

PS

THE
PREVENTIVE
MAINTENANCE
MONTHLY

Issue 34 1955 Series



I'VE BEEN SHORTSHAFTED...

A PRIVATE



MIRACLE

That every people
might all possess
One of your' ours
These days—
If you can purchase a little
miracle all your own.
How? Why, by doing
the right kind of maintenance
on your Army equipment—
whether it's
a rifle,
a tank,
a truck,
a jeep
or whatever.
That is, when you keep not loose
exactly what to do and how—
but give you
of "How To Fix the Good-Old."
There's one for
whatever equipment you've got.
Ask your company!
Keep 'em slick, keep 'em clean,
keep 'em fitted, keep 'em adjusted,
and working right—
and your equipment'll
give top performance
the more work it does, and
the less amount of—cheap,
or maybe living pay through
rough weather and
rough terrain, or maybe even
keep you alive and fighting
when things really heat up.
Here's "how"—your own miracle.

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EXPOSURE RUINS

Electric welding end, of course.

It's a fact, the best welder of all time couldn't do a good job with steel that has been exposed to moisture.

Once the flux gets wet, it never allows your rights, and it flakes off while you're welding. In the best places, where your wet gets back to the flaked off area it tends to fly off as an angle to the end, and it's almost hard to handle, especially if your welding has all been on flaked ends.



Also, in the absence of the protective flux gone over the wet and the molten flux over the head, your weld picks up nitrogen from the air like crazy, and

is likely to be hard and brittle. None of this is good for your weld, or for your pride and reputation as a welder.

Always
a, think of
it, getting
wet—wet
welds, it's
in your
best
interest.



But the answer is real simple: Only open ends of the 10-15 size of wire at a time, and in case of each case, you work and get where you are working. A healthy dry-bath for your apparatus of tools. This dry-bath can be any sort of a cabinet that suits your fancy and a heater you can get to make it out of.



KEEP IT DRY

Unless the atmosphere is swinging wet, your rod is OK if it stands out during the working day and you store it in the cabinet at night. But if you have to use it on the working bench day and night, it won't be long until it starts to fall, even though no water usually touches it. The flux takes up moisture from the air and begins to deteriorate.



If your rod ever gets really wet, from rain, for example, the best you can do with it is junk it.



Everything wild about open tubs of rod gets double for rod you get in welded boxes, whether open or not. These must always be kept in a dry place or they'll be ruined.



Of all the rods, the most suitable to use that troubles are low hydrogen types, or just reverse-polarity all-position rods, the Excel series. This is not only due to the nature of the fluxes used on these rods, but also because of different welding positions you tackle with.



If you get a bunch of spoiled rod when you have much use of position work to do, get rid of it, especially if your work is any important, like building working on tank heads, or pressure vessel work of any type. It isn't fair to you or a welder, or to the man who will depend on your work to use a doubtful rod.

ADJUST THE JUICE

on your vehicles — equipped with LVL JOE



Any time you have troubles such as low batteries and hard starting on your truck vehicles, it's a good idea to check the generator output voltage.

All you need is the Low Voltage-Circuit Tester, LV-T-1175-B3, or any other voltmeter with 50 scale capacity.

Then you stop Little Joe, hook your voltmeter to the slave cable terminals, and run the main engine at about 1500 RPM. The reading you get on the voltmeter is the output voltage of the main engine generator. This should be 27.5 volts plus or minus .5 volt. (No Load.)

Then you start up Little Joe and shut off the main engine. The voltmeter now shows you the output of Little Joe. This should also be 27.5 volts, plus or minus .5 volt. (No Load.)



You then waits up both the main engine and Little Joe for at least 45 minutes. (Don't run with the radio when both engines have been running for some other purpose.)

If either of these voltages is off, send the tank to Delmarva or have it adjusted, or get an Oldsmobileman to come to you. Tell him which generator is off, and how much.

DON'T GET YOUR-

BOOM LIFT

GO



Here's the latest prop-up using your boom for lifts on your M4 roadway vehicle.

You have a choice of combinations for set-up to make lifts with the boom and boom-winch on this vehicle. In all of them, remember, the boom stop cables must be tight. You get them tight when craning the boom by holding your counterweights open until the boom is all the way up, and until you hear the telescopic pop and the cables pick up speed.

First of all, you have the boom up, the boom cylinders forward, and the spade upright as shown in Figure 1. With this setup, you can lift 30,000 pounds (13 tons). Any more will nose your vehicle down.



FIGURE 1

1 - 30,000

CRANING CAPACITY
30,000 POUNDS
13 TONS

MAXIMUM LIFT - 25,000 LB.

Fig. 1



FIGURE 2

2 - 20,000

CRANING CAPACITY
20,000 POUNDS
9 TONS

MAXIMUM LIFT - 20,000 LB.

Fig. 2



FIGURE 3

3 - 10,000

MAXIMUM LIFT -

BOOM



Now, Figure 2 is the same thing with the spade down. With this setup, your capacity is increased to 50,000 pounds or 25 tons and you'll get greater clearance for your head, because the forward edge of the spade is closer to the vehicle.

In Figure 3, you have the spade up, but the boom cylinders are retracted back and pinned to the track arms, and the boom is then retracted. With this set-up it's tricky. With the boom pulled back to the head it drops to the vehicle, you can lift 50,000 pounds or 25 tons. **But**, if you want to use your boom cylinders to shift the boom and the head forward and back, like installing a mortar or a power pack, then you can only lift the 21 tons like in Figure 4. So be sure you know how heavy your lift is going to be.

If the lift is over 15 tons, or if you don't know just how heavy it is, take the time to put your spade down before lifting.

This puts you into a setup like in Figure 4, where you can lift 50,000 pounds or 25 tons, just like in Figure 2. Now here's the, in this condition with the quadrilateral hydraulic cylinders retracted back to the track arms, you can **only** use the boom cylinders to move a maximum load, 20 tons, back and forth through the vehicle range of the boom travel.

The extension of your boom will move from 57 inches in front of the spade back to 50 inches in front of the spade. You use this travel for spacing your head where you need it.



KEEP YOUR R

With this new-fangled laser

As you **RENT** your house, the late
year breaks about May 15th (1998) a las-
ered that keeps the wing and feather
and together. If the above **RENT** is
a landing. This is for the benefit of the
wing help support the feather if your
you have to wear.

