rotary pump with its own transmission driven from the power of the truck motor.

All fire pumps have a high theoretical pumping capacity. The one that has the highest actual capacity is the one that comes nearest to eliminating water leakage and losses of efficiency through mechanical friction, packing friction and water friction.

To those who wish to go into the mechanical details of how this is accomplished we will be glad to send the Northern Pump catalogue showing by pictures and diagrams the exact construction. The experienced engineer or pumpman will readily see from this why the guarantee of "more gallons per horsepower" is possible.



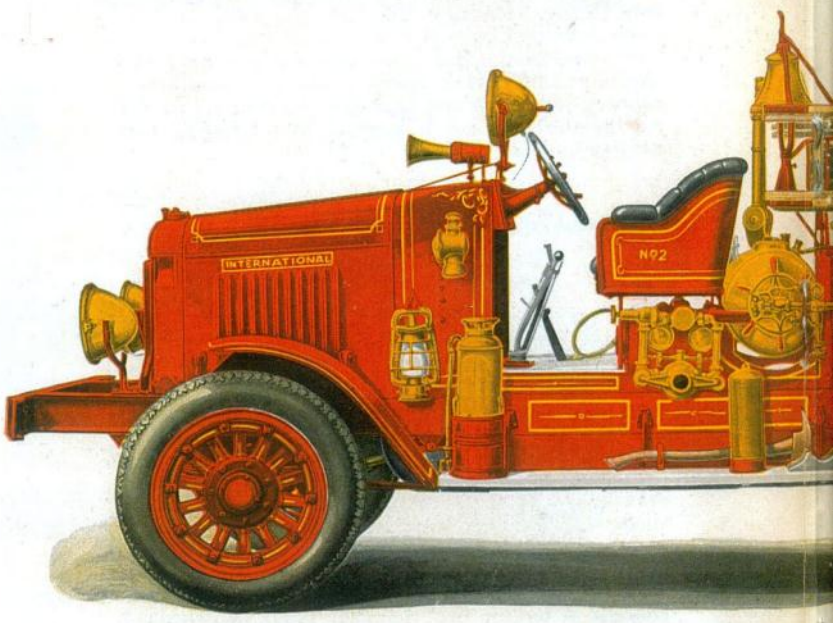
1924 Model S-International with hose & chemical, Pirsch body

International
Motor Trucks

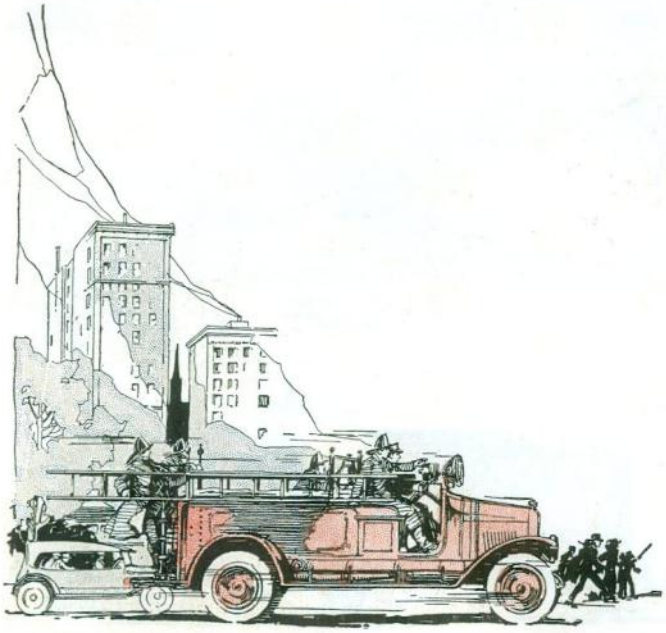
INTERNATIONAL

Almost a Century of Manufacturing Experience

The International Harvester Company has built motor trucks for twenty years, and has back of it a manufacturing experience of almost a century. Today this Company has three great factories devoted EXCLUSIVELY to motor truck manufacture. This is the truck experience back of our new models.



