

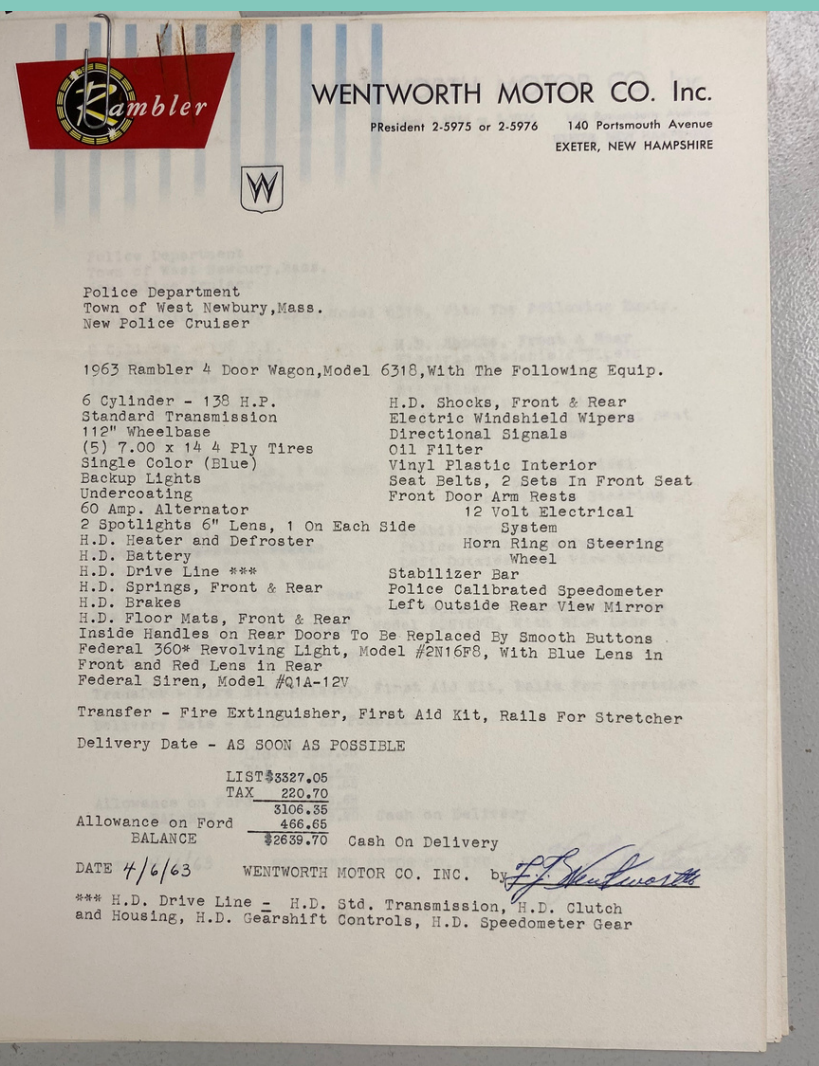
Town Office Tales

Curiosities and observations on the history, people, and objects inside and outside Town Hall.

Paddywagon Purchase

In 1963, the West Newbury Police Department (at that time based out of the 1910 Building), needed a new fleet to ferry felons.

The Town opted to purchase a trio of Ramblers, with the necessary accessories including a siren, a "police calibrated speedometer", and a first aid kit.



INTERNATIONAL TRAVELALL
 America's Every Purpose BIG Capacity Station Wagon

- REAR-WHEEL-DRIVE OR ALL-WHEEL-DRIVE
- 6-CYLINDER OR V-8 TRUCK ENGINE
- CHOICE OF 4 CHASSIS MODELS
- GROSS VEHICLE WEIGHT 4,200 TO 7,400 POUNDS

Bigger, Better and More Usable by More People than Any Other Wagon

TRAVELALL Is the Best Wagon for Work.....And Rates Tops for Pleasure Use

Only **TRAVELALL** Can Give You Big Payload Capacity, Big Volume, Big Power and Big Traction