Any of you who've flying the older
ranger now on your water can't afford
and of them and, being your last up on
day, it might save a feather and re-
quire some day.

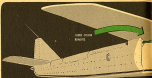
You'll need:

- 1 ONE (1) 1/2 LB. BELL PEPPER (1) 1/2 LB. BELL PEPPER
- 2 ONE (1) 1/2 LB. BELL PEPPER (1) 1/2 LB. BELL PEPPER
- 3 THREE (3) BELL PEPPER (1) 1/2 LB. BELL PEPPER
- 4 ONE (1) 1/2 LB. BELL PEPPER (1) 1/2 LB. BELL PEPPER
- 5 ONE (1) 1/2 LB. BELL PEPPER (1) 1/2 LB. BELL PEPPER
- 6 ONE (1) 1/2 LB. BELL PEPPER (1) 1/2 LB. BELL PEPPER

CAT AFLOAT

for the wing and forelegs





4 **SHARPEN** THE POINT AND THE TAIL. MAKE SURE THE POINT AND TAIL ARE SHARP ENOUGH TO CUT THROUGH THE AIR.



7 **TEST** THE AIRPLANE. LAUNCH IT FROM A HEIGHT OF 10 FEET AND SEE HOW LONG IT STAYS IN THE AIR.



5 **GLUE** THE WINGS TO THE BODY OF THE AIRPLANE. MAKE SURE THE GLUE IS EVEN AND THE WINGS ARE STRAIGHT.



9 **TEST** THE AIRPLANE. LAUNCH IT FROM A HEIGHT OF 10 FEET AND SEE HOW LONG IT STAYS IN THE AIR.



10 **USE** THE AIRPLANE TO DELIVER THE MESSAGE TO THE OTHER SIDE OF THE RIVER.



11 **USE** THE AIRPLANE TO DELIVER THE MESSAGE TO THE OTHER SIDE OF THE RIVER.



12 **USE** THE AIRPLANE TO DELIVER THE MESSAGE TO THE OTHER SIDE OF THE RIVER.



13 **USE** THE AIRPLANE TO DELIVER THE MESSAGE TO THE OTHER SIDE OF THE RIVER.



14 **USE** THE AIRPLANE TO DELIVER THE MESSAGE TO THE OTHER SIDE OF THE RIVER.



15 **USE** THE AIRPLANE TO DELIVER THE MESSAGE TO THE OTHER SIDE OF THE RIVER.



THE AIRCRAFT BODY
WILL BE MADE BY
THE TECHNIQUE OF
ROLLING OUT A SHEET
OF 1 MILLIMETER



16

REMOVE THE
TOP PORTION
OF THE BODY
OF THE TAIL.



17

REMOVE THE TOP PORTION OF THE
REAR PORTION OF THE BODY
OF THE AIRCRAFT. THIS IS THE
PORTION OF THE AIRCRAFT
THAT WILL BE USED TO
MOUNT THE PROPPELLER AND
ENGINE.



18

TRIM THE TOP PORTION
OF THE AIRCRAFT BODY
OF THE ENGINE SECTION.



19

REMOVE
THE TOP PORTION
OF THE
ENGINE SECTION.



20

REMOVE
THE TOP PORTION
OF THE
ENGINE SECTION.



21

REMOVE
THE TOP PORTION
OF THE
ENGINE SECTION.



22

REMOVE THE TOP PORTION
OF THE AIRCRAFT BODY
OF THE ENGINE SECTION.



23

REMOVE
THE TOP PORTION
OF THE
ENGINE SECTION.



Hit Killerman... THIS LITTLE GAME'LL MAKE

BY BOB MOORE AND MARY JOE MOORE

Here's a little game you can play with your weapons that'll help make you a real pro when the chips are down.

Suppose you've done everything to your weapons that you're supposed to do in the way of cleaning. There's no dirt, foreign matter or gun-plank mark left on it and you've got a right new piece.

Now give 'er the old rough eye-test.

If she's going to come across the next

time you give 'er a little square.

If she shows any of the following

symptoms, here's how to fix 'er

up: 1. You cannot see the

repair work of the damage,

and he'll send her on to

Ordnance for the full

examination.

Check—Always and give a little

See right square for damage, otherwise otherwise
square work.

See also—Always and give a little

Check—Always and give a little

Check—Always and give a little

FOR A SURE WEAPON

LOADING AND FIRING

Slide loading lever up and down (left) to



Slide
loading
lever

Slide
loading
lever



Cartridge
is
inserted
into
chamber



Slide and chamber are locked, breech closed. Chamber and slide locking bolt is up.



Cartridge
is
inserted
into
chamber

Slide and bolt are unlocked, chamber open. Slide is up, chamber open.

Slide is up, chamber open.



Slide locking
bolt is up at lock.



Crossic Radio's
MAIL TO: MAIL STOP



Save your 15 power-pack (and yourself!)

That BT (black-out receiver switch) on the instruction panel of your bench-topger is an even more *re-usable* than the cheap variety—unless you're careful. On most amateur vehicles this switch is now wired to control the 15,000-volt infra-red (black-out) pen-rays instead of the



Make ding-dong sure it's always off when the scope's not in control use. Let us, it'll keep out the power pack—maybe from your table, should I touch the hot cable.



And make certain that high-voltage plug on the cable's always wired to the dummy receptacle when out of the scope. Better to safe.

Double track wire

Some of you have been wondering why there are three wires in the cable from your generator to the regulator on transport vehicles having 15 amp generating systems. True, the only circuits in this cable are the generator output—coming to the regulator and then the battery, and the field input—coming back to the generator from the regulator.

But, that generator has a big output, sometimes as high as 50 amperes, so they are using two leads in parallel to carry it back to the regulator. You can, the type of cable and connectors used here were already standard items when this system was designed, and rather than wish to set up machinery to make a two wire cable with one heavy wire and one light one, they found it was easier and easier to use a three wire wrap and divide the heavy lead between two of the wires.

So, for generator, that's good—making use the third wire. It's needed.

The S&L Miss

Been hearin' a lot of guys gripe 'bout 'good parts' being parts for their Jeep. Easy to understand why. When they order a part for their M38, they use the S&L for the M38A1, and vice-versa.

