

Issue 51

PS

1956 Series

THE PREVENTIVE MAINTENANCE MONTH

1957

January



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Who's Responsible?

You hear it all the time: "Who's responsible?" In lots of cases, it's right hard to pin down, but not so when it comes to Preventive Maintenance.

Frank, the **Who's Responsible** for Preventive Maintenance is right there in black-and-white—in AR 750-0 (21 Apr 58). Just read down to parts I and II.



In a nutshell, it says that commanding officers (and you—yes, you!) have got to see that their men carry out Preventive Maintenance procedures and instructions right. They've got to make sure each man is trained in how to do his Preventive Maintenance job. And, they've got to give their men suggestions to get their jobs done right.

As to **Who's Responsible** for actually doing the job? That's easy . . . that's you, the man who operates, uses or wears Army equipment. And you mechanics and armorer who have special tools and the know-how for doing the maintenance-related work. You're the man who gets the job done—and done right—in your equipment, your own unit and the whole Army will be ready if and when the time comes.

"That," you say, "for the obvious, I'm responsible."
Exactly right.

PS

THE PREVENTIVE MAINTENANCE MONTHLY

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PS needs your ideas and contributions, and is glad to answer your questions. Just write to: Sgt Mail-Mail, PS, 10700 Central Expressway, Fort Belvoir, Illinois, and address an SPO to a recipient.

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M48 TANK TURRET TABOOS

BUT DO YOU KNOW WHAT NOT TO DO?

3. **STAY OUT OF THE TURRET'S PATH.** A TURRET OPERATOR IS ALWAYS IN THE TURRET. DON'T GO INTO THE TURRET WITHOUT HIS PERMISSION. DON'T GO INTO THE TURRET WITHOUT HIS PERMISSION. DON'T GO INTO THE TURRET WITHOUT HIS PERMISSION.

4. **NO WEAPONS!** DON'T BRING WEAPONS INTO THE TURRET. DON'T BRING WEAPONS INTO THE TURRET. DON'T BRING WEAPONS INTO THE TURRET.



TRAVELING?

Leaving the turret leader out of travel lock slowly kills your turret's main gun. The lock on the front end of the range finder will keep it held in steady, keep it from swinging free, changing about and changing your sights.



LOCK IT--

SPLINES NOT LINED?



Using force to insert the splined gear shaft which holds the turret machine gun (MG) mount to the commander's console. This shaft fits into a soft brass bushing, and the splines on the bushing tend to wear if damaged. If you don't line up all splines with force on the gear shaft, take your time make your time...

WRONG 'O'?



Setting the range dialer (R-2) on the only all-aluminum alloy 'O' gate in base-dragging. The range dialer on this dialer will have two aluminum base—white space a lot of aluminum on it when they're at the right 'O'. To get things straight, turn the range dialer counter-clockwise until it feels like there's a click. It's always at the right 'O'. After that's right and ready.

...the pump will be...
...the pump will be...
...the pump will be...



NOT CLEAR?



Turning the turret power switch ON without being able to see if all turrets are out from underneath the launch and... and... of the gun... turrets have been... which... the gun tube... when it's...
the top deck. Should your tube be... when the switch is... the gun... which can... under the launch, including... body's leg. If you can get... of your control handles... when the switch is flipped.)

TURRET MOVING?



Turning the turret power switch ON while the turret is still moving or... the controls in... 2-4-4... value.

DROOPY?



Allowing the base... to... the end of the gun tube when... it. This'll... the... the... inside of the... when... or... the... keep... parallel with the... line of the gun tube.

GO STRAIGHT—



...the... after the... has been... the... the... like you'd...
the way the... after the key has been completely... the... the... like you'd...
the way the... after the key has been completely... the... the... like you'd...
the way the... after the key has been completely... the... the... like you'd...

LOCK UP?



Turning the gun... lock... when the... all... A... lock... is... way to get... by a...
Could... get... with... the... to be... around... of the...-like... the... of...
DOWN, BOY—



Using the emergency... hand... as a... follows. This pump gets its... from the... of the... and if... has... in... there, the pump'll... the... system. (On those... which don't have a... in the... that... the... can be... by... the turret power switch... and... in... the... only if you have...
NO EMERGENCY?

NO GO—



Using the... a... to... Good... way to... out of... right, and... back... and...
NO EMERGENCY?

Always try to make sure that the breach block is in place (shown) after the breach block is inserted. Make sure it's seated in the breach ring.

STOP OFF?



If the stop is left off (shown), the block might slip out of the ring when the breech is opened. Whoa! Whoa! Look—no feet!



TO THE REAR —

DON'T RAISE IT...



Raising the breech block from the top of the breech ring. It's no easier than via the bottom route—and it makes for lugging up your range ladder. Stick to the way the manual tells you—the bottom gun. 4-204 D, C3, 2 Oct 59.

LOWER IT!



CLOSED?



Failing to leave the accumulator shut off (shown) after you've closed the breech is to close off the gases at about the height of the lower ring—this is the only manually operated valve in the turret. It isolates the accumulator from the rest of the elevation system—and you'll have no elevation alteration if the valve's closed.

OPEN UP —



DO NOT ATTEMPT TO OPEN THE BREECH AT AN ANGLE TO THE VERTICAL OR TO THE HORIZONTAL.

EAGER BEAVER?



Dragging the handle too long. It won't take too long to 20 seconds, but all it'll do is waste your time. Don't do it.

NO SWEEP?



Trying to manually unlock "unlatching" commander's gun. Not enough manual—no lock left. The only way to make sure the commander's side of the turret lock chain will break.

CRUSHER?



Crushing the control handle (shown) in your effort to raise it. A light that can touch does the best job... "DON'T RAISE IT!"

PULSEISE!

Using pulse traverse as elevation when another engine is running. The turret motor pulls enough gas to drain your batteries fast. It's a capable of pulling out 200 amps, which is plenty to handle your turret (especially there's no other big electrical load on the system at the time. Likewise with your main engine generator—if you've got the 200-amp type, but some 400-amp type for the 100-amp engine generator—which is long life enough to handle that load on its own.





ON YOUR M1 (MODEL 30) COMMANDER'S CUPOLA...

KEEP THOSE

Locks there's been some confusion about a couple cupola locks on the M1M1 lock.

Trouble comes when somebody starts mistaking the interlock gear assembly for a travel lock. These look

like pin locks for the right foot of the cupola in there for just one purpose: to allow the cupola with the turret—so that the cupola sight and machine gun line-of-sight are parallel to the Wotan gun line-of-fire. It's just not sturdy enough to travel lock duty. Damages the pin in a hurry.

The only forward travel lock on the M1 (Model 30) commander's cupola is a friction lock. It's located left from it, it's the plastic's job to hold the cupola snug while the turret's moving. (Just, of course, release for free movement.)

So, to align the cupola with the Wotan gun, you first set the interlock pin. It stays in its hole in the cupola ring gear when you leave the handle.) Then you can apply the friction lock for travel.

If sometimes you find the friction lock won't hold the cupola in place when the turret's on the move, it likely needs adjustment.



LOCKS STRAIGHT



Adjust the friction lock—by moving the handle over.



Use your left hand to move the handle up.



If the handle won't go up without you rotating a screw, loosen the top nut and lock off the adjusting nut by 1/2.



