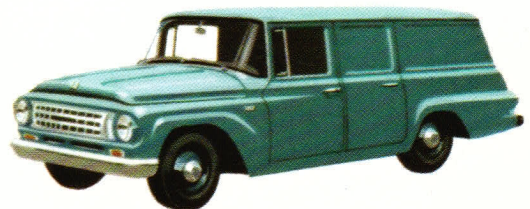
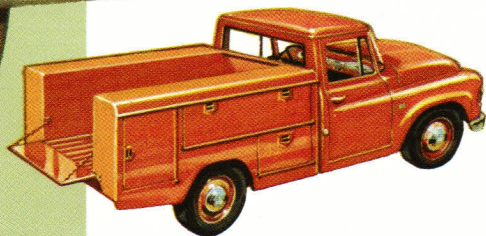
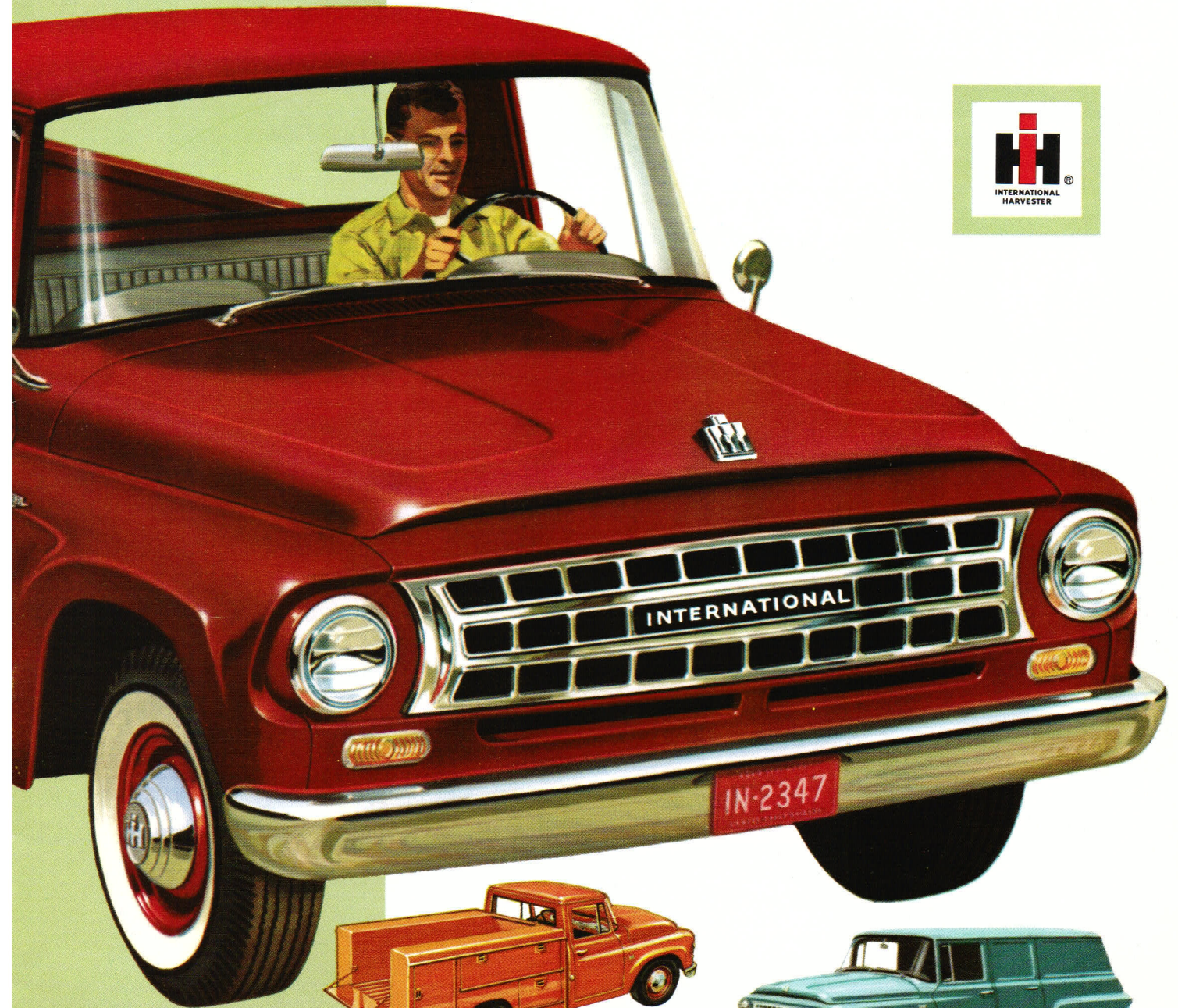
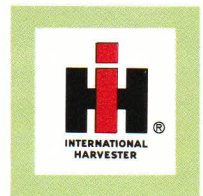
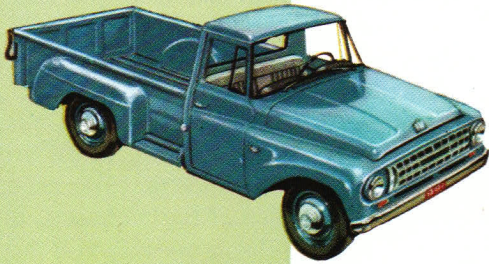


**INTERNATIONAL<sup>®</sup>**

*Light-Duty*

**TRUCK MODELS**

1000 • 1100 • 1200 • 1300  
1200 (4x4) • 1300 (4x4)



# THE *Newly Styled* BEST ENGINEERED MODELS IN THE LIGHT-DUTY FIELD

International light-duty trucks are fleet and nimble—fast-acting. They are highly workable and mobile. They can purr swiftly along the highway or roar with power and traction through the worst detours. Their dependability and ease of handling under all conditions of road, load, speed and weather are outstanding.

Why? Because every component of every International model is truck-designed, truck-built for long-lasting use. No major units designed for lightly-loaded automobiles, or adapted from such designs, are used. Engines, transmissions and axles are among the assemblies that are International-engineered and International-manufactured to assure most reli-

able, long-lasting and low-cost performance under full loads. And all components and parts must measure up to high International quality truck—not automobile—standards.

Along with the finest of engineering, you will also get up-to-the-minute fresh, clean styling; cab comfort and convenience features second to none; and a wide choice of basic chassis, bodies, components, and equipment that will fit your job requirements to perfection. Tailoring trucks to buyers' desires is an International tradition. Your near-by dealer or branch will gladly arrange to get you advanced-style trucks exactly as you want them—powered right, equipped right and built right to serve your specific needs.



# MODERN *Cab* DESIGNED FOR DRIVING EASE, RIDING PLEASURE



Outside appearance of these new International light-duty models conforms with the latest styling trends. It is crisp and sparkling. A new large sculptured anodized aluminum grille insert is flanked by larger, more effective chrome-mounted single headlights. Louvers in the sheet metal below the grille add to cooling efficiency. All changes help perfect the functional design.

Inside the cab are many improvements, starting with a completely new instrument panel (see below). The full-width adjustable seat of Torflex spring construction topped with foam rubber pad is attractively patterned and newly upholstered in two shades of gray nylon and vinyl material. Door panels are of textured metal with non-gloss paint matching the color of the instrument panel. Acoustical type roof headliner, replacing formerly used vinyl, provides sound-deadening as well as heat-insulating advantages.

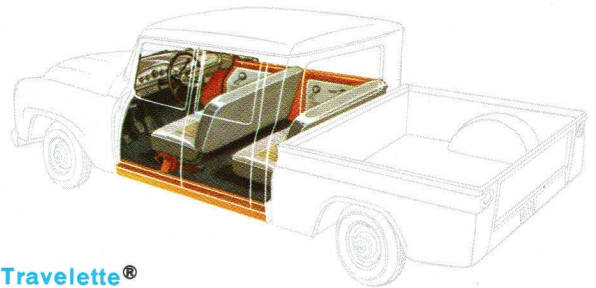
Other features of this fine cab include: Large Sweeparound windshield. Chrome-edged Silent-Vent wing windows adjustable for tension. Low suspended pedals. Foot-applied and finger-released parking brake controls. Steering column with integral turn signal and gear selector levers. Safety type steering wheel. Doors equipped with locks, heavy-duty safety latches and concealed hinges, and doubly sealed with rubber stripping. New textured heavy-duty rubber floor mat reinforced by a jute backing.