Model 63 International Fire Truck owned



FIRE is at once the greatest
enemy of mankind. Without it
humanity would lapse into the sav
its treachery knows no mercy. O
consumes the very dwelling wher
heat-waves rendered the structure

We cannot live without fire, so
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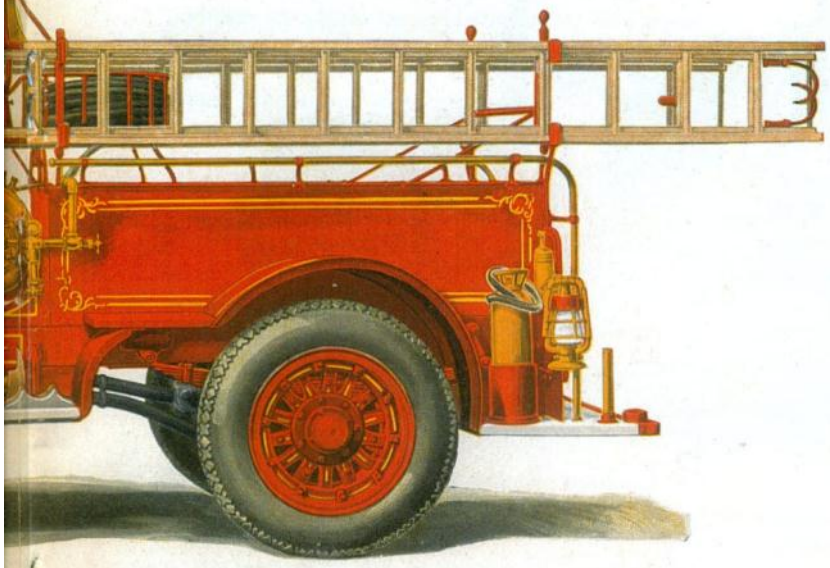
AN INTERNATIONAL FIR
represents a tangible protection
property owner sleep better o'ni

1924 Model S-International with hose & chemical, Pirsch body

MOTOR TRUCKS



wned by the city of Springfield, Missouri.

A Size and Style for Every Transportation Need

HEAVY-DUTY INTERNATIONALS are built in 3000, 4000, 6000 and 10,000-pound maximum capacities. International Speed Trucks are built to carry loads up to 2000 pounds. Suitable bodies for every business. Busses are furnished in a variety of chassis and types of bodies to meet every passenger transportation need.

test benefactor and the greatest
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Once unleashed it destroys and
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FIRE TRUCK, fully equipped,
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1924 Model S-International with hose & chemical, Pirsch body

INTERNATIONAL MOTOR TRUCKS

Almost a Century of Manufacturing Experience

The International Harvester Company has built motor trucks for twenty years, and has back of it a manufacturing experience of almost a century. Today this Company has three great factories devoted EXCLUSIVELY to motor truck manufacture. This is the truck experience back of our new models.

Model 63 International Fire Truck owned by the city of Springfield, Missouri.

A Size and Style for Every Transportation Need

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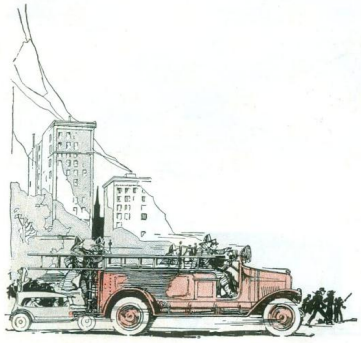


FIRE is at once the greatest benefactor and the greatest enemy of mankind. Without it civilization would perish and humanity would lapse into the savagery of the dark ages. But its treachery knows no mercy. Once unleashed it destroys and consumes the very dwelling where formerly its well-controlled heat-waves rendered the structure cozy and habitable.

