

Mack GEARED FOR VICTORY





Victory is our aim

ONCE AGAIN, as in the troubled days of 1917, Mack takes its place in the front ranks of America's military might. Today, in more than a score of ways . . . with heavy-duty transport vehicles of unrivalled quality and precision . . . in production of important ordnance material . . . and in research development of specialized fighting units . . . Mack skill and resources are dedicated to the No. 1 job of achieving complete and final victory.

The illustrations on the following pages tell a story of real achievement, a graphic record of Mack's manifold contributions to the building of the finest and best-equipped fighting forces in the world.

It is a story rich in meaning . . . how Mack workers, engineers and management are today a priceless asset in America's all-out drive to win the great war in which we are now engaged.

THE ARMY HAS ALWAYS FOUND MACK A GOOD SOLDIER

MACK'S ASSOCIATION with the U. S. Army goes back as far as 1915 when Mack engineers co-operated with Army authorities in what were probably the first experiments in motorized movement of troops and field artillery. An old file reveals, for instance, that twenty-six years ago Mack engineers were even then experimenting with armored trucks, forerunners of the modern tanks which have revolutionized today's warfare.

In World War I, thousands of Mack trucks formed part of the mighty A. E. F. that finally turned the tide of victory. It is interesting to note that during the last war and for some time afterward Mack trucks were the Army standard in the 5-ton-and-over classification. In the lighter groups, three to four different makes were specified but in the largest-capacity class Mack reigned supreme.

Today the tough jobs still go to Mack. The largest trucks now in Army service are still Macks, huge six-wheel prime movers which are setting new standards of speed and dependability towing anti-aircraft guns and heavy field artillery.

A new generation has grown up to man Uncle Sam's fighting equipment, but the Army still finds Mack a good soldier.



This vast array of Macks stretching as far as the eye can reach was awaiting shipment to France when this picture was taken back in 1918. They represent Mack's average monthly contribution to the winning of the last war. Mack trucks set an enviable record

of distinguished service in that great conflict. Their performance, stamina and dependability on the shell-torn roads of France won for them Army standardization in the largest-capacity class.



A fleet of sturdy Mack Bulldogs of World War I, hoods raised for inspection, are shown lined up at Lormont, France.



An echo from the last war is this illustration showing Mack trucks in the debarkation port of Brest, France, loaded with vital supplies for the combat areas.

PRIME MOVERS

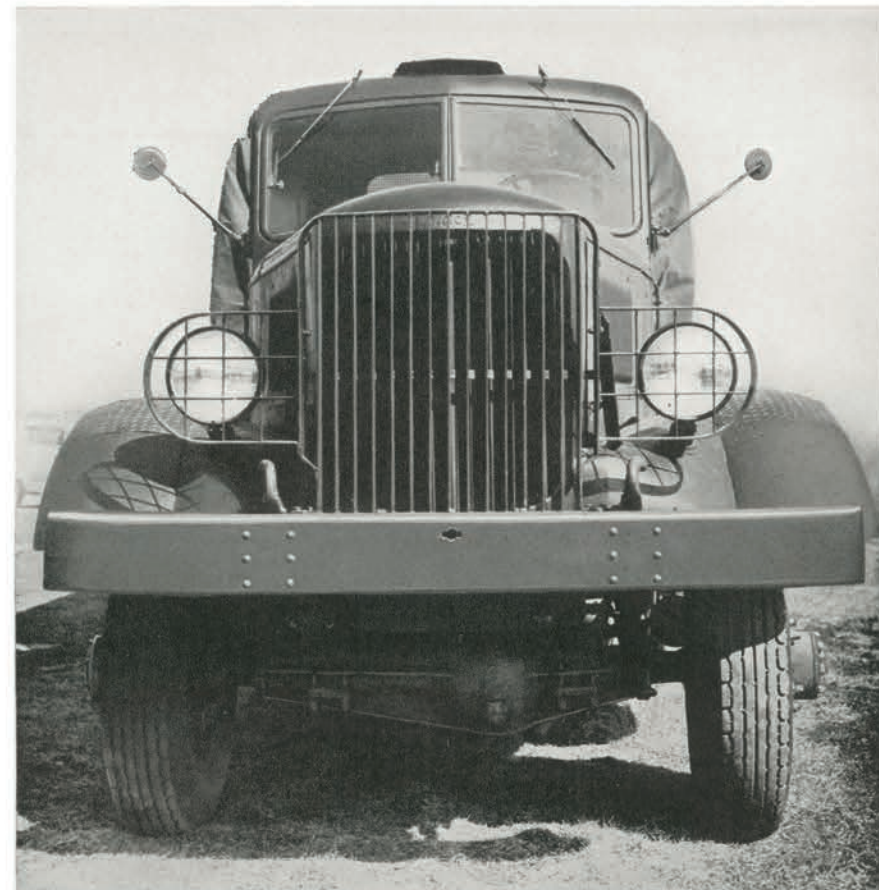
ANTI-AIRCRAFT defense is unquestionably one of the most vital steps in American military preparedness. Primarily, America's anti-aircraft defense is highly mobile, capable of being moved quickly from point to point, even over considerable distances. For this purpose, anti-aircraft batteries and aircraft detection units move on pneumatic tires at high speed, taking concrete highways or mud-bogged fields in stride.

Powerful 3-inch, high-angle guns are used, mounted for quick conversion from traveling arrangement to firm platform position for accurate fire. These units together with ammunition and troops are drawn by huge, powerful trucks known as prime movers. As built by Mack, and illustrated on this page, these are huge six-wheelers with drive on all six wheels, powered by 175 Hp. Mack Thermodyne engines, and equipped with transmissions having ten speeds forward and two reverse.

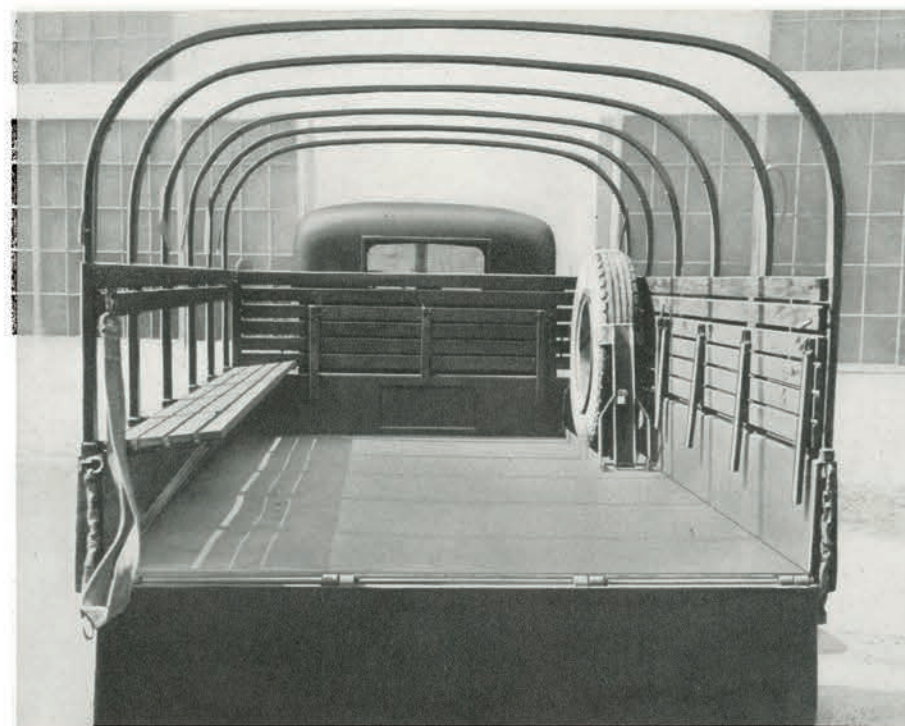
Within three months after being ordered, over 300 of these big Macks went into service for the U. S. Army.



Biggest Trucks in Army service, each of these Mack prime movers has a gross weight of over 20 tons when fully loaded and pulling anti-aircraft gun.



Power Aplenty—Under this impressive hood is one of the largest engines ever produced by any truck manufacturer, a Mack Thermodyne of 707 cubic inch displacement, developing 175 horsepower.



Interior view of Mack prime mover with tarpaulin covering removed, showing roomy cargo space for equipment and fold-down seats for accompanying troops.



Macks are built to take the worst punishment the Army can hand out. Here, one of the big Mack prime movers hurtles across uneven ground at high speed—just one of the exhaust-

tive tests to which these trucks were subjected before acceptance by the Army. Note the extreme flexibility of the rear bogie under this terrific strain.

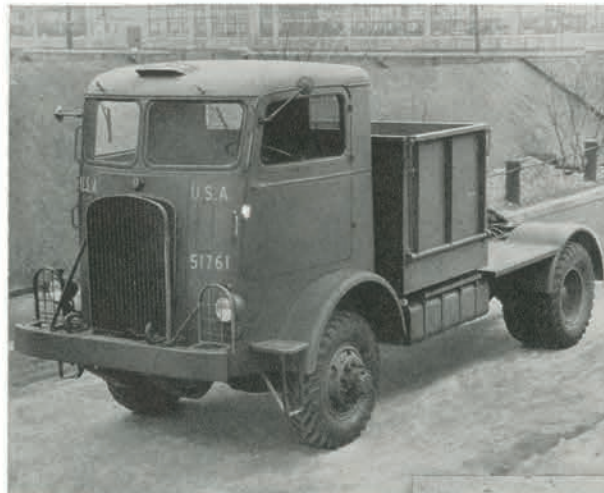


PONTOON TRACTORS

OVER 700 heavy-duty Mack tractors are serving the Corps of Engineers of the U. S. Army. Of special cab-over-engine design, with drive on all four wheels, they are used in conjunction with semi-trailers for hauling huge sections of pontoon bridges.

In modern warfare the task of the Engineers in overcoming obstacles to the progress of mechanized units has become a military function of supreme importance. Modern pontoon bridges must be capable of supporting far heavier vehicles than ever before, and they must be erected, disassembled and transported at far greater speed than heretofore thought possible.

Accordingly the Engineers Corps has developed special semi-trailers upon which the bridge sections, timbers, equipment and tackle are carried. Since these trailers are of considerable length, it is essential that the motive units be as short as possible with unusually short turning radius. In awarding a contract for these tractors to Mack, it is interesting to note that the Engineers Corps went back to the source of the trucks it purchased almost exclusively during World War I.



Carried within boxes are outboard engines, used for propelling pontoon sections to their locations in a fraction of the time involved in paddling or towing.

Rushed to a river, a pontoon train quickly throws across a bridge that will support the heaviest mechanized units.



Ready for action! Part of the huge fleet of Mack tractors for the Engineers Corps en route from the factory to point of destination.

Pontoon train of Mack tractors and trailers engaged in actual maneuvers in Louisiana, the biggest war games ever undertaken in the United States.



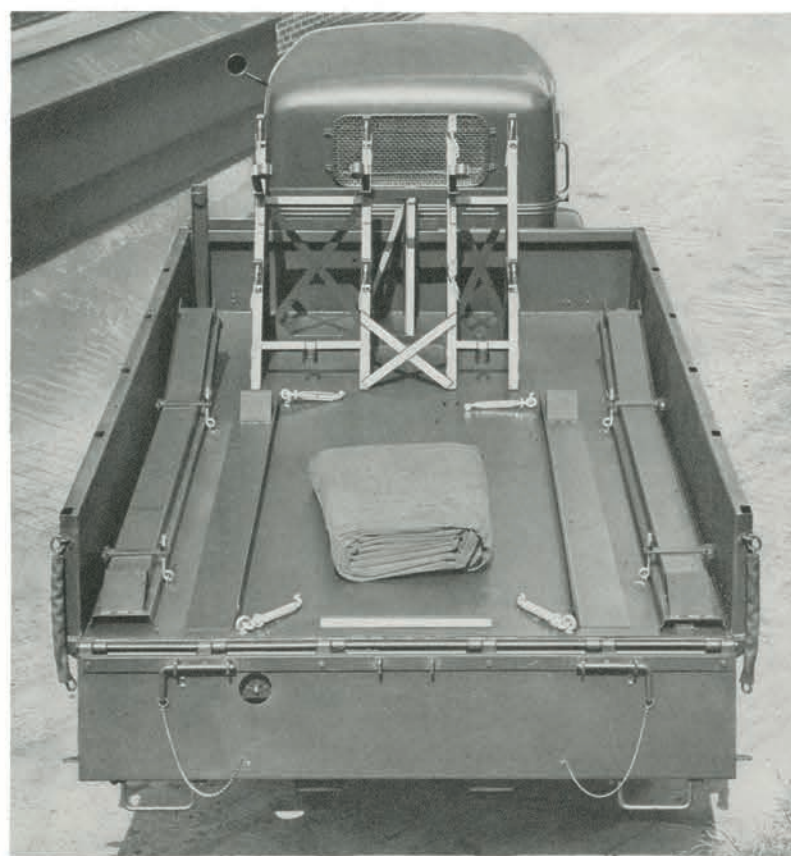
ARMY HAS MANY JOBS FOR MACK . . .