## ATTRACTIVE INSTRUMENT PANEL

Note especially on the gracefully curved panel:

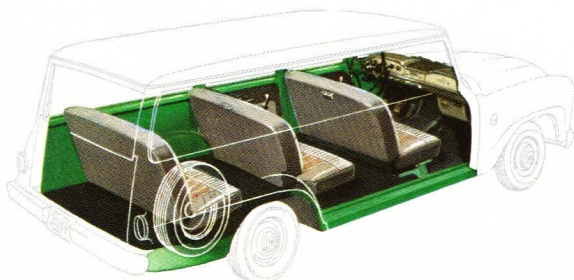
- Five individual chrome-encircled gauges for all engine functions, including ammeter and oil pressure gauges—not lights. No protruding instrument cluster.
- Fuse panel, handy and protected inside the large map compartment, with all fuses clearly labeled.
- Chrome-finished, letter-identified control knobs.
- Provision for center mounting of heater and radio controls within easy reach of the driver.

## MODELS WITH EXTRA SEATS



### Travelette®

Factory-mounted in front of a pickup or service-utility body, this cab with two full-width seats and four doors carries up to 6-man crews to field assignments along with full equipment, tools and materials. Front seat area is similar to standard cab interior.



### Travelall®

For full description of this big-capacity true station wagon, adaptable for 3 to 9 passengers on rear-wheel or all-wheel-drive chassis, ask for separate folder.

# INTERNATIONAL LIGHT-DUTY MODELS

## MATCH JOB NEEDS

The six basic models in the new International light-duty series are of three types, as brought out below. Even without modifications, they offer a fairly complete selection throughout the light-duty classification—and a bit above it—to fit the truck to the job. However, it has been said with more truth than jest that International never builds a 100% standard truck.

Optional units—engines, transmissions, power

assists, springs, tires, electrical items, cab features, bodies, accessory equipment, and many more, including such unusual modifications as right hand drive controls or high altitude equipment—are all available to give the buyer exactly what he wants. So, pick the model that is closest to what you have in mind and tell your International dealer or branch what changes or additions you would like. Anything you want, within reason, you'll get!

## REAR-WHEEL DRIVE

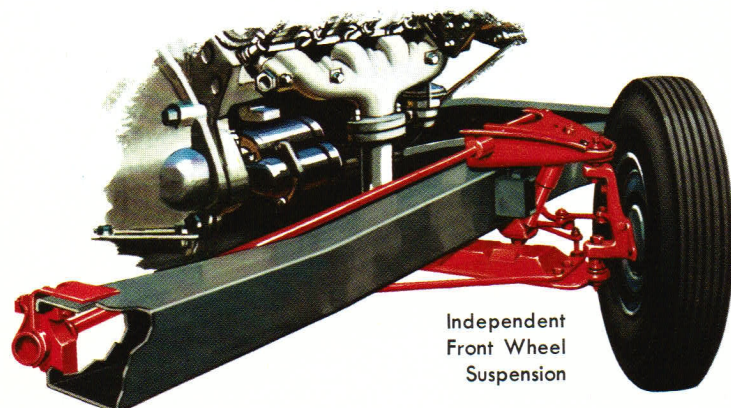
### MODELS 1100, 1200 and 1300

Four of the six basic models have conventional rear-wheel drive. Three of these four are equipped with I-beam front axle and time-proved rugged and long-lasting steel leaf front springs. They cover the gross vehicle weight range from 4,700 to 8,800 pounds. Each model in addition to its standard GVW has a higher rating when equipped with optional springs and tires of ample capacity. Ratings in pounds are shown at right.

| CHASSIS MODEL | FRONT AXLE | REAR AXLE | GROSS VEHICLE WEIGHT |          |
|---------------|------------|-----------|----------------------|----------|
|               |            |           | Standard             | Optional |
| 1100          | 2,500      | 3,300     | 4,700                | 5,800    |
| 1200          | 2,700      | 4,500     | 5,400                | 7,000    |
| 1300          | 3,100      | 6,000     | 7,000                | 8,800    |

## MODEL 1000

**FOR EVEN SOFTER,  
SMOOTHER RIDING**



Independent  
Front Wheel  
Suspension

Particularly recommended where passenger-carrying—in Travelall body or pickup truck used for family transportation—is a major intended use. This model, rated at 4,200 pounds GVW standard and 5,000 pounds maximum, has an independent front wheel suspension. Each front wheel of Model 1000 is independently suspended on a torque arm connected with a torsion bar, instead of on the end of an I-beam front axle. The wheel is thus free to rise and fall on uneven roads without directly pulling or pushing the axle and other chassis, cab and body units along with it. Road shocks and chassis sway are minimized and the ride is kept exceptionally level and smooth by the cushioning effect of the torque arms and stabilizing torsion bars, supplemented by direct acting shock absorbers. This suspension, which mounts each torsion bar in a protected position away from road spray and dust, is the most effective of its kind.

**FOR MAXIMUM TRACTION  
AND PULLING POWER**

**ALL-WHEEL DRIVE**

**MODELS 1200 (4x4) • 1300 (4x4)**

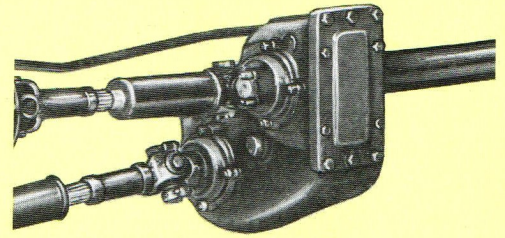
Among the all-wheel-drive chassis offered by International in every weight class are two with styling and most components comparable to the new light-duty series. They are:

| CHASSIS MODEL | FRONT AXLE | REAR AXLE | GROSS VEHICLE WEIGHT |          |
|---------------|------------|-----------|----------------------|----------|
|               |            |           | Standard             | Optional |
| 1200 (4x4)    | 2,800      | 4,500     | 7,000                | 7,400*   |
| 1300 (4x4)    | 4,000      | 6,000     | 10,000               | —        |

\*Requires 3,500-pound rated front axle.

Both models have single reduction front axles with choice of gear ratios identical to the rear axle ratios, and Carden type joints on the steering drive ends. Both are equipped with a two-speed power-dividing transfer case controlled by a single shift stick mounted in the cab on the right side of the transmission tunnel. The four positions of this shift lever, diagrammed at right, permit a choice of these operations: (1) High range direct 2-wheel drive disconnects power to the front wheels, permitting normal rear-wheel-drive operation on level improved roads. (2) High range 4-wheel drive divides the engine power coming through the transmission equally between the front and rear axles for driving force and traction on all wheels. (3) Neutral disconnects power to both axles but permits full engine torque to be applied to a power take-off mounted to the rear of the transfer case input shaft for operating winches and other auxiliary equipment. (4) Low range 4-wheel drive multiplies transmission output torque by a ratio of 1.96:1 for extra torque on all wheels when the going gets tough.

**TRANSFER CASE**



Exterior view showing part of control rod from shift stick and of propeller shafts from transmission (above), to front axle (below), and to rear axle (at right). The transfer case is mounted in the power train behind the transmission.

