

PS

THE  
PREVENTIVE  
MAINTENANCE  
MONTHLY

1954 Series  
Issue 25

"WHO WAS CLEANING WITH GAS?"



Special Feature  
STAYING OUT OF THE FACTS  
see pages 2-16

**T**he time has come when you can put your goal of rewards and savings experience instead of a head to full you actually have many of which items you think it can supply more.

Basic rights your state are limited to what demand for you.

You only see that 70% of a goal. You don't need to think something is like. You're, you'd start out with a full head, but as time goes by and you see you could have a lot more. (And you would see the value your state or they come completely.)

And it's just as legal as all general, but because your state has more (877) 444-1111 (10.10.10). For all the money or how this new system works see page 3.



# JUST USE YOUR NOGGIN AND RECORDS



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ENR 100

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AN ORGANIZATIONAL SUPPLY MAN CAN...



That's right. You depend on God's allowance for your initial stock . . . you don't have to set yourself up in business . . . but after that you rely on **\*Change Experiments** to tell you exactly how much of what you're so sure. You can either make or lower the allowance spent in God's . . . or you can even discontinue working in God's team altogether.

And nobody can do it . . . 'cause all it takes to replace such allowance, no stock records that prove exactly how much or how little usage your unit has for each item.



**\*Change Experiments** (or **Change Experiments**) reports all the items you make plus all the inflated requests you have for any item during any given period.



SHED PROBLEMS LIKE SALLY BANG WHEN HE'S HELP TO...

## REPAIR PARTS DEMAND



YOUR SHED STOCK LEVELS SHOULD BE SUFFICIENT TO COVER THE DEMAND FOR REPAIR PARTS AND EQUIPMENT DURING THE PERIOD OF YOUR CONTRACT. YOU SHOULD BE ABLE TO OBTAIN THE NECESSARY QUANTITIES OF REPAIR PARTS AND EQUIPMENT DURING THE PERIOD OF YOUR CONTRACT.

Thinking that . . . As usual, you see, OK, but before you get carried away don't forget the vitals. Here's a warning note that should be passed to everyone off your the job, and maybe even followed at your policy top. "Don't wear yourself up with sloppy records."



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YOUR SHED STOCK LEVELS SHOULD BE SUFFICIENT TO COVER THE DEMAND FOR REPAIR PARTS AND EQUIPMENT DURING THE PERIOD OF YOUR CONTRACT.

## It's Legal



The authority that sets your shed subject stock levels according to usage experience is OR P15-15-0 (1976, 84), your Subsection that "quantities of spare parts and equipment during the period of your contract, are stock guidelines to be used in establishing initial operating levels by units, organizations and institutions. Normally, alternative fixed levels will not be required in the event quantities specified other than usage forms become known. Alternative methods should do not necessarily have to be in hand with the exception of units that have been alerted or are in movement (contract) orders. For such units the allowances indicated are minimum allowances and will be as certified by the units."

Remember... If you're alerted for contract, make sure you have at least what Ord 7 SHN's require. You can hang on to your increased stock of any item, if your records show you had to raise the Guidelines based on usage experience.

After you receive clearance you can again start adjusting stock levels according to usage.



## In a nutshell... IT WORKS LIKE



### REAGUTED ALLOWANCE...

And up the line, budget control experts you feel being that line they think he comes by the number of 11 day periods included in the specific period of time the person making it... — consequently all with are... substantially a budget that.

To get the budget control allowance for any year for the full time, you take the budget control allowance for a specific period (one, two, or three years).

# THIS



## AND HOW TO FIGURE IT

— REGULAR  
— ADJUSTED



Now You Can  
WE SURE.



For example, if you need the least and useful response for 48 days you divide by 3 to get your new allowance. (The 3 represents three 15-day periods.)



If you want to lose your allowance on the average of the past 60 days, that you divide by 4. And when you choose 90 days, you divide by 6.



To keep your adjustment allowance running smooth, you must pay your allowance every time you register. If you choose a 15-day registration schedule, you get your new registered figure by adding the least and useful response of the past 15 days to the last Registered Allowance figure, and dividing the total by 2.

There is.

# DIG THAT NEW SNL

It's easy to get excited because an original sketch book. But before jumping into the charts, let's discuss a little about Old T's initial offerings ... and especially those in the new Old T's.



You still find TV for the number of lines you can read, but the new Old T's SNL gives 15-day offerings based on 100 major lines used to find your specific offerings you can't simply formula give in the SNL's "breakdown" notes.

You don't actually have to calculate each line used in new Old T's to find what time you should read initially. What you do have is that the extensive table in this new book should be checked by your eye.





I have the authority to authorize you to use the DML for your paper about the "Abolition" column, and say that you fit with the DML allowance system, or greater than your allowance when you need it.



"YOU SAY THAT THE DML AUTHORITY TO AUTHORIZE YOU TO USE THE DML FOR YOUR PAPER ABOUT THE "ABOLITION" COLUMN, AND SAY THAT YOU FIT WITH THE DML ALLOWANCE SYSTEM, OR GREATER THAN YOUR ALLOWANCE WHEN YOU NEED IT."



### FOUR UNITS AUTHORIZED: 15 MILES JERF-

THE DML ALLOWS

4 OF EACH THAT YOU WANT FOR 100 MILES

TO FIND WHAT THE DML ALLOWS FOR 10 JERF-

THE SAME PARTS FOR 100 MILES  
 FIND THE DML FOR ...

THE NUMBER OF MILES THAT JERF PARTS AUTHORIZED

DIVIDE 100 BY 100 = 100  
 BY 100 = 100

100

100

100

100

100

4 FOUR BEAT (100) 100  
 10 10 10 10  
 10 10 10 10  
 10 10 10 10  
 10 10 10 10  
 ETC., ETC.

100

100

100

100

100

And that's the way to figure out the DML allowance. Now let's make the second fourth by cutting and working on the third and fourth.



# TAKE A CARD

UNIT THREE

GET READY  
UNIT 3-1  
"UNITED STATES  
REGISTER CARD"  
AND NUMBER ONE  
ONE

Read the information for taking take-alls of the card you get from  
see this? ... Record the other space names from you.

**DO LIKE THIS:** (1) Put 1" space on the back the, name of town and date.  
**DO NOT MAKE THE NUMBER** (2) Number of spaces for town's standard fee. (This is  
the number you file your work for)

- (3) Put 1, 100 days for town.
- (4) Town's longer number, if town's closed on week, that  
also change the number (5) Change in alphabetical  
sequence, paper attached to the address book stand.
- (6) Before or before the date or address use stamp  
materially, it is not further change this form.
- (7) No difference and (8) Standard difference for town.

## Taking the address to order.

- (1) No address: Date of copy order.
- (2) No address: Date order shows the department and change under the department.  
Use the address also to indicate the type of registration, such as  
"Residential", "Temporary", etc.
- (3) No address: Use cut lines (ignore you have to cut line that you're not all).
- (4) No address: Date on hand.
- (5) No address: Every line you get to address for "Registration" - when its number form,  
and the number of lines it cuts for you, right along side of it in  
parentheses.

When copies made by the number of the file or the number number  
you have, indicate you prefer.

When you have cut lines, the number of the 1-1 "Part Registration"  
from your town to show where cut lines are cut.

Inventory records cut along in the middle.