PHOTO BY U. S. ARMY SIGNAL CORP.

Searchlights of tremendous power and sound locators increase the effectiveness of the Army's anti-aircraft defenses.

Bodies are equipped with various attachments so that trucks can carry either searchlights, sound locators or generators.



IN EVERY branch of America's expanding army Mack answers the roll call of those who are helping to build the most modern and best-equipped fighting force in the world.

Mack's ability to produce trucks for the Army's most specialized needs is well illustrated on these pages.

SEARCHLIGHT TRUCKS

Supplementing the Army's anti-aircraft guns and vastly increasing their effectiveness are huge searchlights of tremendous candlepower, backed up by ingenious sound locators which aid in quickly spotting enemy planes. As in the case of the guns this equipment must be moved at high speed, either for protecting a moving army or to guard cities behind the lines.

To transport these specialized instruments of modern warfare large fleets of Mack six-wheeled trucks have been delivered to the U. S. Army. As illustrated on this page these trucks are of C. O. E. design, equipped with roomy five-man cab. Bodies have special attachments so that each truck may be used for carrying either a searchlight, generating units, or sound locator.

Numerous Macks of this type are now serving the U. S. Army. They move their 4-ton loads of anti-aircraft equipment at a speed of 40 miles an hour.



SEARCHLIGHT TRUCKS

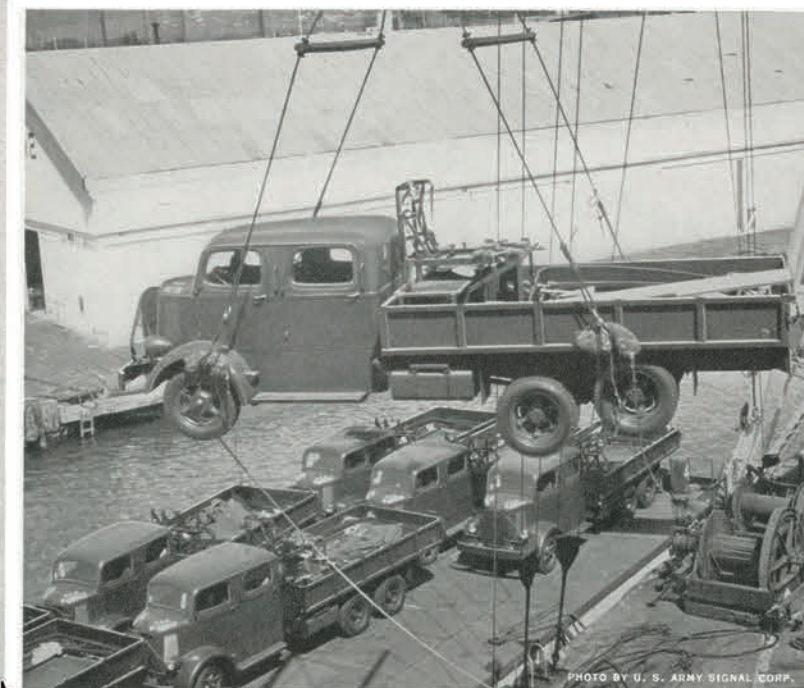


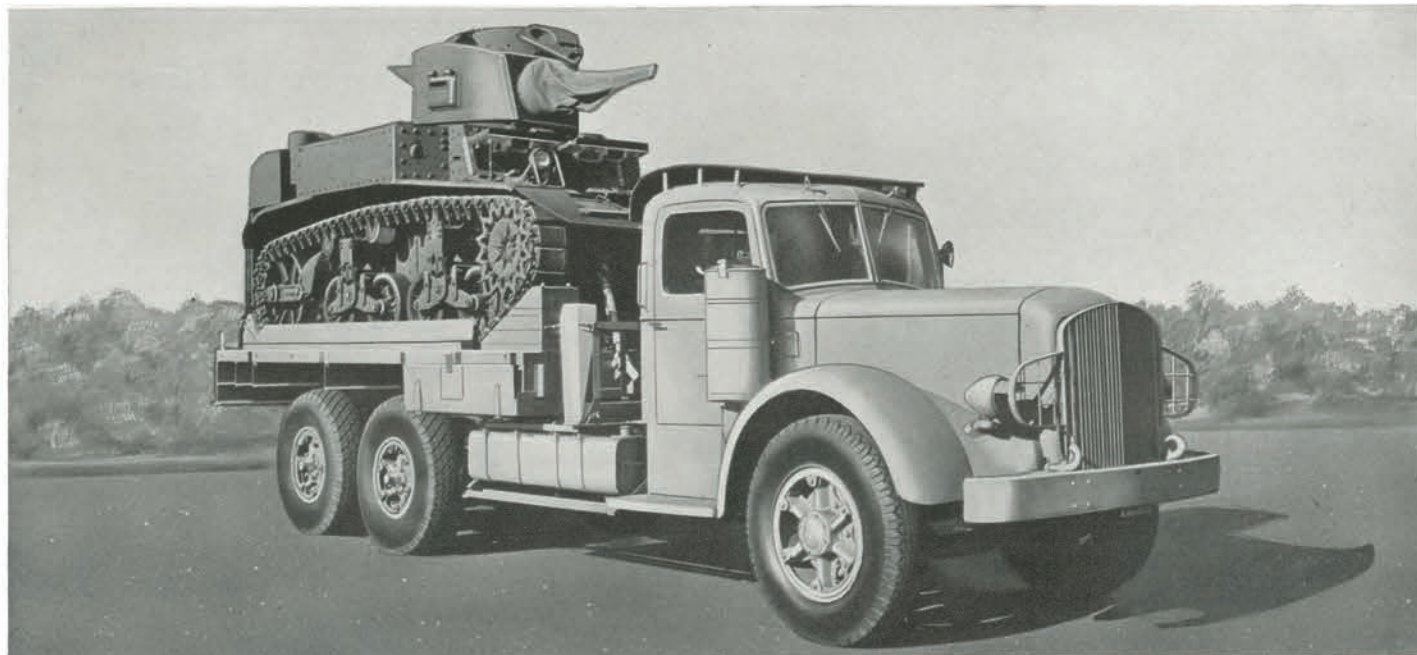
PHOTO BY U. S. ARMY SIGNAL CORP.

Literally swinging into action, these Macks are en route to bolster the anti-aircraft defenses of America's overseas garrisons.



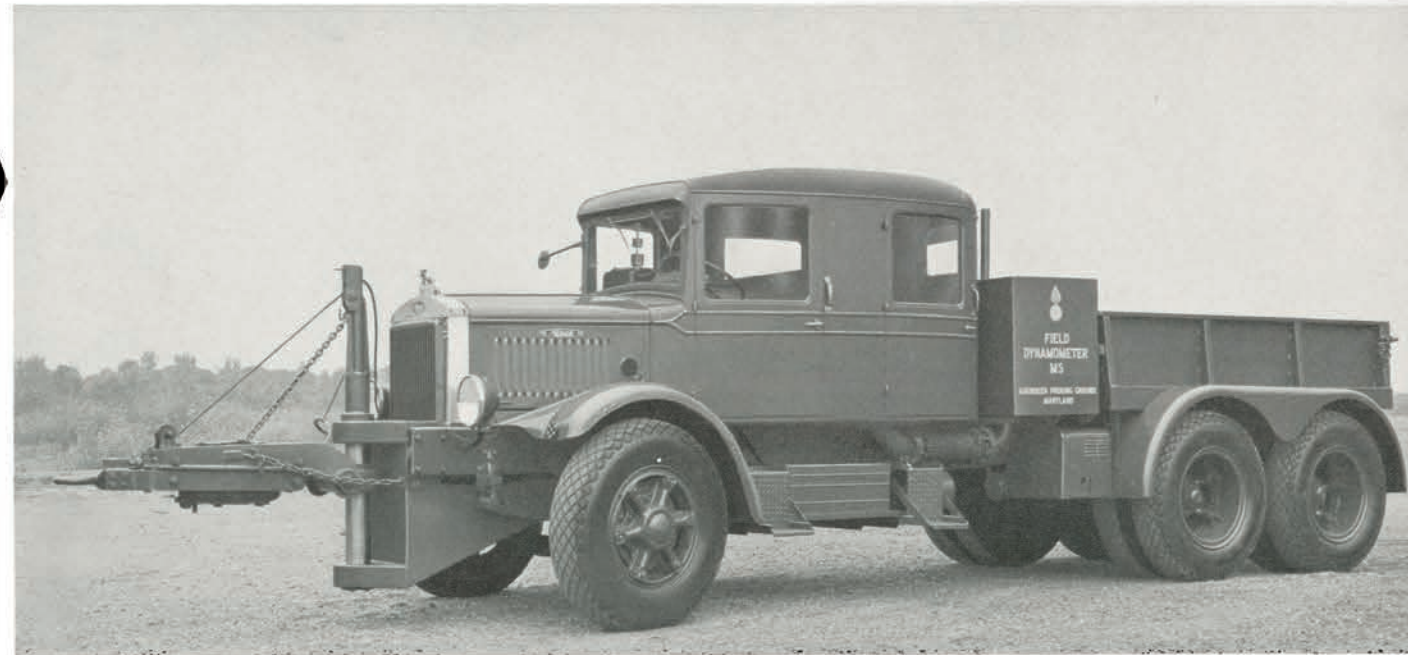
A five-man crew rides comfortably in the roomy cabs with which these trucks are equipped.

MACK DIESEL CARGO CARRIERS...



Fast transport of light tanks is just one of the many hauling jobs handled by Mack Diesel-powered six-wheelers now serving with British fighting forces. Orders for large numbers of these big Macks are recognition of Mack's outstanding work in development of Diesel engines.

FIELD DYNAMOMETER...



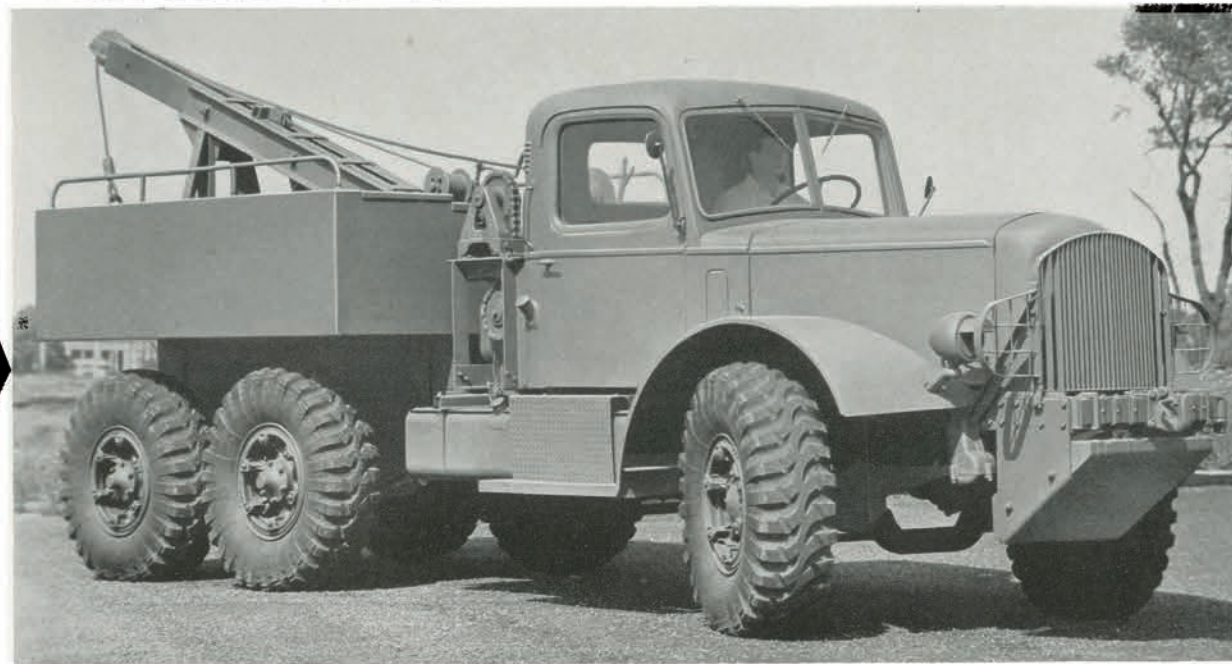
Specialized Service. This big Mack six-wheeler serves as a field dynamometer at the Ordnance Department's proving ground in Aberdeen, Md. Equipped with hydraulic power absorption equipment it is used to test pulling power of prime movers and tractive resistance of heavy ordnance, thus determining whether proposed equipment measures up to Army requirements.