**SHIFTING PATTERN**



**High Range  
2-Wheel Drive**



**High Range  
4-Wheel Drive**



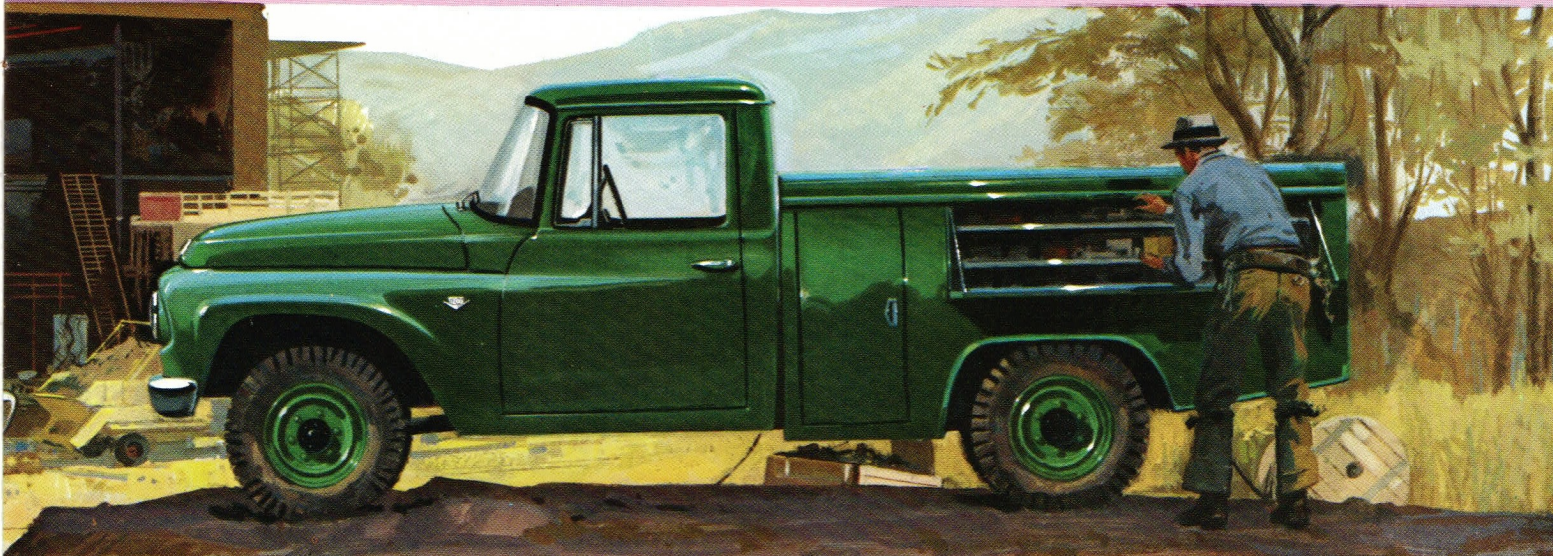
**Neutral**



**Low Range  
4-Wheel Drive**

In outward appearance these all-wheel drive models are scarcely distinguishable from the other handsome models in the series, with the cab higher by a mere three inches to make room for the front axle differential.

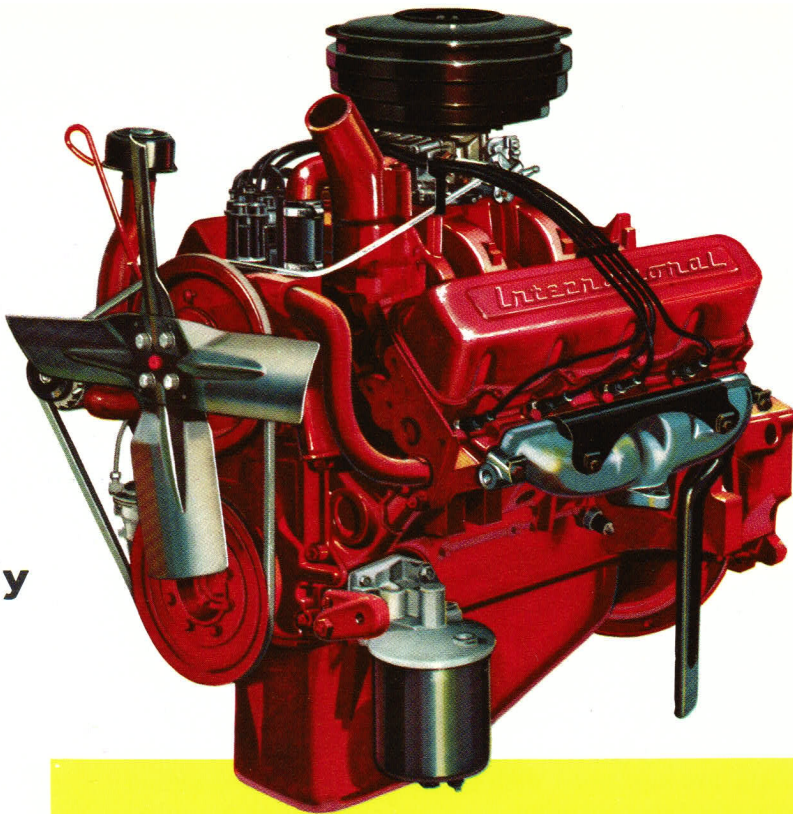
**ALL-WHEEL-DRIVE 10,000-POUND GVW MODEL 1200 (4x4)**



# INTERNATIONAL **V-8** and **6-CYLINDER** **ENGINES**

**designed specifically  
as superior power  
plants for trucks**

Five engines of four types are offered for powering the light-duty models. All are of exclusive International truck design and manufacture. Sharing popular favoritism are a new standard 141-horsepower BG-241—reliable and thrifty successor to a famous line of gasoline 6's—and the outstanding V-8 type 155-horsepower V-266. A third gasoline engine, available for approved applications, is the high-torque V-304, rated at 193 gross horsepower. In addition, both the BG-241 and V-304 are available with fuel system equipment for operation on LP Gas for the rear-wheel-drive models. Whatever your preference, the engine of your choice will be the best engineered of its type and power capacity.



## **SUPERB GASOLINE V-8's**

The eight-cylinder gasoline V-266 has proved itself outstanding in reliability, instant responsiveness to power demands, thrifty operation and cost-reducing maintenance. It shares advanced engineering features with the BG-241. In addition, the V-266 and the similarly-designed heavier-duty V-304 have special performance-improving refinements. For example, intake and exhaust valves alternate instead of being paired, for better heat control. An extra camshaft bearing and extra rocker arm shaft supports assure lastingly accurate valve action. And the short heavy-duty crankshaft, flywheel and front pulley are balanced as an assembly for smooth, wear-reducing action. There's no engine more modern, better designed or better built for truck service than an International V-8.

## **ADVANCED ENGINEERING FEATURES OF ALL**

**Air Cleaner:** Large-capacity oil bath unit filters harmful dust and abrasives from intake air, reduces internal wear.

**Camshaft:** Induction-hardened with wide lobes designed to minimize noise and wear. Extra large bearings.

**Carburetor:** Single-barrel downdraft type of advanced design regulates fuel-air mixture, prevents fuel waste.

**Combustion Chambers:** Precision machined for rapid, uniform and complete burning of non-premium fuel.

**Cooling System:** High-velocity, by-pass type assures fast warm-up, no hot spots, maximum thermal efficiency.

**Crankcase:** Extended skirt gives maximum strength and rigidity.

Ventilator drains off sludge-forming vapors.

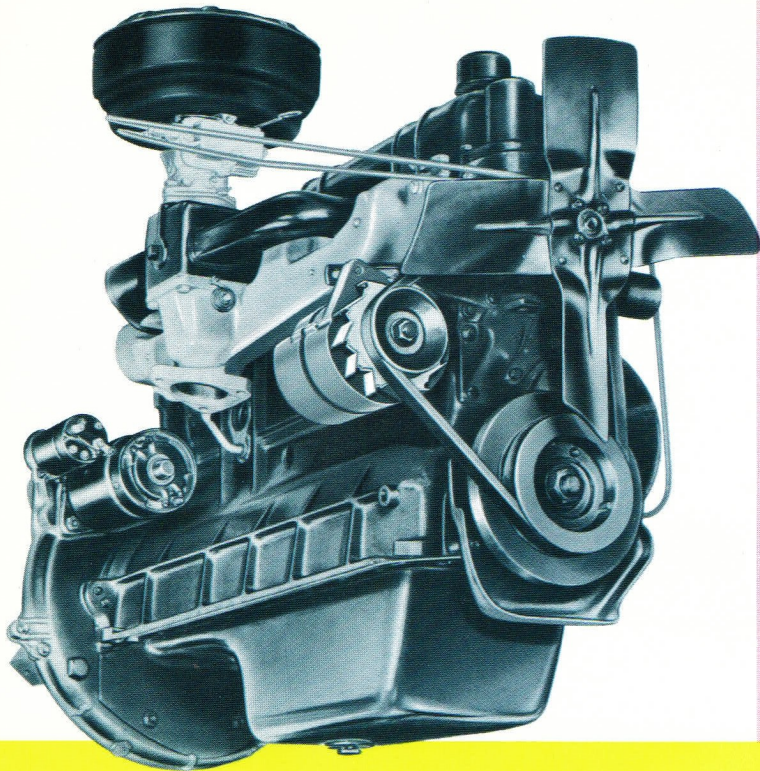
**Crankshaft:** Much heavier than common, heat-treated and balanced. Very large bearing area.

