INTERNATIONAL HEAVY TRUCKS OF THE 1950S (AT WORK) pdf

1: International Harvester L series - Wikipedia

International heavy trucks of the s at work, with worn-out trucks after world war ii and plans laid out by the federal government to build the interstate highway system, truck production really took off in the s.

The experience of developing cross-country military vehicles would prove to be of great long-term benefit in the design and production of other forms of rough terrain vehicles that would be used in areas such as construction. During the late s, production of old-fashioned pre-war vehicles increased dramatically. Close L29C and V By the mid s, there was a clear trend for heavy-duty trucks to have diesel engines. This was something fairly new to Volvo, which had been concentrating on Hesselman engines due to the lower development costs needed for the Hesselman engine compared with the diesel engine. The first heavy-duty diesel truck - on demand Today, it is perhaps necessary to stress the fact that the number of heavy-duty Volvo trucks made up to and including was rather small, the majority of Volvo trucks being light-duty and medium-duty trucks, which were made at a good profit which helped to finance the future-oriented car production of Volvo, which was unprofitable until the early s. The L29 range of trucks was extremely rugged and powerful, but was made in rather small numbers. It was natural to take this range as a base when the first powerful heavy-duty diesel truck was introduced in , initially very much in response to demands from the National Swedish Road Administration, which needed a very powerful vehicle that could carry out snow-ploughing in the heavy Swedish winter as well as being a basic vehicle for construction of roads the post-war era was a period when there was a great deal of renewal of the road network in Sweden. The bridge between light-duty and heavy-duty The LV11 series of trucks was the bridge between the light-duty Volvo trucks and the rugged heavy-duty Volvo trucks. In reality, the chassis of the LV11 vehicle was very similar to the heavier trucks in the Volvo family, and the driveline components all made within Volvo, of course were slightly old-fashioned but well-tried components which had been used for several years in, for instance, the LV8 series of trucks. The latter was also to some extent superseded by the LV Despite the rather modest legal Gross Vehicle Weight of the LV11, pictures from the s often show this range of vehicles in heavy applications like construction work, where chassis components such as frame, suspension and axles were subject to great stress, especially considering the overloads which were normal in those days. A standard Swedish truck The LV11 became a standard Swedish truck not many were exported, due to the rugged design and the resulting relatively high price compared with cheaper and less strong foreign competitors. It was revised on two occasions, in when the succeeding LV series was presented and slightly later, when the LV was superseded by the L20 series of trucks. The changes were, however, rather small. The popularity of this generation of trucks and its components meant that, when it was superseded by the L34 range of trucks, the chassis and the components of the L20 trucks were used once again, more or less without changes, but with a bonnet, wings and cab of modern design. Close LV15 and LV24 Despite the fact that Volvo was a fairly progressive manufacturer, Volvo was one of the later truck producers to introduce diesel trucks. That was not by mere chance, but due to the fact that Gustaf Larson, one of the co-founders of Volvo, was a fellow engineering student of Jonas Hesselman, the inventor of the Hesselman engine. The first Volvo diesel engine The original plan was to introduce the first diesel engine in , but World War II delayed the introduction of the Volvo diesel truck. Originally, the VDA was planned to be of the more efficient direction-injection type. At tests performed before the introduction of the direction-injection type VDA, it was found, however, that it was very difficult to start this version of the VDA in cold weather. So, in order to guarantee perfect reliability and long service life, a new version of the pre-combustion type was introduced in This was presented in the autumn of and very soon became the most popular truck in Sweden. Despite the output of only 95 bhp bhp from , the LV15 series trucks and the L24 series of similar appearance which succeeded it could perform heavy transport tasks, including construction transport and long-distance operations, sometimes even in a three-axle model and with a trailer. Introducing direct-injection An important step engine-wise was taken in , when the pre-combustion chamber VDA engine was superseded initially as an alternative at a slight extra-cost by the direct-injection VDC engine, offering much improved fuel consumption. Close The "Roundnose" The s had been a very