Sometimes it'll work, 'cause some parts are the same for both Jeeps. But there's a lot of parts that are different too. So, with the wrong S&L, you might get the wrong part.

Take for example the carburetor. They're as different as Marilyn Monroe and Lana the Horn. When you put the M38 carburetor on the 'A1, or vice-versa, the passages won't line up, the throttle linkage controls are different, the mountings are different and the air horns are different.



Take another example. Putting a M38 wheel-cylinder and brake-shoe in an 'A1, or vice-versa, will cause nothing but trouble. The brake-drum of the two Jeeps are different.



Which all boils down to one thing—use the right S&L to be sure. For the M38, S&L G-748 gives you the jeep. The 'A1 Jeep uses S&L G-749 as its parts bible.

Swapping Transmission

You can give yourself a helping hand by using alignment marks in the front half of the M38-series flywheel housing. It makes the transmission easier to install and it lowers the chance of transmission misalignment and pin bearing misalignment or damage.

You can make the marks out of screws (Old stock No. H100-0100142, H100-0100440 or H100-0118009). Cut the heads off the screws and use a screw-driver slot in the top of the stud so you can install or remove the studs. Tap the studs at the desired angle to make alignment easier.



Put the studs one inch from or around holes in the left and one in the right hole in the right of the top front half of the flywheel housing (shown holes).

With the studs in place, the rear half of the flywheel housing will pilot them in, and you can align the flywheel drums and hubs from underneath.

Over the hill—downways

Consider a time when the heavy rollers in the world have gone over the hill. Like when you're moving a tank behind your M74 towway vehicle, and your road bump drops down into a steep gully.

Well, if you're gonna go, you gotta. But, if you drive straight over a steep enough ridge, the rear end of your M74'll tearway up where the towway's down. It'd be possible for your tow to come up under it and rock the tow bar so that you go down the hill with only part of your M74 stuck on the ground.

This, of course, can play back with your control, and something when you'll see later.



But, the answer is real simple—you don't go over the bump straight; you go over downways. Take you on long an angle over the bump as you can with the tow you've got, but don't make so much that you slip your boggy over. In about 90 degrees out of 90, you'll find that you can angle over real nice.

If and when you decided one that you gotta go over straight, you can use another tank or M74 to hold your tow back, or use a towbar line on a hitch truck, check the ground tank with legs, or use a heavy rope stretched on a tree. You don't have to hold back the tow when it's on the grade—just when it goes over the bump. Take it easy.



IT TAKES THE HOLE TO
GET INTO IT.



FOR SAFETY AND TO STOP
THE CAR FROM GOING
OVER THE SIDE OF THE
HOLE.



FOR THE CAR TO GET
BACK TO HOLD BACK THE WHEEL
FROM GOING OVER THE
SIDE OF THE HOLE.



The hole switches gas from engine
brings trouble into his back.



For the 1961, the 1962 and
the 1963, the hole is in the
center of the wheel.



The hole in the 1961, the 1962 and
the 1963 is in the center of the
wheel. The hole is in the
center of the wheel.

MM's gun hangs low? That'll give ya a fit—



If you're not using the old good tank compasses and pointers knee betwe'n 'em, stick their gun into the side of the tank or other objects while traversing. They just naturally climb down the danger point before they slow 'er around.

However, just in case of a scrape in the thick of things, your MM has an elevating mechanism which automatically lifts the gun when it is covered over the rear deck. The system consists of rear cam and switch combination mounted in series with a valve operated by a solenoid. One combination is found on the ballcock drive and the other is on the slip ring box.

The switch on the ballcock drive determines **when** the gun will elevate. It goes low unless when the gun

is gun all heated up when the gun approaches the rear deck and starts ready to go low—soon until the gun is over of the obstruction area.



goes below the interference spring. The cam and switch on the slip ring box determines **where** the gun will elevate.

The **ballcock** switch here is to be closed at the same time before anything happens. In the only case the solenoid lift operates is when the gun is depressed below the interference spring and is sent up over the rear deck. Now, huh?

To keep the system operating as it should, adjust her now and then, especially after dragging in over rough terrain.

ELEVATOR

ICE SKATING RING

- 1** **REMOVE**
THE TOP OF THE
ICE SKATING RING
AND PLACE THE
ICE SKATING RING
ON THE ICE.



- 2** **WITH** THE
RING ON THE
ICE, PLACE THE
ICE SKATING RING
ON THE ICE.



- 3** **WITH** THE
RING ON THE
ICE, PLACE THE
ICE SKATING RING
ON THE ICE.



- 4** **WITH** THE
RING ON THE
ICE, PLACE THE
ICE SKATING RING
ON THE ICE.



- 5** **REMOVE**
THE TOP OF THE
ICE SKATING RING
AND PLACE THE
ICE SKATING RING
ON THE ICE.



- 6** **WITH** THE
RING ON THE
ICE, PLACE THE
ICE SKATING RING
ON THE ICE.



- 7** **REMOVE**
THE TOP OF THE
ICE SKATING RING
AND PLACE THE
ICE SKATING RING
ON THE ICE.



- 8** **WITH** THE
RING ON THE
ICE, PLACE THE
ICE SKATING RING
ON THE ICE.



- 9** **REMOVE**
THE TOP OF THE
ICE SKATING RING
AND PLACE THE
ICE SKATING RING
ON THE ICE.



- 10** **WITH** THE
RING ON THE
ICE, PLACE THE
ICE SKATING RING
ON THE ICE.



- 11** **REMOVE**
THE TOP OF THE
ICE SKATING RING
AND PLACE THE
ICE SKATING RING
ON THE ICE.



- 12** **WITH** THE
RING ON THE
ICE, PLACE THE
ICE SKATING RING
ON THE ICE.



It's a pretty neat little trick. But it doesn't really take the place of the old beam when it comes to manipulating these concepts.

SPRAG
FAILURE

EPIDEMIC



Dear Half-Mast,

Some days when there's a job to be done on the 1-ton track sprag units, priority for epidemics of them are looking in front-wheel drive, or just breaking up—especially on the M1 tank tractors.

Aside from normal wear and jamming due to improper directional shifts, we can't seem to put our finger on what's causing the failures. Can you give us any tips that'll help us prevent these nasty breakdowns?

M. J.

Dear Mr. M. J.,

Here's a few tips we well know come that could be your trouble.