OIL SUPPLIES...



Gas and oil are the lifeblood of today's mechanized armies. It's a man-size job keeping the motorized columns of the U. S. Army refueled, and one in which Mack trucks are playing an important part.

WRECKERS...



193 of these huge six-wheeled Mack wreckers have been delivered to the U. S. Army. Used for general emergency service these trouble-shooters are capable of extricating and towing the heaviest mechanized equipment the Army possesses.

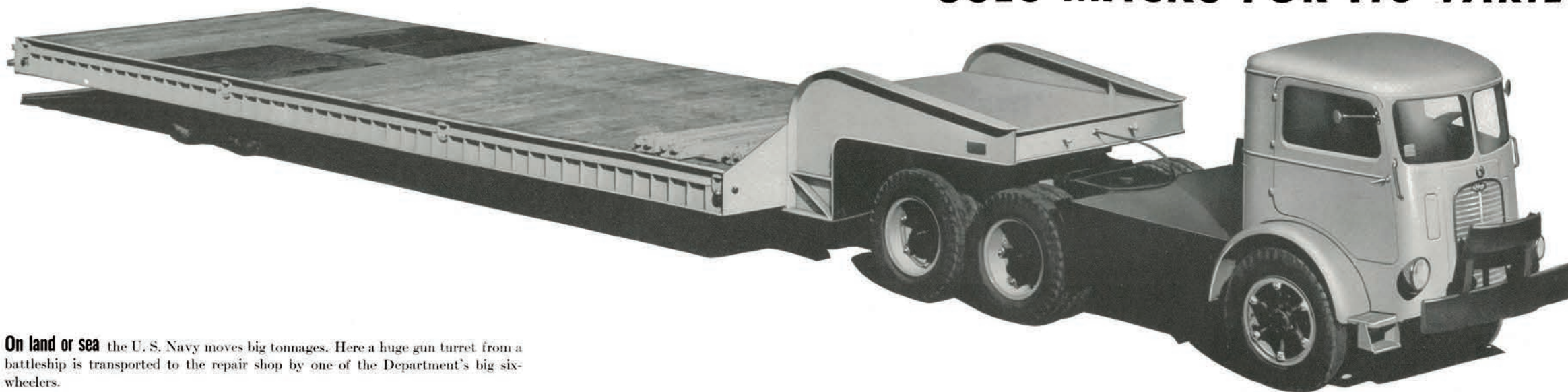
WATER CARRIER...



Water, too, is an important item in the efficient operation of motorized equipment, besides being essential for drinking and washing purposes. This Model EH hauls 1000 gallons at a clip.

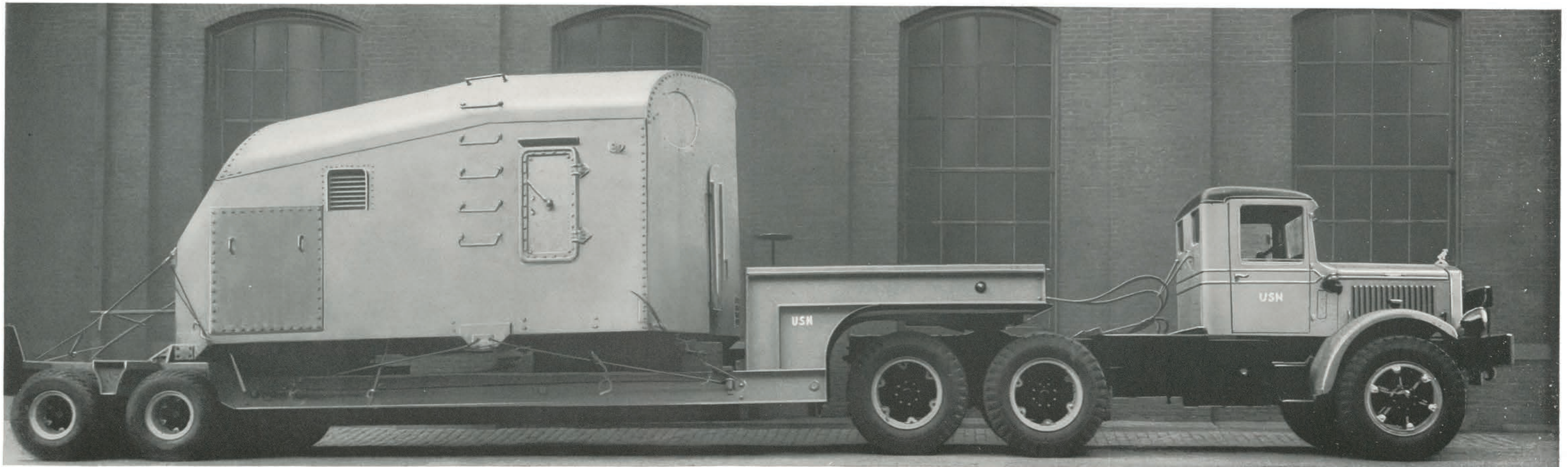
U. S. NAVY

USES MACKS FOR ITS VARIED LAND OPERATIONS



On land or sea the U. S. Navy moves big tonnages. Here a huge gun turret from a battleship is transported to the repair shop by one of the Department's big six-wheelers.

Portsmouth, N. H. is the home port for this special Mack tractor-trailer combination. It is used in the Navy Yard there for transporting 40-ton sections of submarines which are built in one part of the yard and then moved to the final assembly point.

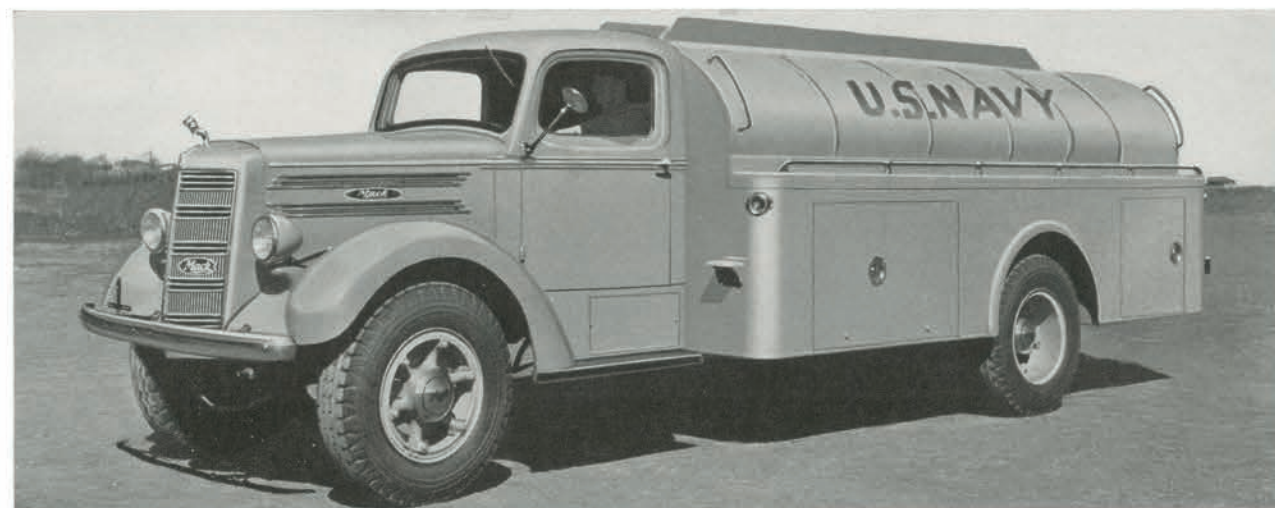


MOTOR TRUCKS are not ordinarily associated with the activities of the Navy. Actually, however, these sturdy land-lubbers play an important and indispensable part in the smooth functioning of the huge and far-flung organization that stands back of America's fighting ships at sea.

Mack trucks are a familiar sight at the numerous yards and bases maintained by the Navy Department. In addition to the

types of equipment shown on these pages Mack serves the Navy with dump trucks for general maintenance work, cargo trucks of all sizes for hauling supplies, and fire apparatus for dependable protection of the fabulously valuable Navy Yards.

Diesel marine engines for armored surf-landing boats designed to make quick landings on hostile shores, are the latest Mack contributions to the greater striking power of the Navy.



The eyes of the Navy are its planes. Keeping them supplied with fuel is the job of these two tankers, part of the large fleet of Macks serving the Navy in this capacity.



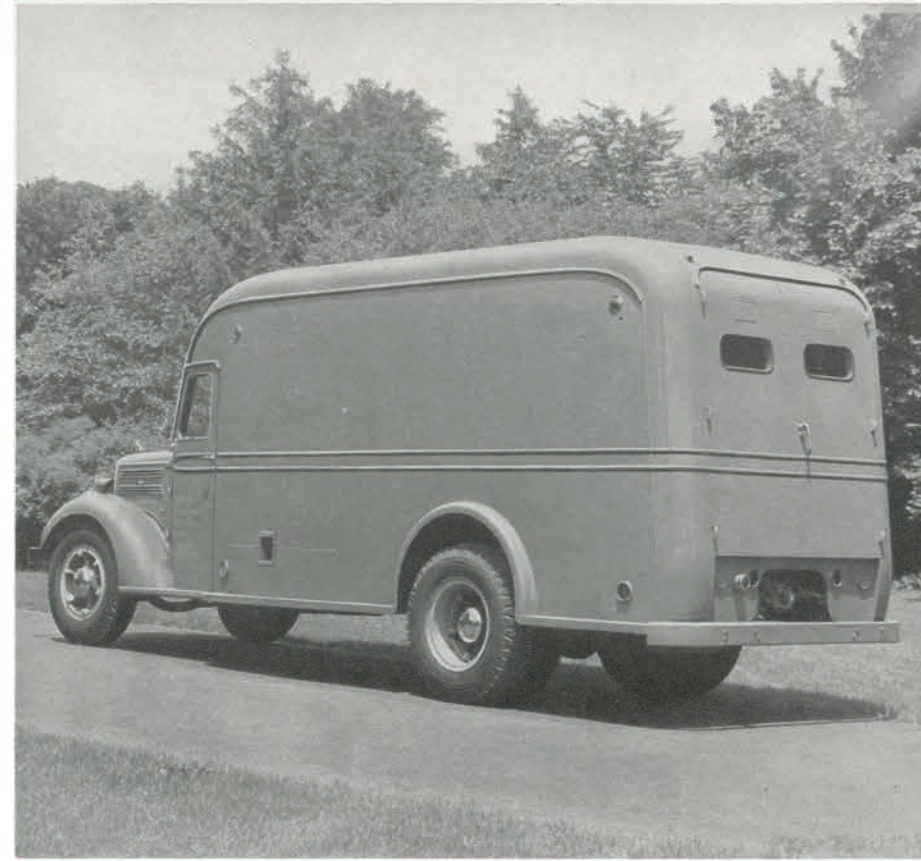
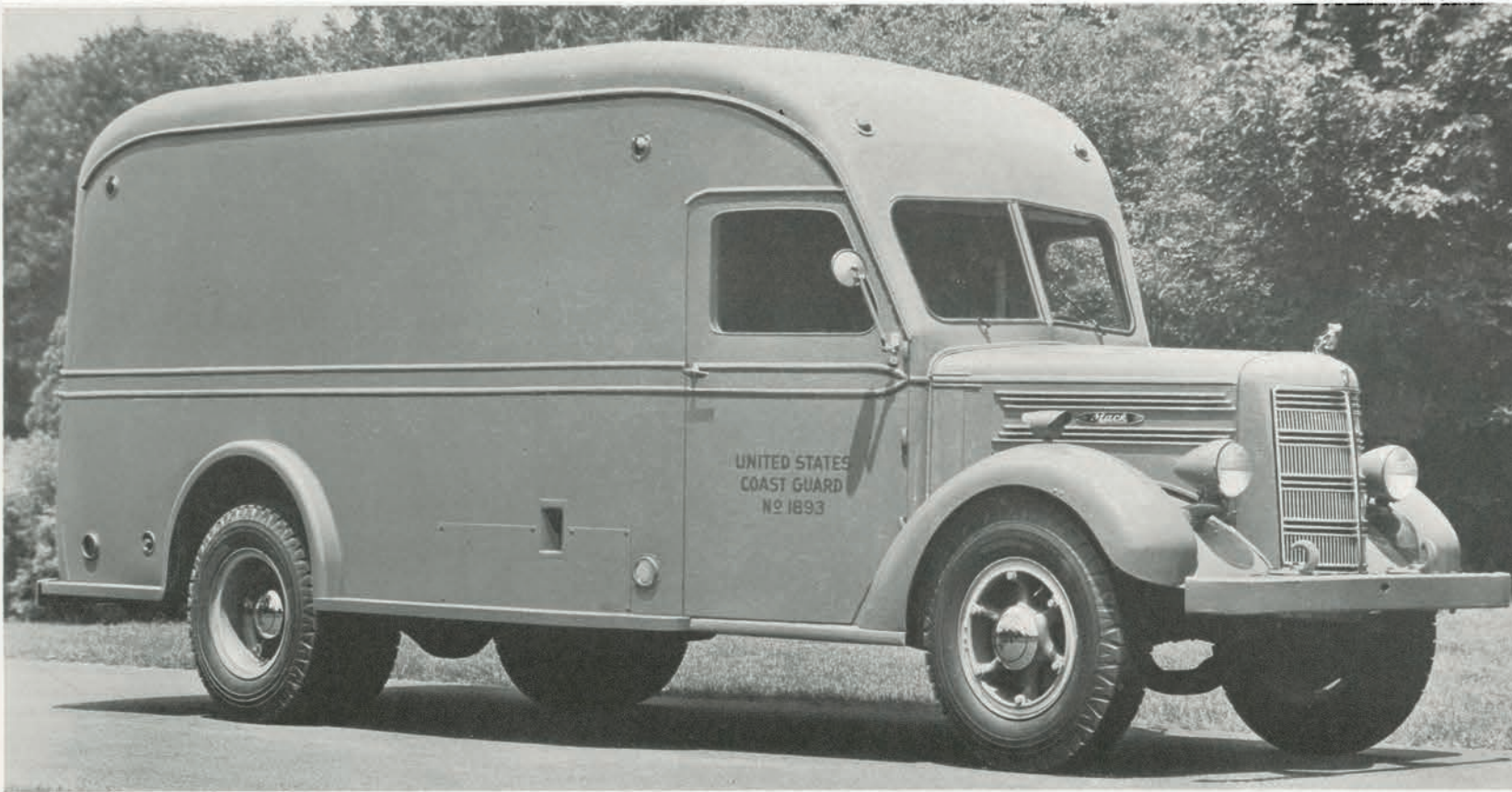
The Mack Bus above, and the Mack truck, below, are attached to the training ship, *Prairie State*, which is permanently moored to a dock in the Hudson River. The bus transports midshipmen of the Naval Reserve from the ship to the Brooklyn Navy Yard for special instruction; the truck is used as a general utility vehicle.