expansive period in the history of Volvo trucks. From a very modest beginning with old-fashioned trucks, the product programme grew into modern vehicles with highly efficient engines and huge payloads, sometimes with more than two axles. At a glance, they looked much the same, but in fact they were different. The front, for instance, was available in at least three distinctly different lengths, of which two were available in early models with petrol or Hesselman or producer gas engines. The visual appearance seems unique nowadays. This is not very strange, since the s was a decade when design was a prominent part of product design and when trends spread from country to country, influencing the design of nearly all makes of trucks from almost every manufacturer. The main choice of the army - and others The advent of this range of trucks was not a very promising one. The introduction of the first version took place in late , at the same time as the beginning of World War II. This meant that sales of civilian trucks soon went very slowly. Fortunately, military customers turned up and Volvo became a main supplier to the Swedish armed forces. After WW II, this family of trucks became very successful. The basic engine was a modest side valve engine of up to 90 hp, while petrol engines with overhead valves offered up to bhp. Normally, there were Hesselman options which used the less expensive oil fuel, while producer-gas engines were used during WWII, giving very limited performance but being able to run even in times when petrol was available only for the most needed military use. Overall, this range of trucks was produced from to , i. Close TVC World War II was radical in one particular way; for the first time in a war, self-propelled cars, trucks and fighting vehicles often with good off-road-capability took over much of the role that the horse-drawn vehicle had previously played. Progressive vehicles for military use Volvo, being a progressive company with vast for the day resources, naturally played a major part in providing the Swedish armed forces with transport equipment during the period The TVC was the first all-wheel-drive vehicle ever produced by Volvo. Designed for the off-road Since the TVC was intended for extreme off-road-capability it was natural to try to restrict the total length of the vehicle and also distribute the GVW as evenly as possible between all three axles. For this reason, a very roomy cab was designed to go on top of the engine, also adding perfect vision for the driver and the rest of the crew as well as the other advanced features of this unique all-wheel-drive truck. The roomy crew-cab was an absolutely necessary feature for this vehicle since it was intended not only to tow heavy artillery and anti-aircraft guns but also to bring the complete crew to the site in question. A long time servant.

INTERNATIONAL HEAVY TRUCKS OF THE 1950S (AT WORK) pdf

2: International Heavy Trucks of the s : Ron Adams :

*International Heavy Trucks of the s (At Work) [Ron Adams] on www.enganchecubano.com *FREE* shipping on qualifying offers. With worn-out trucks after World War II and plans laid out by the Federal Government to build the Interstate Highway System.*

Click on this image for a larger view in a new window Studebaker Pickup This truck is owned by Carolyn Mills, Ontario, Canada Carolyn had the following to say about her truck. I spotted this truck out the corner of my eye one day at a car lot. I asked the driver to turn around I said that truck is mine. How much was it he asked.. I was right and I drove him home the next day I refer to this truck as a [him] and his name is Black Beauty. He has a transmission, dual exhaust, cherry bombs, hedders, tires that hug the road, 2 uga horns, 32 blue lites, and lites on the interior that cause a purple haze, as well when I lift my hood there are lites of purple haze. Two neon lites around my liscence plates. A hurst shifter, original windows, this truck sounds like a sherman tank coming down the highway. I love this truck.. She had the following to say about it. My Grandpa bought it used in It was his farm truck. I drove it in high school. My Dad restored it and gave it to me. I entered it in our local car show May 20 and it won first prize for the best full size truck, original. I grew up in Brandon Florida and that is where I first drove "Arthur". Arthur sounded somewhat distinctive and he was quite distinctive, although not as much so as he is today. It was in service from through when it was set out to pasture with all the other Studebaker Dairy Trucks. It had been parked since except to be used as a around the farm truck hauling feed and other supplies. When I bought the truck in , it had been parked several years and never started. I bought it at the Estate Auction where they sold three such trucks. The other two were the same size, but one had a Chevrolet Six Cylinder motor that started and was driven off. The other had a Ford six Cylinder Motor that started but smoked worse than a steam Engine letting off steam. They drove it off also. Nobody wanted it because of the motor. When I saw it advertised for Auction I went down and presented my Receipt. I told them I had the first bid on the truck for that amount. They ask me what I had offered a year earlier. They wanted to sell it to me for that and I refused because others had came to bid on it. So I bought the truck for. Being told the motor was froze I loaded it on a flat bed trailer and hauled it home. I had the truck running within eight hours of draining the oil, installing all new plugs and points and a new battery and it runs like a new truck. I took it down to the frame, and cleaned it all up painting everything and still drove the frame around the neighborhood while working on the fenders and other body parts. I rebuilt it back to being a pickup once again and tried to paint it myself. Well, not being experienced it looked like some Hillbilly had done the Job which was true. Everyone teased me about the paint job so I decided to redesign it or customize it. Here is the out come of my Studebaker Hillbilly Wagon. Everyone who sees it loves it.