The earlier models of M1's had transfer case shift-levers of the same length. This caused trouble because when they were disengaged it was a bet they'd be put back on wrong.

With those levers switched, the springs would work backwards. To prevent this, most units would mark the line and being. Later models came out with one line longer so's you couldn't get 'em switched.

The 5-ton flat tracks have had some sprag troubles—caused by backing the track line the five hours and putting it with the gear shift in reverse until the feet fell out. The spring, of course, remained in the reverse position. Come a

day with the driver jumped into the track, started the engine and pulled out like a hot-out-of-bath, with his spring still in reverse position. Why? He didn't allow enough time to build up air pressure to shift the case and throw the spring line forward. Of course you're supposed to get that air pressure built up anyway so you'll have trouble.

This could also happen on M1's track tractors, especially when you back a unit into a loading platform and pull out a couple of hours later without building up enough air pressure to shift the spring to forward.

Could also happen when you back a tractor under a unit and lose air when you back up the air lines or lose air when you break the lines to pull from under the unit—if he you've spaced it.

To beat this down to specific points—make dog-gone sure your drivers always return their shift to neutral when stopping and have the right air pressure in their tanks before pulling out. You'll see the tips on this in a change to TM 9-437. It'll tell you all about making for the air pressure to build up before starting your track.

Half-Mast

JOE DOPE

SETTING UP AND MAINTAINING
AN ORGANIZATIONAL REPAIR PARTS
SUPPLY ROOM ON TRUCK



WELL, I'M
NOT
SURE

LOOKS LIKE
MAYBE I
WANT
A
REPAIR
ROOM
SOMEONE
WANT
SOMEONE
WANT
SOMEONE
WANT

AM
SADDAP
THE
JOB
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SOMEONE
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SOMEONE
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WELL, I'M
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REPAIR
ROOM
SOMEONE
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SOMEONE
WANT
SOMEONE
WANT

THE SUPPLY ROOM IN GARRISON

LETTERS... FIRST
OF ALL WE NEED
A BATTERY... BATTERY...
... AN' BATTERY...



1. ENSURE CHARGED BATTERY

TO KEEP
BATTERY... BATTERY...
BATTERY...



2. FIVE BATTERY

TO GET THE BATTERY
BATTERY... BATTERY...
BATTERY...



3. LOCATOR AND INVENTORY FORM 9-71

TO GET THE BATTERY
BATTERY... BATTERY...
BATTERY...

- ...Records your items and weights
- ...Tells you where to put's stored
- ...How many you have to stock
- ...When to replenish and how
many to ask for

ANY MORE
BATTERY... BATTERY...



2 YOU NEED DEPARTMENT OF THE ARMY SUPPLY MANUALS

FOR DEPARTMENT DEPARTMENT PARTS FOR THE UNIT.



3 HAVE SAAS

TO IDENTIFY UNRECORDED PARTS, I WANT TO BE ABLE TO SEARCH IN MY OWN PRIVATE RECORDS.



Start out by checking Supply Manuals. Make a list of them and be sure you're notified to check.

This info'll tell you the size and type of your tank load ... and what kind of storage space to figure on.

If you're already out and out operating on the "loads according to demand" basis, your load of parts may increase or decrease. You'll have to adjust your tank space accordingly. Use PD Register "24 for Dept. of "stock according to demand".

DOES ANYONE I WANT TO KNOW ABOUT THE DEPARTMENT OF THE ARMY SUPPLY MANUALS?



WELL, YOU KNOW, I WANT TO KNOW ABOUT THE DEPARTMENT OF THE ARMY SUPPLY MANUALS.





Dope Sheet



WE HAVE THE WORLD'S BEST EQ



The men who fight...
...The planes that fly!
Depend on the men
Who provide and supply.

**KEEP IT
READY...**

EQUIPMENT... *Take care of it*

HERE'S A GENERAL IDEAL OF A SUPPLY ROOM SET-UP.

ANY SIZE ROOM'S OK... AS LONG AS IT'S YOURS YOURS YOURS!



IDENTIFICATION



ALL WAREHOUSE
SPACE... AND THE
LITTLE... SHOULD
A...
CALLING NAME



LETTER EACH CABINET

NUMBER EACH BIN
OR DRAWER

IN THE CABINET, YOUR TO-DO LISTING NOW, DON'T USE EXCESSIVE PROPLANE SPACE, YOU CAN SAVE YOUR OWN NEURONS. . . .

THIS TYPE OF HOME-BASE STORAGE IS GREAT FOR GARAGES... BUT TOO BUSY FOR A FAST MOVE.

KEEP PARTS FROM THE BUSY FOR THE ROAD.

HEAVY ITEMS ON BOTTOM SHELF FOR SAFETY.



MORE PRACTICAL DIVISION FOR ROAD AND EASY TRANSFER TO SUPPLY TRUCK.

OLD CRAFTS CLEANED AND STACKED.



RANDOM BOXES

MISCELLANEOUS BOXES

USE SMALL BOARDS FOR THE BOTTOM HALF TO MAKE WEIGHTS WON'T BE OUT WHEN TRUCKS BOILING.

TAKE EACH SUB-DIVISION WITH A SMALL LETTER.



IN SOME CASES, USE DRAWERS AND THE 2nd or 3rd, some as use 2 and 3rd, 10 and 11.

... A GREAT OPTION FOR THE TRUCKS FROM BOTTOM AND BOTTOM SHELF.

THE SUPPLY TRUCK

HOW
LITTLE KNOWLEDGE
FIELD OPERATIONS!
HERE YOU GO!
A BUNCH OF SUPPLY TRUCKS
FROM THE DMR
SOCIETY!



YOU MAY HAVE
TO USE MORE
THAN ONE
SUPPLY TRUCK

BUT, LACK OF SMALL ITEMS, SUPPLY
ITEMS, SUPPLY BOXES (ETC.) IN
YOUR SUPPLY TRUCK



SUPPLY TRUCK PARTS, TOOLS IN
YOUR TRUCK. OF AN... CA
ON YOUR OWN. BEYOND TO USE THE



ON-VEHICLE PARTS, DON'T GO
TO THE VEHICLE IT BELONGS TO



PROOF OF THE PARTS IN OUR EYE AND
 CABINETS. THE USE OF THESE APPROVED COLORED
 THE PROOFERS AND TO KEEP PARTS FROM MIXING UP



JUST AS IF A
 PROOFER. OR
 YOU HAVE TO TAKE
 ADVANTAGE OF
 THESE LETTERS AND
 COLORS TO BE
 ABLE TO IDENTIFY
 LETTERS THAT ARE
 IDENTICAL TO THE
 OTHERS. AND TO
 KEEP THEM FROM
 MIXING UP.