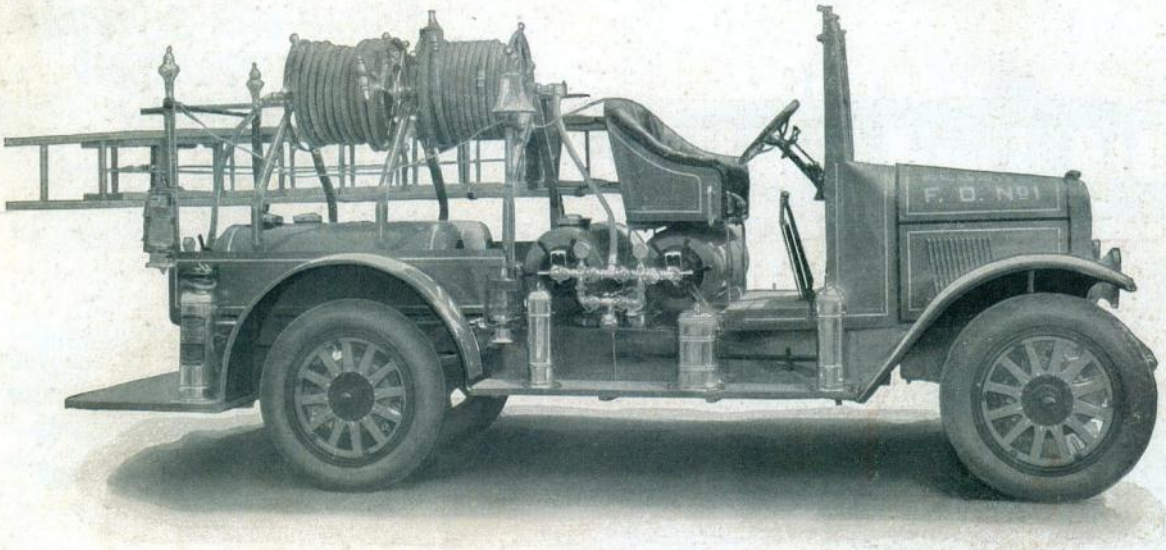
We cannot live without fire, so the alternative is to maintain the proper safeguards against its unexpected outbreaks. Principal of these is a speedy and dependable fire truck, ready day or night to rush to the scene of any conflagration and extinguish the fire demon before it attains uncontrollable proportions.

AN INTERNATIONAL FIRE TRUCK, fully equipped, represents a tangible protection against fire that makes the property owner sleep better o'nights.

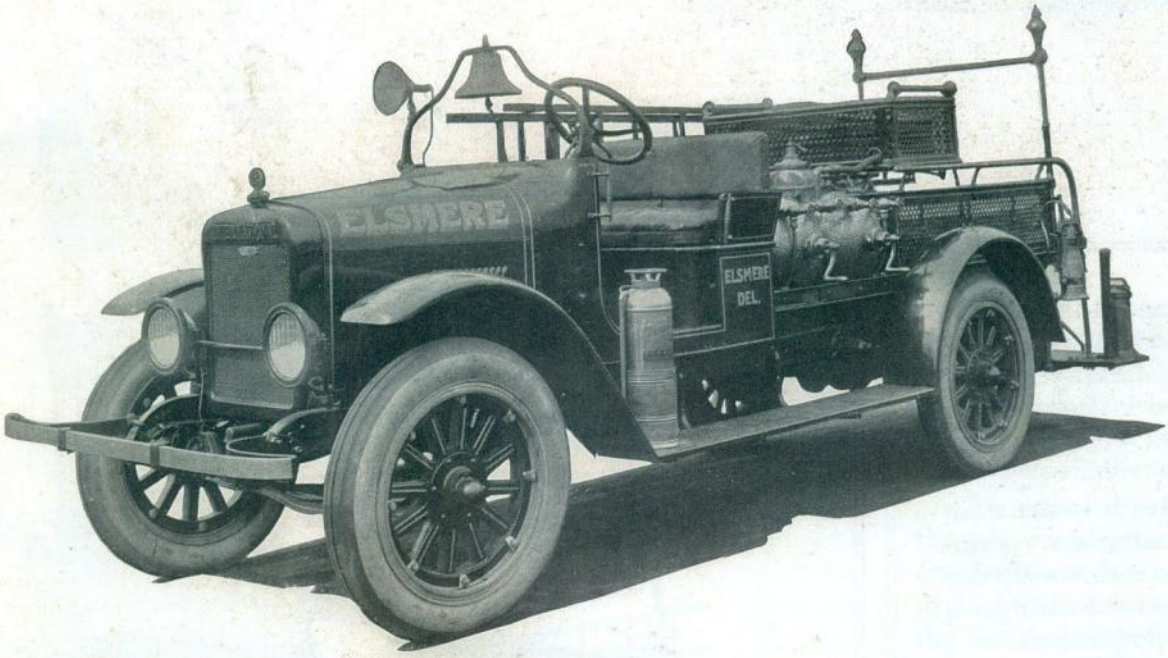
1924 Model S-International with hose & chemical, Pirsch body