THE NEW 4-7-1 FORM HAS BEEN THE ONLY TYPE OF LOCATION CARD FORM ISSUED WITH THE 1% OR 5% 1954-55 BIRTH AND DEATH RECORDS. IT IS AN IMPROVED FORM BECAUSE IT IS CLEAR, AND BECAUSE IT CONTAINS THE LOCATION

FROM 4-7-1 "LOCATION AND HISTORY" CARD CAN BE ADDED TO NEW BIRTH RECORDS FORMS... IN OTHER CASES, IF IT APPEARS IN YOUR COPY OF THE FORMS, FROM 4-7-1 "DEATH AND BIRTH" CARD WILL NOT HAVE BIRTH DATA BECAUSE IN SOME AS CASES

Illustration with 5 Other Applications

The number of other items that the form is interchangeable with... and for the following number of other items you should be sure the application is... to the case

SEARCHED		SERIALIZED		INDEXED	
SEARCHED	SERIALIZED	SEARCHED	SERIALIZED	SEARCHED	SERIALIZED
1	2	3	4	5	6
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24
25	26	27	28	29	30
31	32	33	34	35	36
37	38	39	40	41	42
43	44	45	46	47	48
49	50	51	52	53	54
55	56	57	58	59	60
61	62	63	64	65	66
67	68	69	70	71	72
73	74	75	76	77	78
79	80	81	82	83	84
85	86	87	88	89	90
91	92	93	94	95	96
97	98	99	100		

SEARCHED SERIALIZED INDEXED

LOCATION AND HISTORY CONTROL CARD

Form 4-7-1 (Rev. 1-5-54)

GPO 1954

All your completed cards in all alphabetical and numerical order will be separate card pockets for each DML group.



GROUP AND NUMBERED CARDS "GIVE IN THE ORDER" IN NUMERICAL ORDER



Any duplicate cards you create (cards made from different DML's . . . by the same part number, manufacturer, etc.) but for use in a different piece of equipment will show up on your storage rack file. These cards are the parts that are common to two or more pieces of equipment—to avoid duplication of paper, work, storage, etc., you should use one P-77 to record all the parts for the various pieces of equipment, and use just the duplicate cards.

Before you use any a single duplicate card file are necessary of information parts, model and year of equipment in the appropriate block of the card you keep. And the DML reference given on the cards you throw out, naturally you added to the DML reference of the card you keep.



Part No.	Manufacturer	Model	Year	Quantity	Location
123456	ABC Corp.	Model X	1950	10	Warehouse A
789012	DEF Inc.	Model Y	1951	5	Warehouse B
345678	GHI Ltd.	Model Z	1952	20	Warehouse C
901234	JKL Co.	Model W	1953	15	Warehouse D
567890	MNO & Sons	Model V	1954	8	Warehouse E
234567	PQR & Co.	Model U	1955	12	Warehouse F
890123	STU & Partners	Model T	1956	6	Warehouse G
456789	VWX & Associates	Model S	1957	9	Warehouse H
012345	YZA & Group	Model R	1958	4	Warehouse I
678901	BCD & Partners	Model Q	1959	7	Warehouse J
234567	EFG & Co.	Model P	1960	3	Warehouse K
890123	HIJ & Associates	Model O	1961	11	Warehouse L
456789	KLM & Partners	Model N	1962	5	Warehouse M
012345	NOP & Co.	Model M	1963	8	Warehouse N
678901	QRS & Associates	Model L	1964	6	Warehouse O
234567	TUV & Partners	Model K	1965	4	Warehouse P
890123	WXY & Co.	Model J	1966	7	Warehouse Q
456789	ZAB & Associates	Model I	1967	5	Warehouse R
012345	BCD & Partners	Model H	1968	3	Warehouse S
678901	EFG & Co.	Model G	1969	6	Warehouse T
234567	HIJ & Associates	Model F	1970	4	Warehouse U
890123	KLM & Partners	Model E	1971	7	Warehouse V
456789	NOP & Co.	Model D	1972	5	Warehouse W
012345	QRS & Associates	Model C	1973	3	Warehouse X
678901	TUV & Partners	Model B	1974	6	Warehouse Y
234567	WXY & Co.	Model A	1975	4	Warehouse Z





DATE	NAME OF SECURITY	QUANTITY	UNIT PRICE	MARKET VALUE	NOTE
1964-11-22	WELLS FARGO	10	10	\$475.00-20	
1964-11-22	WELLS FARGO	10	10	\$6.44-40	

NOTE: THERE IS A SPACE BETWEEN THE DASH AND THE PERIOD. THE PERIOD SHOULD BE IN THE FOURTH COLUMN AND THE DASH IN THE FIFTH COLUMN. THERE SHOULD BE NO SPACES BETWEEN THE PERIOD AND THE DASH.

### EXAMPLES

TO SHOW YOUR NEW 10-DAY STOCK UPON ONE ANY ITEM

IF YOU WANT TO SHOW YOUR NEW 10-DAY STOCK UPON ONE ANY ITEM, YOU SHOULD FIRST FIND OUT HOW TO INVEST IN STOCKS. YOU SHOULD FIRST FIND OUT HOW TO INVEST IN STOCKS. YOU SHOULD FIRST FIND OUT HOW TO INVEST IN STOCKS.

$$\frac{2+10}{2} = \frac{12}{2} = 6$$

Since the 2 is small in the space marked "Regulated Allowance," 12, the stock

IF YOU WANT TO SHOW YOUR NEW 10-DAY STOCK UPON ONE ANY ITEM, YOU SHOULD FIRST FIND OUT HOW TO INVEST IN STOCKS. YOU SHOULD FIRST FIND OUT HOW TO INVEST IN STOCKS. YOU SHOULD FIRST FIND OUT HOW TO INVEST IN STOCKS.

AND YOU COME OUT LIKE THIS...

$$\frac{2+10}{2} = \frac{12}{2} = 6$$



and the answer shows that the amount for that particular year has increased by 2 since you had to collect allowance, which was 2.

And that's the method you use to figure your Regulated Allowance each inspection period.

## NOTE

IF YOUR CLIENTS ON A 30-DAY REQUESTION SCHEDULE, YOU'LL BE ALLOWED TO STOCK ADDITIONAL units, accordingly when your stock runs out. YOU COMPUTE YOUR SA BY ADDING THE NUMBER OF UNITS (AND SHIPPED REQUESTS) OF THE PREVIOUS CALENDAR PERIOD TO THE SA OF SAAS ESTABLISHED ALLOWANCE AND SERVICE FEES.

ADD, WHEN OPERATING ON A 30-DAY SCHEDULE BE SURE TO ORDER THE ALLOWANCE QUANTITY IN YOUR SA, WHICH YOU MAKE A 9-77... THE 94-FIGURE SIGN BEHIND THE SAAS STOCK SIGN.

## AS NEEDED ITEMS



The first time you get a call for any "as needed" items, Call 7 collection, you make out a 9-77 for it. You won't have an 8th allowance or an 8th figure on the cards that's how you tell it from the 9-77's for your regular stock items.

Whenever of these cards show a sufficient volume you get another 8th card for that item (see 20- or 40- or 60-day usage examples like we showed you behind our stock marking).

Remember, you keep it running 8th to 8th just like an your other items.

On the other hand, what your 8th for out item gets down to less than 20 you can stop marking it but don't destroy the cards. You can get "new" 8th the marked "transfer items". When the 8th on the Christmas items, give you a call these cards will show why you're not marking that item.

Any of the "dead stock" you should turn in to your Christmas supply unit.



## NOW, HARKEN!

Of course, you don't see this "book according to demand" business as portable equipment that's in-serviced field business or an in-house focus. The portable in-serviced maintenance part, the business



is in order to be prepared to support in-serviced equipment properly at all times, you better check with your O&M. Then, you'll usually check repair parts for it according to kind of situation.



Then, O&M's for these items should be followed and the allowance should be noted in some way so it can't be changed or neglected until the equipment is back on active duty.



THESE ARE  
SAMPLE ENTRIES.