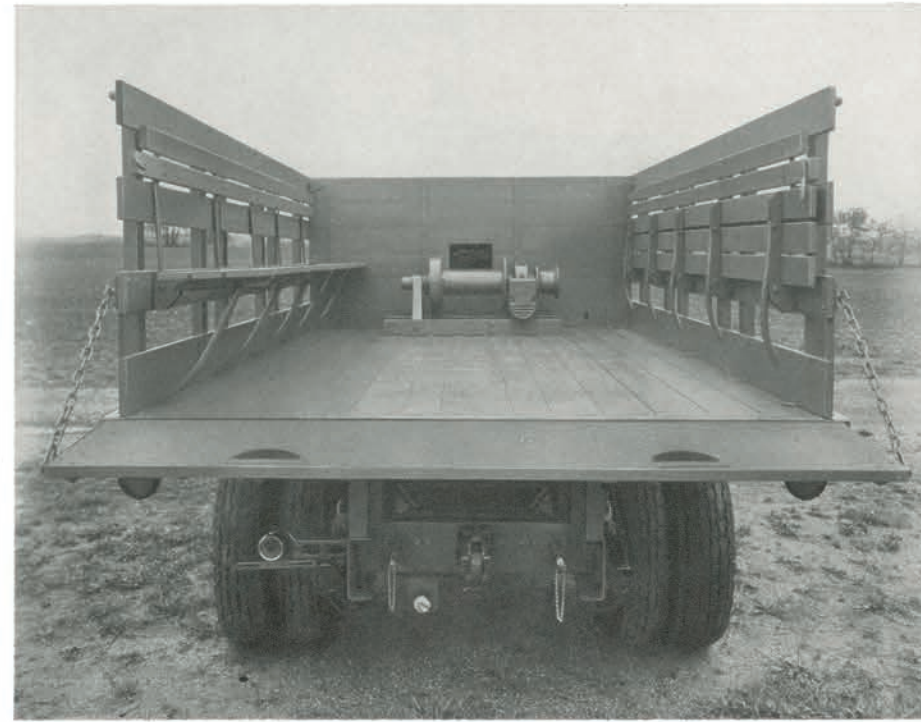
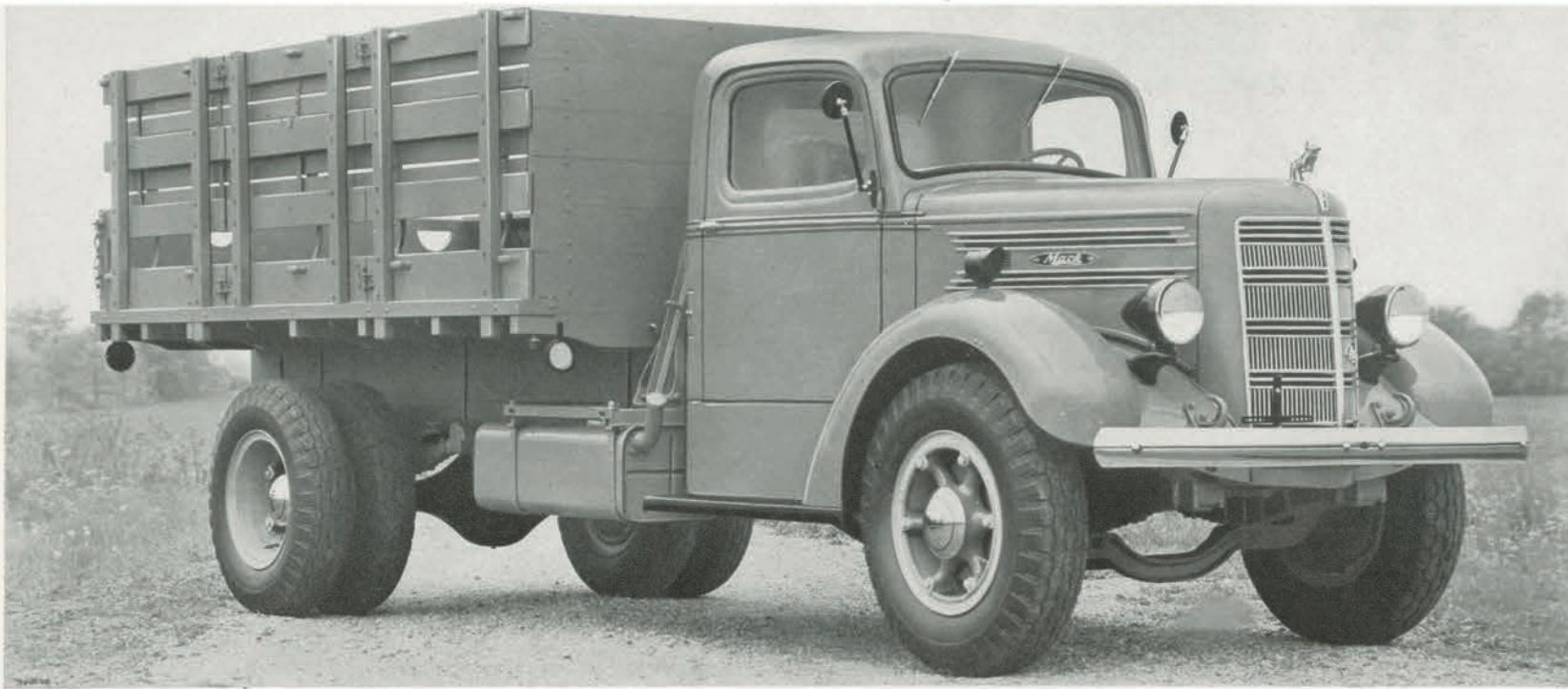
MACKS ON COAST GUARD DUTY

IN PEACE OR WAR the multiple activities of the U. S. Coast Guard are an integral part of America's defense. Like the Navy, of which it is now a part, the Coast Guard uses Mack trucks at its numerous shore

stations. It is indeed a tribute to Mack dependability that in the Coast Guard, Macks are invariably used for emergency services where delays or breakdowns cannot be tolerated.



A Mobile Radio Station, this Coast Guard Mack carries a portable transmitter and receiver for use during floods and hurricane disaster, and for maintaining radio apparatus at various Coast Guard stations.



Besides carrying men and equipment this Mack tows a motor surf boat mounted on a two-wheel trailer. It frequently makes runs of from 100 to 500 miles wherever the aid of the Coast Guard is urgently needed.



Proudly bearing the insignia "U. S. Marine Corps", these Mack dumpers are shown in action at the famed headquarters of the Marines, Quantico, Va.



Destined for far places are these Marine Corps Macks. Some are now serving in the Orient.



The Marines take over. Mack trucks lined up at the factory ready for the drive-away.



MACKS JOIN THE MARINES

THE MARINES landed in Allentown, Pa., a short while ago, and when they left they took 74 new recruits with them, all rugged Mack trucks ready for the toughest campaigning. These Macks are now being used by the Motor Transport Division of the Marine Corps as dump trucks and general cargo carriers both here and abroad. It takes a truck with a fighting heart to satisfy Uncle Sam's leathernecks. Naturally they picked Macks.

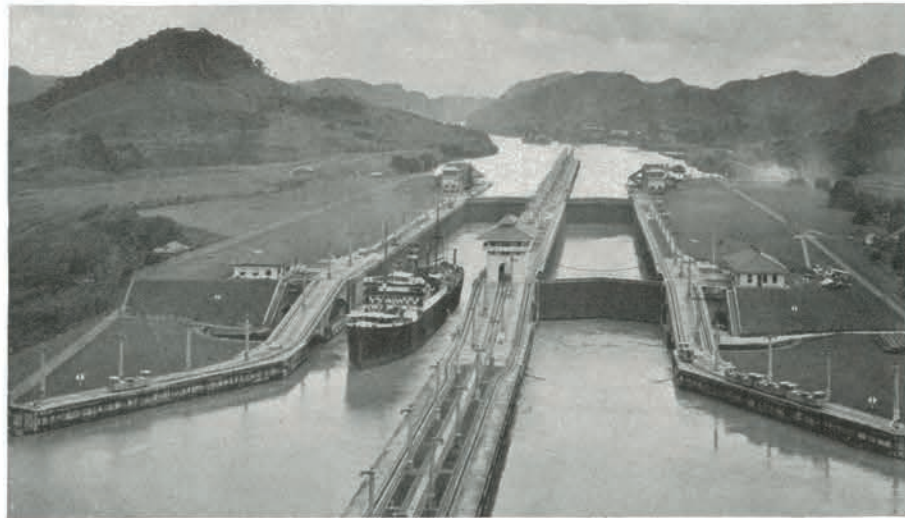


HUGE MACK DUMPERS FOR PANAMA CANAL DEFENSE PROJECT

CONSTRUCTION of the long-planned third set of locks for the Panama Canal is now under way, with close to \$275,000,000. expected to be spent by the U. S. Government before this tremendous undertaking is completed. Considered a paramount essential to the safety of the canal and the success of America's victory program, the new locks will greatly increase the capacity of the canal and will provide for the handling of Uncle Sam's newest super dreadnaughts.

Sixty-nine big Mack dumpers, the largest shipment of dump trucks ever made from a standpoint of yardage capacity, are now toiling in swamp and muck under the torrid sun of the Canal Zone, playing a big part in speeding this great project to successful conclusion.

The trucks are operated by Panama Constructors, Inc. and



View of the present double set of Pedro Miguel locks with Gaillard Cut in the distance, Lake Miraflores in the foreground.

Wunderlich-Okes Construction Co., who have excavating contracts respectively on the Pacific Ocean and Atlantic Ocean sides of the canal.

Of the 69 big Macks, 53 are working for Panama Constructors, these including huge six-wheel 50-tonners, the largest trucks in standard production. The 16 serving Wunderlich-Okes are monster swamp dumpers, specially developed by Mack engineers for handling big loads, yet capable of traversing ground little more solid than quicksand.