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3: Vintage Old Classic American Heavy Duty Trucks- no pickups | Flickr

A visual feast of International heavy trucks at work in the s. View and read about the vast array of large trucks International built during the s. High quality large format photographs present these trucks in many configurations doing all kinds of work for all types of companies.

White purchased a Locomobile steam car and found its boiler unreliable. His son, Rollin , set out to improve its design. Rollin White developed a form of water tube steam generator which consisted of a series of stacked coils with two novel features: Rollin White patented his steam generator, US patent , of White patented his new design and offered it to, among others, Locomobile. Finally, he persuaded his father, founder of the White Sewing Machine Company , to allow the use of a corner in one of his buildings to build an automobile. The first group of fifty cars were completed in October , but none were offered to the public until April so the design could be thoroughly tested. Since the cars were being offered by the automobile department of the sewing machine company, White could not afford to diminish the reputation of the parent company by the introduction of an untested product. It became necessary in to separate the automobile department from its parent company to accommodate the growth of the business and to physically separate them, as a fire in one could ruin both operations. On July 4, , a racing steam car named "Whistling Billy" and driven by Webb Jay set a record of About 10, White steam-powered cars were built, more than the better known Stanley. The White steamer used unique technology, and it was vulnerable in a market that was accepting the internal combustion engine as the standard. White canvassed existing gas manufacturers and licensed the rights to the Delahaye design for the "gas car", showing a chassis at an English auto show in December White tractors[edit] Rollin became more interested in agricultural tractors, and developed designs for tractors derived from standard White truck parts. When the White Company was not interested in producing tractors, Rollin set out to develop his own designs and, with brother Clarence, eventually founded Cleveland Motor Plow , which later became Cletrac tractor. In the early s, Rollin briefly produced the Rollin car to diversify the tractor company, but found it could not compete in cost versus price against much larger manufacturers. White was successful with their heavy machines, which saw service around the world during World War I. White remained in the truck industry for decades. The company soon sold 10 percent of all trucks made in the US. Although White produced all sizes of trucks from light delivery to semi , the decision was made after WWII to produce only large trucks. White acquired several truck manufacturing companies during this time: White also agreed to sell Consolidated Freightways , Freightliner trucks through its own dealers. This era was probably the peak of White Motor market penetration, with the substantial gasoline engined tractors moving a large part of the tractor trailer fleet. White also built the later M2 , M3 , M13 , and M16 half-tracks. In , White started the Western Star division to sell trucks on the west coast. The distinctive vehicles, with roll-back canvas convertible tops, were the product of noted industrial designer Alexis de Sakhnoffsky , and originally operated in seven National Parks. Today, Glacier National Park operates 33 of their original 35 buses, where they are referred to as " Red Jammers ", and 8 of an original 98 have been restored for renewed service in Yellowstone National Park. Glacier has kept one bus in original condition. Yellowstone has five White buses in original condition, two model s and three older units as well.

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4: White Motor Company - Wikipedia

truck recovery gone wrong, funny heavy equipment accidents, extreme trucking big trucks ac.