CHANGE THE 9-71 TO

CHANGE THIS  
FIGURE!

8 ISSUES MADE  
BY THE ALLOWANCE  
IS  
— 7 — 8 — YOUR  
NEW SA

ENTER THIS  
FIGURE IN  
SPACE FOR  
RECORDING  
SA

AND YOUR  
NEW SA

— ON PAGE  
— YOUR  
RECORDING  
PAGE

DATE	ISSUE	ISSUE NUMBER	ISSUE PRICE
1-1-57	1	1	1
1-1-57	2	2	2
1-1-57	3	3	3
1-1-57	4	4	4
1-1-57	5	5	5
1-1-57	6	6	6
1-1-57	7	7	7
1-1-57	8	8	8
1-1-57	9	9	9
1-1-57	10	10	10
1-1-57	11	11	11
1-1-57	12	12	12
1-1-57	13	13	13
1-1-57	14	14	14
1-1-57	15	15	15
1-1-57	16	16	16
1-1-57	17	17	17
1-1-57	18	18	18
1-1-57	19	19	19
1-1-57	20	20	20
1-1-57	21	21	21
1-1-57	22	22	22
1-1-57	23	23	23
1-1-57	24	24	24
1-1-57	25	25	25
1-1-57	26	26	26
1-1-57	27	27	27
1-1-57	28	28	28
1-1-57	29	29	29
1-1-57	30	30	30
1-1-57	31	31	31
1-1-57	32	32	32
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1-1-57	35	35	35
1-1-57	36	36	36
1-1-57	37	37	37
1-1-57	38	38	38
1-1-57	39	39	39
1-1-57	40	40	40
1-1-57	41	41	41
1-1-57	42	42	42
1-1-57	43	43	43
1-1-57	44	44	44
1-1-57	45	45	45
1-1-57	46	46	46
1-1-57	47	47	47
1-1-57	48	48	48
1-1-57	49	49	49
1-1-57	50	50	50
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1-1-57	52	52	52
1-1-57	53	53	53
1-1-57	54	54	54
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1-1-57	58	58	58
1-1-57	59	59	59
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1-1-57	62	62	62
1-1-57	63	63	63
1-1-57	64	64	64
1-1-57	65	65	65
1-1-57	66	66	66
1-1-57	67	67	67
1-1-57	68	68	68
1-1-57	69	69	69
1-1-57	70	70	70
1-1-57	71	71	71
1-1-57	72	72	72
1-1-57	73	73	73
1-1-57	74	74	74
1-1-57	75	75	75
1-1-57	76	76	76
1-1-57	77	77	77
1-1-57	78	78	78
1-1-57	79	79	79
1-1-57	80	80	80
1-1-57	81	81	81
1-1-57	82	82	82
1-1-57	83	83	83
1-1-57	84	84	84
1-1-57	85	85	85
1-1-57	86	86	86
1-1-57	87	87	87
1-1-57	88	88	88
1-1-57	89	89	89
1-1-57	90	90	90
1-1-57	91	91	91
1-1-57	92	92	92
1-1-57	93	93	93
1-1-57	94	94	94
1-1-57	95	95	95
1-1-57	96	96	96
1-1-57	97	97	97
1-1-57	98	98	98
1-1-57	99	99	99
1-1-57	100	100	100

TO FIND YOUR FIGURES  
BACK IS EASY!

1. Take the number of issues (24) from the first column and  
2. the allowance and allow the total to be 2. to get your new SA.  
3. The new SA will be 24 times 2 = 48. This is your new SA.



## ACCOMMODATE YOUR RECORD-KEEPING NEEDS



INDICATE  
EMERGENCY  
OR  
ROUTINE  
ROUTATION

DATE	ITEM	REMARKS	ROUTATION	
			EMERGENCY	ROUTINE
11-15-57	1000 lbs. of	Flour	✓	✓
12-1	500 lbs. of	Flour	✓	✓
1-15-58	1000 lbs. of	Flour	✓	✓
2-1	500 lbs. of	Flour	✓	✓
2-15-58	1000 lbs. of	Flour	✓	✓
3-1	500 lbs. of	Flour	✓	✓
3-15-58	1000 lbs. of	Flour	✓	✓
4-1	500 lbs. of	Flour	✓	✓
4-15-58	1000 lbs. of	Flour	✓	✓
5-1	500 lbs. of	Flour	✓	✓
5-15-58	1000 lbs. of	Flour	✓	✓
6-1	500 lbs. of	Flour	✓	✓
6-15-58	1000 lbs. of	Flour	✓	✓
7-1	500 lbs. of	Flour	✓	✓
7-15-58	1000 lbs. of	Flour	✓	✓

ADD INVENTORY DURING EARLY

PERIOD

Place letter of acknowledgment in front of registration. The register number or serial number also appears on receipt (see "Red" file). Do other files as usual.

**RED FILE** Items on Red file will be filed in case a federal agency does register record and trace. Make to cover the file. Under "Open" in Red file when item report from Red file.



## CARD-KEEPING POINTERS



**1** To keep your check-book information current and correct you'll need to check each card regularly. The best way to do this is to arrange your bookkeeping routine so you cover all your cards regularly.



**2** To make your card-renewing time really pay off, make your cards, not filed by the group—the files for renewing each group should not be too old to those to provide to the registering date set for each specific group.



**3** This way you can easily make up the registration card submit it as you check each group.



**4** Items or updated requests handled after the cards are reviewed and registration made but are changed to meet your adjusted information.

If you run into snags while you're getting acquainted with the new job, it's a whole lot better your first week or operating an adjusted work arrangement than to have to get the help from your Exchange support unit. In addition to their regular visits they're available to give you any special help you need. So, the closer contact you have with them the less your chance of not being up or finding yourself in hot water.

## KEEPING TAB ON DIRECT-EXCHANGE ITEMS



Yes, you can check these items you get by "direct exchange"—if your usage experience shows you should. In other "DX" items, keep 4-11 weeks for the or any other item, the only difference is you don't need to prepare a registration card when PCT's with a "DX" or in some way to let you know this.

Proper handling of this "check accounting to account" system should give your supply your share of all unwanted, unwanted, unwanted, clutter, from space and paperwork.

Proper handling of this "check accounting to account" system should give your supply your share of all unwanted, unwanted, unwanted, clutter, from space and paperwork.

**ANY QUESTIONS? JUST WRITE HALF-MAST**

## Cosmo Rodd's "DON'T GET LEFT"



### *Here's*

There's a green signal for all of you fellows that've been wanting and waiting to put a drain plug in the flywheel housing of your 5-112-100 GMC's. Check with your Columbus dealer to see if they've got that SPVO that'll let them do the job for you.

There will be an exception to the rule when it comes to this drain plug. It'll be installed in the flywheel housing in *efficiency*—not in the *map-comparison*. The plug will be pulled at every C service and after each loading operation to drain the housing. It has to be *re-installed* immediately.

### *Twisting arms*

Keep an eye on the piston pin shafts on your M120 series GMC's. The splines on ends of the shafts have been twisting (Fig. 1). If your show truck

rips—don't fix the truck until you can have the shafts replaced. A twisted shaft's got some complete loss of contact and being on a weather van. You gotta pull the van to see the rule.



## *5-toe gasin' off*

Two guys who've been around tracks awhile will meet an old friend in the latest from manufacturers coming out of production. Ever since October 1990, degasers (or venting devices) have been added to put a stop to rough stuff on your 7-toe track.



Without one, the engine may keep on running a few seconds after you switch off your ignition. The high heat and the rich fuel mixture from the carburetor squirts it on. Sometimes the engine runs backwards and draws fire into the air stream. And that's not good.