Tighten the top nut and adjust steps 1, 2 and 3—tilt the handle up to travel to the locked position without straining.

HERE'S HOW:



Move the friction lock handle up so far as it will go in the locked position.



With a 1/2" or more, lower the top nut and adjust the lock.



Tighten the top nut to travel to the right to prevent.

HOW'S YOUR SLACK?

Get a range finder in your shell tent? Then here's about a split lock or the electrical tent tent (No. 80P3477) that connects at the back of it.

Others have plenty of slack in your tenting there, or it'll get torn loose from its attachment—needs when you're heading it over.

Why to check the slack is to move the handle through its full range of elevation and depression. If the handle practices tight at either extreme, loosen the electrical clips that hold it in place. Then pull off probably slack toward the range finder and elevate and depress again to make sure you've got plenty slack, that is. Then tighten the clips. (Circle 647)



See
Lock
a
range
finder

SNO SHIM SHAM

You may need Shim



Check the compensating after mounting set-up on your M&M truck lately? He? How about giving it a quick look right now. The bolts that hold the latter wheel spindle flange to the ball may be loose.

These bolts are there to hold the spindle flange tight against the ball — so as to prevent free movement of the spindle pilot in the ball bore. A loose spindle not only gets you skewed bolts, it also leads to elongation of the pilot bore on your boggy because crowned in the rough. (Which can mean real trouble and a big repair job.)

Here's how to keep this from happening to you

First, keep these bolts tight. Inspect them for loosening every week (at the B service)—with and without M&M #17-1044-02 from your standard selection Ford Set #1, Supplemental.

Loose bolts mean a loose-riding pilot. When y'find 'em loose, tighten your truck's power tension (FR2-7612), then back off loose bolts until both heads are clear of the spindle flange. The weight and tension of the track will pull the top and front portion of the spindle assembly away from the ball—and show the amount of free play between the spindle pilot and pilot hole.

Here's how to make a better gage between the ball and pilot flange. A gap of .001 inch or less is OK — just get those bolts tight. To do this, y'take off the front rollers, disconnect your track, remove the latter ones, and put the torque on the bolts—400 foot pounds is what they need. Use wrench of J4-3615 (B) inch, open to drive, 400 foot pounds capacity.

But — a gap of more than .001 needs attention from Chubbuck. Javelin has the trouble, and they'll take care of your mount . . . either within 24 hrs. gap's between .001 and .002 or a repair (wrenching) job, if the gap's over .002.

You'll find more dope on this subject in TB 8-7012-1.



TRACK SHOES



In ordering track items for your track loader, you'll need different stock numbers for various tracks, track sections, track strips, track shoes, etc.

That'll mean lots of notes. To simplify the supply set-up on machine-type track, these items of interest are being listed down to just one track number you'll usually encounter with — and that's the number you'll find for the single track shoe.

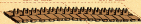
That's the number to use for all future requisitions.

But here's the big pinch. You'll be able to get track shoes only in multiples of eight. You know . . . 8, 16, 24, 32, etc. Which means the lower single shoe quantities you'll be able to get at one time is eight. The "unit of issue" is eight. This wrap will apply to all tracks except the rubber band type.



UNIT OF ISSUE

UNIT OF ISSUE



UNIT OF ISSUE

So — you can save a lot of confusion by taking care to specify the exact number of single shoe assemblies you want. And — again — that number must be in multiples of eight. OK?

For more useful data on tracks in general, be sure to look over a copy of TB-Dev 562 (attached).

Connie Rodd's

COMMERCIAL ARTIST

WOW!
YOU'VE MADE
THIS AT
HOMES!
YOU!

WOW!
YOU'VE
MADE IT!

Spotlight wire armor

Like us just a couple minutes to good use around your MMSO cargo structure? After a few rides of the track, you'll have a rubber spotlight cord that won't stop out because of binding against the spot where it goes into the reel.

The step-by-step is given like this:

1. Remove the lead from the spotlight handle and cover the wire ring lead about 1 1/2" from the beginning of the handle.



2. Unwrap 1/2" of your rubbering wire. Cut this to size. REMOVE around the end—about 1/2" from the beginning of the handle.



3. Carefully, making sure a few of the spring ribs go inside the handle—then before the fit. The end of the spring should be on one side of the work in the handle... the ring ring is fitted.



Now that you've applied the fix, what do you have? Well... the ring hardware from the spotlight grip keeps the cord from winding all the way into the reel. This means you have enough cord left over to mount the spotlight in its bracket without putting extra loads on the wiring in the handle. The spring ring also keeps the cord from rubbing against the reel under rotation because some slack has been provided.

The second ring keeps the wire in the handle in a set position.

What...we doed?



Word's been getting around that a lot of doinks are missing from vehicles, storage boxes and the like. The doinks, or parts of 'em, come off and washing is done about it.

But all is not lost. Get a 1 lb. metal nut from your nearest vehicle component tool box. Or requisition a 1 lb. nut from Quartermaster under EAM 7810-00-10045. You might even get a QM, Post Engineer or Post-Commander man to cut you a nut/wrench just the right way.

There ain't always the possibility of painting on the information without a screw to drive you the way. Course ... it'll take a jar with a steady hand.

Where'd it go?



Hold on a minute, doink. Don't throw away that copy of TM 9-804 (Sept 88) on the M19 Jeep, even though you got the manual that superseded it—TM 9-802 (Jan 81).

There's a variation of TM 9-802 you'd better fit and pass in TM 9-801, right next to para 111. It has to do with screw-ting the Gears all they, and you'll find

it on page 95 and 96, para 12 c to e. This steps into in TM 9-802.

The steps turn up a before operation, fitment and 1,000 mile maintenance service for the filter. It makes up this way:



STEP 1—Turn the handle on top of the filter a few times to let all the junk drop down.



STEP 2—Remove the drain plug from the bottom of the filter's base and let all the junk drain.



STEP 3—Remove the filter and cut down the filter to replace several years.

A honey problem

It could get a lot of guys down. They're logging air horns on their GM-41 and GM-49 2 1/2-ton series trucks, and yet their DeL T's say they're supposed to have electric horns only.

Well, the jump on that is your GM-41 series trucks are concerned in that all trucks with serial number 112098 or under should have an air horn (POW 11 (10-71)-43864). If the serial number's above this, you take an electric horn (POW 11 (10-71)-44111).

As far as the GM-49 series trucks, they all should have air horns.



This stuff will show up in the next revisions to your SM's. Until they come out, why not make a notation in your SM, so the next man will know.

Finger feel it

Does your steering hydraulic reservoir or steering gear rest on your GM-44 3-ton trucks have the rest? Do you find oil leaking out those steering "rests," despite all the fuss about new leak-proof, guaranteed-no-double-your-money-back oil seals?



If so, the trouble's probably lying with the way those things are being filled with oil. The secret of the whole thing is never fill them to the top. Fill the steering hydraulic reservoir only 3/4 full. Use LO 3-60101 next to note 5.



For your steering gear rest, leave about an inch air space between the filler hole and the top of the oil. To know when you've got an inch there, stick your middle finger (a close finger) in that hole up to the first joint—the tip of the finger should just be touching the top of the oil.