International Motor Trucks

Reduce Upkeep to a Minimum



Protecting property from fire is ably accomplished at Algona, Iowa, with this Model S International Fire Truck.



"No time lost in getting to fires with our Model S International Fire Truck," exclaimed members of the Fire Department at Elsmere, Delaware.

None Better at Any Price

1924 Model S-International with hose & chemical, Pirsch body

Pump Capacities

WHEN we speak of pump capacity we mean gallons at 120 pounds pressure. This is the pressure the Underwriters set, after years of scientific test and study, as the best pressure at which to fight fires most effectively. In fire apparatus, 120 pounds pressure is therefore the standard, the "zero of the thermometer" above or below which all other pressures are measured.

It is easy to make misleading statements as to pump capacities. A pump that will "throw a stream over a steeple" or will "throw a stream blank hundred feet" may not be much of a pump after all for fighting fires. Insist on knowing how many gallons the pump will deliver at the standard pressure, 120 pounds.

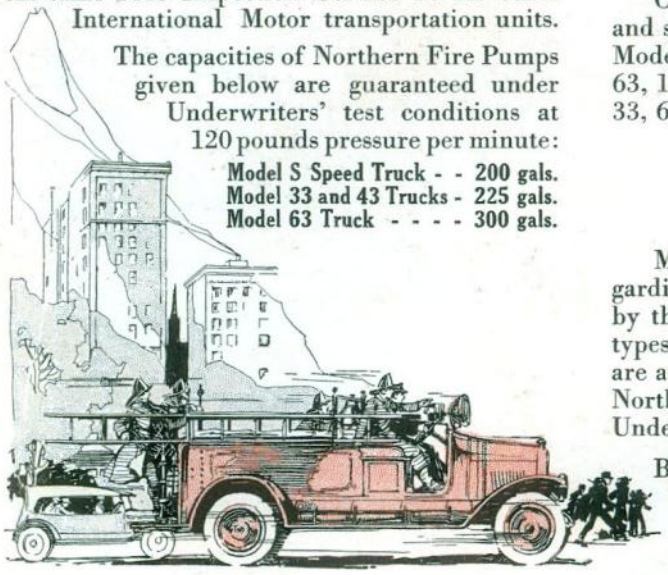
A pump that will deliver more gallons per minute at 120 pounds pressure than any other pump will also deliver more at 80 pounds or any other pressure. But for purposes of comparison stick to the Underwriters' standard and get a definite guarantee of how many gallons at 120 pounds.

In buying all fire apparatus, and particularly pumpers, it is well to consider not only the responsibility of the manufacturer but also how easily you can obtain dependable service in case of an emergency.

The International Harvester Company has a dealer in or near your town, a branch within a short distance, and is ever ready with reasonable service. A fire truck is entitled to, and receives, the same Free Inspection Service as all other International Motor transportation units.

The capacities of Northern Fire Pumps given below are guaranteed under Underwriters' test conditions at 120 pounds pressure per minute:

Model S Speed Truck - - 200 gals.
Model 33 and 43 Trucks - 225 gals.
Model 63 Truck - - - - 300 gals.



Pumper and Hose Body

THE apparatus listed below is mounted on the truck and tested at the factory under Underwriters' conditions. Both the trucks and the apparatus are painted Fire Department red (nine coats) and lettered as desired and striped in gold.