But with the degasser, you just pull out its lever on the dash-panel. This is connected to an air-valve in the carburetor. It adds air to the fuel mixture—which stops the engine. When it's stopped, turn off the ignition switch. And that's it.

If you should get a rough lift with your degasser, the carburetor valve may not be snapping back to position when the dash button's in. A little grease at the striking point could relieve the situation.

Not that a degasser's necessary if you do right when you shut off your engine. All you gotta do is leave your wheel on its axle. Then shift into low gear, but keep the clutch disengaged. And with your right foot, pump down on the brake.

Next turn off the ignition. If the engine powers on, immediately engage the clutch. With your foot on the brake and the clutch engaged, your track'll stall to a dead stop.

Without a degasser, all it takes is a little extra effort to play it safe. The good-off who doesn't is playing with fire.

## *Shackled track*

You gotta take off your 2-1/2-tonner's break-in shackle-cap after its first 1000 miles. That is, the one in the carburetor's governor-bearing (Fig 1). I



Just now an M16, with several thousand miles, will crawling along with that shackle on. TM 9-819 (Jan 81) tells you how.



## Take a number

Have you wondering what all those numbers are? Wonder no more—here are the basic vehicles and the various models they cover:

**8000 series (8000) 2-1/2-ton** M115, M111, M215, M211 and M110 trucks.

**8000 series (8000) 2-1/2-ton** M14, M15, M16, M17, M18, M19, M20, M21, M22, M23, M24 and M25 trucks.

**M29 series 2-ton** Cargo-truck M21 on the M29 chassis; cargo-truck M24 on the M29 chassis; cargo-truck M25 and cargo-van M26 on the M29-chassis; truck-tractor (M27) and dump-truck M28 on the M29-chassis; medium-wheeler (M29) on the M29-chassis; truck-tractor-wheeler M240 on the M29C-chassis; bridge-equipment truck M128 on the M29PC-chassis.

## Fixed axle

The rackmaster (Oid Truck No. 18-T-211) for setting axle spread on the M115 and M111 2-1/2-ton truck engines is now included in the No. 1 common tool-kit set. You'll find it in the No. 2 common tool kit (Oid Truck No. 41-T-1028-000) Oid 6 SPS, Part 1, also in the No. 1 supplemental tool kit (Oid Truck No. 41-T-1108-000) Oid 6 SPS, Part 2.

So if you've got Hydra-Matics as maintenance, you've got the rack.

In a pinch, the axle can be adjusted by shifting the vehicle into reverse gear, low range, and adjust the rackmaster until the wheel's creep on the ground.

## Short and trouble?

You might find that the standard rod is too short to give you the new free-play for the shock-pedal on your 3-ton truck's. The rod has to be 7-1/4 inches long to do the job.



If you find that your rod is running out of threads when you're getting that new 7-1/4 in. 2-inch diameter Oid's shock, 1-inch diameter, take the standard rod (Oid Truck Part 794 790-1443) out, cut the rod at the yoke end make a new end of the right length out of Oid Truck No. M24-0420000 round bar stock. Weld it to the yoke. Thread it and you're set.

Even if you can get the 2-inch adjustment, you'd better check around there's enough of the threaded end left in the yoke—for safety. Should be enough so that one strand of the rod passes thru the threaded part of the yoke.



## Keep radio cable

All the ingenious gadgetry you've been rigging in your 1948-50 to supply power for the radio doesn't need to be an obstacle. What the Signal Group wants for the radio's power supply when they're not hooking up right off the battery, is Kit, Installation radio-power lead, GM Stock No. 4758-1700-009.



This kit will work in the 1948-50, and in the 1951's beginning with Vehicle Serial No. 4771. Earlier 1951's get their radio power-cable and receptacle in production—no problem there.

What caused the confusion was a couple of errors in your Old 7 and Old 8 1951. 4740. The radio cable and its square assemblies that are listed will be deleted when your 1951's GM's get another revision.

In any case, what should be used to supply power between the battery and radio on those 1948-50 is the 4758-1700-009 kit. It comes complete with info on how to put the pieces where they belong. (This modification will be covered by a new publication now in the mill.)

## Excitement

Keep your old-timers off the check except when starting, stopping, or shifting, won't you?



If you ride the check-panel you wear out the bearings and shorten bearing of the shafts.

For the same reason, when you're stopped on a hill use your brakes instead of slipping the clutch to keep your vehicle from rolling back.



Don't quit for riding the shafts as a traffic light for a few gears—it'll shorten its life.

This is old stuff to you guys who really know your Driver's Manual, TM 11-385, particularly page 8.

**JOE  
DOPE**

**MY  
RIFLE  
CARE**

THAT'S  
THE BEST  
I'D EVER  
BLU-ED  
BY  
POSSIBLY  
BEING THE  
BLANKEST—AAA!  
THE GOOD THING  
THE JOKE IS  
COMING!



HOW  
IT FEELS  
TO BE  
A MAN?

NOT WITH A RIFLE  
BLU-ED IN DEPEND-  
ING ON  
SOMEONE  
COMING TO JOE!



THAT'S  
WHAT  
I'M  
SAYING, DUTY  
FOR JOE  
DOPE  
CAN'T  
BE  
BLANKEST  
BY THE  
WAY  
A TALK—  
OH  
BLOODY!



AND  
THE  
RIFLE  
IS  
A  
MAN?

CLEAN IT UP  
AND  
BLU-ED  
FOR  
JOE  
DOPE  
AND  
JOE!



HOW  
LITTLE  
FIELD  
IS  
A  
MAN?

JOE  
DOPE  
IS  
A  
MAN?





THAT'S THE BEST  
WOOD I'VE EVER  
SEEN!

GETTING IT  
INTO THOSE  
PARTS...



AM THERE ANY?  
I COULD STOP  
THE LOGS BY  
NOTHING BLIND-  
FOLDED, PERSH  
VIE!

HOLD IT!



YOU'RE NOT SUPPOSED TO  
TEAR SOME BROTHER DOWN  
WITHOUT AN NCO  
OR OFFICER IN  
LOOKING ON.

HOLD!



HOW  
RECK  
PART?

LET'S TRY TO  
MAKE IT WORK  
CALLED BY THE NAME



ALSO - EVERY SO  
ON, YOUR BROTHER  
LEAVING WILL USE  
DEFECTS THAT WILL  
PROVE YOU!

I DON'T  
BELIEVE!





# Dope Sheet



© 1994 DC Comics

**WE HAVE THE WORLD'S BEST EQ**

Our Joe's a big hit on the range  
His target needs frequent exchange  
With good rifle care  
His misses are rare  
In combat he won't feel so strange.



**EQUIPMENT... Take care of it**

BURY ME A RIFLE'S  
CORROSION, BURN, GRIND,  
REMAIN SWEET CAN  
STAY IN  
BENT AND  
ETCHING.



YOU CLEAN A RIFLE BEFORE  
SHOOTING AND AGAINST BURY...  
AND AFTER SHOOTING SO IT  
WOULDN'T BURY.



### CLEANING THE BORE:



USE:



WASH THE  
PATCH  
BOWLS  
MONEY

"HEY" NOW HEAR  
THESE A CLEANING  
PATCH USE A  
POWDER-SIDE  
AND A  
MONEY, BOW  
SIDE



GOING IN:  
ROUGH SIDE  
NEXT TO  
THE BORE



ALL THE MUY THRU TO THE RECEIVER

COMING OUT:  
PATCH REVERSED  
TOOTH TO PATCH  
SIDE IS NEXT TO  
THE BORE







WITH THE NEW AND CLEANING TOOL, USE  
THE TOOL WITH CARE. ALWAYS BE SURE YOU  
ARE NOT DAMAGING THE RIFLE'S BORE. USE  
CAUTION. WHEN CLEANING THE CHAMBER,  
ALWAYS USE THE CLEANING TOOL TO  
TRY THE RIFLE'S CHAMBER.