Light of your life



How odd there's some guys who had the lights switch on their Mustangs installed vertically as hard as they can get to a lower Mustang figure panel. Get away for yourself it, unless you understand it.

Any one of your Mustangs needed to have TM's will give you the full breakdown on how to operate this switch. And, if you have 90-91 heads, you'll find the full page page 1003. Makes handy dandy to have in the upper part of your cranium.

Not not anymore

Wood's been going around that some folks have been running into trouble with their 90/91 MCAI 4.4 gas. Some in the '90s have been using coolant that wasn't according to Honda.

Have you ever thought the reason the engine might be the reason for the being called 'Evaporator' was heavy labor on your the work.

You say you haven't put any heavy grease or oil there? Could be, could be, but maybe the folks that had his hands on that gas have you did do it with heavy grease or oil.

To keep from running into heavy labor trouble, how can that all around take on that being back normally. It's a general purpose lubricating oil (PL Special) 30W-40. You can get it by the ounce, quart or gallon from the Queenstown



Group. How can the Federal Stock Man. Here is my 91 50-51-5225. Just oblige some say you 91 50-527-1026, that oblige you say you 91 50-524-1025, I say you 91 50-51-1007, I say you

The Wiseman Mark Said: Sold He...

NO TOOLIE, NO FOOLIE



TOOL SET

GENERAL MECHANICS

Old Stock No. 81-T-3534-30

PSM 5180 754 0541

There are guys who know how to do things but can't because they have no tool. Just guys to show you that having the know-how isn't enough—tools and know-how go hand-in-hand.

That goes for the mechanic too—with our big General Mechanics' Tool Set he could be a fool.

Just as you mechanics can get any job done, go over this list of tools. You should have every one of them—your MCE says so.

500 pcs. including 14,
Over 100 lbs. 100 1000

Old Stock No.

PSM 5180 754 0541



500, 200000000, 14
100 1000, 100 1000

Old Stock No.

PSM 5180 754 0541



500, 200000000, 14
100 1000, 100 1000

Old Stock No.

PSM 5180 754 0541



HICK, TONGUE, STOOD,
less than 1/2 in. apart. 7/16
in. in diam. at 12 in.



ONE 1/2 IN. DIA.

FOR 1/2 IN. DIA. JOINT

HICK, TONGUE, STOOD,
2 1/2 in. apart, 1/2 in. x 7/16
in.



ONE 1/2 IN. DIA.

FOR 1/2 IN. DIA. JOINT

ONE, ONE HANDLE,
with 2' of cut 1/4 in. dia.
1 in.



ONE 1/2 IN. DIA.

FOR 1/2 IN. DIA. JOINT

ONE, ONE HANDLE,
with 2' of cut 1/4 in. dia.
1 in.



ONE 1/2 IN. DIA.

FOR 1/2 IN. DIA. JOINT

ONE 1/2 in. dia. right, w/
2' top, 5 in. diam., 2 1/2
in.



ONE 1/2 IN. DIA.

FOR 1/2 IN. DIA. JOINT

EXTENSION, SCREW
DRIVER, 1/2 in. dia. handle,
2 1/2 in. x 1/2 in. x 1/2 in.



ONE 1/2 IN. DIA.

FOR 1/2 IN. DIA. JOINT

EXTENSION, SCREW
DRIVER, 1/2 in. dia. handle,
2 1/2 in. x 1/2 in. x 1/2 in.



ONE 1/2 IN. DIA.

FOR 1/2 IN. DIA. JOINT

HICK, TONGUE, STOOD,
less than 1/2 in. apart.



ONE 1/2 IN. DIA.

FOR 1/2 IN. DIA. JOINT

HICK, TONGUE, STOOD,
less than 1/2 in. apart.



ONE 1/2 IN. DIA.

FOR 1/2 IN. DIA. JOINT

HICK, TONGUE, STOOD,
less than 1/2 in. apart.



ONE 1/2 IN. DIA.

HICK, TONGUE, STOOD,
less than 1/2 in. apart.



ONE 1/2 IN. DIA.

FOR 1/2 IN. DIA. JOINT

HANDS, 1/2 in. dia.
handle, ball joint, w/
1/2 in.



ONE 1/2 IN. DIA.

FOR 1/2 IN. DIA. JOINT

HANDS, 1/2 in. dia.
handle, ball joint, w/
1/2 in.



ONE 1/2 IN. DIA.

FOR 1/2 IN. DIA. JOINT

HANDLE, FULL WOOD
1/2 in. dia. x 1/2 in. x 1/2 in.



ONE 1/2 IN. DIA.

FOR 1/2 IN. DIA. JOINT

HANDLE, FULL WOOD
w/ cut, 1 in. diam. at
base grip



ONE 1/2 IN. DIA.

FOR 1/2 IN. DIA. JOINT

HANDLE, SCREW
DRIVER, 1/2 in. dia. handle,
2 1/2 in. x 1/2 in. x 1/2 in.



ONE 1/2 IN. DIA.

FOR 1/2 IN. DIA. JOINT



WRENCH, 1/2 (SOCKET)

WRENCH: 1/2 in. to 1 in. openings, 7 1/2 in. lg.

NO. 418-100

FOR 1/2-1/2-7/8



WRENCH, 1/2 (SOCKET)

WRENCH: 1/2 in. to 1 in. openings, 12 in. lg.

NO. 418-100-100

FOR 1/2-1/2-1 1/4



WRENCH, 1/2 (SOCKET)

WRENCH: 1/2 in. to 1 in. openings

NO. 418-100-100-100



LOCK, pad, combination mechanism, 100 combinations, 1 1/2 in. dia., 1 1/2 in. high, 1 1/2 in. dia. lock, 1 1/2 in. dia. lock, 1 1/2 in. dia. lock



NO. 418-100-100-100-100

PLIERS, slip joint, 10 in. long, 1 1/2 in. wide, 1 1/2 in. wide, 1 1/2 in. wide



NO. 418-100-100

PLIERS, slip joint, 10 in. long, 1 1/2 in. wide, 1 1/2 in. wide, 1 1/2 in. wide



NO. 418-100-100-100

FOR 1/2-1/2-1 1/4

PLIERS, straight, 10 in. long, 1 1/2 in. wide, 1 1/2 in. wide, 1 1/2 in. wide



NO. 418-100-100-100

FOR 1/2-1/2-1 1/4

PLIERS, straight, 10 in. long, 1 1/2 in. wide, 1 1/2 in. wide, 1 1/2 in. wide



NO. 418-100-100-100

FOR 1/2-1/2-1 1/4

PLIERS, straight, 10 in. long, 1 1/2 in. wide, 1 1/2 in. wide, 1 1/2 in. wide



NO. 418-100-100-100

FOR 1/2-1/2-1 1/4

PLIERS, straight, 10 in. long, 1 1/2 in. wide, 1 1/2 in. wide, 1 1/2 in. wide



NO. 418-100-100-100

FOR 1/2-1/2-1 1/4

PLIERS, straight, 10 in. long, 1 1/2 in. wide, 1 1/2 in. wide, 1 1/2 in. wide



NO. 418-100-100-100

FOR 1/2-1/2-1 1/4

PLIERS, straight, 10 in. long, 1 1/2 in. wide, 1 1/2 in. wide, 1 1/2 in. wide



NO. 418-100-100-100

FOR 1/2-1/2-1 1/4

WRENCH, 1/2 (SOCKET)

WRENCH: 1/2 in. to 1 in. openings, 12 in. lg.