Type P-1. Pump and hose body with iron railings and tool holders, mounted on Model S Speed Truck.

Type P-2. Pump and hose body with iron railings and tool holders, mounted on Model 33, 43 or 63.

Capacities of hose bodies used with pumps are: 750 ft. on Model S; 1200 ft. on Model 33; 1500 ft. on Model 43, and 2000 ft. on Model 63.

Triple Combination—Pump, Hose Body and Chemical Tank

We recommend the apparatus listed below which includes mounting, testing and painting.

Type TC-1. Pump, hose body and single chemical tank with iron railings and tool holders, mounted on Model S Speed Truck.

Type TC-2. Pump, hose body and single chemical tank with iron railings and tool holders, mounted on Model 33, 43 or 63. Pump, hose body and double chemical tank (Type TC-3) can be purchased at small additional cost.

Capacities of hose bodies used with pump and single chemical tank are: Model S, 600 ft.; Model 33, 1000 ft.; Model 43, 1200 ft.; Model 63, 1500 ft.; with double chemical tank, Model 33, 600 ft.; Model 43, 750 ft.; Model 63, 1000 ft.

Underwriters' Approval

Misleading statements are often made regarding what apparatus is or is not "approved by the Underwriters." Here are the facts: All types of International-Northern fire apparatus are approved for use by the Underwriters; every Northern pump is tested at the factory under Underwriters' conditions.

But no particular piece of fire apparatus—either ours or our competitor's—is, or can be, approved by the Underwriters until it has been put in service.

1924 Model S-International with hose & chemical, Pirsch body

International
Motor Trucks

Refined and Improved Features

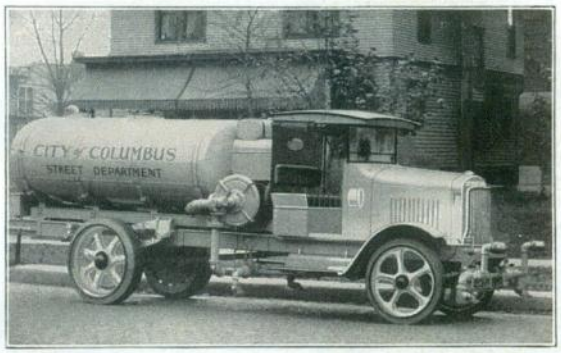
The street department of the city of Long Beach, California, owns this Model 63 International Motor Truck which is being used every day in the repair division of that department.

IT IS indeed gratifying to note the pride that various municipalities throughout the United States take in their International transportation equipment. This pride is established not alone in the attractiveness of a special unit, but in the everyday performance that the truck gives at an economical cost per ton-mile.

It has always been the policy of the Harvester Company to build International Motor Trucks as nearly perfect in mechanical construction as possible. Refinements and improved features in design are frequently embodied far in advance of their use elsewhere. International leadership has been built upon these features which also include reliability, sturdiness endurance, and operating economy. In the International line of dependable motor trucks, there is a size of truck and a style of special equipment to meet every municipal hauling requirement.

The International Speed Truck provides low-cost, rapid transportation service, while the heavy-duty models from 3,000 to 10,000-pounds maximum capacity are built for heavy work. An investment in International Motor Trucks for municipal use is truly an investment in transportation value.

More and more a spirit of businesslike investigation is manifesting itself among city officials in the purchase of municipal equipment. Time was when sharp practices were overlooked but taxpayers are beginning to demand of their representatives the same businesslike conduct of municipal purchases that would govern like transactions in the commercial market.

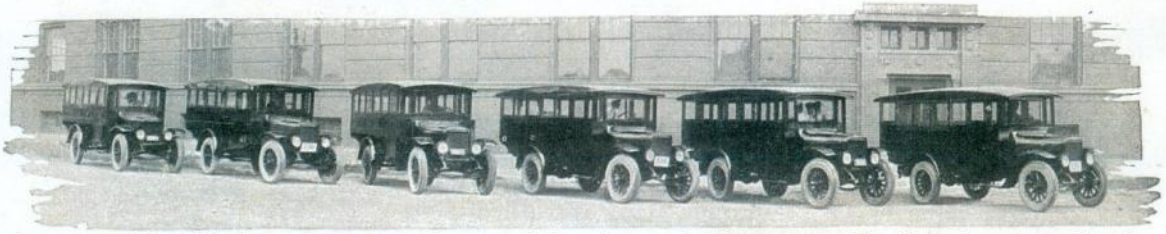


Model 103 International Motor Truck equipped with 1200-gallon Power Flusher and sprinkler attachments.