### METAL PARTS

WIPED WITH  
DRY CLOTH...  
THEN WITH  
OILED CLOTH



### STOCK <sup>AND</sup> RIFLE HEAD GUARDS

WIPED WITH  
CLEAN CLOTH  
THEN RUB IN OIL



### LEATHER SLING

WIPED IN SOAP  
OIL TO PRESERVE



## ON YOUR JEEP'S CRANKCASE



### STEER WITH A STICK

The crankcase oil-levels of some M38A1's have been in the soup because someone's retwisting their dipsticks. Twisting the wrong one dips into the oil well, won't give you the truth, and nothing but the truth. It may say FULL, but not be full at all.

The M38 and M38A1 have different length sticks. Although the owner's de-

tails for both—"Oils, oil, beyond", the stick number isn't. For the '38 it's Old Stock No. 627467947040, which is 25-1/4 inches long. While for the 'A1 it's G718-411840 and is 27-13/32 inches long. Both are marked from the cap's lower lip to the keyway's end.

Stand up this way, the longer stick won't fit in the M38, so you can't get wrong here. But you'll be wrong about when the shorter stick's in the 'A1.



### GOT ITS NUMBER

Oil and gears in the oil should get mixed in the M38A1's oil float. But when the central element gets ready for the junk pile, and it's time for a change, you'll find its stick number is the vehicle's new Old T OIL-15118.

Because when the old OIL was written, it was intended for the 'A1 to use the Case-type filter like the M38. But somebody got fooled. After the first few came out with the Case, it switched to the military-junker cartridge-type filter. This is the same kind that helped pull the old World War II jeep thru the war.

To get the best dirt, with a clean filter, ask for Element, oil float, Old Stock No. 1018-00-0400. And change it at least every 10 miles—more often if you're running under severe duty conditions.



## FOR-REAR GEARING TO FOUR

Dear Hal-Elmer,

It seems that the post-war top-cover plate on the control levers of the M111 and M117 isn't holding up.

One of our fellows parked his vehicle and went to a building. He was coming right out to be in 'er talk. While talking she shifted into gear, ran into a parked car, and took off about 1,000 worth of fender.

It's stupid to see what made 'er slip into gear and found the trouble in the cover-plate. The cover-plate seems to mesh that the driver plate wouldn't hold the shift-lever in neutral.

Do you have any idea how we can keep this from happening?

Age 37. M. C.

Dear Age 37. M. C.,

Give that top the right treatment, and she'll hold 'er up.

If you take a good look at that post-war cover you'll see that there are steel plates that line it right a wearing surface for the driver.

When you don't have the right adjustment on the transmission driver, that's the linkage to the control-lever

driver, you get a lot of wear and tear. This is your source of trouble.

If the transmission and control-lever drivers are not synchronized, you could be in gear in the transmission and only half way in at the control-lever. When this happens, the driver will force the shifting shaft-lever in place, causing wear on the cover-plate. Some fellows can only have the lever in place but longer to depend it—that gives more wear.



The steel plates that transmit and cushion the control-lever.

You can find the adjustment on the driver and linkage on page 254-255 in TM 9-413A.

Before you work the adjustment, check the parts for wear. You can't keep

the right adjustment with worn parts—replace 'em.

Now for the driver who pooled off a bit.

He should have known better than to leave a vehicle with its engine running. You always run the engine when you leave the vehicle—can't tell when something might go wrong.

Nothing was said about the hand-brake—didn't he had it on.

That's all it takes, says. The right adjustment in the brake and right handling on the wheels.

*Half-Mast*

### EVILY BARBARIC

Dear Half-Mast,

We are having lots of trouble with radiators corroding on our vehicles. Being near the sea, seems like salt air is doing this. What can be put on the radiator to prevent corrosion and get our vehicles out of corroding away?

CHAS. H. J. D.



Dear Mister H. J. D.,

You've really got a headache. Corrosion of radiators has always been a problem, especially around salt air. All you can do there is to inspect the radiators more often.

Here's how to keep rust down to a minimum.



Here's one thing to watch. If you get the paint too thick on the radiator, it won't do that cooling job.

Specials are being made on ways of holding down corrosion and rust in radiators, especially in salt-water areas.

*Half-Mast*

### HIGH-SPEED TRACTOR (1934)

Dear Half-Mast,

What can we get torque-converter machines (like the one M4 and M6 high-speed tractors)? These (like) don't seem to be listed or stocked anywhere.

H. O. J. H. W.

Dear Mister J. H. W.,

These torque-converter (like) are now called torque assemblies and are

be found listed on page 43 of *Old 7* SML 4-193. If you need the whole assembly you can requisition *Insulator, all, all under same line any, Old Stock No. G146-7698926*. If you only need the screws, which is part of the assembly, you can order *Screws, all under same line number any, Old Stock No. G130-7698926*.

*Half-Mast*

**WINDSHIELD GLASS**

Dear Half-Mast,

Try as I might, I can't find the Old stock numbers for the 31841's windshield assembly and windshield glass. Can you give me a hand?

SFC C. L. W.

Dear SFC C. L. W.,

Shipping from Full Mast, they will do. Just ask your Ordnance support unit for Windshield any, Old Stock No.



G100-831065, and Windshield glass, Old Stock No. 1800-9811735. They're in *Old 8* SML G-758, dated May 1954.

*Half-Mast*

**A SCREW DOES IT**

Dear Half-Mast,

W'e're done having trouble removing the oil pressure and temp drain

plug from the Hydra-Matic transmission of the M115. It's just that many of the plugs are defective and the number in the 2nd edition *Tool and Die* and *Die* do not fit them. Got any suggestions?

Mr. R. E. H.

Dear Mr. R. E. H.,

There's a 3/16-inch, six-point, 116-inch square-drive socket wrench listed in *Old 4* SML, p.7, Section 1 that'll do the job. It's part of the 114-inch drive socket wrench set that's included in the *Tool and Die* Organizational Manual *Tool and Die No. 1, Common*. You can requisition it under *Old Stock No. G130-9811436*.

Those plugger's your underdog. They're made of a soft metal and soon begin take an upward wrench on 'em—it just won't stay with you. Try the socket for size and you'll save the stress. You'll



also find that transmission beginning with Serial No. 300M-53406 every a plug with *Old Stock No. G143-7698929*. Transmission below that called for an *Old Stock No. 3006-012947* plug.

*Half-Mast*

# ARMAMENT

YOUR M1 RIFLE GETS A—

## NEW CLEANING ROD



You've just been handed an M1 cleaning rod when you ordered a combination rod and brush. You look it over and ask just how this cleaning rod (G.I. Stock No. 8821-714-7001) is going to replace the combination rod when you clean the chamber. Right? Sure, right? Sure.

Use the four sections and the tip, tip it down the muzzle end or the tip comes down into the receiver, then thread one patch in the tip.



When you clean the barrel you use the four sections and the tip with a patch—of the wire brush. Use ammunition when using the brush you've got to push 'em all the way thro' before you back 'em up so that brush might refuse to go either way.

The handle of the rod's just one standard rod. You can use it to replace a broken extractor with the hole in your rifle.



When you're not using the rod, the four sections, patch tip and wire brush are placed in a cloth case or piece of cloth then stored in the upper hole in the rear of the rifle stock. The handle is stored in the other end (they can be placed in the cleaning brush).

## SMALL ARMS AMMO

### CHECK YOUR IRON RATIONS



It'll be your friend if you wear 'er right. Your weapon, that is.