**Distributor:** Combination pressure-centrifugal control type times the spark for maximum power utilization.

**Ignition:** Suppressed to prevent radio interference.

**Ignition Coil:** Supplies higher spark plug voltage for starting than for running. Fast starts conserve power.

**Oil Filter:** Efficient full-flow type of large capacity. Optional dual filter system provides unsurpassed oil cleansing and engine protection.



## NEW STANDARD GASOLINE 6

The new standard power plant for all models is the six-cylinder in-line gasoline BG-241. The latest version of a line of engines that has established an enviable record for dependability, endurance and economy, this BG-241 offers power ample for most applications and cost savings like money in the bank. Note the features listed below which help make it outstanding.

### EXCLUSIVE DUAL OIL FILTER SYSTEM

Adding an optional absorption type oil filter to the excellent standard full-flow filter results in the finest possible protective cleansing of gasoline engines by removing contaminants and preventing sludge formation.

## GASOLINE ENGINES

**Oil Pan:** Deep sump prevents under- and over-lubrication of engine parts when vehicle is operated on steep grades.

**Pistons:** New improved piston and ring combinations promote complete combustion, oil control, long life of parts.

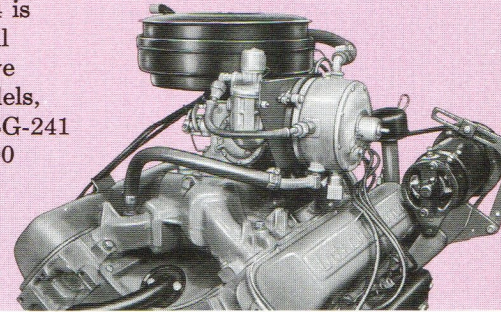
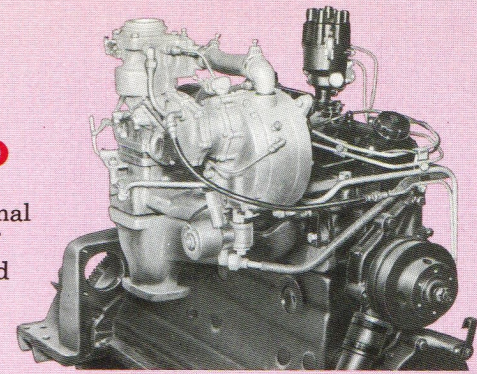
**Starting Motor:** Solenoid operated, spiral mesh, over-running clutch type engages positively with the flywheel.

**Timing Gears:** Designed with fine pitch gear teeth for noiseless, wear-reducing operation.

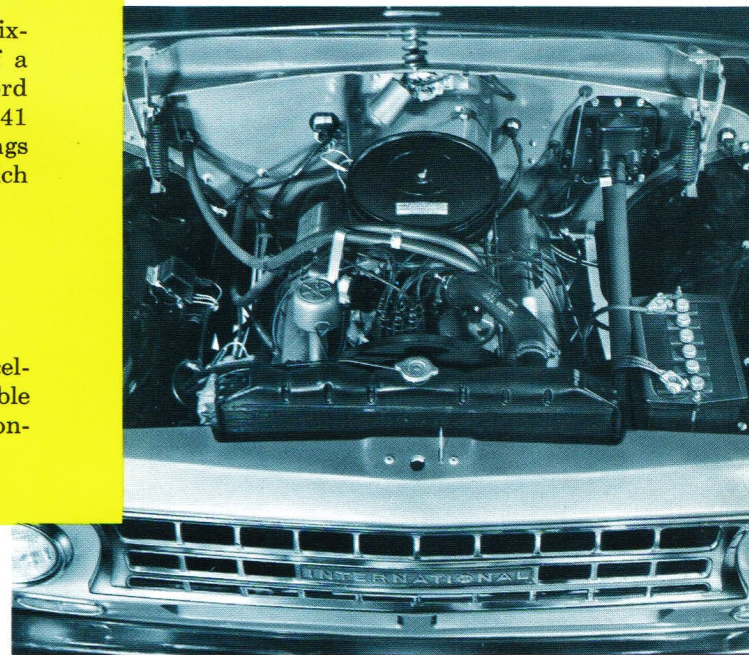
**Valves:** Slo-rote exhaust valves with special heat-resistant alloy faces and seat inserts clean themselves, assure perfect sealing. Valve ports assure free breathing.

## LPG V-8 OR 6, TOO

Only International offers a range of engines equipped for operation on low-priced, high-octane, clean-burning liquefied petroleum gas for low-cost, safe, trouble-free use. An LPG V-304 is available for all rear-wheel-drive light-duty models, and an LPG BG-241 for Models 1100 and 1300.



## SERVICING MADE EASY

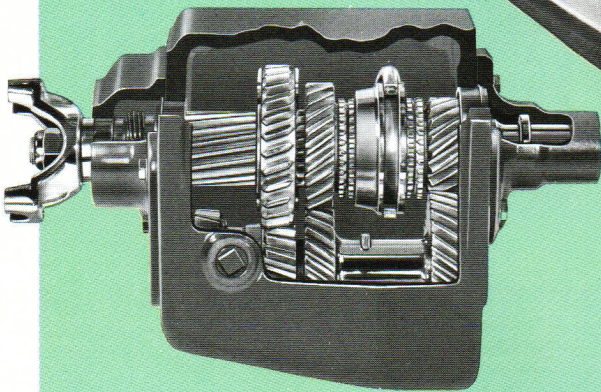


Ready accessibility of all units requiring regular maintenance operations is carefully planned in all International Trucks. For example, in the wide engine compartment of these models the battery, radiator, oil level, distributor, fan belt tension, air cleaner, water pump, and alternator can all be checked and serviced from a position in front of the vehicle. Different placement of units for the different models—especially when optional engines, power equipment and accessories are used—is in large measure determined by the policy of making service operations easy, time saving and cost saving.