GET YOUR
MONEY BACK
EASIER AND
FASTER...
SO YOU'LL
KNOW WHERE
YOUR CASH
WENT AND
BE ABLE
TO TRACK
THE MONEY.

GET A CHECK CASHED FOR HALF THE COST OF BANK
CASH. THAT'S WHAT THE BANK IS FOR.

TO GET THE CHECK CASHED AND CASHED, YOU NEED HAVE THE CHECK SENT IN TO
BANK YOU WANT OUT OF. AT THE BANK CASHING COMPANY, WE HANDLE YOUR CHECK
RIGHT AT YOUR FRONT DOOR, REGARDLESS OF WHERE YOUR CHECK IS CASHED. AND, BECAUSE
THAT'S HOW YOU SHOULD HAVE CHECKS CASHED, WE DON'T TAKE OUR OWNERSHIP AND CONTROL
AWAY FROM YOU BY RESOUNDING YOUR CHECK.



That's the worst
situation
I can imagine
with my check.
I can't cash it
anywhere else.
I'm stuck with
it in the bank.

EXCHANGE BY BANK S.P.
(LA. FORM 404)

USE BANK
CASHING COMPANIES
YOU USED IN
GASTON...



OF COURSE YOU'LL ALSO USE YOUR DIRECT EXCHANGE...



AND WHETHER YOU OPERATE BY GARRISON OR BY THE
 FIVE... BRIDGE BUILDING, KEEP THESE POINTS IN MIND...

YOU SHOULD ALWAYS RETURN
 PARTS IN THEIR ORIGINAL
 CONTAINERS.
 THIS WILL KEEP
 THEM CLEAN
 AND EASY
 TO IDENTIFY.



AND PARTS MUST BE CLEAN
 AND TAGS



ENTER AMOUNT OF PARTS YOU RECEIVE OR
 ISSUED ON PROPER STOCK CARDS



COMBINE! WILL
 LOWER NEW TAGS

THE SPACE YOU
 RECEIVE FOR A
 PART SHOULD BE LABEL
 ENOUGH TO
 HOLD THE
 COMPLETE
 STOCK OR
 TAG TAGS...



KEEP ORIGINAL TAGS IN
 WELL PROTECTED
 PLACE...



IF YOU ARE WORKING IN SUPPLY YOU CAN KEEP
 PARTS SEPARATED TO EACH INTEREST BY ONE
 NUMBER... PARTS IN TAGS FOR YOU



DEVICE SOME BRG FOR BRG PARTS

MAKE DISPLAY BOARD FOR ONE-SIDED TEAL.

...MOST IMPORTANT OF ALL—IDENTIFY SPACE YOU PUT PART IN.

FACE FOR TEAL TOO LARGE FOR SHELF.

AND KEEP YOUR REGISTRATION ON THESE TEALS IN A BOX ON PACKAGING SAMPLES.

NO ROOM IN TRUCK ... SEE ALL IN A BOX FOR TEALS AND REGISTRY IN THE TRUCK.

WE DON'T HEARD THEM IN TEAL

"OH, I FOUND 'EM!"

ARE YOU SURE, BOSS?

...DON'T YOU HEAR, BOSS?

...DON'T HEAR 'EM—WUFF SAID 'EM.

ARE YOU SURE, BOSS?

GET
HALF-MAST
MEMBER'S

100-1000

100-1000



VEHICLE SEATING CAPACITY

Dear Half-Mast,

Can you give me any exact figures for the personnel capacities of Army vehicles? I have found that the seating manuals do not agree as to how many men make a safe load.

Wags (L. R. C.)

Dear Sgt D. R. S.,

You're right, the manuals do give conflicting figures for the safe load of men in the different medical trucks. There's a TB working out to work the

matter and will publish the figure of 20 linear inches of space per man. These medical trucks will be loaded like they're shown in the picture.

And be sure, this is only you in AB-20-15, that way men can carry in a dump truck are seated completely inside the truck, and that you have positive links on the dump controls.



TRUCK BATTERY AIN'

Dear Half-Man,

Our sleep schedule suits most Acute a month. That's not only time our Marine vehicles get a workout, it's not enough for their batteries—they run out down and we're got the problem of changing them up again.

Would you recommend removing all batteries and leaving them near charging apparatus during meetings? I don't believe the meetings they could be quickly recharged—then charged if need be.

M. F. S.

Dear M. F. S.,

That's OK as a last resort—if you've got the battery storage facilities for the job. But in most cases, taking the batteries out of the vehicles isn't necessary.

First—a fully charged battery will discharge in about four months. So, if your batteries are constantly running down between meets, you probably have a hardwired slow leak somewhere in your electrical system. To eliminate this type of drain, other than feeding the shoes and fixing it, disconnect the battery's ground strap when your meet.



Incidentally, you can remove the strap without bothering to clip just by narrowing the single nut tying them together. Which'll save wear and tear on your battery posts.

Then every time you swap check their specific gravity. When it goes below 1.231, take it off the vehicle and



charge it for at least 30 hours at no more than 7 amps. Or until the specific gravity rises to about 1.270 (or 80°F.). This way you'll only be pulling the batteries that need recharging.

See TR-God #83 for all the details on battery charge.

TR-God #83

NOAH CLUTCH STUP

Dear Half-Man,

How's about giving us a resolution on clutch and clutch linkage adjustment for the NOAH high-speed runner? There would be help.

WCFH S.

Dear WCFH S.,

All rightness! Here's the adjustment specified for:

Clutch-release finger. With clutch assembly installed in flywheel, the distance from top of the pressure plate screw to the six finger bottom

should measure 1 1/2 inches. All fingers gaps for the same distance within .010 inches.



Center drive-plate. Turn the three main drive-plate adjustment screws clockwise till they bottom lightly; then turn 'em back — four notches.