That means you've gotta give her a good clean-down that's had the best of being dry.

Your small arms ammo has to have the right care to hit the mark. That means protect it from rust, mud and wax, and if your ammo gets dirty or wet, you gotta wipe it off with a clean, dry rag.

Oil or grease means it won't. The dirt and dirt that collect on greasy ammo can make that part of your weapon. Or maybe jam up the works so she won't fire.

Clean ammo and a clean weapon go together like stars-bursts and cotton.

The rust's all right for loading brass-but that's it's no place for your ammo. When powder (you're talking about ammo) is exposed, too much pressure could build up when she's fired, and she'd go that-a-way instead of this-way.

A cut edge with lead dust, scratches or loose bullets shouldn't be fired. Turn it in-but shooting is crap so trying to get rid of it yourself is a mistake-and could be dangerous for you in more ways than one.

Open ammo boxes just before you use the stuff. If a box is broken or damaged,



it is quick but make sure you get all the markings on the new parts of the box.

There's danger of corrosion after ammo is taken out of its air-tight containers, especially in places that are damp. When ammo becomes corroded it's no good.

Before you load your pistol, take a look-out at your ammo.

Lots of things can be wrong with it. Know what they are and how to spot them.



The loader's size fit back in the case. This can be serious especially if it's so deep it'll compress the powder charge or affect chamber pressure. If it does bother, look-out-she'll really blow. The nice thing to do is not to fire a short-round.

### CORROSION ON CARTRIDGE CASE



Corrosion can cause your cartridge case to look like a rainbow. Green, blue, yellow or white—regardless of what color the case is, there's no pat of gold connected with them.



The metal gets weak when corrosion can take in. It'll cause a rupture when fired. Also, the chamber depends on the case will keep it from seating right in the chamber. So—don't use hot lead.

### SHOON CRACK



A split in the neck of the case can be a pain in the neck. It's usually caused by severe weather conditions. You can test for cracks by pressing down on the bullet end.

### DEBT AND BURN



Rough stuff causes denting and bending of your case. If the dent is large, it might cause dangerous pressure and then—when you've wrapped a lead in.

Remember your cartridge won't chamber if it's got dents or bends.

### LOOSE BULLET



If you can move the bullet by twisting, pushing or pulling while you hold the cartridge, then you've got a loose bullet. And, if you load it, the bullet may get stuck in the bore if you decide to take the round out of the weapon.

### MAKING-GUN BELTS



Trouble might be knowing in the machine-gun belt if you don't give 'em the once-over.

Cartridges aligned right—no short or long!

Excessively and trace ammunition spoiled right?

When your "expensive" milder-loads, always look at the ammo for a possible source of trouble.

A misfire should be treated just like fresh eggs. Play 'em rough and it might explode.

When the primer shows that the firing pin came down on it hard enough to set off a priming, the misfire's no good—get rid of it.

If the cartridge fires with a weak "puff" and pushes the bullet only halfway thru the barrel—then halloo! Remember—their's no way to shoot from. Firing another round will cause the barrel to heat or bulge.

### HANDLES AND MISHAPS

Because you can't tell a misfire from a hangfire right away, don't take chances. Wait 30 to 45 seconds before you open the bolt. (Unless you're in combat, and can't wait.)

If your M1 misfires, you can work it by working the trigger guard and pulling bolt—open the lock. On the M1008 rifle, you can work it by drawing back the cocking piece and cocking before opening the bolt. Your M141 rifle can't be worked without opening the bolt, so if you have a misfire with a full magazine before you open the bolt. When the rattle doesn't fire, pull the opening slide to the rear. If the bolt goes fully home, use and fire again.

To keep from getting hurt in case of hangfire, hold the hand to front of the slide handle. If the round goes off the opening slide handle can deliver a mean kick.

## M33 FIRE CONTROL TRICKS



### TURN 'EM IN

When you replace a 5780 or 5791 magnetron used in your M33 fire-control system, turn the coil nut in to your post Ordnance officer, and open the jack pile.

A lot of so-called bad nuts have been checked here and found useful. If you think they're so the blink, turn them in to your post Ordnance officer and a re-check'll be made on 'em. If they can't be used again they'll be put back to work.

### GOT TO BE IN THE "H"— NOT THE "T" GROOVE

Check the #4 power socket on the back plate of your M33 tracking console (Fig. 1) and make sure it's in the groove—the right groove.



This nut jack's a good socket to plug in the #4 conductor power cable for the tracking RF-coupler when you're connecting the coupler inside the van for testing—but it's got to be right.

The key is in the correct place only when it's in the groove near the pin labeled # (Fig. 2). If you had the key anywhere else on the lower groove or any place other than the # position, call an Ordnance to make a change.



### SLIPPING ANTENNA

If you're having trouble with your M33 tracking antenna slipping when you're tracking in winds under 40 MPH—better have Ordnance check its inboard for a cleaning job.

Blocking the track groove in the spring-loaded follower rollers of the tribolite drive motor in the inboard and elevator drive motor will cause the slippage. Spare the groove and you'll track with ease.

## STOP-LOOK-LISTEN IF YOUR BABY'S MISBEHAVIN'



rough" do him a lot more help-  
ful than his. It's time you change your  
ways.

Rough stuff was all right for the  
caveman who took his enemy dead, and  
changed it over the head of his little  
girl friend.

Times have changed—better care  
must be taken of weapons. They're not



made to be changed. As for the girl  
friend, well—use your judgment.

Even rugged equipment like the inter-  
rupter makes 80% on the 75-run model-  
less rifle can't take it. There's always  
chance of the instrument light clamp  
snapping off when you wear 'er rough.  
It can also be put on the blink by fall-  
ing to see that the clamp's secure in the  
shaded position when the light's not  
measured. And rough's the way you want  
that instrument—most nights.

Use less powerful rifle—you killed him  
or broke his eyeballs, separation of clamps  
from brackets and broken instruments,  
right? It goes over-lookin' easy, that way  
your piece will always be ready and  
waiting.

### AVOID CALIBERED LISTEN



If you want to be top dog when firing your .20-cal.  
M&P400 (powering machine-gun buffer and that nice  
M7 flash hider, is where it ought to be. Used that is not  
in the supply room.)

Your machine gun's not going to do what it ought  
to if you're using that flash hider. It takes that glow  
to make it fire right.

Also, you'd better keep an eye peeled on the flash  
hider's retaining clip. When it gets stretched it's liable  
to let that buffer wobble. So, watch 'em—always in  
line.

# SUPPLY & DIRECTIVES



## TICKET TO NOWHERE

Dear Army Staff,

Are trip tickets really necessary when you're road-testing vehicles? I hear complaints about no more than 30 miles being allowed for the job. The same points they put along a "Road Test" sign on the vehicle and no tickets needed.

CHAS. H. I. G.

Dear Mr. H. I. G.,

It's local orders that's got your vehicles' testing jaunts stopped. Stop using the vehicles for something else.



when they're supposed to be out testing. Is why some countries have such rules.

There's nothing in general directives that calls for a ticket when you're actually working on a vehicle.

*Half-Mast*

## SCRAPER OLD 1

Have you KKK'd out Section II and III of your Department of the Army Supply Manual, Ord 1? And substituted SR, SR-29-29 (15 Jan 54) and Change 1 (24 Apr 54) for them—no comment?

If you know's, you'll know—please. This SR is an order of Ordnance Corps supply manuals. This includes the supply catalogs not yet replaced by supply manuals. (The new SM's are called manuals instead of catalogs.)

You'll also find a systematic list of up-to-date SM's and changes to them. There's also an alphabetical subject index. Lists of superseded and cancelled SM's are there too.

You can search Ord 1, except for Section I which is still current.