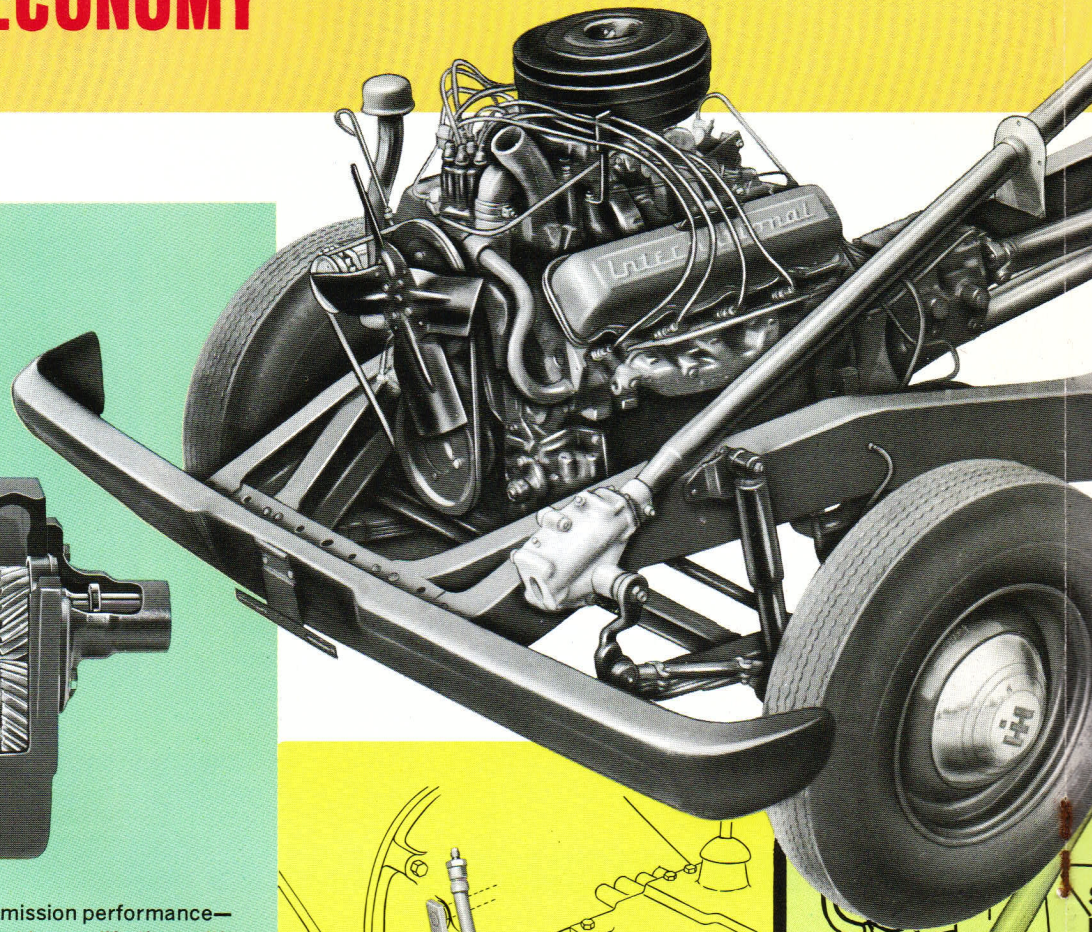
# CHASSIS ENGINEERED FOR STAMINA DEPENDABILITY AND LONG-LIFE ECONOMY

On these two pages are shown a Model 1100 stripped chassis and a few of its components. These are representative of the rear-wheel-drive models with steel leaf front springs except, of course, for the larger size and greater capacity of many parts of the 1200 and 1300 chassis. The special components of Model 1000 and the four-wheel-drive chassis, as well as cab, engine and body descriptions applying to all models, will be found elsewhere in this catalog. International heavy-duty engineering and exhaustive testing—part by part, assembly by assembly, and complete model by model—are your assurance of quality vehicles unsurpassed in the light-duty field.

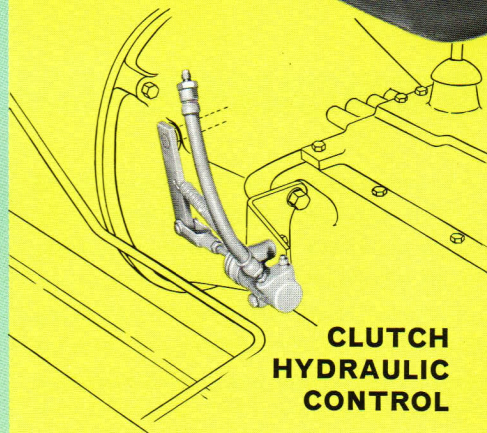
## NEW 3-SPEED SYNCHRONIZED TRANSMISSION



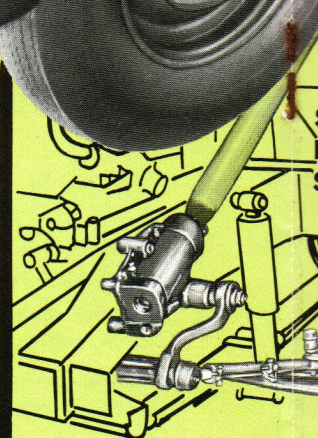
In order to provide improved transmission performance—easier and more positive shifts and longer life than with former units—International truck engineers have developed a new T-4 transmission with new synchronizers on second and third speed gears, and helical-cut first and reverse gears. Included in the new design are improved bearings, heavier shafts and revised poppets. This new transmission, operated by remote control gearshift lever mounted on the steering column, is an example of the constant improvements made in International trucks to keep them outstanding in value. The T-4 is standard equipment for all models except 1300 and 1300 (4x4) which have a still heavier-duty T-7 unit with higher gear ratios and a floor-mounted shift stick. Optional transmissions will be found on page 13.



## CLUTCH HYDRAULIC CONTROL

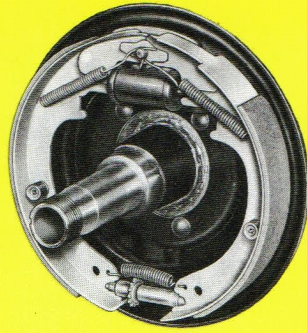


Reduces the pedal effort needed to operate the 11-inch, 9-spring clutch equipped with vibration dampener. An added benefit is less maintenance due to less linkage.



Far forward outboard gear, and steering geometry, equipped with springs, makes ease, truck stability.





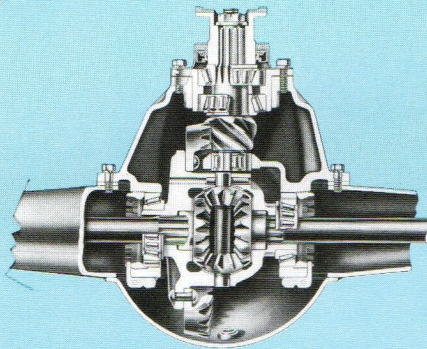
### SAFE, SURE-ACTING BRAKES

One-way Servo front and Duo Servo rear hydraulic brakes have tough lining of ample area for each model.



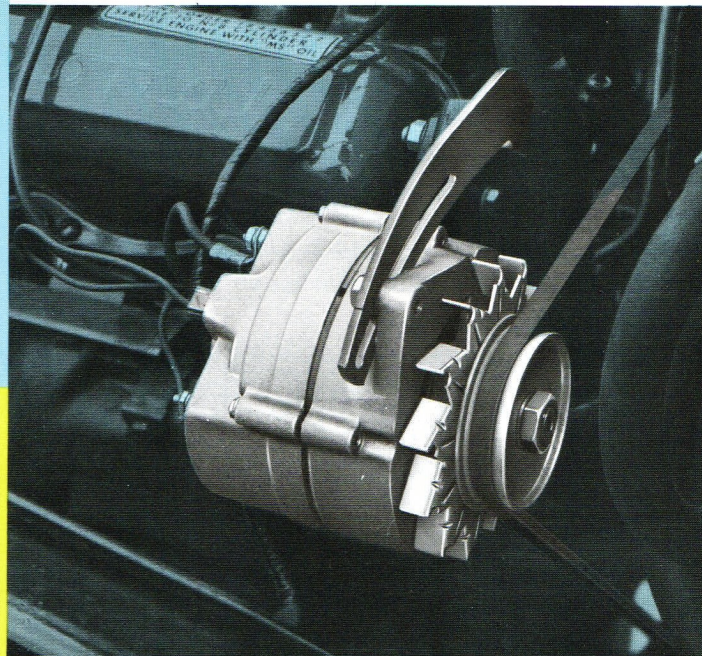
### SOFT-RIDE STEEL LEAF SPRINGS

Safe, long-lasting, shackled wide-leaf springs, plus shock absorbers (optional 1300 Models), soften the ride. Auxiliary springs are optional.



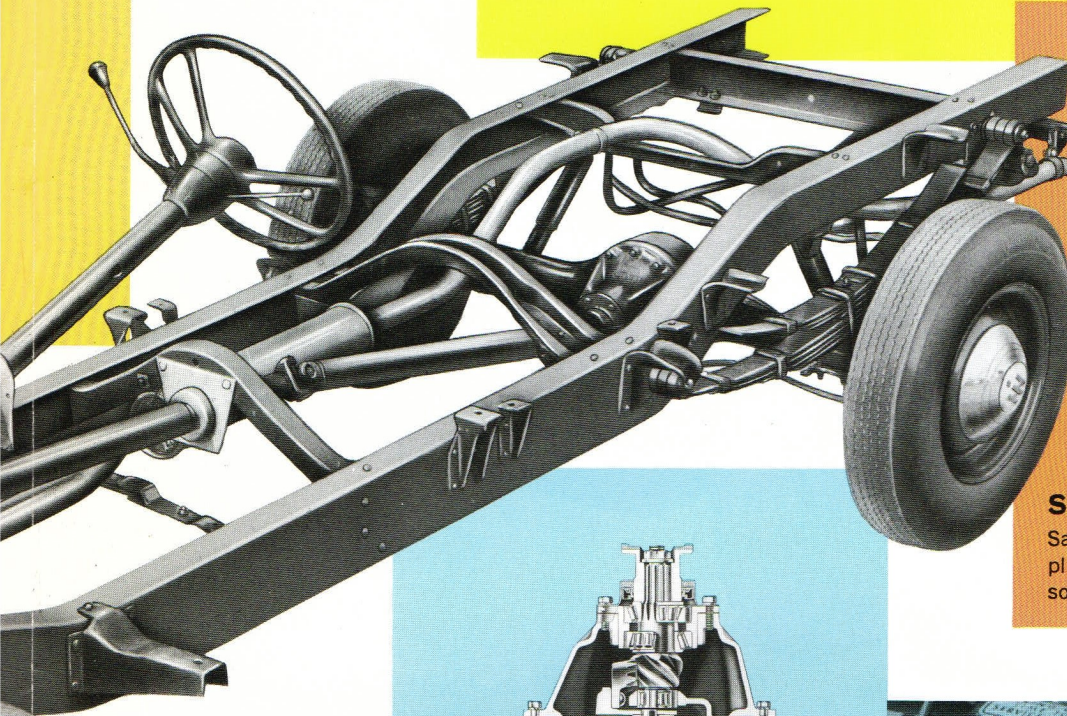
### HYPOID DRIVE AXLES

Maximum gear tooth contact, big bearings and induction-hardened shafts contribute great strength and endurance.