Clutch-pedal. Remove pin from clutch-ped and adjust screw to get 1-1/2 inches from-screw to the clutch-pedal, insert pin and tighten the bolt.



Clutch-brake. Adjust the drive-line brake application cable so that the brake applied when the clutch is fully disengaged and the pedal's at the end of its travel.



Howdy-Howdy

HOW TO TIGHTEN THEM

Dear Howdy-Howdy,

Every time we take a Tractor Tractor MTD in Ordinance we get giggled for having those torque rods. The 1/4-in drive socket set doesn't have a socket big enough to tighten it, in fact, there is no socket in the tool set No. 1 big enough. My impression is you only tighten or repair the equipment for which you have tools authorized, is that right?

FRANK A. J. B.



Dear WOLF A. J. B.,

You're right on both counts—there's no wrench in your tool set big enough to tighten those torque rods, and you only tighten or repair the equipment for which you have tools authorized.

One of those days you'll see something in black and white that'll tell you what tool you can use so it will show that part of your TBI that tells you to tighten those torque rods. Until it does come this, forget all your supposing Ordinance maintenance and you don't have the tool so something can be provided or instructions issued as to what to do.

Howdy-Howdy

ARMAMENT

To keep your piece firing right, you need—



CLEAN AMMO

Heavy fine-grained particles that can be about the diameter of a standard low-caliber rifle can be about what they shoot in you.

They slide like crazy on their wrapper—but when they pass through that guy, all they need from. What they don't know is that dirty ammo'll come up a gun faster's anything the wrapper may be leaving alone.

The round you're firing (from 20-cal. to 280mm) needs the same level care as the piece that fires it. Unlike your wrapper, the ammo is somebody else's worry about you fire it.



Let's say you throw a round in with a grain or two of sand on it. What happens?

The projectile goes spinning on its way, taking the sand with it—right through the barrel. Something's gotta give, and oddly enough, it's usually the meat.

That sand will put a scratch in the barrel every time. The scratch becomes what's called a "meat scar." The gas from each round you fire later grows away at the spot and you get a bigger scratch.

The barrel at that spot gets weaker and weaker. One time you stop in a round with a little oil, water or dirt on it and—*blam!* Scratch and gun and maybe half a crew.

Yeah, the more dirty rounds you fire the more meat scars the barrel's gonna have. And it's nip-and-tuck as to which one will blow first.

Ah, it'd never happen in a million years, you say.

Just ask somebody who's been around. It's just as likely to happen with your 280mm as it is with your carbine. Any time a round is fired

through a barrel with a smaller diameter than the round you've got a lot of pressure on the barrel. Whether the round goes on through, or whether the barrel bursts wide open depends on how strong the barrel is.

Here's a few pointers on keeping your ammo clean, your barrel strong and your pressure down:



1. Keep your ammo clean at all times—in storage, on the move and on the line.



2. If it gets dirty, wipe it with a clean, dry cloth the first chance you get. If nothing else, wipe each round before you shove it home.



3. Keep your ammunition ammo off the ground, or at least, keep the ground off your ammo. Keep an eye on it at all times and stop any foreign matter from accumulating. Don't let dry cleaner wiping your clips and bolts of ammo.



CLEAN AFTER BLENDS

Wiping the ammo in your magazine right after firing blanks is strictly verboten... unless you clean your pistol.

For one thing, the carbon from the blanks builds up in the barrel, leaving you wide open for a rupture. For an-



other, the blanks cause a ring of carbon and rust to form inside the chamber,

keeping the live rounds from seating just right. This not only has an unhappy effect on your disposition, but it plays lark with your forefinger.

So clean your barrel immediately after firing blanks. You'll have much more fun on the war zone when you've got a good clean piece.

MUD IN YOUR EYE?

Some of the outside seals on the MHA tank perforator aren't as water-tight as they could be. Particularly on seals with O-Rings serial numbers below 5011. A new type seal was developed with that number.

If you're getting mud and oil down in your synchro, here's what you can do:



Remember, the—do not use heavy synchro pressure. Force it on, don't shove it in.

THE BOOM BROOM

Dear Mr. K&S:

Before MFG (and D&B's) was applied to our T69 gun mount (72-mm gun) we had trouble with the wedge double lifting the receptacle bar on the rear leg. The MFG took care of that by moving the bar, but now the bar gets in the way when we put the mount into firing position. What gives? Did somebody put up legs?

Sgt. J. S. B.

Dear Sgt. J. S. B.:

Somebody put that bracket back too high or too low on the leg's side, and was working in figure 3 of the MFG. And believe me, that's an easy mistake to make. About the only time the side is in the right position for the MFG is when the leg is in the rearing position. (The MFG told you about that.)



If the work was done with the leg in that position, the bracket was probably put on wrong. It may have looked right then, but when the leg was attached for traveling, the side moved and threw your bracket off the beam.

Tell the Ordnance and have 'em put it on right—while the mount's ready for travel.

Handwritten signature: J. S. B.

Right Truck Vehicles...

WHAT'S NEW IN NUMBERS...



Here's a rundown on the Mustangs for the components of your M41, M41A1, or M42 vehicle. The old number is in parentheses.

	M41, M41A1 (M41) (M42)	M41 (M41A1) (M42) (M42A1)
	ARMY CONNECTING RODS	ARMY (M41A1)
	ARMY PISTON	ARMY (M41)
	ARMY VALVE	ARMY (M41)
	ARMY VALVE	ARMY (M41)
	ARMY VALVE	ARMY (M41)
	ARMY VALVE	ARMY (M41)
	ARMY VALVE (M41A1)	ARMY (M41)
	ARMY VALVE (M41A1)	ARMY (M41)
	ARMY VALVE (M41A1)	ARMY (M41)
	ARMY VALVE (M41A1)	ARMY (M41)
	ARMY VALVE (M41A1)	ARMY (M41)
	ARMY VALVE (M41A1)	ARMY (M41)
	ARMY VALVE (M41A1)	ARMY (M41)
	ARMY VALVE (M41A1)	ARMY (M41)
ARMY VALVE (M41A1)	ARMY (M41)	
	ARMY CONNECTING RODS	ARMY (M41A1)
	ARMY PISTON	ARMY (M41A1)
	ARMY VALVE	ARMY (M41A1)
	ARMY VALVE	ARMY (M41A1)
	ARMY VALVE	ARMY (M41A1)
	ARMY VALVE	ARMY (M41A1)
	ARMY VALVE (M42)	ARMY (M41A1)
	ARMY VALVE (M42)	ARMY (M41A1)
	ARMY VALVE (M42)	ARMY (M41A1)
	ARMY VALVE (M42)	ARMY (M41A1)
	ARMY VALVE (M42)	ARMY (M41A1)
	ARMY VALVE (M42)	ARMY (M41A1)
	ARMY VALVE (M42)	ARMY (M41A1)
	ARMY VALVE (M42)	ARMY (M41A1)



SCOOOP is the official publication of the National Association of State Fire Marshals. It is published quarterly and contains a wealth of information on fire investigation, fire prevention, and fire insurance. It is a must-read for all fire marshals and fire investigators.