# THE SCOOP

THESE 2001-2002 RACINGS OF THE YEAR ARE A LOT TO CHEER

**BY** **DAVID L. FORBES**  
The 2001-2002 racing season has been a roller coaster ride for fans of the sport. It has been a season of highs and lows, of triumph and tragedy. It has been a season of unforgettable moments and heartbreaking losses. It has been a season that has shown us the true meaning of the word "scoop."

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### ELEGANT FIX!

Dear Sgt Dozer,

I'm in the MIF section of a radar maintenance branch, and we have trouble with the exhaust lines on the Huber 500-cycle generator. The exhaust is plenty hot and damages the coating.

We scrapped the problem by joining an extension on the exhaust. All you need is a piece of 2-inch pipe about 4 inches long, threaded on one end. You can see what it looks like in Fig. 1. The cone like pipe can take the heat.

Cpl G. A. R.



Dear Cpl G. A. R.,

Yep, a hot blast can really set you going. Your idea looks good. That ex-



haustor'll definitely save wear and tear on the coating.

*Bob Dorgan*

### LET SGT DOZER KNOW



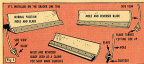
If you've got a problem or suggestion on the care and operation of your Engineer equipment, let 'em all in with us! Sgt Bull Dozer, a/k/a PE Magazine, Always-on-Hand Pressing General, Maryland, He'll not only react with the right reply, but maybe use your letter in his column.

on your grades.

## HOW'RE YOU FIXED FOR BLADES?



When your road grader is called on to clear the roads of snow and slush, this winter, you can make life a lot easier for its blade if you rig it up with this home-made sponge. Check with the Ordnance salvage section in your army camp store for the sponges, and cut like this:



The sponges will not only save your grader's blades, but will be easier on road surfaces than an overhauling blade. This can not be done too much, because the sponges are not as strong as the blades, and they won't last long under pressure.



## THE ROUND-UP

Of Engineer Publications



**RESEARCH AND DEVELOPMENT**—The American Society of Mechanical Engineers has published a new book, *Research and Development in Mechanical Engineering*, which is a collection of papers presented at the ASME Winter Annual Meeting in New York City, December 1-5, 1963. The book is edited by R. W. Fisher, ASME, and is published by McGraw-Hill, New York, N. Y. The book is 300 pages long and contains 100 papers. The papers are arranged in 10 sections, each dealing with a different aspect of research and development in mechanical engineering. The sections are: 1. Design and Development; 2. Materials; 3. Manufacturing; 4. Testing; 5. Reliability; 6. Safety; 7. Environmental Engineering; 8. Fluid Mechanics; 9. Heat Transfer; and 10. Vibration and Acoustics. The book is a valuable reference for engineers and researchers in the field of mechanical engineering.

**DESIGN**—The American Society of Mechanical Engineers has published a new book, *Design of Machine Elements*, which is a collection of papers presented at the ASME Winter Annual Meeting in New York City, December 1-5, 1963. The book is edited by R. W. Fisher, ASME, and is published by McGraw-Hill, New York, N. Y. The book is 300 pages long and contains 100 papers. The papers are arranged in 10 sections, each dealing with a different aspect of design in mechanical engineering. The sections are: 1. Design and Development; 2. Materials; 3. Manufacturing; 4. Testing; 5. Reliability; 6. Safety; 7. Environmental Engineering; 8. Fluid Mechanics; 9. Heat Transfer; and 10. Vibration and Acoustics. The book is a valuable reference for engineers and researchers in the field of mechanical engineering.

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## ENGINEER GRAB-BAG



### YEP IN THE JOINT

When you get stiff in a joint, show the only thing you can do to let it wear away.

The same goes when it comes to stiff-ness in the joints of a new crack on your shaft, sleeve or other member. It's not caused by lack of clearance between the work piece and bushings—the crack's just not broken in yet.

Never lubricate new cracks. Lubricant will help the surfaces, especially in the long run. The lub'll just collect and carry dirt and grit between the pins and bushings. Then you'll really have troubles. Yep, those new cracks will last longer and work better if you'll let 'em work out their own stiff joints.

### THOSE SPARE PARTS

You don't need to panic if you discover that there's no thing 7 in this year's piece of Enginee equipment. Until a supply manual is available via either the equipment's TM or manufacturer's maintenance manual for ordering spare parts, BR 711-113-113 Jan 54 1 explains this in para 11.

Just make a note on your requisition telling what manual you got the manufacturer and parts number tags from for the parts you're ordering—

plus all information as to make, model and serial numbers. This'll help identify the major item.

### CYLINDER STUFFING

In case you're stuck on finding dough to get those complete cylinders refilled, you can find the money in BR 700-51-118. Funds for this job-order come from the Corps of Engineers. Check with the Engineer depot or the Engineer supply section of the General Depot that has supply responsibility for your area. They've got all the dope on operational purchase regulations.

### SAFELY ENGAGED

The Six-194 Gasparian engine, used on bridge-laying boats of the IT-26 JT class, when it's given a fair starting chance by some people—which makes for many results.

Like all other marine engines the Model Six-194 works in-stand engaged immediately after the engine's started. And the clutch must remain engaged until the engine reaches operating temperature—otherwise the reduction-gear pilot-bearing is prone to slip.

If the engine's started with the clutch disengaged, that pilot-bearing's prone to slip a bearing, you can bet on that.

## CONTRIBUTIONS



### TRACK CONNECTOR PULLER

Dear Editor,

Given you've heard plenty of complaining about the time, effort and money wasted in locating with masonry nails and connectors.

Since that track looks like it'll pull a rough one here's a way of getting *TRACK* like *Beag* runs in *Beach* by. Then likely the *sludge* hammer's ears engaging, and may be the *rocker* winds up with covering of the *concrete* with a *mark*. Which is just more money down the drain.



Wouldn't one good answer to the problem be a *puller* that can be whipped up in the field, quick and easy, when and where it's needed?

Here's one that's simple, compact, inexpensive and easy to make. And it works on top of the masonry nail and connector tracks. Most every tool yard could see at least one.

All that's needed is a slab of 1/2-in. thick annealed plate, two bolts and a little cutting, shearing and welding. Optimum supports mechanical whip 'tilt up like this:

1. Cut the two sections, with dimensions in Fig. 1, from a piece of 1/2-in. thick annealed plate. Cut by hand, if you feel so.



2. Drill and tap holes (Fig. 1) for two 1/2-inch bolts. Use the 2-1/2-inch diameter between centers at least if possible.



3. Weld the two sections together (Fig. 2).

4. Grind a pilot at the end of each bolt (Fig. 3).

The standard iron bar-bed steel bolts 1/2-inch long (2nd. Inck. No. 1000 is OK) (No. 9) if available. Or 5/16-inch length (1000-6420074) is OK. Good idea to run a nut on the bolt before grinding the pilot, backing it off will strengthen and any threads that might get banged up by the grinding operation.

To use this tool for its intended purpose, you just take out the concrete wedge, back in the pulley where the wedge was—with the holes pushing against the crack-plug ends—and away they go (Fig. 4).

The pilots will engage the screw holes of the crack-plug and keep the pulley from crawling. A little jiggling on the threads and pilots will make the moving easier.

As you run the bolts in, this nut between them is so to keep the concrete from coming off straight. Big advantage of

the pulley hole is that you can allow for a difference of tightness of the concrete on the individual plug—and avoid the binding effect of applying equal pressure to both plugs (like you get with the standard crack jack).

Just pulling won't do you're enough. On a real tough job you may have to shock it some, too. Screw the nut down good and tight. For a straight pull, then bang the concrete sharply with a hammer. It'll usually jump right off.