NO. 418-100-100-100

FOR 1/2-1/2-1 1/4



WRENCH, 1/2 (SOCKET)

WRENCH: 1/2 in. to 1 in. openings, 12 in. lg.

NO. 418-100-100-100

FOR 1/2-1/2-1 1/4



WRENCH, 1/2 (SOCKET)

WRENCH: 1/2 in. to 1 in. openings, 12 in. lg.

NO. 418-100-100-100

FOR 1/2-1/2-1 1/4



SCREWDRIVER, PHILIPPS POINT 3/16 IN. DIA., 7 1/2 IN. L



SKU 41-2100

FOR DESCRIPTION

SCREWDRIVER, PHILIPPS POINT 3/16 IN. DIA., 9 IN. L



SKU 41-2100

SCREWDRIVER, PHILIPPS POINT 3/16 IN. DIA., 9 IN. L



SKU 41-2100

SCREWDRIVER, PHILIPPS POINT 3/16 IN. DIA., 9 IN. L



SKU 41-2100

SCREWDRIVER, PHILIPPS POINT 3/16 IN. DIA., 9 IN. L



SKU 41-2100

SCISSORS, METAL, CUTTING EDGES, 7 1/2 IN. L



SKU 41-2100



SCISSOR, METAL, CUTTING EDGES, 7 1/2 IN. L, 1/4 IN. WIDE X 1/4 IN. DEEP



SCISSOR, METAL, CUTTING EDGES, 7 1/2 IN. L, 1/4 IN. WIDE X 1/4 IN. DEEP

SCISSOR, METAL, CUTTING EDGES, 7 1/2 IN. L, 1/4 IN. WIDE X 1/4 IN. DEEP

SCISSOR, METAL, CUTTING EDGES, 7 1/2 IN. L, 1/4 IN. WIDE X 1/4 IN. DEEP

SCISSOR, METAL, CUTTING EDGES, 7 1/2 IN. L, 1/4 IN. WIDE X 1/4 IN. DEEP

SCISSOR, METAL, CUTTING EDGES, 7 1/2 IN. L, 1/4 IN. WIDE X 1/4 IN. DEEP

SCISSOR, METAL, CUTTING EDGES, 7 1/2 IN. L, 1/4 IN. WIDE X 1/4 IN. DEEP

SCISSOR, METAL, CUTTING EDGES, 7 1/2 IN. L, 1/4 IN. WIDE X 1/4 IN. DEEP

SCISSOR, METAL, CUTTING EDGES, 7 1/2 IN. L, 1/4 IN. WIDE X 1/4 IN. DEEP

SCISSOR, METAL, CUTTING EDGES, 7 1/2 IN. L, 1/4 IN. WIDE X 1/4 IN. DEEP

SCISSOR, METAL, CUTTING EDGES, 7 1/2 IN. L, 1/4 IN. WIDE X 1/4 IN. DEEP

SCISSOR, METAL, CUTTING EDGES, 7 1/2 IN. L, 1/4 IN. WIDE X 1/4 IN. DEEP

SCISSOR, METAL, CUTTING EDGES, 7 1/2 IN. L, 1/4 IN. WIDE X 1/4 IN. DEEP

FOR DESCRIPTION

FOR DESCRIPTION

FOR DESCRIPTION

FOR DESCRIPTION

FOR DESCRIPTION

FOR DESCRIPTION

FOR DESCRIPTION

FOR DESCRIPTION

FOR DESCRIPTION

FOR DESCRIPTION

FOR DESCRIPTION

FOR DESCRIPTION

FOR DESCRIPTION

FOR DESCRIPTION

FOR DESCRIPTION

FOR DESCRIPTION

SCISSOR, METAL, CUTTING EDGES, 7 1/2 IN. L, 1/4 IN. WIDE X 1/4 IN. DEEP



SCISSOR, METAL, CUTTING EDGES, 7 1/2 IN. L, 1/4 IN. WIDE X 1/4 IN. DEEP

SCISSOR, METAL, CUTTING EDGES, 7 1/2 IN. L, 1/4 IN. WIDE X 1/4 IN. DEEP



SKU 41-2100

FOR DESCRIPTION

SCISSOR, METAL, CUTTING EDGES, 7 1/2 IN. L, 1/4 IN. WIDE X 1/4 IN. DEEP



SKU 41-2100

FOR DESCRIPTION

WRENCH, BOX 6/16-32,
17 pt, steel case, P_2
and P_3 in range



SKU 419-020

FOR 340-01000

WRENCH, BOX 6/16-32,
17 pt, P_2 and P_3 in
range



SKU 419-020

FOR 340-01000

WRENCH, BOX 6/16-32,
17 pt, P_2 and P_3 in
range



SKU 419-020

FOR 340-01000

WRENCH, BOX 6/16-32,
17 pt, steel, closed, offset
45 deg, 60 pt of length
 P_2 and P_3 in



SKU 419-020

FOR 340-01000

WRENCH, OPEN END,
300D 12" length, offset
5, P_2 and P_3 in range



SKU 419-020

FOR 340-01000

WRENCH, OPEN END,
300D 12" length, offset
5, P_2 and P_3 in range



SKU 419-020-05

FOR 340-01000

WRENCH, OPEN END,
300D 12" length, offset
5, P_2 and P_3 in range



SKU 419-020-05

FOR 340-01000

WRENCH SET, 1000,
100 and 1000 and 1000 and
offset 45deg, 60 pt,
steel, offset, range 5 to
10, set of 12 wrenches,
is hexagonal, 100
and 1000 and 1000
included below



SKU 419-020-10

FOR 340-01000

1 ROLL, 100, 1000,
1000 or 1000, 1000,
100, 100 of pieces 10



SKU 419-020

FOR 340-01000



1 WRENCH, OPEN END,
300D 12" length, offset
5, 12" length, 1000

SKU 419-020-05 5, 10
SKU 419-020-05 10, 15
SKU 419-020-05 15, 20
SKU 419-020-05 20, 25
SKU 419-020-05 25, 30
SKU 419-020-05 30, 35
SKU 419-020-05 35, 40
SKU 419-020-05 40, 45
SKU 419-020-05 45, 50
SKU 419-020-05 50, 55
SKU 419-020-05 55, 60
SKU 419-020-05 60, 65
SKU 419-020-05 65, 70
SKU 419-020-05 70, 75
SKU 419-020-05 75, 80
SKU 419-020-05 80, 85
SKU 419-020-05 85, 90
SKU 419-020-05 90, 95
SKU 419-020-05 95, 100

FOR 340-01000
FOR 340-01000
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FOR 340-01000
FOR 340-01000



YES HANDLING ARTSUNT

WELCOME TO THE PLANET OF THE FUTURE

WELL, I'M NOT SURE I CAN HANDLE THIS

WELL, I'M NOT SURE I CAN HANDLE THIS

WELL, I'M NOT SURE I CAN HANDLE THIS

WELL, I'M NOT SURE I CAN HANDLE THIS

WELL, I'M NOT SURE I CAN HANDLE THIS

WELL, I'M NOT SURE I CAN HANDLE THIS

WELL, I'M NOT SURE I CAN HANDLE THIS



... and don't stack them up. Stacking just takes up space and reduces their collection intensity. To keep them in their segregated status and give them plenty of elbow room,



HOW TO CLEAN UP A CONTAMINATED AREA





YOU OUGHT TO GET WITH SOMEONE WHO'S GOT THE KNOWLEDGE TO GET THE JOB DONE.