Excavating work for the new set of locks is considered the largest project of its kind ever attempted with trucks and power shovels, involving the stupendous haulage of over 50,000,000 yards of earth and rock. First estimated as a 3½-year job, it is expected that with these big trucks the time will be materially shortened.



Monster Mack swamp dumpers, now working for Wunderlich-Okes Construction Co. on Panama Canal Third Locks Project, tip the beam at 30 tons when loaded. They're close to 12 feet wide and are powered by 150 h.p. diesel engines. Designed for operation in yielding swamp and muck these big fellows have drive on all six wheels and ride on ten 14.00-24 tires spaced wide apart to secure maximum flotation.

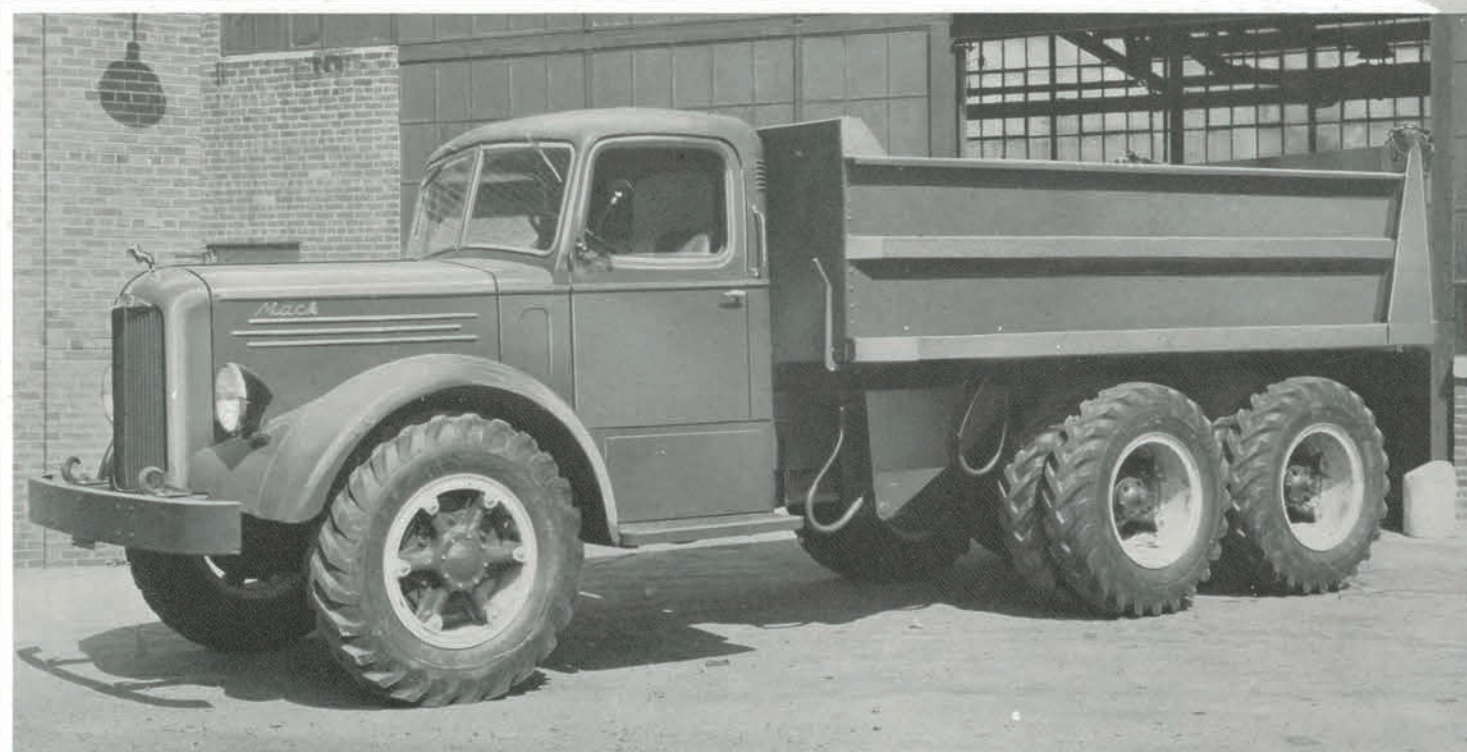
Fifty-three Mack six-wheel dumpers of this type, the largest trucks built in America, have been shipped to Panama Constructors, Inc. Each weighs 55 tons including a 32-ton payload. Powered by 175 h.p. Mack Thermodyne engine.



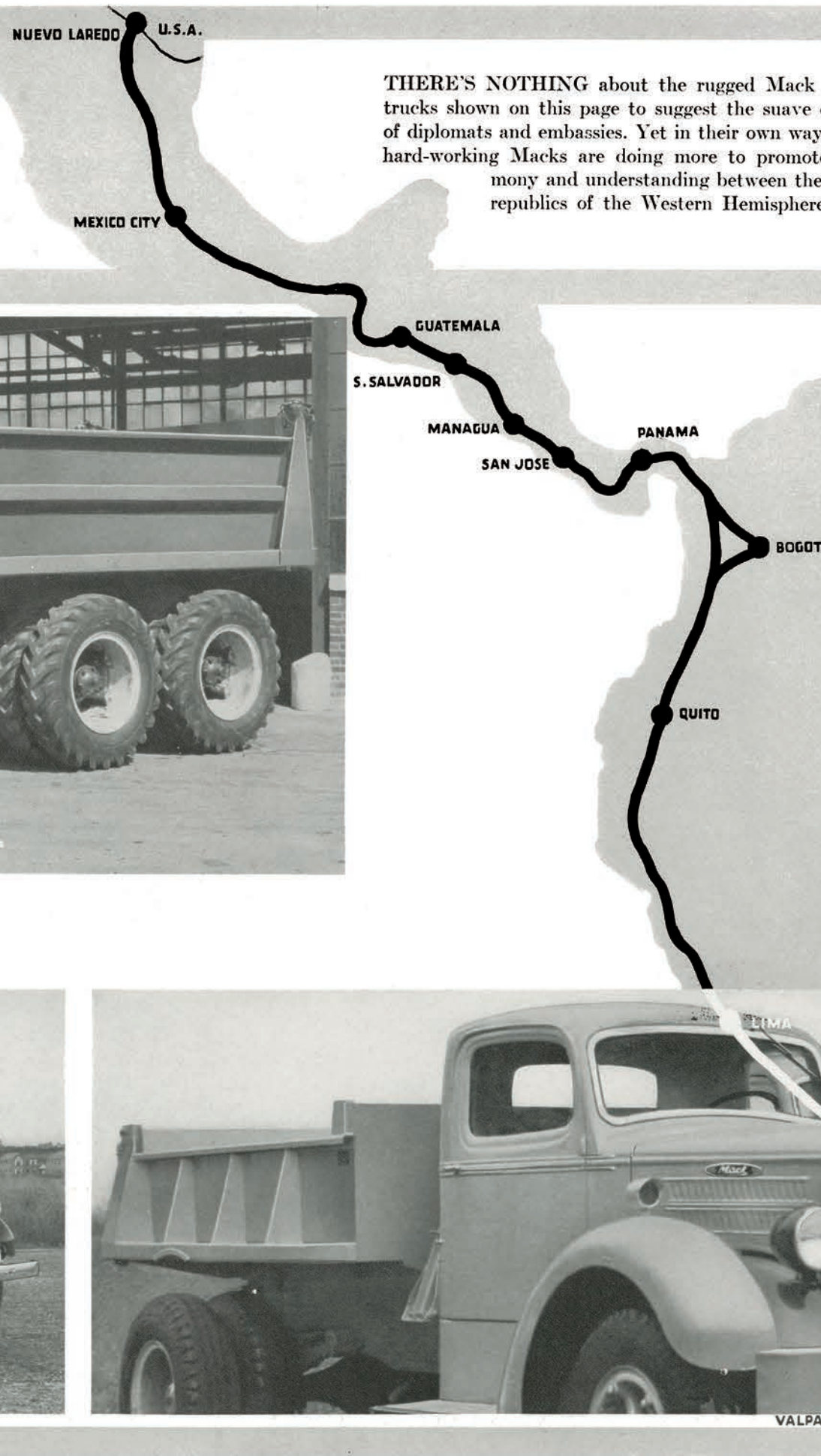
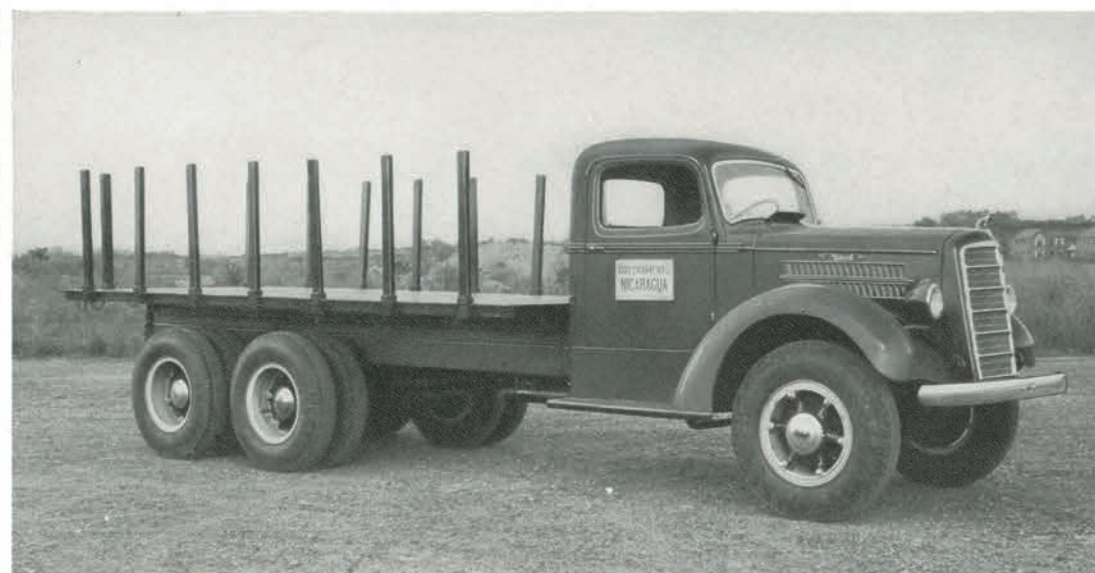
MACK SWAMP DUMPER AT WORK ON THIRD LOCKS PROJECT



242 NEW MACKS now in action on Pan-American Highway Construction



Representative of the 67 Macks delivered to the Government of Nicaragua for work on the Central American section of the Pan-American Highway are these two Macks, a big model LM six-wheel dumper above; a Model EH six-wheel platform truck below.

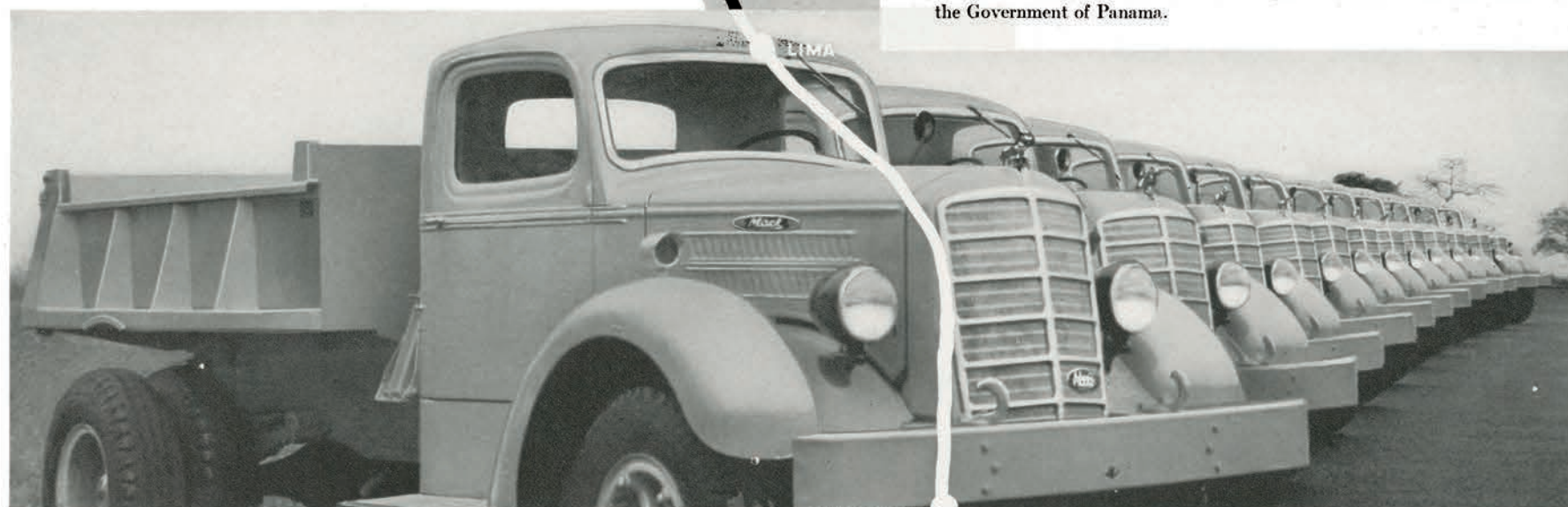


THERE'S NOTHING about the rugged Mack dump trucks shown on this page to suggest the suave doings of diplomats and embassies. Yet in their own way these hard-working Macks are doing more to promote harmony and understanding between the sister republics of the Western Hemisphere than

all the diplomacy of the past century. Over 240 of these Macks are now laboring to construct the long-dreamed-of Pan-American Highway, a project which when completed will not be just a roadway of concrete, but a road to better understanding and mutual confidence between North and South America.



