

# Little Audrey Rigs, Part II

by Robert S. Ward, Davenport, Iowa

Shown here is Part II of a photo gallery of Little Audrey rigs of the 1950s. I always looked forward to seeing Little Audrey rigs because they were top-of-the-line, well maintained rigs. This was required because all the runs were two-man timed, scheduled for delivery. Those runs paid well and allowed owners to have extra goodies on

the trucks. Little Audrey liked that image, and owners always kept their rigs cleaner than many similar trucking operations did.

*[Ed. Note: In Part I, Don Co Carriers was misspelled as Con Co Carriers. — SSS]*



*This red International RDC-405L had twin horns, spotlights, and very loud twin straight stacks. It was powered by a 220 Cummins with 10-speed Roadranger and was pulling a Brown trailer with blue Little Audrey signs. (August 1956)*



*Exhibiting typical California style, this blue-and-gray Mack H-61 Cherry Picker had a long wheelbase and tag axle. But the steel spoke wheels were East Coast style. It was pulling a big, square-nose American trailer. (June 1956)*



*Left: Painted the company colors of blue and gray, this W-71 Mack had a low number, #105. A supercharged Cummins, ABC sleeper, and Brown trailer made for a sweet ride in 1957.*

*Right: Well built, this White 3000 didn't offer much cab or sleeper area for two-man operation to the West Coast. With the lack of space, a big engine wasn't an option, so the tag axle setup was best for speed and performance. Still, by today's standards this would be a tough ride week after week with no air conditioning or power steering and the engine under both the seats and the sleeper. An extra storage box was located behind the cab.*





Carl Schwarzkopf, based in Gering, NE, leased some of his Diamond Ts to Little Audrey. The great looking 950 shown in the Joe Wanchura photo above was painted in his colors. Another



Schwarzkopf rig, the 921 Diamond T above was westbound out of Chicago early in the morning. Also in Carl's paint scheme, the Diamond T featured lots of chrome goodies. (1958)



Accidents happen, but this one wasn't the owner's fault. The Freightliner was rebuilt. (1959)



The Highway trailer was a loss, but the Thermo-King unit was saved. (1959)



Above: I've always been a fan of big Autocars. This A-10264 had a stand-up sleeper, which was rare at the time. Entry was by way of a crawl-through—the walk-through wouldn't happen for many years. The twin stacks and chrome made it, as they say now, a "large car."

Below: This decked-out 931C Diamond T even had large mud guards on the cab sides. I think the red unit box on the frame was an early design of an APU. The rig had lots of mirrors. (Summer 1959)