YOU SAID YOU WERE THE ONLY ONE WHO COULD GET THE JOB DONE.



WELL, YOU'VE GOT TO BE THE ONLY ONE WHO CAN GET THE JOB DONE. I'VE GOT TO BE THE ONLY ONE WHO CAN GET THE JOB DONE.



Joe's Dope Sheet



Best get hip
to all tubes that're hot -
Give 'em all
the respect that you've got!
Then the scabbing fact.
That they **RADIOACT**
Cannot ever put you on the spot!

THESE ARE ALWAYS

HOT

DEL. FACTORY	DEL. STOCK NO.
401 001	101-70200
401 002	101-70201
7X 001	101-70202
7X 002	101-70203
401 004	101-70204
401 005	101-70205
401	101-70206
402	101-70207
402	101-70208
403	101-70209
403	101-70210
404	101-70211
404	101-70212
405	101-70213
405	101-70214
406	101-70215
406	101-70216
407	101-70217
407	101-70218
408	101-70219
408	101-70220
409	101-70221
409	101-70222
410	101-70223
410	101-70224



1001	1001	1001	1001
1002	1002	1002	1002
1003	1003	1003	1003
1004	1004	1004	1004
1005	1005	1005	1005
1006	1006	1006	1006
1007	1007	1007	1007
1008	1008	1008	1008
1009	1009	1009	1009
1010	1010	1010	1010
1011	1011	1011	1011
1012	1012	1012	1012
1013	1013	1013	1013
1014	1014	1014	1014
1015	1015	1015	1015
1016	1016	1016	1016
1017	1017	1017	1017
1018	1018	1018	1018
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1020	1020	1020	1020
1021	1021	1021	1021
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1095	1095	1095	1095
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1099	1099	1099	1099
1100	1100	1100	1100

WE HAVE THE WORLD'S BEST EQUIPMENT... *Take care of it*



USE ALL WASTE AND CLEANING SUPPLIES FOR PROPER DISPOSAL IN ONE WAY! ... THE WAY ...



Keep your CIO informed about any labels that are posted on like this. We'll receive instructions through channels from the Chemical Corps on how to dispose of this stuff and all defective or burned-out radioactive labels. Take a look at *W-Cor* 448 (27 July 56).

NEVER

BE TOUCHED BY THE HOT LINE BY BURNING IT ... THE ONLY SCENES CONTEMPLATED SHOULD BE FOR THE AIR ... WHICH DON'T HAVE MATERIALS FOR WASTE AND BURNING IT.



Just an ordinary
 razor-blade, which
 could have been
 used to cut the
 hair. That's a
 very common
 mistake. I
 should have
 mentioned that
 early on.



WASH THEM THOROUGHLY
 WITH SOAP AND WATER



AND RINSE WITH CLEAN
 WATER



OR ... if it's practical ... perhaps the
 contaminated tools along with the junk

There, **AS SOON**
 AND THIS IS THE
 TIME TO
 WASH YOUR
 HANDS
 WITH SOAP
 AND WATER



RIGHT AS SOON ... ON
 EITHER OF THE SIDES
 THE HANDS ARE NOT
 CONTAMINATED



WASH HANDS, AND BE
 GOOD ... WITH SOAP AND
 WATER ... ESPECIALLY
 BEFORE EATING, DRINKING
 OR SMOOKING ...



WASH YOUR
 HANDS
 WITH SOAP
 AND WATER
 BEFORE
 EATING
 DRINKING
 OR SMOOKING

WASH YOUR
 HANDS
 WITH SOAP
 AND WATER
 BEFORE
 EATING
 DRINKING
 OR SMOOKING



1 IMMEDIATELY ... STOP &
 TENDON'T
 IF THE WOUNDS IN SUCH
 A PLACE THAT'S PAINFUL





And, of course, you'll want to read all the news on Redemptive values in The Big 224 at 44¢ per copy, 30¢ per copy July 20.





SLOW DOWN—DANGER

Dear Half-Mast,

We had a bad accident here a few months back, involving our 400 3-ton wrecker. Although this was the first accident we've had with this duty, there were many more times that it came so close.

You see, I was out one night picking up a crew, on the way back to the shop, when your guy slammed right into the rear of the bus. There was a small light of him. The rear light on the wrecker's working because of a dead battery and, of course, the rear light on the wrecker were completely hidden by the bus.

There was quite a stink about this accident. We, naturally, got blamed for it, and it didn't do our public relations any good. And that's bad for a National Guard unit.

Well, my CO, some of our machine, maintenance and myself got together to try and figure out how we could avoid any more accidents of this sort. We came up with a scheme that other PD wrecker may be able to use.

We put a warning light (that faced No. G744-140077) on the cab of our

wrecker. The light's high enough so it can be seen past the front of the wrecker and over any bus by anyone coming up to back. We also use it in addition to a red signal flare, when we're stopped in the middle of a highway working. It tells anyone coming up—slow down if you want to live.



That warning light is the same light that's used on the left-front fender of the wrecker, and it's tapped into the same circuit—wire #103.

Our CO gave us the hearing on it. We feel that as long as that wrecker's being used on public highways, everything should be done to protect other people using the road. Although the addition of the light makes the addition one of the wrecker slightly higher, the CO feels that in this case, the safety of the people here outweighs it. Great job.

prevent them keeping that worker un-
der cover. And, it only takes a few min-
utes to take that light off and lower the
silhouette again.

Our CD used AR 100-10 gave let us
his authority to put on that light.

Cpt R. E. L.

Dear Cpl S. E. L.,

That sounds like a real fine solution
to your special problem. The design
boys are working on a fix to take care
of all those workers. In the meantime,
that AR you mention should work re-
solutely for a commander who has a
highway safety problem. The way to
reach the highway laws of your state
... and follow 'em.

Halley - McEnt

SCREW LOCKS



Dear Halley-McEnt,

The governor on my G140-114 are
read deeply working down from the can-
didates. If I've not earlier had experience
it, as every time something like this hap-
pens we have to take our words back
to Washington—just to fight in a few
years.

Can anything be done?

SPCL. O. W.

Dear SPCL. O. W.,

Just one.

Next time you take your truck back
to Delaware to have the governor on

pointed or rebuffed, have the guys doing
the job replace the plain aluminum
weather-stripped track No. G140-114 with
holding the governor mounting screws.
They'll put in No. 10 steel lock washers
(Dad track No. 10000-702062 L. 10M
1000-010-11800).



If they ask you where you got your
info, ask them to look at US Ord 575
CD Aug 74, which tells them to do
the job.

Halley - McEnt

MAKE YOUR OWN

Dear Halley-McEnt,

It's real your help if we've gonna
keep the wheels on our MM-41 trac-
tors in running order.

RPD Ord G140-114 has been ap-
plied to the wheels. And, as you know,
the RPD says to use a modification kit
(Dad track No. G140-114) on the
front and rear wheels of the MM and
MM-41 tractors. The kit provides the
wheels with a dog chain that prevents
accidental release of the wheel load.