Though not an all-inclusive list, these are some of the more popular models used since the Second World War, as well as few rarities. Styling of this KB Series is typical of conventional-cab trucks of the era. The owner has removed the cab doors to improve access, a modification seen mostly in Western states. The body is a locally-made enclosed dump type. Body is a Leach Refuse Getter. This style of heavy-duty conventional cab was very popular in the s, and lasted into the s. This has a first-generation Leach Packmaster mounted, from about A much improved cabover was the CO series, with its cab-forward design and excellent visibility. It was introduced around , and would be one of the most popular International refuse trucks of all time, until production ceased in the early s. This is a model with a second-generation Leach Packmaster rear loader. A medium-duty conventional, between the heavier R-series and light-duty models joined the lineup in the late s. It featured a short BBC bumper-to-back of cab length and good visibility. Variants of this model would be around for many years to come. Another four-eyed cabover was the amazing Sightliner, a 48" BBC with twin lower windshields at floor level. These are very rare and were most typically used as over-the-road OTR goods haulers. Fivecoate Disposal installed a Pak-Mor container handler on this rare example of a Sightliner doing refuse duty. The Metro was a walk-in parcel delivery van with stand-up drive which had been acquired by International in A cab-and chassis version was well-suited for use as a one-man light-duty refuse truck. In , the medium line become the Loadstar and got a new grille treatment that would last until it was discontinued at the end of the s. This one sports a yard Loadmaster body. The old Diamond T-based CO series cabover would remain in production alongside this new in-house design. The maneuverable little Scout even saw refuse duty occasionally. Here, one pulls a container train for a Lodal Load-a-Matic front loader, circa Heavier versions of the Loadstar had appeared by , and by had evolved into the Fleetstar series. These were frequently fitted with diesel engines made by International and other manufacturers. This 70s model has a yard Leach Sanicruiser body. As the venerable old CO series was phased out in the early 70s, the CO Loadstar was widened and re-named Cargostar for By the s, the Loadstar Series added a fibreglass tilt-hood as an option. This one is equipped with a Gar Wood LP rear load packer. Light-duty models received new squared-off styling in the s, such as this one with a Truxmore Tecorp Orbital Systems rotary loader shows off new grille used on Cargostar models from forward. The long-running S-Series was introduced in , replacing the Loadstar, and would soon become a favorite of the refuse industry. A fibreglass tilt-hood was standard, as was a roomy new cab. The 6-cylinder turbocharged engine featured "wet-sleeve" cylinders, which allowed for in-frame engine rebuilding. Engines were set-back partially into the cab to keep short BBC dimensions. This is a s model fitted with a Leach Sanicruiser packer. Light-duty models and the Scout had disappeared by A weak economy, coupled with financial and labor troubles nearly finished off International Harvester in the early part of the decade. The company was reorganized, and the agricultural and construction equipment divisions were sold off and merged with J. Henceforth, the remainder of the company was to concentrate solely on truck and engine production. By mid-decade, the name was changed to Navistar International. Heavy-duty versions of the S-Series had longer hoods to accommodate big diesels from Caterpillar, Cummins and Detroit Diesel. Set-back front axle could ordered on the S-series for improved weight distribution and shorter wheelbase. The company briefly owned refuse body manufacturer E-Z Pack of Cynthiana, Kentucky from to

5: Time Capsule: Circa s Tel-E-lect International Truck - Operations - Work Truck Online

With worn-out vehicles after World War II and plans to build the Interstate Highway System, truck production really took off in the s. Companies and drivers who used IH semi-trucks worked hard to deliver the goods.

6: International Truck | eBay

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Product Details Editorial Reviews. Product Description: With worn-out trucks after World War II and plans laid out by the Federal Government to build the Interstate Highway System, truck production really took off in the s.

7: International Heavy Trucks of the s At Work-Historic Rail

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8: Classic Refuse Trucks INTERNATIONAL HARVESTER

This photo-history examines International heavy trucks at work in the s, a time when semi-truck production grew rapidly due to the replacement of worn-out trucks from World War II and the construction of the interstate highway system.

9: International Heavy Trucks of the s - At Work - "Adams, Ron"

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