Work speeds ahead on the great Pan-American Highway. Day in and day out fleets of Macks in Mexico, Central and South America are rushing this great project to completion. Below, part of the 93 Macks delivered to the Government of Panama.

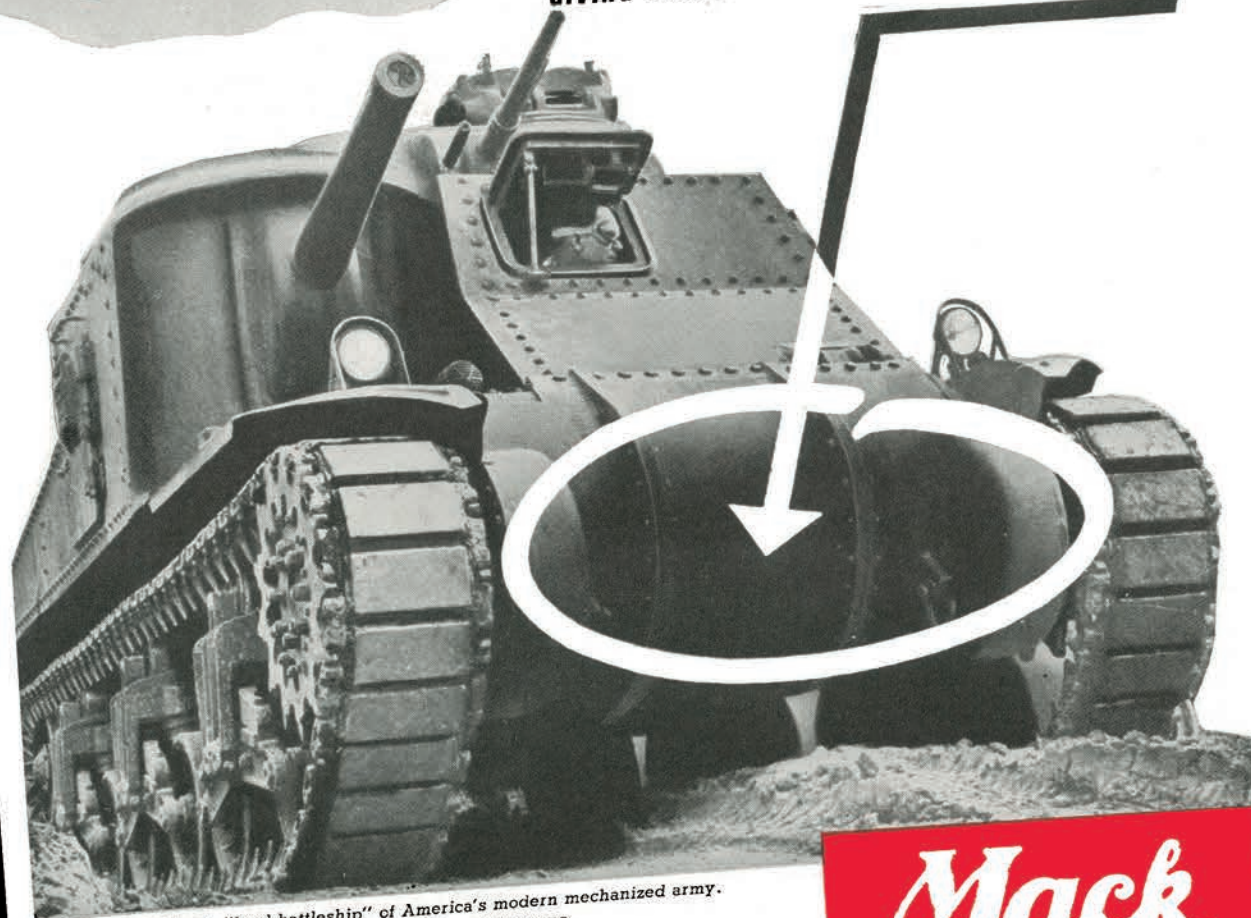


VALPARAISO

This Advertisement appeared in Life Magazine, August 18, 1941.

30 TONS-geared for fast action!

**MACK BUILDS A MIGHTY TRANSMISSION
GIVING THIS MONSTER TANK A 35 M. P. H. SPEED!**



Army M-3 tank, "land battleship" of America's modern mechanized army. Armed with cannon and machine guns.

The Army had to have a transmission—one capable of converting the speed of a 400 h. p. airplane engine into the smashing force of a 30-ton tank. Mack is building it—a mighty gearbox, the largest ever manufactured in quantity production—more than 300 times the weight of a passenger car transmission.

The largest trucks in Army

service are gigantic six-wheel Macks. Great fleets of Mack dumpers are clearing the way for air-base construction at defense outposts. Mack skill and resources contribute in more than a score of ways to America's military might.

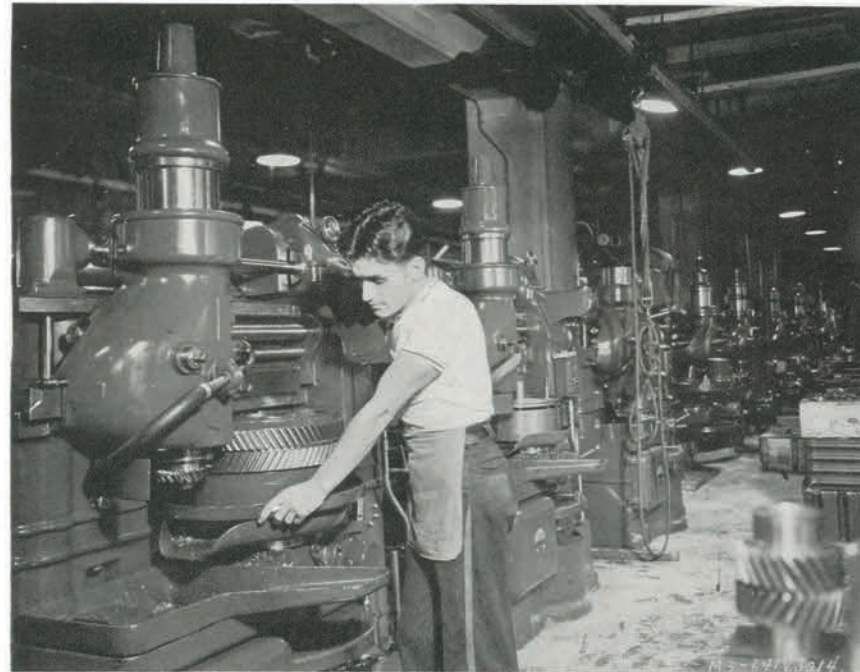
**The Tough Jobs
Go to Mack!**

MACK TRUCKS, INC., NEW YORK, N. Y.

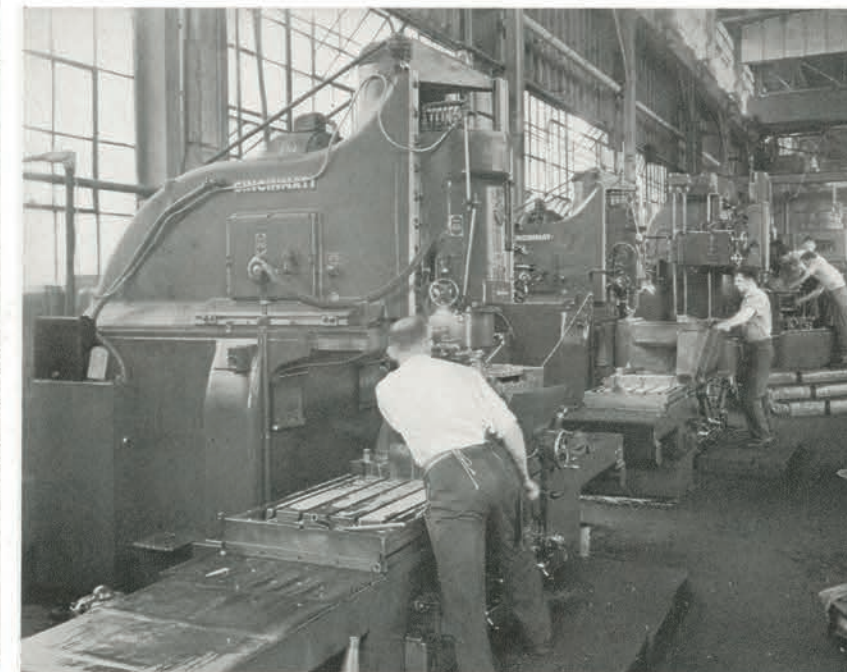


MAKERS OF WORLD-FAMOUS GASOLINE AND DIESEL-POWERED TRUCKS, BUSES, FIRE APPARATUS AND MARINE ENGINES

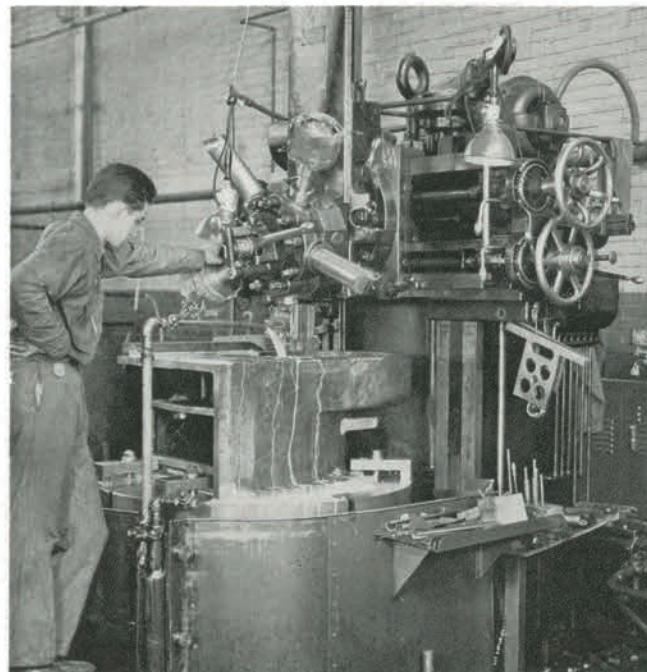
TRANSMISSIONS FOR 30-TON TANKS



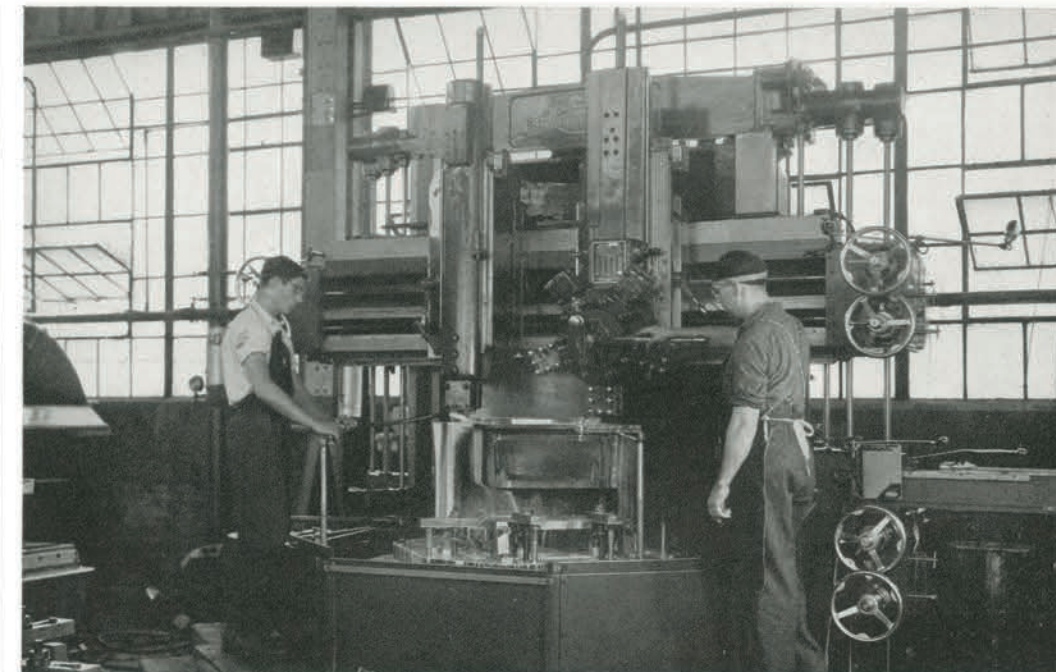
Cutting a driving gear for Army tank. So big are the parts in this transmission that new machine tools had to be specially built.