Along any kind of wrench can be used on the bolts, but the best is a 1/2" 1/16-inch socket with 5/16-inch drive center or breakdown handle.

#### The Maintenance Gang Abandon Preying Ground, Maryland

Old Mary—Looks like a neat solution for what can be a costly, extreme maintenance problem in crack maintenance. If anyone handles for a more artistic job, they might knock off the sharp corners—except on the inside surface of the hole, o'course.

## MOSE FOR MOSE

Dear Editor,

While in Korea I picked up a good idea I'd like to pass along.

On equipment with straight air lines, like on the large tractors and heavy trucks, we found that every so often a relay valve-exchanger brake hose would crack. Our supply room didn't always carry the part, and we didn't have the equipment to repair the broken one. So, we needed a substitute to keep the vehicle off deadline.

We had some broken trailer hoses. They are the same diameter as the brake hoses, and with its quick-disconnect end, the ends are the same, too.

With one end ready for use, cut the hose for length, being sure that the piece you select is OK. Then take the cut end and spring from the broken brake hose, and slip it on the end of your new piece. Now put the ferrule on, leaving about 1/8 inch of hose on the end. And with a pair of pliers, squeeze it so the nut will slip over it (Fig. 1). *Pease-a-hose it home.*



Your crew could increase by making a screw driver and gently pry the fingers open (Fig. 2). And long hoses can sometimes be made into two or three shorter ones.

James H. McKeown  
P. Hamilton, New York



(Old Pease-Nut had in a pinch. But check with supply first. They may have the part you need.)

## WHICH WAY TO BLUNT?

Dear Editor,

We were out on maneuvers towing a loaded one 155-ton howitzer, when jabs, bang—off came the howitzer's left wheel.

When we checked to see what did it, we found its hub was on wrong. The hub was on the right and too worn, so that the wheel locking-rod had loosened up instead of tightening as we rolled. We checked other howitzers and found the same was true on mine.

By exchanging the hubs for each other, we were half the usual trouble twisting in the right direction.

Edw. Steve Barber  
P. Meade, Maryland

**Old Note**—What makes it confusing is that the manufacturer usually installs a hub so that its stud threads face toward the front of a vehicle. And in



the case of auxiliary, the gun works is called the lower. But auxiliary gun barrel assemblies, with the muzzle pointing toward the rear. That puts the right side left and the left side right—makes it hard to tell left from a hub in the ground. To fit these hubs straight, their stud nuts should tighten in the direction of the trailer beam—starting with the screw handle at the top of its circle. But even if the studs are turning the other way, the wheel's shoulder's roll off. Test them that if the wheel's centered, and the stud nuts tightened, it'll stay just-regular of those the already face. In fact, during overhaul, if a shop doesn't have the right or left stud needed, it was either center than put the vehicle on stands. In whatever or not your nuts face toward the front, the wheel'll do with you if they're put on right.)

#### WORK OF YOUR OWN

Dear Editor,

It wasn't the first time I put my foot in it, but when I couldn't take it off on M&M's maintenance pedal-stander, it had me going.

The trouble is that the gas pedal's too close to the brake pedal. And it's

too easy to catch the side of your shoe under the foot-rest when you push the accelerator 'way down.

What I suggest is put some weld under the foot-rest, tapering it down toward the floor. That'll let you raise your foot, and your shoe won't get caught under the foot-rest's lip.

**W. C. S. Deussen**  
Camp Carson, California



**Old Note**—Expanding the foot-rest would let you slide your shoe farther back in safety. But if the rest will jam in its channel, why not remove it? Put the shoe in contact with frame, cap 1/16" inch or 1/8" inch, and South No. H-21, 0276296, and Winder, plate 576-inch 21-and (rod No. 2007-76296). The later 208-47' did it. The 47' also solved the accelerator-leakage problem—by spacing them further apart.)

#### HELP-WANT IS WANTED

If you're in need of help from you—of your own or else—of problem or maintaining your equipment. Just let me a note on a post-card or letter today and send it to: **Ed South-West, 210-PS Magazine, Aberdeen Proving Ground, Md.** He won't tell a soul you wrote him, but he'll sure give you some help.

## *Connie Rodd's BRIEFS*



### *Setting re-seat*

Official engine governor setting for your Stinson model is going back to 2800 RPM—like your T8 says. Keep an eye peeled for Technical Bulletin T-87-6.

### *Guard that glass*

If your A18 reflex sight on your A10 J30-101, guard mount has no guard around the reflector you'd better get A100 Owl P142-101 sight away. Keep you from ending up with your glass in the ding.

### *Short-rudder stop*

If your A1015A4E1 machine gun doesn't have its short-rudder stop file off the after J30-101 ribs, you're got one coming. Your Ordnance unit will do the job for you. The T1 got left out of A100 Owl A4-1014.

### *Passive defense only*

Man, if you've got the idea you can chase losses on fighting equipment with commercial eye glass makers you're still

far from an optical illusion. They scratch the coating. Stick to the 64 lens frame.

### *Five feet back*

May be nice to feel at home in your truck driver's compartment—but take care where y'hang your hat. That long good-diff-teevee's no rock for helmets, canteens and such. Wants Jimmy to spring or lever—maybe hit someone when you're steady for land? Keep the gear still clear of everything but your flywheel with it'll give transmission—and such.

### *Put check's best*

With the 30-weight oil in your GMC Hydro-Matic transmission, it's best to check the oil level after a day's run. When the oil's hot it'll give you a false reading 'cause it foams its level better.

### *Success — a promise*

Early branch interlocks up the T805 and T807 Skywipers are going down the drain, along with T8 P-3017-1 (10 May 24). Keep on the lookout for A100 Owl Owl YC. It'll cancel the T8 and turn the interlocks into a one-piece job.

## *Troublesome cracks*

Some guys have been complaining about cracked windows in their vehicles. Unless the channels holding the glass are in serviceable condition, windows can easily break. Snowing is another big cause of cracked glass. When you close the door hard while your window is rolled down, don't be surprised if you roll up little pieces.

## *Take a second look*

These doors, dash, brake, equipped with a switch, roll for a second look when you reach for the gear-control control-lever or the transfer control-lever, some manufacturers these controls switched. The transfer control-lever's tied to the driver's leg instead of the PTO being there. This isn't your worst bet finding the switch to gear with your size hands.

## *Spout of life*

Here's a hot one. When it comes to spark plugs, the MCH and MCHAL 1 (1) dies. Trucks use the same one. Its stock number is 18004-835714. Glass has going to the shop's plug.

## *A clean tongue*

If you want an accurate reading when using a torque wrench, you gotta have flat-facing, lubricated threads. Threads that's gummed up, lugged up or rusted on slow your torque. So—before torquing, clean 'em and oil 'em.

## *A driver's best friend*

Tap-brakes are the driver's best friend. You gotta be kind to 'em, too. Check over those hydraulic line connections to see that you're not losing fluid. Otherwise, you'll be a friend in need.

## *Ambulance needs help*

If the hinges on your steel ambulance's spare-wheel carrier creaks at its work, it's probably because the wheel's frame isn't too small. Replace it with a larger frame steel to spare your spine.



## *Radiator grill cover*

A good substitute for the lines on top of the radiator—the one the hood rests on—is a crosscut bar bolt. Turn the bolt upside down and split it in the thickness you want. Lay the wide side down against the radiator grill and clamp it in place. It works fine.

## *Wiping your eyes*

If you're using the PTO equipped automatic-drive lockers every day, you gotta wipe 'em down—you'll have 'em loose. The only one 'em to fix them the driver will when it's locked in the trailer.

# **GASOLINE**

**IS A DEADLY CLEANER**



**BLOEY**

**DON'T USE IT...**