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DANGER... CARBON TET

Hold off on cleaning bearings and other things with carbon tetrachloride. Its vapors are dangerous to you and other guys around you.

And while you're at it, cross out that item from No. 3, page 8, in *PM Magazine* Issue 22, which talks about using carbon tet. That step in cleaning bearings can be left out anyway because the other steps in cleaning do a real good job.

ENGINEERS



WELL OILED

Dear Sgt. Dwyer,

I've noticed that on all Engineer equipment, especially Caterpillar, there is an excessive amount of oil put in all engines. Every time we change oil on our D7, we always put in from 1 to 2 quarts over the full mark. That sure like a lot of waste. The equipment's got dipsticks, so why not use them?

SFC B. H. A.



Dear SFC B. H. A.,

That's a good well-oiled, Sergeant. As for your D7, LD 4-5088 tells you to put in 23 quarts of oil when you fill the crankcase—no more, no less. It's something but waste is when you give more than. When you overfill the crankcase, the engine'll lose power and be short on breathing space and room for expansion forcing

The waste oil will end up being blown out the exhaust vent — Then you've got a messy engine.



You can't go wrong by going by the book. When you check the oil with the engine running, it'll register a little under the full mark. That's nothing to worry about, 'cause you've got oil not circulating in the system. When you shut off the engine, check 'n' again, and change oil. You'll find the oil right up to the full level.

Sgt. Dwyer

KEEP IT CLEAN

"Keep It Clean" is one slogan that never grows old without increasing use. Shop operators and group-organized mechanics can't be too sure of the importance of the constant battle against the dirt oil.

tain. This is especially true on older hydraulic systems. Don't give the hydraulic pumps, valves and cylinders — the same way it does on other parts of your engine's equipment.

When you do maintenance on any part of a hydraulic system, keep an eye peeled for that troublesome character named L. M. Dirt. Plus your maintenance job so that dirt won't stand a chance of creeping into the system. You've got to have clean tools and parts when you do use a hydraulic system.

Cautious in working with hydraulic systems is just like mauling you with a royal flush in a three-poker game . . . you can't lose it.

HERE'S A HOT LINE

Here's a hot line you can well do without. It's one of the leads from the corresponding to the control panel on the Holbert off-cycle generator. Some of the units in various areas have been having trouble with this lead touching against the exhaust pipe and burning it off.

Naturally, that'd never happen, but



when some of the men were packed at the depot for various assignments, a long wire found down behind this wire. The guy packing the car probably figured that'd be a good way of holding the bag in place. His intentions were good, but as a result the wire was forced over against the manifold and didn't return to its original position when the bag was removed.

Thus, when the air was started up, the wire burned in one, grounded out, and caused difficulty with the control system. Also, when the wire burned in one, the compressor wouldn't start.

This might be a good thing to remember—especially if you're doing any unpacking of generator sets at various points. It'll only take a second to put that wire back in its original position, and it's sure to save you a little headache.

<p>ROUND UP W. W. RORER, JR. A WESTERN HISTORY</p>	<p>1957, 200 pp., cloth, \$3.95. This book is a history of the American West, covering the period from the first exploration to the present. It is written by W. W. Rorer, Jr., a well-known author and historian. The book is illustrated with numerous photographs and maps. It is a comprehensive and readable history of the West, suitable for both young and old readers.</p>	<p>1957, 200 pp., cloth, \$3.95. This book is a history of the American West, covering the period from the first exploration to the present. It is written by W. W. Rorer, Jr., a well-known author and historian. The book is illustrated with numerous photographs and maps. It is a comprehensive and readable history of the West, suitable for both young and old readers.</p>
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PUT YOUR CONFIDENCE IN AN AIR COMPRESSOR

Get a compressor broken into by the hood, installed and reassembled by the right rules and you've got yourself a constant place of equipment that's well on its way to delivering trouble-free service till it's retired to the heap.

The initial cost, as well as the regular maintenance required, may vary with the size and kind of air compressor in question. But, regardless of size and make, here, the engineer or manufacturer's maintenance manual which comes with the compressor is the best guide to follow in giving such and it's just due from the very beginning.

Here is a few maintenance rules that'll help you get out and into operation the longer—in good working order.



First and foremost give careful attention to the filling station. Here for the water and before you do much or tighten a nut.



Check new compressor. Anything damaged or broken must be repaired immediately. Don't let your new pump. You may be entitled to new replacement.



After you have finished your work, be sure to check the oil level in the crankcase. If it is low, add oil. Also, check the air filter. If it is dirty, clean it or replace it. Finally, check the pressure in the tires. If they are low, inflate them to the proper level.



Wash the exterior of the compressor's air storage. Cleaned or removed for this cleaning job can then be replaced in a compressor's structure.

IN FOR KEEPS.

A compressor's working motor must not be operated over the recommended limit—usually 30 seconds.



Before starting any job, make sure the compressor has a full charge. It is good working order and in its appointed spot.



Remember to always inspect before checking the safety valves. An operator is a trouble spot is not well tested at factory. . . . Don't monkey with it. It could be very costly should an safety valve get accidentally damaged or plugged and full combustion tank pressure is they should.



Keep alert for unusual sounds and smells during operation. Make necessary checks for leaks by the tank. Correct leaks immediately if possible, otherwise report them to the right people.



When you return from operation, always wash the engine off, and never leave the hose in contact with metal hot tank. Electrical sparks in the neighborhood can mix with gas vapors and make trouble worse together.