Working big parts to hair-splitting accuracy demands massive machines of the type shown here.



Another of the specialized machine tools used in building tank transmissions is this huge vertical borer.



The largest machine tools in the automotive industry were installed by Mack to build the drive assembly for the Army's new 30-ton tank.

CLEARING THE WAY FOR ARMY, AIR AND NAVAL BASES

HARD-WORKING Mack dump trucks clearing the way for air and naval bases are the advance guard of the mighty forces being marshalled for America's Victory Program.

During the past year fleets of Macks have gone into action at the following points.

Guantanamo Bay, Cuba—55 Mack dumpers for Frederick Snare Co. who have the contract for expanding this leased U. S. Naval Base.

Quonset Point, R. I.—144 Big Macks busy at work for Geo. A. Fuller and Merritt Chapman & Scott, contractors on this \$24,000,000 Air Base.

Bermuda—14 Macks speeding work for Bermuda Base Contractors.

Trinidad, B. W. I.—181 Macks in service for Walsh Construction Co. & Geo. F. Driscoll Co.; 35 more serving Stewart Company Associates.

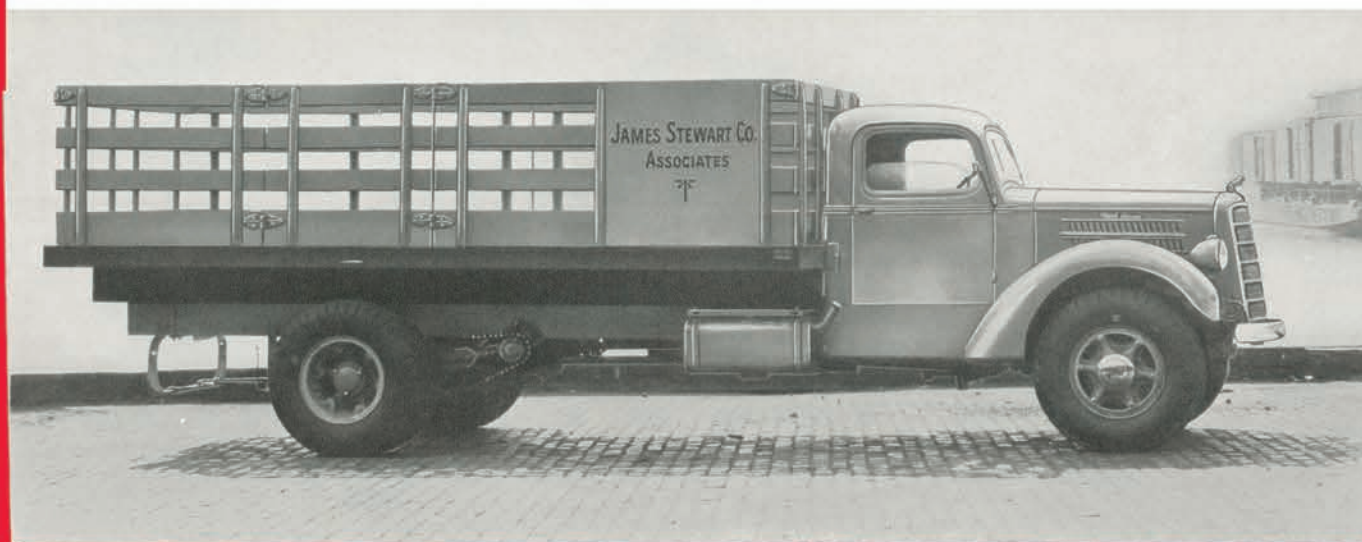
Alaska—40 Macks working directly for the U. S. Army; 20 more for Siems Drake Puget Sound Co., all building an Air Base in this remote outpost of the nation's defense.

On the Pacific Coast—91 Macks are building and expanding Naval Bases for Hawaiian Raymond Turner, and 29 heavy duty Macks are working for the Hawaiian Constructors in the Pacific Islands.

British West Indies—20 Macks are in service for S. J. Groves & Son, Inc., at Antigua and 12 are being operated in Castries St. Lucia by the Mindu Construction Co.

British Guiana—Elmhurst Contracting Co.—42 Macks in Army Base work in Georgetown.

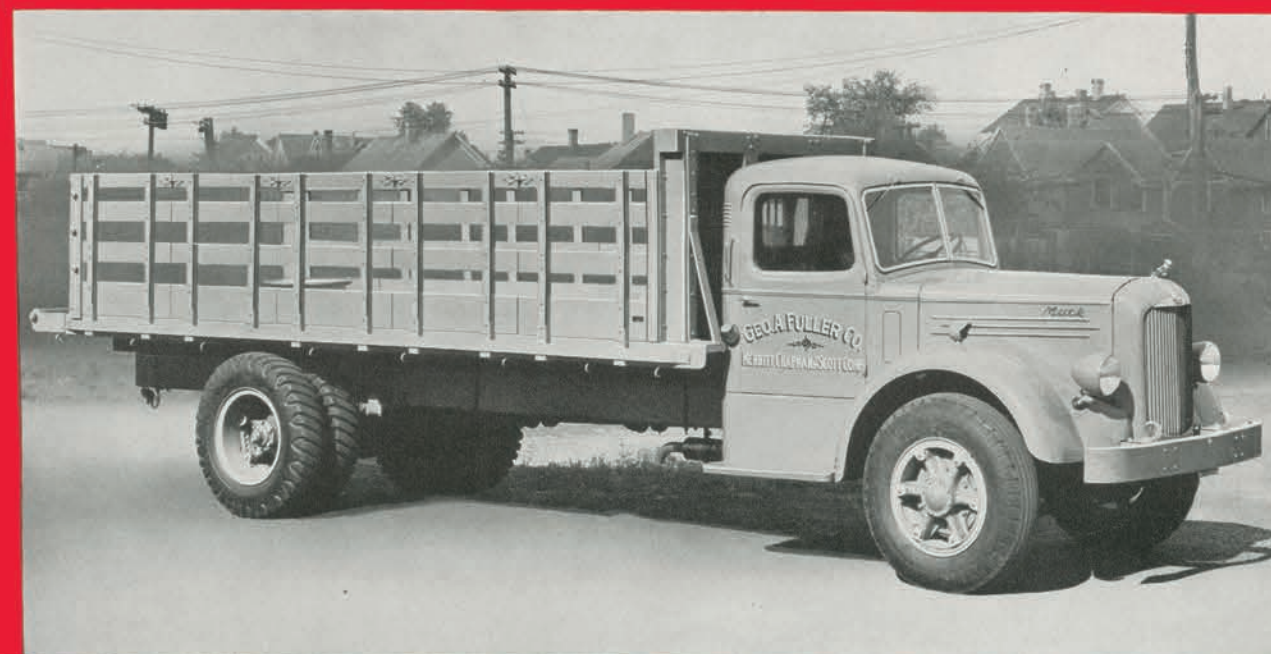
Newfoundland—63 Macks for Newfoundland Base Contractors in Army Base construction; 10 for Geo. A. Fuller, Merritt Chapman & Scott, in Naval Base construction.



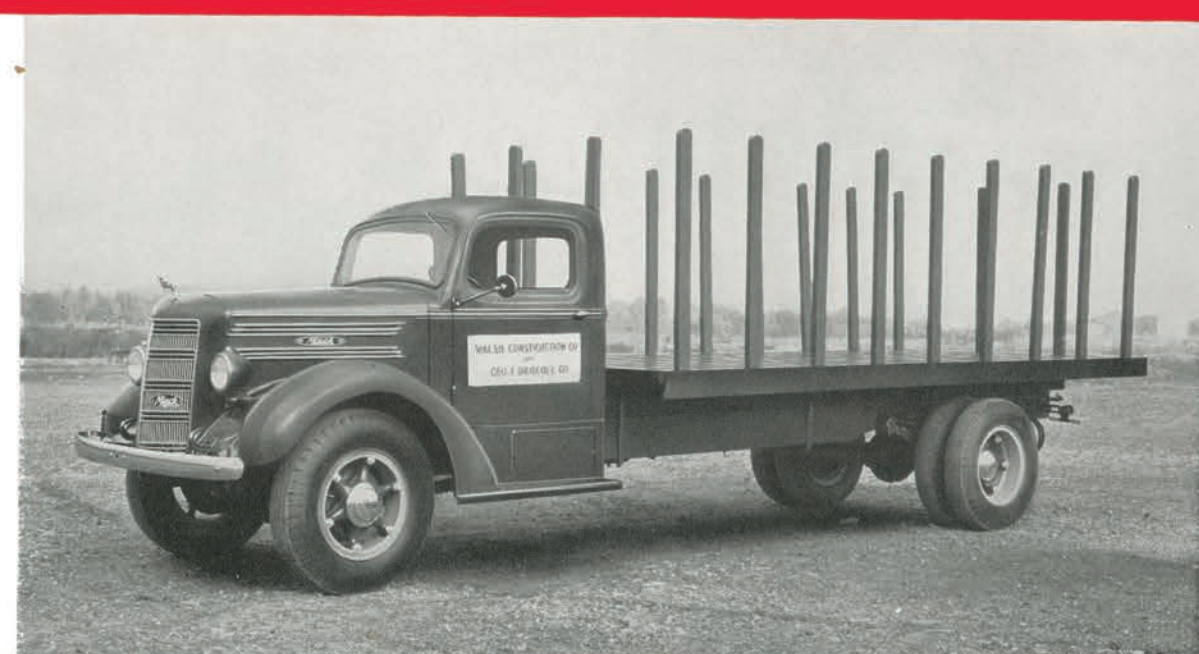
↑ **AUGMENTING** the fleet of Mack trucks now working in Trinidad are the 35 Macks operated by James Stewart Company Associates.



↑ **A FORCIBLE** reminder of the far-reaching scope of Uncle Sam's preparedness is the lettering that adorns this Mack Dumper.



↑ **GENERAL UTILITY TRUCK NOW IN SERVICE AT NEWFOUNDLAND BASE**
↓ **PART OF MACK FLEET SPEEDING COMPLETION OF QUONSET, R. I., AIR BASE**



↑ **181 MACKS** are now in Trinidad hacking an airbase out of jungle and swamp land for Walsh Construction Co. and Geo. F. Driscoll Co.