### STANDARD ALTERNATOR

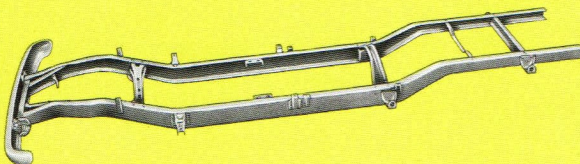
A 37-ampere alternator is now standard equipment on all light-duty models. Its special advantage over the traditional type generators is that it operates at engine low-speed idle to keep batteries fully charged.



### SAFE, EASY STEERING

board mounting of g geometry coordi- , make for steering y.

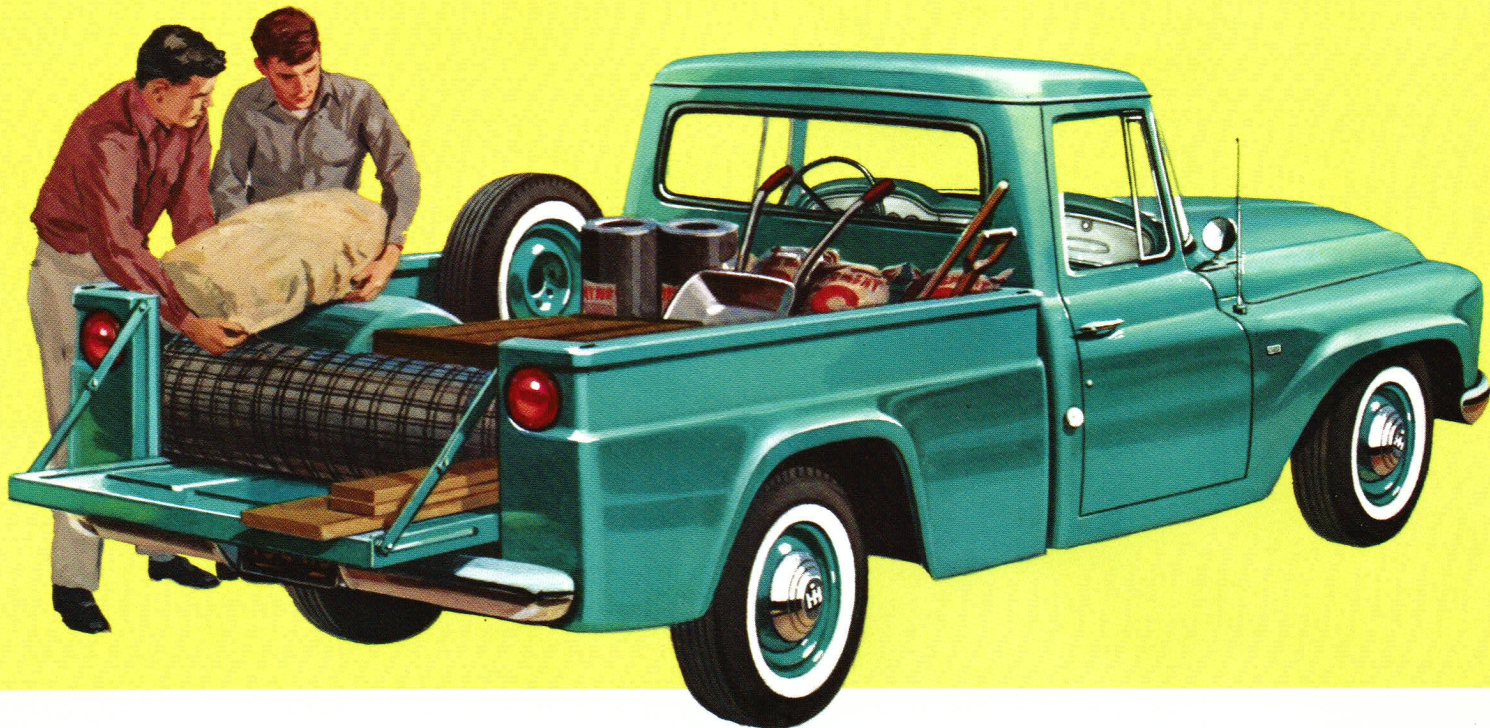
### HEAVY-DUTY CHANNEL FRAMES



Assure exceptional stamina and vehicle rigidity. Center drop section is lowest between axle part of chassis, protecting other units from road hazards.

# Your Choice of Bodies

Perfectly Matched and Factory Installed  
on Your Preferred INTERNATIONAL Chassis  
**BIG, HANDSOME BONUS-LOAD PICKUPS**



High style and high capacity distinguish the International Bonus-Load pickup trucks. The lines of the body flow straight back, prolonging the contours of the cab, to present a very attractive external appearance. Even more important, the big inside body width permits the side to side loading of cartons, rolls and packages over six feet in length. Three Bonus-Load body sizes provide inside body lengths of 7 feet and 8½ feet with standard cab, or 6 feet with Travelette cab.

Construction is all steel with ribbed flooring for increased rigidity, less friction in sliding flat-surfaced materials in and out, and better drainage. Reinforced stake pockets are provided. The grain-tight tailgate has a single centered control handle for one-hand opening. It is firmly supported in horizontal position and can be lowered straight down for flush-loading at docks when there is no rear bumper. On both sides of the gate are flush tail-lights with built-in class A reflectors.

## **BONUS-LOAD PICKUP COMBINED WITH TRAVELETTE 6-MAN CAB**

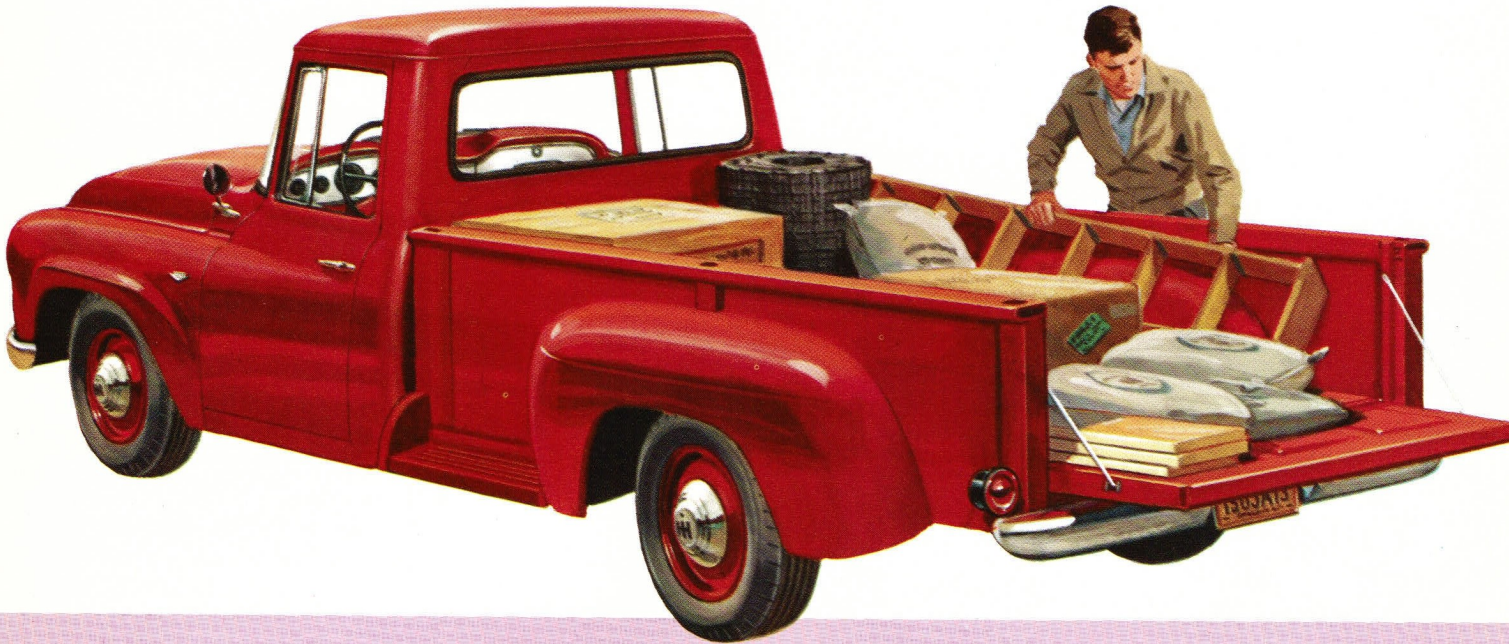
One of two excellent types of complete, light-duty vehicles available from the factory for use by field crews with full equipment (the other substitutes an 82½-inch long Service Utility body) has a 6-foot Bonus-Load body behind a 6-man Travelette cab. Men and materials travel together in one vehicle instead of two, most efficiently and economically. As illustrated, an all-wheel-drive chassis as well as others may be so equipped.