That's all well and good. Now ...
 supporting the shore pins in the slack
 maps. How do we get another one?
 The pins aren't listed anywhere.

L. G. M. O.

Dear Lt. G. M. O.,

The screw head of these shore pins
 breaking-as fast as when only one
 pin is at a time is used. But, since you
 never know when one of the pins is
 going to give, you must be sure to know
 about getting a new one.

The only place, anywhere, that which
 come in the modification kit. Right
 now the pins in use in the supply system
 are a separate item.

Until it becomes an item of supply,
 you then has it to make your own shore
 pins. All you need is some 1/2 in. round
 steel stock. Make sure it's SAE 1015
 hot rolled (Stock No. 9418001011)
 or SAE 1018 cold rolled (Stock No.
 9418081009). That way you get
 metal that's just right for shoring
 when it has to.



Can the metal we get pins that
 are 1 1/2 in. long. File a smooth 45-deg-
 ree bevel all the way around each end.
 You're done when you drill a 1/2-in.
 center pin hole 1/2-in. from each end of
 the pin.

1 1/2" - 17 1/2" - 1/2" dia.

CHECKING ARTILLERY GAGES



Dear Staff-Sgt.,

I'm in a National Guard unit and
 we have service gages and master gages
 for our artillery. When can I send these
 gages to have them checked?

C. F. O. L. J.

Dear Mr. L. L. J.,

Artillery service pressure gages used
 by the troops are used for accuracy by
 their Ordnance maintenance companies.
 They check them against a master gage.
 This master gage is in the 200-lb. gage
 testing unit which is loaned to the Ordnance
 support companies for making
 these units CTR ORD 172 units show all
 about it.

In, only the master gages need be
 checked for accuracy at least once a year
 but more often if necessary. They're to
 be sent to Ordnance Arsenal, Boston, Cal-
 ifornia, or to Rock Island Arsenal, Rock
 Island, Illinois.

1 1/2" - 17 1/2" - 1/2" dia.

ARMAMENT



BYE, BYE DUCKS



Would you believe it?

Some guys don't practice what they preached about handling ammo—especially when they accidentally damage it.

Damaged ammo is put in the weapons and the guy gets a reprimand or a punitive leave. At best, nobody gets hurt.

But that's not the end of the story. The postmarkbook belonging to the man with the whippersnapper attitude is hard hit—sometimes to the tune of many thousands of dollars.

What happens is that a report saying the ammo was defective gets sent in without mentioning a word about the way the ammo was accidentally damaged before put on the plane.

The Ordnance people are left holding the bundle and may be forced to destroy an entire batch of ammo because they don't want to make a chance on a bad batch of ammunition being in the field. That's where you start talking in big figures.

These granddads will be grounded if Ordnance is told all the facts about why the ammo didn't act right. It's best, though, to treat the ammo with care. That way . . . weapons never-for-gone.



SAVE FACE WITH HEADSPACE

Headspacing troubles with the Model 202 machine get us still causing some headaches and weapon breaks.

Could be that some gunners haven't been reading the detail attached to the receiver top-plate on the gun. That's the one which tells you to look up. Go it to FM 21-61 for correct headspacing.

Maybe you've run into other trouble because of a missing detail or the wrong one to start with.

That's all water under the dam now because even the detail that mentions the change to the FM is outdated. There's a new FM 21-61 on the market and it's the one for you. It's dated Day 55 and includes step-given in all the changes to the old FM. Even has pictures on headspacing.

OK... so you know all about the how's of headspacing. What about the when's?

Different story, you say. Well... keep these four points in mind and you'll have the when's down pat.



1. When the gun is assembled



2. When firing



3. When the barrel or any part of the receiver is replaced



4. Any time you're not sure the headspace is right

YOU CAN TAKE IT WITH YOU!

"A bird in the hand is worth two in the bush." So true, 'tis true. What's else you go to do with the point of eggs? It's just this, if you're going to the range, make sure you take all the guns and tools you're going to need with your machine gun, mortar, howitzer, launcher or whatever-ya-want.

Now G&L Tool T's for your weapon'll give you a list of the things you'll need and their stock numbers. So before you drive off, run a check on the items you're going to take so you'll have that wrench, or spring, or pin, in your hand when it's needed instead of back in supply.





OUTFOX

OLD MAN WINTER

Old Man Winter is right here, and the boys employ have fixed their solution with fur. Which means that the M/T33 FCS is in line for some special care for handling weather operation.

Course, there's some things you've got to put on your gloves before going outside. Like being careful with rubber, metal and plastic when the mercury's back way down.

These materials won't stand up the way they do in normal temperatures. They crack or break in temperatures below zero.

CABLES

Freeze-ups, cable cables. Here's what you've got to do . . . or how to avoid something bad happening.

1. Put some kerosene in the connectors of cables when temperatures in below freezing.



2. Pull a cable in the middle and at low ends to string, creating a big bend.
3. Get kinks from a cable.
4. Don't tie a cable without a cable reel.

220V INFLATION RESISTOR TUBES

The tubes used in the low-voltage power supplies have to be warmed up before operating 'em in the cold. Specifically when the power supply is carrying a big load, because then one of the tubes could go flakey trying to carry the whole load.

WARM 'EM UP LIKE THIS:

1. After checking Radio Power switch to ON, open the upper cabinet compartment door of the rubber cabinet and leave it open for 30 minutes. What happens? The unit air circulates by the



ventilation blower gear on the top of the cabinet instead of down across the power supplies. Let's the tubes heat up faster.

2. In the lower center compartment of the rubber cabinet do this: put a piece of cardboard or something similar over the front of the remaining body of both 150 or 200 volt power supplies. This prevents the blower from moving air



through the hole in front and the blower will push the heat PFLA over there to warm them. Works, if that air flow is blocked the tubes heat up faster. Leave this cardboard in place for the first 15 or 20 minutes after starting the Radio Power switch ON.

Now this means temporary dampers before turning Low Voltage switch ON.

And this never think a cold 200A tube is got it in the Mercury right against the grid and close a filament.

ANTENNAE

Remove the insulation and work on areas manually before operating in



below-freezing weather. There's to break her loose if she's frozen stiff. If you try to run a frozen antenna, a drive motor could burn out.

PERSONNEL ARE HEATED

Every day after operation drains the gasoline Coleman bowl of the heater. Keep the fuel line from freezing.

For more pointers on how equipment was in below-zero weather and extensive cold maintenance procedures, see TM 9-1835.





SOFTEN 'EM UP

Overigger jacks on the Coastal Launcher KM27 (Type II) need a monthly cleaning and a dose of G&H (G&H-14934), or else they go south on you.

The jacks need to be taken apart (like it says in para. 79 of your Maintenance Manual on the KM27 launcher) and the jack screw, inner sleeve and the middle sleeve given a good scrubbing with Thinner, mineral spirits (FS TT-T-291). If any of the parts show excessive wear or damage you'll need to ask for replacement parts, but if everything's OK, just jack the parts with G&H and reassemble the jack.

A change resulting from this new loading case is the addition of jack spacers (jack screw, inner sleeve and middle sleeve, plus attaching pins) to the next version of Ord T 391L T-48.