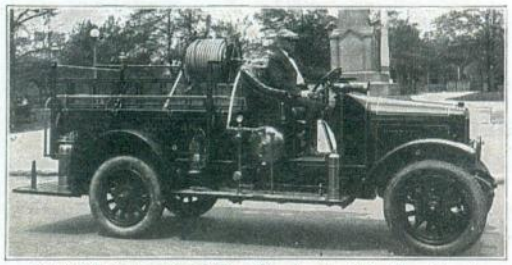
1924 Model S-International with hose & chemical, Pirsch body

International Motor Trucks

For Every Municipal Requirement

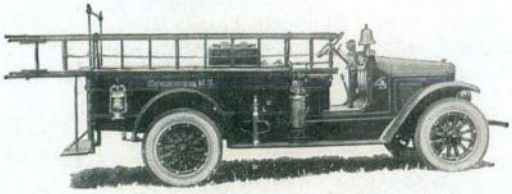


International Speed Trucks are giving a good account of themselves in school bus service. This fleet of six is owned by the Consolidated Schools, Cresbard, South Dakota.

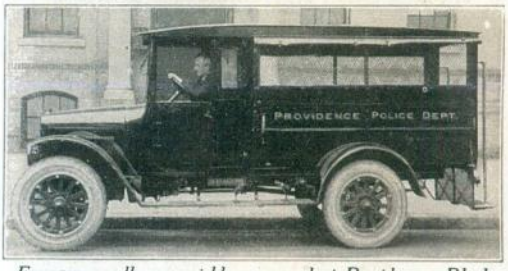


Model S International Fire Truck owned by the city of Cullman, Alabama.

Louisville, Kentucky, recently purchased this Model 103 International Motor Truck.



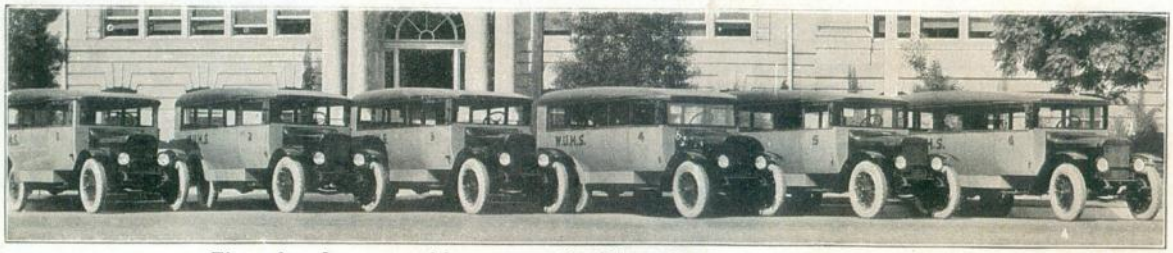
International Model S Fire Truck in service at Ogdensburg, New York.



Emergency calls are quickly answered at Providence, Rhode Island, with this Model S International Speed Truck.

Hauling trailors at Cicero, Illinois, with Model 63 International Motor Truck.

"It goes where the going is hardest" says Mr. G. I. Cotter of the Springfield, Ohio, Water Works Department.



Fleet of six International busses owned by Wasco Union High School in California.

1924 Model S-International with hose & chemical, Pirsch body

International Motor Trucks

Your Base of Supplies is Always Near

NO MATTER how well-built it may be, every motor truck, through accident or natural wear, sooner or later may require spare parts. When that time comes to an International owner there is an International Motor Truck dealer, or one of over a hundred branch houses within convenient reach. Our after-sale service is available without costly delays. Wherever you may be, your base for International spare parts is always near at hand.