Swamp it below that while still is working, you'll never get it back again, which is time. Also, that you'll probably observe any special maintenance instructions labeled on your compressor.

CONTRIBUTIONS



COVER YOUR CAR



SHORT SHORTS

Dear Editor,

Here's a little idea I use to get tight oil-line difficult joints—a handle sprayer with a small hose attached.

Age 50, O'N



(Ed Note—Good idea if you don't have the double sprayer. Otherwise you can just slip the small hose over the end of your pistol whip or spray oil can.)

PROTECT YOUR GASKETS

Dear Editor,

These disk support gaskets on the inside of the acquisition cabinet (M-100 fire-control system) really take a beating when the screen is removed or replaced. They melt on the rubber and get the L men out of 'em. Here's how we gaskets 'em:

We take off the end screen and loose one of our small men up with one screw the disk supports away from the cabinet. We tighten 'em back up the same way when we replace the cabinet.

A. Shuman

Fort Belvoir, Mo.

(Ed Note—Great idea if you have a small man handy. Try putting some rubber patches on these gaskets the next time. It'll keep 'em from cracking.)



ACQUISITION TABLE

Dear Editor,

Here's a table we've reduced to be very handy for holding the frequency meter, milliammeter, etc., when we're working on the acquisition RF unit. It's made of 1/8-in. steel plate, 2 feet wide and 1 foot long. A piece of 1-in. pipe 4 inches long is welded in the center.

To use the table we just put on the lower shoulder heads and slip the pipe extension down into it. Then, we



pointed the table and pipe and finished them with OD pins.

Wm. A. Brantley, Jr.
Bladesmith Forging Ground, Md.



Old Man—What that's a real wild table. If you could arrange up a piece of pipe and use a shoulder extension, you'd have about the same strength but a lot less weight.

WRENCH 14.010

Dear Editor,

The what-bleeding-out wrench that comes in the table is not fit for the M27 3/4-ton truck can save some beautiful blood. The long metal rod handle fits into the wrench head only enough, but it makes a lot of maneuvering and care to adjust your grip with every turn it's not so fit the handle or be stopped by the ground.

Here's how we used that handle better.

The fix: A round piece of scrap metal welded to the outside end of the wrench head. A 3/4-in. bolt-head welded to the center of the round piece to take a 3/4-in. socket wrench.

By adding extension to a socket wrench we have a handle for the nut corners that gives us turning room away from the handle and the ground and saves heated knuckles.

The Signal for Motor Pool (Ed. News-Tune statement of the wrench for the M27, 3/4-ton truck seems like the long way around and is not recommended. If you'd just move



the 3/4-in. turning double half-way down the wrench you'd have enough room to clear the handle and ground, plus have enough leverage for torque required.

FOOTPROOF TREE-PLAY

Dear Editor,

Wanted several folks check the clutch pedal foot-plate on their 5-cambers. They need a 1-1/4" folding rule for the job. They placed one end of the rule on the one board and ran the rule against the pedal shaft on the pedal post.

This kind of measuring is inaccurate because you have to remember two figures, and that rule can run from another.

To get a new reading-order I suggest using a 1-1/4" rule. Place the 1-in. end of the rule on the pedal stop (ignition) which is attached to the pedal shaft. Push the pedal in until the two-play is all gone (depression-bearing contacts the release levers). The rule then should be 1-1/4" to 1-1/2" inches over the hole in the one board. This same method can be used on other models.



W.C. D. W. Schmidt
Albion, Pa. Ford Ground, Pa.

Old Man—To get a new reading, measurements should be made like in T.R. 5-57, Fig. 44 and change 1. Another way is to—



and you'll get the true pedal play.

James Dale's SALES



Buy, there—

You with the M42's. Didn't you read "Real Blue Fleek" on page 18 of PS '20? Keep hearing guys're goodin'—not flackin'—but Blue every day like it says. Let's water collect in the chain-value line, fopasa, lead the line for separate the boys from the steel being, spill gas in the ball. Watch that stuff, huh? Wants work on the rear burner? You'll use the word on this in the next edition of the M42.

Anybody seen Rube?

Ever heard the story of the prince named Rube,
who checked his horse's and dented the tube?
The dirt held the next round family
in place,
And away went the lumber, like a jet-propelled egg.
It ran the dirt with a terrific roar,
Ain't much of Rube around any more.

No hayrack, huh?

The guys around the maffers on your tank is no place for hayrack. In normal operation these maffers should get hot enough to set off most anything

that'll burn. Keep 'em close of sticks and you'll avoid unshaded fires.

Some gotta go

Good idea to keep a dill-hat in your boot when it's on the accelerator of that median tank. Cops giving the teeth too hot don't help the life of the oil-water-fun dill-hat. Easy does it, boy?

So there you are

Handling the list of sins you may have committed on special equipment is scowling around with oil-water gear when you know you're not supposed to. Be sure your ambition to be an operator is better with fence and such. Give Customs a call and have it to them. They've got the tools that're needed—and the tooth.

Watch that screw

Some guys'll never learn, it seems like. They're the ones who forget to get in that special striped grounds knowledge instead of regular ball screw when buying oil-like granules. For a string on your finger, it need be, to remind you to use that special screw for these oil-like granules. Regular ball screw 'll blow that granule up—right in your face.



EVER HEAR THE ONE ABOUT PAT AND MIKE ?

ONE DAY PAT AND MIKE WERE TWO REARMS



PAT WROTE TO P.S. MAGAZINE ABOUT A PROBLEM FINDING A WIGGING MASHIE



HE ALSO INCLUDED A TIP ON HOW TO FIX A SLIPPING SHAF



MEANWHILE, MIKE WAS TRYING TO ASK ABOUT A SLIPPING SHAF, ALSO INCLUDED A TIP ON HOW TO FIX A WIGGING MASHIE

BOTH TIPS MADE THE NEXT ISSUE OF P.S.



... HOP... YOU GUESSED IT, BOTH READ THE TIPS IN P.S.... SOLVED THEIR PROBLEMS AND GOT THAT STUFF THEY WERE SEARCHING FOR.



TAKE ANOTHER TIP FROM PAT AND MIKE... SEND YOUR GOOD IDEAS TO SGT HALF MAST OR SGT DOZER, PS MAGAZINE, RARITAN ARSENAL, METUCHEN, N. J.