If you need any of these parts, in the meantime, check with your supporting Ordnance unit. Your authority is Leroy, (ORDTAM-NMP-312.) (1 Mar 56) Subj: Lubrication, Overigger Jacks Coastal KM27 Type II Launcher, Reference Manual, Haverhill, 43.



Remember Nike I Submarine Beaters...

NEW TOOL...EASIER JOB

Remember Nike I goldmine warblers from the missile body is tough because of the right T_{10} in Atlas head screws.

A fellow can't get at 'em with screw-driver-type Atlas wrench. An offset-type Atlas wrench is needed to level them and tighten them back. But there's not much space for swinging it, and it takes a heavy blow to get those right bits out and pop 'em on.

No trouble, though, with this dual-purpose prybar. Make the Seattle think screw-driver-type Atlas wrench above and the job's a lot easier and better.



CORPORAL Signal Generators

SO LONG FOR A WHILE



When the wife goes home to mother, the generator can get a little tough while she's away. But things smooth out when she comes back.

Same deal with the Kalite Model 80 generator in the Corporal system. It's time some of 'em went back to mother concerning the manufacturer.

Modifications are needed on these generators, according to Redstone Arsenal letter 400113. You may not get a replacement item when you turn yours in because there's not enough to make a complete outfit. The quality you get yours in the house the generator will work when you get them back.

Of course, the deal is taken care of by

the area commander. In the 24, turn your generator over to your Ordnance officer if it has one of these serial numbers.

2	3	27	27	34	40	47	52	59	63	72
3	4	22	28	33	41	48	54	60	66	76
4	10	11	20	27	42	49	55	61	69	77
5	15	16	23	28	44	50	56	62	71	79
6	20	24	25	29	44	51	58	63	74	

Some guys hold back from turning in their generators because they don't get a replacement to take its place. They're wrong. Even though you don't get an exchange item, your generator needs those modifications to get and keep her in tip-top shape.



QUARTERMASTER

Tipsy Load Smash

A forklift that does any kind of hoisting and workin' takes an overhead guard — or any safety-man will tell you. Without some type of protective overhead part of the load could slip off and land on you during a boom sway or a jerky stop.

*Don't a guard be
any type of jolter road*



Any time you drive one of the other kinds of forklift trucks that doesn't have a steady-track guard, you best suggest that it be rigged with a reasonable shield-type.

The size and shape of a protective device on the type of truck you have. But for any good guard all don't needed is some reasonable sway control, a welder with a true hand and a bit of skillin'.

Of course, it should be big enough to cover the space over the operator's compartment. It's got to be reasonable so it won't interfere when work's needed on the mast, lifting or lifting mechanism.

And if you use a cover on the guard for wet weather be sure you can see through it—don't use canvas.

Slantwise Does It



Dear Council:

How do you carry frames, you, maintenance clerks on your truck? It's too long for the bed of a 17½-ton, and it takes on the outside of the truck. Can you help me?

Er. D. R. M.

Dear Mr. D. R. M.,

Shouldn't be too much event in finding a way to carry that frame. It's 115 inches long when filled for transport. Your 17½-ton truck beds range in length from 144 inches to 200 inches and 61½ inches to 80 inches in width.

Just load the frame on the diagonal and you've got it loaded. This way it'll fit in the slantest truck bed.

Council



Materials Handlers

Anybody who wants to know all about handling material can get a lot of good out of "Storage And Materials Handling" (Linn 44).

It sets up rules and regulations for material handlers in all branches of service—aircraft and otherwise.

The book is primarily designed to help outfit concerned with training a big group of material handlers. It even sets up an on-the-job-training course for M-H operators which graduates licensed operators—but it's also got ideas that'll help anybody in the material handling and storage end of the business.



CHEMICAL

THE RIGHT WAY TO KEEP A COOL SMOKER



1 Most cool/smoke generators must run up between 40 and 70 gallons of fog oil or kerosene. There's danger of engine overheating. That's why you're getting a new exhaust fan right



2 Each of these exhaust will give you a big smoke screen on a foggy day, but don't let the exhaust fan do the job. Instead, use the fog oil that works in the engine exhaust.



3 In the fog oil engine there the engine valve and the fuel valve shut on its way to the fuel tank. It also seals the combustion chamber and the engine-fuel-fog assembly. And it takes a minimum of 40 gallons of fuel passing from the engine towards to keep the fuel under control.



4 The minimum fog oil intake recommended for these engines is 10 gallons. If you're having your engine done to use about 10 gallons of fuel, you shouldn't see the very engine overheating problem.



5 Here's why you've gone to the fish market looking for a new fish. You've bought engine overheating comes sweeping off the engine into the fog. A filtered fog oil will filter fog off the fuel. This means you don't have to be too much and work under burning.



6 To get a good fog oil filter, you need to get a good fog oil filter. This means you don't have to be too much and work under burning.



7 It's also very important to make sure that all the fogging balls are in place. If any of 'em are missing, you can get replacements any time you call. Machine, 100-100-1000. Don't use the balls that are in the engine/fog or replacement. They're too long.



8 From 1000 balls after lighting of the balls, you'll get no other fuel to be your thing. Remove the engine tube, carefully work at straightening out the fogging, and install a new engine tube. 100-100-1000 or the new fogging guide 100-100-1000.



9 And the fogging balls should be well tested with oil and compressed. 100-100-1000, 100-100-1000 or 100-100-1000, 100-100-1000 before they're installed.



10 Another important thing for these balls is the fuel intake. To provide top operating performance the generator should be run in a minimum of 100 gallons of fuel or 1000 balls.



11 With these things in mind, you'll get it to be done in a matter of minutes. So don't be too much and work under burning.





TOO MUCH... TOO BAD

If you've got a Chrysler Model B 200 or F 200 pump mounted on your fire truck, look no more! It seems that the labor-saving "loading on the pump clutch" is giving you more trouble instead of less. Yep, "in on. The clutch fails to disengage as fast as you think.

The clutch's located in a place that's easy to get to, so it always gets a dose or two of grease when a man's lubing the equipment. The LO's up on greasing lubing a dose of grease annually—and away does the equipment's lubed!

Too much lubing for this lubing pushes grease into the clutch and damages the steel clutch disc. That means costly repairs that could've been eliminated.

Some of the boys have replaced the grease fitting with a pipe plug. Then, on the side of the clutch housing, they've made a connection with white paint saying "Lube Annually." That might be all right on a flat surface. But, better yet, use the LO when you lube your equipment and follow its closely. That's what it's for. It's LO 3-2045 for the F200 and TM 3-2044 for the F200.



NO TWO-WAY STRETCH BUT...

HERE'S REAL SUPPORT



Dear Sgt. Duggan,

I've thought you'd like to know about the sturdy support we've been getting from our Engineer Field Maintenance Company. When our unit has a job maintenance's job coming up on a piece of equipment that's not a standard item, we send the shop boys a work order.

The shop does the work under its control sheet as "P", which is the name we use. Then they get parts to do the job. When they finally have the parts on hand, they call the machine in and do the work. This eliminates a long standby wait of about three weeks for parts. It sure is a big help to us in getting our jobs done and keeping our equipment rolling.

Sgt. M.
P. Bragg, N. C.