## EQUALLY WELL-BUILT *Standard* PICK-UPS

Where less load space is needed and traditional pickup styling is preferred, the standard type pickup body offers another choice. Inside body lengths are the same full 7 or 8½ feet as the Bonus-Load units, but inside width will accommodate only 4½-foot materials. All-steel construction, including ribbed steel floors, grain-tight tailgate and

stake pockets, equals the sturdiness of the Bonus-Load pickup bodies. Open tailgate support is provided by self-winding cables. This type body is available on all chassis with standard cab. An 800-pound capacity hydraulic lift gate controlled by electric push-button can be factory installed on any of the pickup trucks.



## 'SPECIAL' *Stake and Platform Bodies*

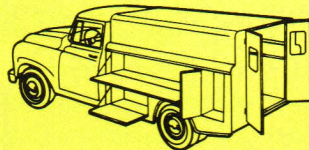
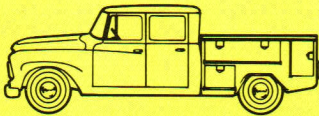
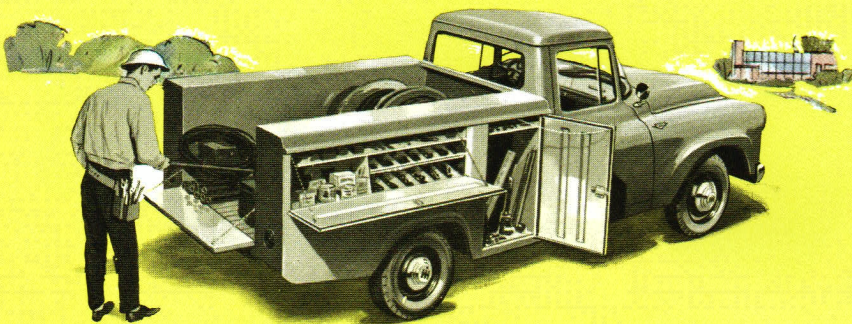
Popular favorites along with the pickup bodies are stake bodies of rugged construction. *Inside* lengths are eight or nine feet, with respective 6-foot or over 7-foot *inside* widths. Platforms are welded with formed steel main sills bolted to cross sills. Floor is ¾-inch kiln-dried oak or hickory shiplap. Stakes

are die formed embossed high tensile steel, 30¼ or 42 inches high. Removable side and end racks have eased edges and rounded corners. A 28-inch high solid headboard is optional for either stake body or for the alternate stakeless platform bodies which are of similar construction and dimensions.



## SIX-DOOR PANEL

This panel is outstanding of its kind due to exceptional capacity, heavy-duty construction, and accessibility for working the load through any of four side doors or two wide-opening rear doors. An 18½-inch aisle between individual bus-type driver's seat and optional passenger's seat allows passage from front to rear. Large side panels make ideal advertising billboards.

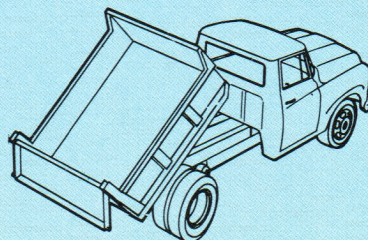


## SERVICE-UTILITY BODIES

Open or fully-enclosed units with 48½-inch width load area between weathertight, theftproof side compartments are available in various lengths from 77 to 100 inches on all chassis models. Special Service-Utility bodies for use with Travelette 6-man cab are 82½ inches overall. These bodies on International chassis make unbeatable vehicles for carrying complete service shops right to the job.

## ALL-PURPOSE DUMP BODY

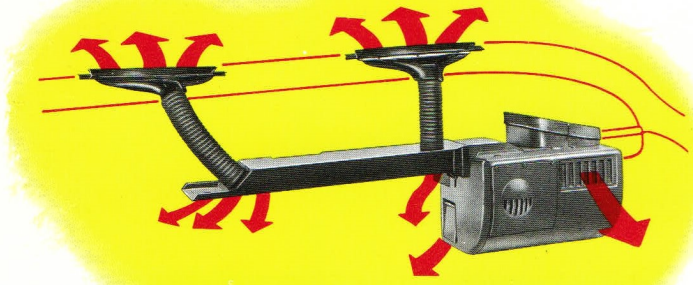
This low, easily-loaded body on a Model 1300 or all-wheel-drive chassis will solve many hauling problems for gardeners, nurseries, park boards, country clubs, estates, cemeteries, industrial plants, contractors and others. It is of solid construction with double gussets to take 8-inch upper side boards. The hoist has a tubular steel sub-frame, dependable pump and sturdy rams. The tail-gate can be opened either from top or bottom for easiest unloading of various materials.



# Optional Equipment and Attachments

FOR GREATEST COMFORT, HANDLING EASE, SAFETY AND UTILITY

## LARGE-CAPACITY FRESH AIR HEATER



Essential equipment for winter and summer comfort, this advanced-design heater-defroster circulates unheated or heated fresh air, or recirculates warmed air, in volume and direction determined by the driver. Shape and placement leave leg room for passengers. Controls are center-mounted on dash. A super-capacity unit at slight additional cost is recommended where extremely low winter temperatures may be met.



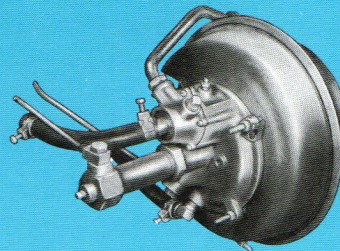
### RADIO

Compact, efficient semi-transistor unit has push button tuning, dash mounting above heater controls.



### POWER STEERING

Reduces steering effort to a minimum, especially valuable where operation requires frequent sharp turns and difficult parking.



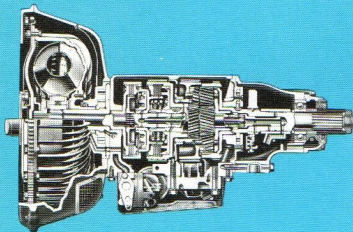
### POWER BRAKES

Another effort-saver. Slight pedal pressure is boosted by Hydrovac power cylinder—or Master-Vac on 1000 or 1100.



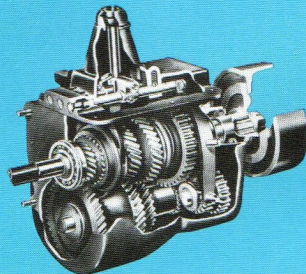
### LOCKING HUBS

Permit complete disengagement of idling front axle drive gears of all-wheel-drive models during 2-wheel drive.



