

Rochester



Minnesota

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Stan Johnson of Gill, MA, was the original owner of this 1980 Peterbilt 352 double bunk. Powered by a Cat 3406 engine backed by a 13-speed Roadranger transmission, the truck has worn the IT colors its entire life. It was sold to Dick Davenport and then to Cal Parsons. The Pete is now owned by Mike Staats of Newfane, VT, and is used for shows and recreation.



Paul and Marjorie Thompson of Raymond, NE, were the original owners of this 1978 Peterbilt 352 H double bunk. It is powered by a Cat 3408 engine backed by a 15-speed Roadranger transmission. The Pete was purchased new from Consolidated Peterbilt and is the same H model (painted bright red and orange) that appeared on page 14 of the June/July 2009 issue of Old Time Trucks. The tractor is now owned by Larry Legro of Neenah, WI.



Dave Hodgeman of Los Angeles, CA, owned this 1976 Peterbilt 352 H double bunk show truck. The tractor was custom painted with pearl iridescent Imron paint. Accessories include chrome from Hodgebuilt and Truckmate plus chrome steel wheels. Power comes from a Cummins KT450 with a Fuller RTO 12513 transmission.



The unique paint job on this Peterbilt 352 double bunk really catches the eye. Another Consolidated custom truck, this one was purchased from the Foxboro, MA, dealership. IT tractors numbered in the 5000 series were designated East Coast Division trucks.



This Freightliner Powerliner double bunk tractor is a rare sight. Its eye-catching paint and custom Merritt headache rack really stand out. The Powerliner was designed to accommodate engines 400 hp and bigger, the biggest being Caterpillar 3408s, Cummins KTA 600s, and Detroit Diesel 8V92TAs. This was a Canadian Division tractor.



Another White Freightliner Powerliner, this one has a single bunk, 86-in cab. The Powerliner offered five different cab sizes, from 63-in day cabs up to 104-in double bunks.



Jack Johnson of Canada owns this 1976 White Freightliner double bunk COE. The tractor is customized with chrome straight pipes, drom deck, dual air intakes, extra lights, quad air horns, and even muraled fuel tanks. Nicknamed "The Kid's Playpen," this classic still works hard for Jack.



If the factory doesn't build it, do it yourself. This White Freightliner tri-axle was heavily modified. The cab was extended and an aerodyne roof was added for more living space. IT tractors numbered in the 9000 series were designated as Heavy Haul Division trucks.



The standard Kenworth paint design, drom deck, and Cat power make this W900A extended hood tractor with 36-in sleeper a classic looking workhorse.



Another nice Kenworth W900A, tractor No. 9508 in the Heavy Haul Division has a short hood and 36-in sleeper.

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This Freightliner conventional with factory double sleeper was owned by Erv Fenske Jr. Tractor No. 9766 is Heavy Haul Division.



An early 1970s Peterbilt 352 double bunk tri-axle tractor, this unit in the Heavy Haul Division was also owned by Erv Fenske Jr.



Jay Reichenbacher II from Los Angeles, CA, owned this nice Kenworth W900A extended hood tractor. The Double Eagle sleeper appears to be a 40-in unit. The tractor is also equipped with a generator, TV, roof-mounted air conditioner, and oversized fuel tanks.



Mike and Jodi Simoneau purchased this 1980 Peterbilt 352 double bunk from Consolidated Peterbilt in Chicopee, MA. Shown here during delivery, it was painted and lettered, ready for its first day on the job with IT.



This nice Peterbilt 359 was not painted the standard IT green. The factory 36-in sleeper appears to have been made larger and taller. Other custom features include generator, windows on the sleeper, and a drom deck. It made a nice Heavy Haul Division combo.



The stock IT paint scheme stands out nicely on this Peterbilt 359 with a 36-in factory sleeper.



Here is an attractive International Transtar 4300 conventional with a factory aerodyne sleeper. IT tractors numbered in the 6000 series were designated Canadian Division trucks.



This Mack Cruiseline from the 1970s was tractor No. 1165. Its owner was possibly shopping for a new Peterbilt, as it was photographed in 1979 at Consolidated Peterbilt in Chicopee.



Another Heavy Haul Division tractor, No. 9555, this Kenworth K100 double bunk appears to be the same IT Kenworth that was on display at the 2008 Mid-America Trucking Show in Louisville, KY.



This sharp Kenworth K100 double bunk, tractor No. 1120, shows the owner's pride with its subtle pin striping and chrome steel wheels all around. The chrome steel Budd wheels always looked great on early model tractors.



Minnesota snow makes a nice backdrop for this Kenworth K100 double bunk aerodyne. It is pulling an extendable flat bed loaded down with what appears to be a barge.



This 1960s Kenworth COE single bunk has many nice, custom touches, including chrome wheels, chrome bumper, and straight pipe exhaust. The red frame also stands out against the IT colors.