Dear Sgt. J. O.,

Thanks for that bit of info. It's no wonder why you wanted your letters re-addressed. With those work orders the "in. Yep, that'll work OK—just as long as the equipment won't be damaged by operating it while waiting for repair. And remember... it's no go on dead-line items. Using "P" on them would get reports to higher headquarters.

Sgt. Duggan

DOZER TO HALF-MAST



In case you've been wondering what such service is responsible for all M113 Dozer maintenance, here's a chance to put your mind at ease. All you gotta do is grab up a copy of OR 700-110-1, G2, dated 13 June 56. That "we will still shoulder the responsibility for their welfare but have transferred from the Corps of Engineers to the Ordnance Corps.



Here's hoping you Miller men have your eyes on the parallel element on the Rio model cupping compressor.

Some few have been letting these filter elements go working without a change. Let that happen and the days'll taper off on its operating efficiency.



When the pre-filter element gets clogged with dirt, there's nothing to stop the air going, so it increases wear on the drying system. This causes the air to heat, so because heated driers will not so soon absorb moisture any more. That you've got moisture being carried in the air stream in the winter. And that's no good.

Are there really troubles that be caused by neglecting the filter elements? If you've come, you'll stay ahead of the game and not be those troubles haunt you. On the subject of pre-filters, you can find some good steps in your

Shop Note Handbook No. 7, dated 21 Apr 55.



The handbook says you ought to inspect the pre-filters every three or six weeks. This is under normal operating conditions.

You'll have to keep a close tab on the amount of

oil going from the mechanical lubricants to the cylinders. If the mechanical lubricants in feeding more oil than is desired, you have to replace the filter element as often as every two weeks.



Here's a good thing to remember when you're inspecting the carburetor and wondering if it should be replaced. If the element is dirty or oil-soaked, **SHUT 'EM DOWN!** **STOP!**

When it comes to replacing the filter element, you'll need a couple of new gaskets, those the old ones won't do in the grooves. For the Model TML pre-drier element (Part No. 110-8476) they're carried on the Part No. 124-R-200.

When replacing the model 1000 pre-drier (Part No. 124-R-212), the new gaskets you'll need are listed under Part No. 124-R-207.

THE CARBURETOR
SPRINGS UP AT THE
MOUTH OF THE AIR
FRIGHTENED BY THE



CONTRIBUTIONS

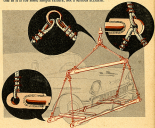
With the proper use of wrap pipe and angle iron, we can rig up a tow sling for any size vehicle.



TOW SLING

Dear Editor,

Here's a rig we have whipped up out of wrap pipe and angle iron to pick up small cars and other commercial-type vehicles with our 1952 wrecker. We support quite a few of the commercial-type vehicles, and most times when we have to pull one in it is for some simple failure, not a serious accident.



But with the new springs geared on the bumper, etc., we found that often we did more harm to the vehicle pulling it against the original trouble. Since we've built this bridge, or hook, or sling, whatever you want to call it, we haven't watched as much as a trailer in towing. Also, of course, it is better for the coil spring front ends to be carried with the weight of the car resting on the axles.

At your risk we loan the pictures, we have a frame and we pull or tow the crippled car into it. The frame has slings at the ends, which attach to a spreader bar above the hood. This spreader bar is then lifted by the crane of our MCL, and like the trailer frame out of the wrecked vehicle. We also have a set of adjustable straps, padded, which attach to the bumper of the wrecked car and to the standard member of the MCL. This bar provides the pulling force; and also, of course, prevents the car from restraining the wrecker-car's exhaust grille, you know.

We made the frame for hooked jobs so that we can tow it down for easier storage on the wrecker when not in use. A conservative estimate would be that this frame has saved us at least ten times its cost in one year.

**Ed Hazel H. Gardner
Joplin**

(Ed Hazel Gardner, who looks like a fellow who anybody who has to maintain many commercial-type vehicles, I can well believe that it has paid for itself many times over by preventing towing damage. The new commercial



vehicles just don't have places to hook onto 'em anymore. I wouldn't expect you to make part of the MCL's MCM, because most MCL's will never have to pull up a car, but if you want it, and if your Old Man approves it, for many, many other jobs, it and when they decide to buy a commercial-type wrecker with the automatic transmission, you can duplicate your sling under a little bit and use the photo below as a guide for the eye and to the eye. Since that's the most' dropping a show-shaft.)



STOP II—



Dear Editor,

The name of our M47 trailer tire grill cover assemblies have a step formed on the outside upper edge of each assembly. When the fire door sections open, this step catches it before the handle hits the framework and gets banged up. Saves a lot of handles and hands of guys who handle the handles.

Some M47's don't have the steps. But we find them simply in fabrication. All it takes is a dash of soap suds, plain and a little cutting and welding.

IPC, E. A.

Frank

(Old Note—Near In. Looks like a couple of head off an old drive sprocket might be an even simpler way to fill the bill —if I happen to find one in the salvage yard.)

SPLIT SEAM

Dear Editor,

As you know, the M48 Jeep has a two-piece hood—the two sides of the hood are welded together on their one piece. Well, we found that these hoods are breaking along the original weld.

To stop this, we welded a piece of metal 1 inch wide by 18-inches long underneath the hood across the seam. This makes the spot real solid. Maybe some of your PE readers can use this idea to keep their seam together.

W.C. Richard H. Quaranta
APO 111, New York, N. Y.



(Old Note—This is one for a QER. If you find that seam splitting, get one of us over as you can.)

134ET storage clamp

The 134ET lighting system with the Myrasuper is seldom used—ever—used, but that doesn't mean to know that in a box like Original has trimings. Take it out to perform preventive maintenance services like 14 P-241, Section XX says.

No wind

In spite of what you may've read on page 484 of TM P-6022 keep compressed air away from those wheel bearings. Read the caution on page 177. When you think you're doing those bearings a favor by blowing 'em dry, you may just be sending 'em to storage in about a week.

Lights out

You'd better hang on to light, head, service, and G21-776523 if you've got a 115-watt GP low-voltage 404 (P194). It won't refer to G240-P19488 light. Due to the size and location of mounting, the light and accessories fit the light guard and won't position right.

OK O-rings

Any machine with the O-rings in 1154, 1154-1154? Could be you're not getting in on something, installing and taking. The right way is to follow 1154-1154-1154. 1154-1154-1154. For OK O-rings, that's the method for you.

For clamp BCAs

BCAs G2-1154 and G2-1154 need an over-water (light) seal insulation on the water-proof seal of the 2-1154-1154, screws, washers, and junction boxes. Use Electrical Insulating compound grade (P194) G2-1154-1154 formerly P194 G2-1154-1154 as listed in G2 1154, 1154, 1154 for use in a region of G2 1154, 1154.

No strips wanted

You got strips dropping into your Fire Control 1154-1154, 1154-1154, 1154-1154 or 1154-1154? If so, there's a TB and that'll tell you how to keep the tools of these rollers from backing. The publication is TB 1154-1154-1154 Oct 15, and it tells you how to apply and maintain pocket material on these tools. Why not get yourself a copy?



ARE YOUR VEHICLES SUFFERING FROM

CHECKING POX?



WORDER BRAND
CAN'T CURE IT...

BUT YOU CAN

GIVE 'EM REAL SERVICE—NOT PENCIL SERVICE