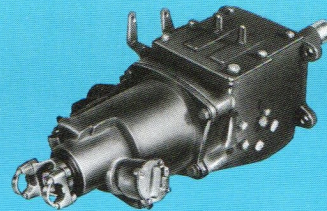
### AUTOMATIC TRANSMISSION

Equipped with dual range selector for starting in 1st or 2nd, and clutch-eliminating torque-increasing converter.



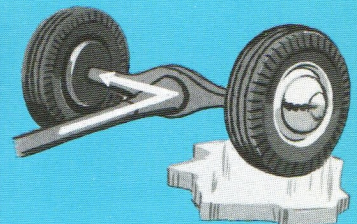
### HEAVY-DUTY TRANSMISSIONS

T-7 three-speed and T-15 four-speed units with floor stick shift available for all, T-7 standard for 1300 models.



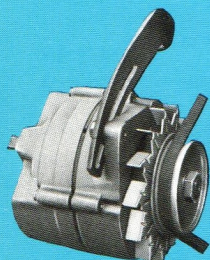
### OVERDRIVE TRANSMISSION

Offered for Models 1000 and 1100 to increase speed and fuel economy, reduce engine wear during sustained driving.



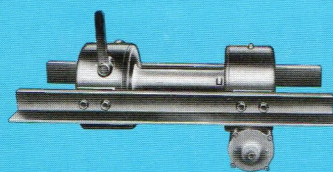
### TRACTION-CONTROL AXLE

Powr-Lok differential in rear axle continues flow of power to wheel with most traction on ice, snow, in mud, sand.



### ALTERNATOR

A 52-ampere alternator is available in lieu of the 37-ampere standard unit to provide ample charging for heavy electrical needs.



### WINCHES

May be ordered for models equipped with power take-off for detached shipment. Wreckers are among other attachments.

### SNOW PLOWS With 7 or 8-foot blade, with or without winch.



Save yourself time, effort and expense by getting full details concerning all wanted equipment from your International dealer or branch now.

# Use Unequaled **IH**® Facilities for Specialized Truck Service

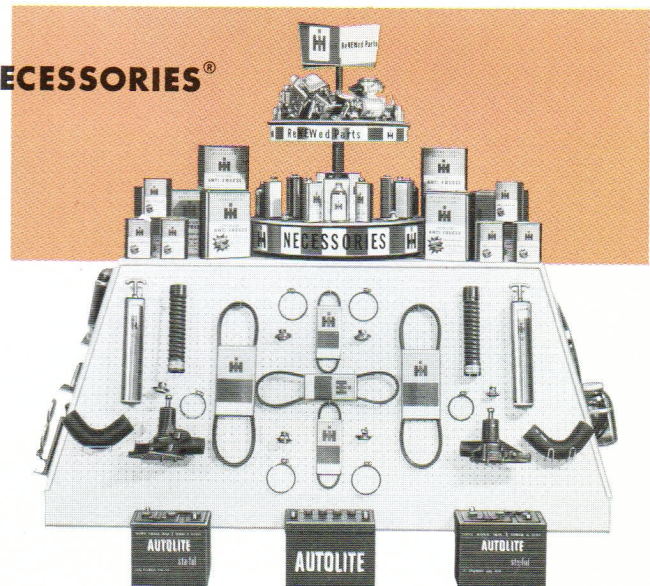


Service stations operated by automobile dealers and oil companies may be quite satisfactory for servicing automobiles. But the maintenance of heavy-duty-engineered load-carrying vehicles requires special skills, procedures and precision equipment. Thousands of International Truck dealers, backed by scores of company-owned branches and a dozen strategically located parts depots, form the world's largest exclusive *truck* service organization. Their specially trained serv-

icemen equipped with special tools and machines and complete service manuals can be depended on for prompt, courteous, accurate and fairly priced maintenance and repair services anywhere. You will profit both financially and in peace of mind when you depend upon them for all your service needs. International light-duty models, the best engineered trucks in their weight class, deserve the best of service—International Truck Service—yours to command wherever you may go.

## Get Quality-Proved **INTERNATIONAL NECESSARIES**®

The great variety of jobs that trucks must handle call for various kinds of accessories. Items that do not have universal appeal are not included in standard specifications. But the many items that different operators find necessary for greater utility, safety and convenience on their specific jobs are available for factory, dealer or branch installation. These Necessaries—such as special lights, mirrors, horns, flares, brush guards, winter fronts, seat covers, air conditioning, and items mentioned on page 13—are as scrupulously selected, tested for quality and performance in each model, fairly priced, and their installation as carefully prescribed as in the case of standard units. You won't go wrong when you install only IH-approved Necessaries on your International trucks.



## Save with Components

### ReNEWed by **INTERNATIONAL**

When a component must be replaced after long use, it is often possible to salvage major portions of it by cleaning and refinishing them, then rebuilding the unit, using new parts as needed. To be practicable, such renewing requires special machine tools, latest engineering specifications, expert operators and inspectors, assembly line efficiency and consequently a continuous flow of worn units to be renewed. There is no need to wait for your own clutch, crankshaft, fuel pump, compressor, brake valve or other unit to be sent to one of International's renewing centers. Instead, you can exchange your unit for an already IH ReNEWed unit—without delay, at a saving in money, and with assurance of new part performance. Keep in mind this cost-reducing exchange program for IH ReNEWed units. It's another International extra for your benefit.

## Save More with Genuine

### **INTERNATIONAL** Replacement Parts

IH-identified replacement units and parts which you get from an International Truck dealer or branch are identical with those used in building the trucks. They have passed the same rigid inspections for quality of materials and close tolerances. They are clearly identified with the same part numbers so that there is certainty, not mere hope, that they are right for the job. Will-fit parts may or may not be of equal quality and precision—might even be rejects that failed to pass IH inspection. Don't risk early failure not only of a part but of an expensive component and the truck itself. Over the long run, your troubles will be least and your costs lowest if you use only IH identified parts from your International Truck dealer or branch.



New light-duty models



METRO-MITE®, METRO-LITE®, Metro Van



METRO® multi-stop leaders



Door-to-door METROETTE® units



New CO LOADSTAR® tilt cab line



Medium to heavy LOADSTAR® line



Fire truck chassis—all sizes



New heavy-duty FLEETSTAR® line

# INTERNATIONAL TRUCKS

## World's Most Complete Line

International light-duty models are the best engineered trucks in their weight class. So, too, are International models of all types in every weight class. Models shown here are a small sampling of the hundreds offered for your selection. You don't have to go farther than to your near-by International Truck dealer or branch to find the right truck for any job—right in size, type, capacity, power, equipment, and long-run money-saving operating efficiency.



School bus chassis—all types



Famous R-Line 6's



The big capacity TRAVELALL®  
2 or 4-wheel drive, 6 or V-8 powered



The versatile SCOUT® 4 x 2 or 4 x 4,  
choice of cab and body tops, seats, windows



Famous V-Line V-8's



CO-Line and VCO-Line COE's



Rugged off-highway giants



D, DB and DC-400 series



VCO and DCO-400 series

**INTERNATIONAL**

**TRAVELALL<sup>®</sup>**

# THE **BIG** STATION WAGON

Station wagons were originally designed as dual-purpose passenger and load carriers. Most station wagons have been so modified by styling experts intent on reducing their height at all costs that their load-carrying capacity has been seriously curtailed. Typically, load areas have shrunk well below 100 cubic feet while ground clearance and angles of approach and departure allow little leeway for road variations before scraping bottom.

In contrast, the Travelall by International is still a true station wagon with 124 cubic feet of enclosed space behind the front seat and generous ground clearance fore, aft and in the middle. Offered on chassis Models 1000 (for smoothest

riding), 1100, 1200 and 1200(4x4), it provides needed load weight capacity, power and traction, besides its big volume capacity. It is adaptable for 3, 6 or 9 riders, with four side doors for easy entrance. Tailgate with electric powered roll-down window or optional panel rear doors allow direct loading through the back.

The Travelall has pleasing outward appearance, and inside roominess and comfort for passengers. Custom features, including two-tone paint colors separated by chrome stripping, are available for added distinction. A separate folder, yours for the asking, gives further information about this uniquely functional and adaptable station wagon.



*In order that product improvements may be introduced at any time, International Harvester Company reserves the right to change specifications without notice. Illustrations shown may include non-standard items.*



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