Direct Company Branch Houses are located in over one hundred principal cities:

Aberdeen, S. D.
Akron, Ohio
Albany, N. Y.
Amarillo, Tex.
Atlanta, Ga.
Auburn, N. Y.
Aurora, Ill.
Baltimore, Md.
Billings, Mont.
Birmingham, Ala.
Bismarck, N. D.
Boston, Mass.
Buffalo, N. Y.
Cedar Falls, Iowa
Cedar Rapids, Iowa
Charlotte, N. C.
Chattanooga, Tenn.
Cheyenne, Wyo.
Chicago, Ill. (3)
Cincinnati, Ohio
Cleveland, Ohio
Columbia, S. C.
Columbus, Ohio
Council Bluffs, Iowa
Dallas, Tex.
Davenport, Iowa
Denver, Colo.
Des Moines, Iowa
Detroit, Mich.
Dubuque, Iowa
Duluth, Minn.
East St. Louis, Ill.
Eau Claire, Wis.
Elmira, N. Y.
El Paso, Tex.
Evansville, Ind.
Fargo, N. D.
Fort Dodge, Iowa
Fort Wayne, Ind.
Fort Worth, Tex.
Grand Forks, N. D.
Grand Rapids, Mich.
Green Bay, Wis.
Harrisburg, Pa.
Helena, Mont.
Houston, Tex.
Hutchinson, Kan.
Indianapolis, Ind.
Jackson, Mich.
Jacksonville, Fla.
Kankakee, Ill.
Kansas City, Mo.
Knoxville, Tenn.
Lincoln, Neb.
Little Rock, Ark.
Los Angeles, Calif.
Louisville, Ky.
Madison, Wis.
Mankato, Minn.
Mason City, Iowa
Memphis, Tenn.
Milwaukee, Wis.
Minneapolis, Minn.
Minot, N. D.
Nashville, Tenn.
New Orleans, La.
New York, N. Y.
Ogdensburg, N. Y.
Oklahoma City, Okla.
Omaha, Neb.
Parkersburg, W. Va.
Parsons, Kan.
Peoria, Ill.
Philadelphia, Pa.
Pittsburgh, Pa.
Portland, Ore.
Quincy, Ill.
Richmond, Ind.
Richmond, Va.
Rochester, N. Y.
Rockford, Ill.
Saginaw, Mich.
St. Cloud, Minn.
St. Joseph, Mo.
St. Louis, Mo.
Salina, Kan.
Salt Lake City, Utah
San Antonio, Tex.
San Francisco, Calif.
Sioux City, Iowa
Sioux Falls, S. D.
South Bend, Ind.
Spokane, Wash.
Springfield, Ill.
Springfield, Mo.
Terre Haute, Ind.
Toledo, Ohio
Topeka, Kan.
Watertown, S. D.
Wichita, Kan.
Winona, Minn.

Large stocks of spare parts are maintained at each of these Branch Houses and by the thousands of International Motor Truck dealers in all sections of the country.

INTERNATIONAL HARVESTER COMPANY OF AMERICA
(INCORPORATED)
606 SO. MICHIGAN AVE. CHICAGO, ILL.

1924 Model S-International with hose & chemical, Pirsch body

Permanence

FROM a small beginning almost twenty years ago, the demand for Internationals has grown to unusual proportions. Each year has brought its full share of new International owners and with it has come the inevitable volume of repeat business that only a worthy product can enjoy.

With the addition of the new Fort Wayne plant, International Motor Trucks are now built in three factories. These plants stand as evidence of the popularity of the International product and the prominence that the International Harvester Company has attained in the motor truck industry.

There is a Gibraltar-like permanence to the Harvester Company's activity in truck-hauling problems, proved by the investment in these three large and fully-equipped motor truck factories, over a hundred company-owned branch houses, and almost a century of manufacturing experience. All these function individually and collectively for one purpose—to provide for International Motor Truck purchasers a high-grade product and to service that product as long as it remains in active use.