The TRAVELALL is a fleet, agile and well-designed station wagon. Unlike other vehicles of the type which have been modified by modern styling and equipment that they are little more than low ground-hugging automobiles with elongated bodies, the Travelall retains the original concept of a station wagon as a dual purpose passenger and load carrier. It is an easily-handled, smooth-riding and comfortable carrier of up to nine riders. It is also... and here is where it stands supreme - a load carrier with generous inside proportions and ample chassis strength and power for carrying materials of considerable size and weight. If you want only a smooth-riding nine-passenger vehicle, the International Model 1000 Travelall with independent front suspension will serve you admirably. And if, as is the case with most buyers of station wagons, you need capacity and chassis stamina for carrying heavy and bulky payloads... plus adequate ground clearance to prevent scraping bottom when trips take you off level paved roads... then only a Travelall is right for the job. The Travelall body has 124 cubic feet of load space behind the front seat. Length of this inside area is 80 inches at floor level, width over 60 inches (49" between wheel housings), and height 48 inches. Thus such stowable items as 4 x 8 foot sheets of plywood and various 8 x 4 x 2 1/2 feet sheets of plywood, and other items can be safely stored inside. Weight of the payload that a Travelall can handle goes as high as 3,000 pounds, depending upon the chassis selected. These are the models upon the chassis specified. These are the models upon the chassis specified.

CHASSIS MODEL	STANDARD G.V.W.	GROSS VEHICLE WEIGHT
1000	4,200 lb.	5,000 lb.
1100	4,700 lb.	5,500 lb.
1200	5,200 lb.	6,000 lb.
1300	5,700 lb.	6,500 lb.
1400	6,200 lb.	7,000 lb.
1500	6,700 lb.	7,500 lb.

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BY FARMERS WITH VARIOUS LOADS
 Fetching and carrying loads, through fields, a farm, through woods, on the job right away.

BY GROUPS OF ALL AGES
 Before and after work hours, a Travelall provides pleasant, roomy transportation for families, friends and neighbor kids.

BY FIELD CREWS WITH EQUIPMENT
 Work crews or inspection parties with fully-protected tools, instruments, and supplies can load anywhere, on or off-highway, by sure-footed Travelall.

BY PARTIES ON VACATION
 The big capacity of a Travelall lets families, touring or taking groups go wherever they like with full camping equipment.

INTERNATIONAL All-Truck Engines, Power Train Units, Frames, Brakes and Soft-Ride Springs in Chassis of Enduring Quality

Dependable, Thrifty V-8's and Standard 6
 International engines are not "squeaked up" with multi-barreled carburetors and other gadgets to justify exorbitant and needless power and road speed claims. They are fine working machines, highly wear-resistant, long-lived and reliable, which develop ample usable power from economical use of regular grade fuel. Outstanding for dependability and thrifty operation is the standard 141-horsepower six-cylinder B2-241, successor to a long line of performance-proved and constantly improved gasoline 6's. Offering extra power are two optional V-8's—a V-266 rated at 165 gross horsepower and a V-304 with a 193-horsepower rating—both as modern as they come. All these engines now have alternators, which continue to charge batteries at engine idling speeds, as standard equipment.

New Synchronesh Transmission
 Six transmissions—3-speed, overdrive, automatic, and 4-speed units—suit gearing and controls to your preferences. Standard for all models is a new International T-4 with steering column-mounted gearshift. Helical-cut gears, new synchronizers on second and third speed gears, heavier shafts, improved bearings and revised poppets assure easy, positive shifts and longer-than-ever transmission life.

Choice of Front Suspensions
 Travelall chassis have channel steel frames of exceptional strength and rigidity. To provide the best, safe ride-cushioning support for bodies and loads, long-lived conventional steel leaf front and rear springs plus shock absorbers are used—with one exception. Model 1000 has a torsion bar front suspension instead of an I-beam front axle as on the other models. This suspension minimizes the effect on the chassis of road shocks.

All-Wheel-Drive Model Gives Maximum Torque and Traction
 The Model 1200 (4 x 4) Travelall adds not only the ground-gripping traction of power applied to all four wheels, but also nearly doubled torque at the wheels when needed to pull through icy, very going or up steep grades. Torque only the transmission can be applied in any of ways as controlled by the position of the transfer case shift stick. Divided equally between front and rear axles, multiplied by a 1.96 in and divided equally between the two pull out of or through the worst kind of terrain directed unchanged to the rear axle normal highway driving or directed to a full torque power take-off rear transfer case, for powering a winch or heavy equipment. This model makes superior work wagon with needed traction and power for operate road, load, grade and weather.