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1924 Model S-International with hose & chemical, Pirsch body

Consider the Company Behind the Truck You Buy

THERE are many reasons why International Motor Trucks will prove a profitable investment for any community but the one expressed a few days ago by a county official is perhaps the most pertinent at this time.

Upon being asked "What is there about International Trucks that appeals to you most," this official answered without hesitation, "The dependability of your Company and the reliability of your product. I know that back of the International Motor Trucks we own there is an International service and an organization that has taken years and years to build. No matter what happens to our trucks in years to come, I know that the Harvester Company will be in business and ready to supply spare parts when needed. That's what I mean by service and a service organization, and I am frank to tell you that is why we are using Internationals. There are other reasons, but the one I have just given you is the most important."

It is a source of satisfaction to us to know that county officials and directors of municipalities appreciate the kind of service that goes with the purchase of International Motor Trucks. Think what a service like this means three or four or five years after a truck has been purchased.

With service like ours, backed by a product that is as mechanically perfect as the International Motor Truck, we are safe in saying that dollar for dollar there is more value for the money in the International Motor Truck than in any other municipal transportation unit on the market.

It will be worth your while to investigate further the merits of International Motor Trucks and the value of our service.

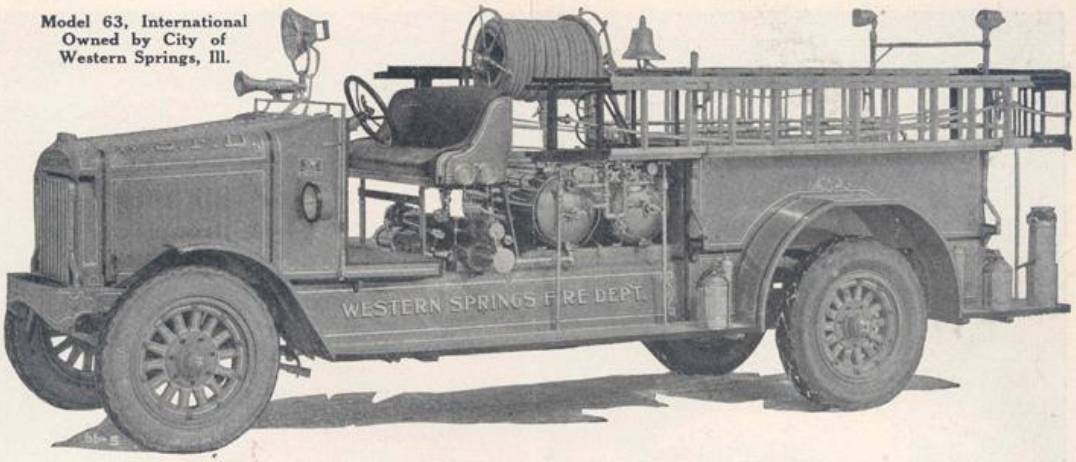
INTERNATIONAL
HARVESTER
TRUCKS
COMPANY

FOR LOW-COST HAULING

1924 Model S-International with hose & chemical, Pirsch body

Courtesy http://www.southlandit.com/index2.php?option=com_content&do_pdf=1&id=1003

Model 63, International
Owned by City of
Western Springs, Ill.



103 Direct Company Branches at Your Service

The Largest Company-Owned Truck Service Organization in the World!

This close-knit system, perfected in twenty years of truck building, helps us to maintain a famous feature of our service—the Free Inspection Policy—which provides detailed inspection by factory-trained road engineers for the tens of thousands of International Trucks in use. We continue this preventive inspection at frequent, regular intervals for the life of the truck. Our rigid, inflexible standards of construction, plus this Free Inspection Service, keep International Trucks at top efficiency; an important point to be considered in the purchase of municipal equipment.

International Heavy-Duty Trucks are built in 3000, 4000, 6000, and 10,000-lb. maximum capacities, with bodies and equipment for all municipal purposes. There is also the sturdy Speed Truck of 2000-lb. maximum capacity. Motor Coaches for every passenger transportation need.

Write for complete information.

INTERNATIONAL HARVESTER COMPANY
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