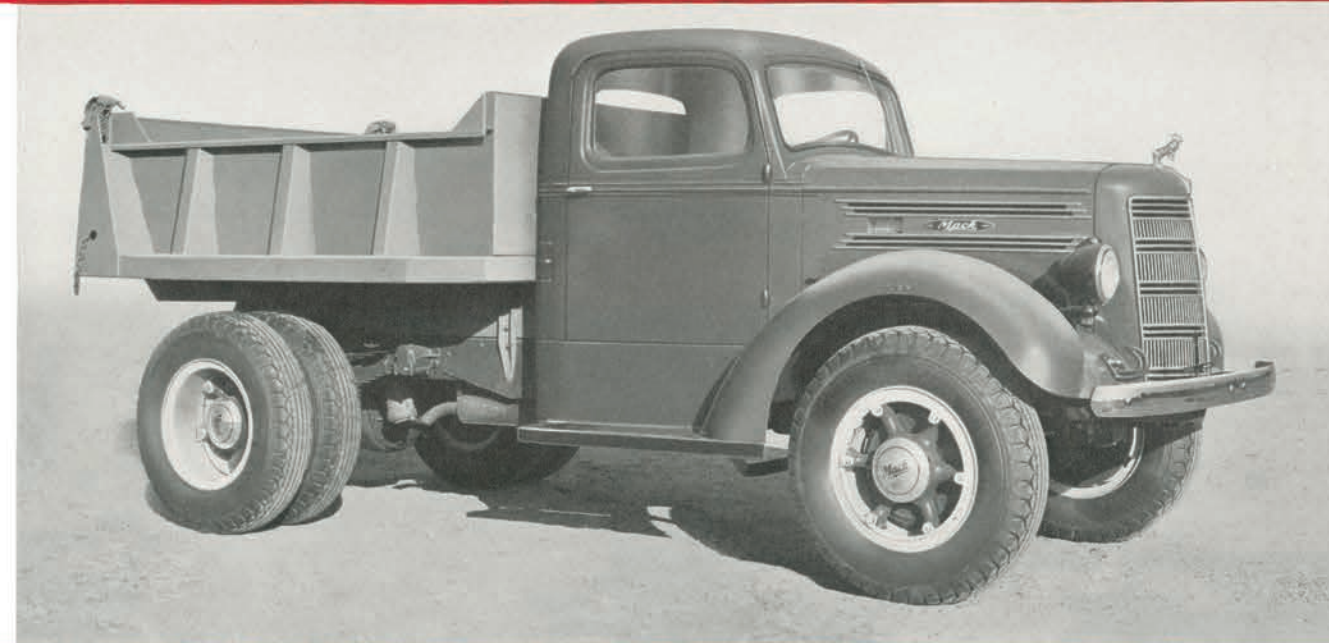
MACKS AT WORK ON BASES FOR PAN AMERICAN AIRWAYS

IN A DETERMINED bid to win commercial airline supremacy for the United States in South and Central America, Pan American Airways is now engaged on a huge program of augmented service and expanded facilities throughout the Southern Hemisphere.

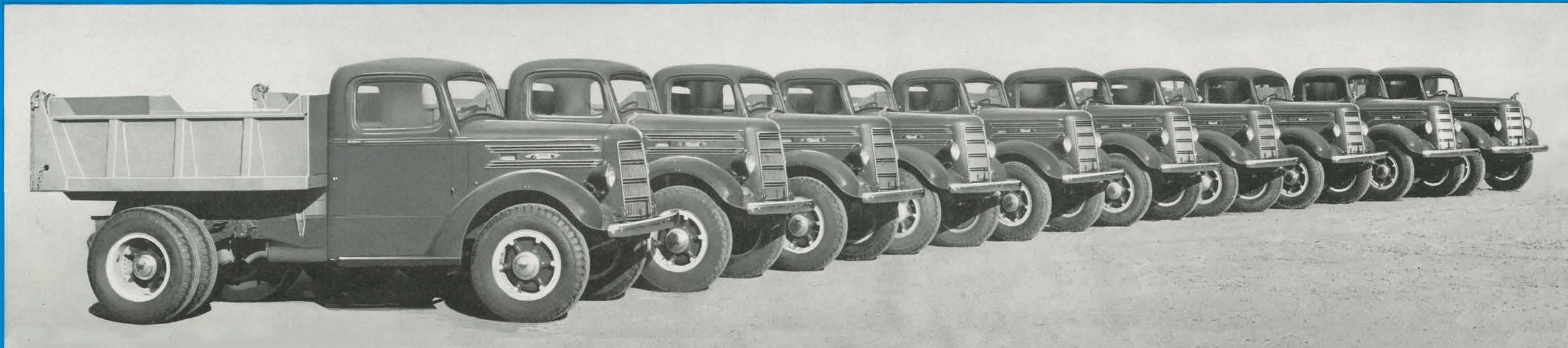
A first step in this program is the construction of new and larger air bases. Blazing the trail for the famous flying clippers, a total of 84 Mack trucks have been purchased by Pan American and are now actively engaged in rushing the new Central and South American bases to completion.



PAN AMERICAN'S CLIPPERS ARE SERVICED BY MACK TANKERS



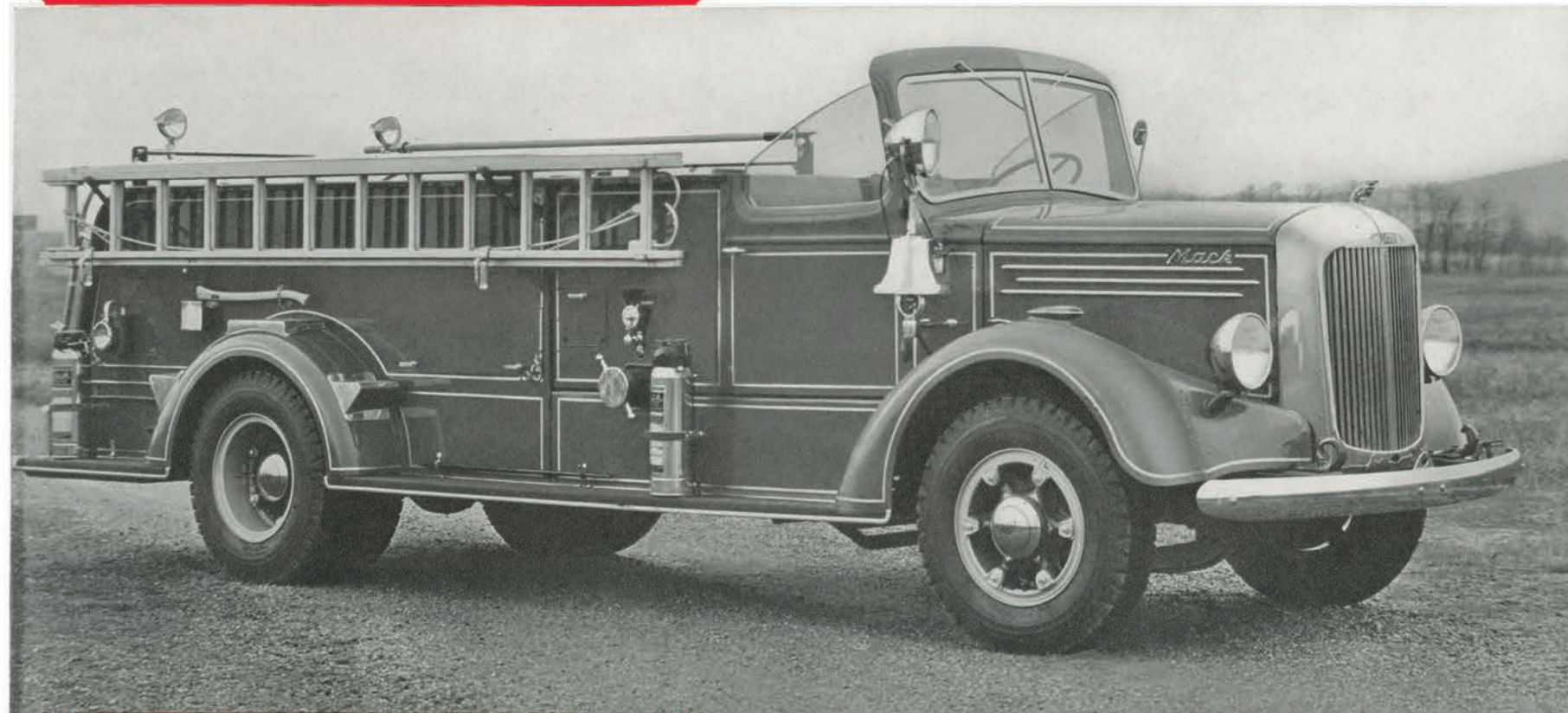
PAN AMERICAN MACKS—AMBASSADORS OF GOOD WILL IN SOUTH AND CENTRAL AMERICA



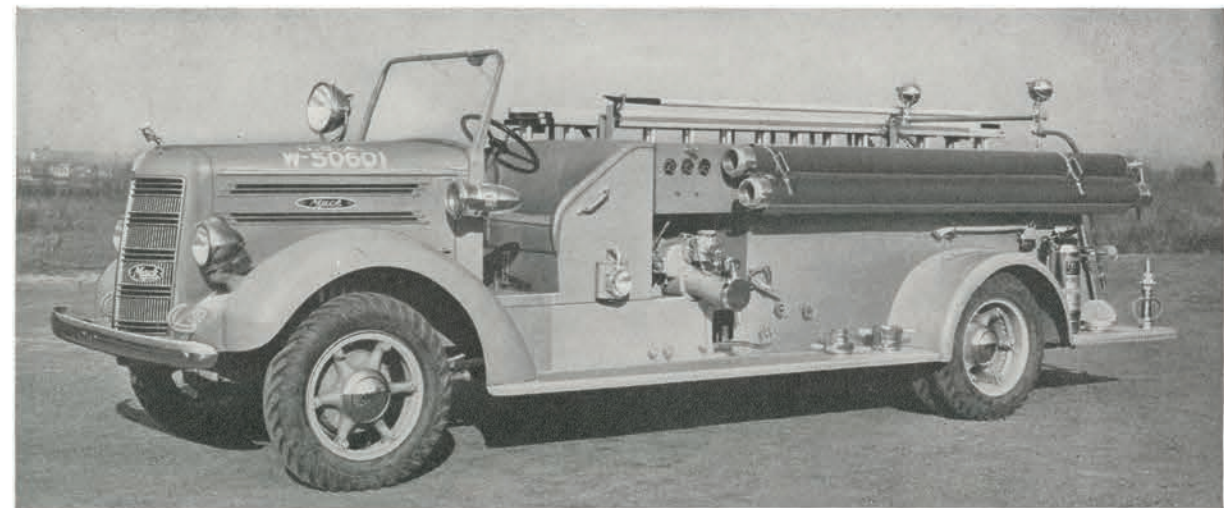
FIRE PROTECTION FOR ARMY CAMPS AND NAVY YARDS

STANDING GUARD over Uncle Sam's tremendous and growing investment in Army Camps and Navy Yards is a large fleet of Mack pumpers, with individual units assigned to posts in virtually every state in the Union.

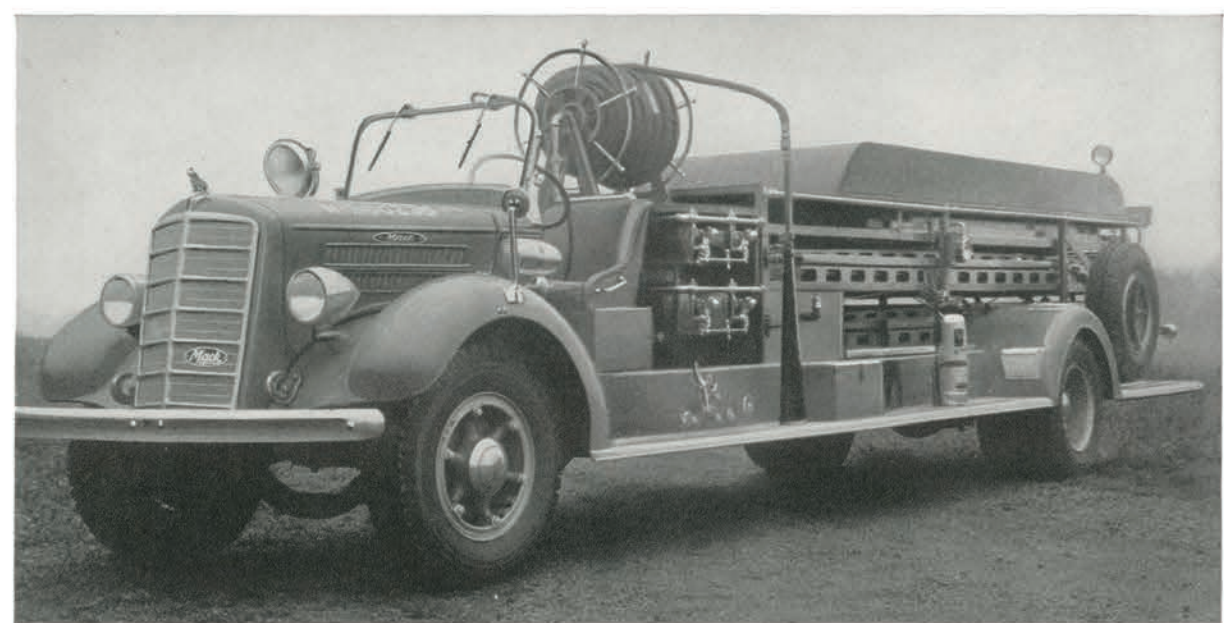
In this vitally important phase of the nation's war effort Mack fire apparatus is giving to the Army and Navy the same dependable protection of life and property that has made Mack the choice of fire departments in over 600 cities and communities throughout the United States.



Seven Mack Pumpers protect the Navy Yard at Charleston, S. C.



Mack 500-Gallon pumper, one of a large fleet serving Army Camps throughout the country



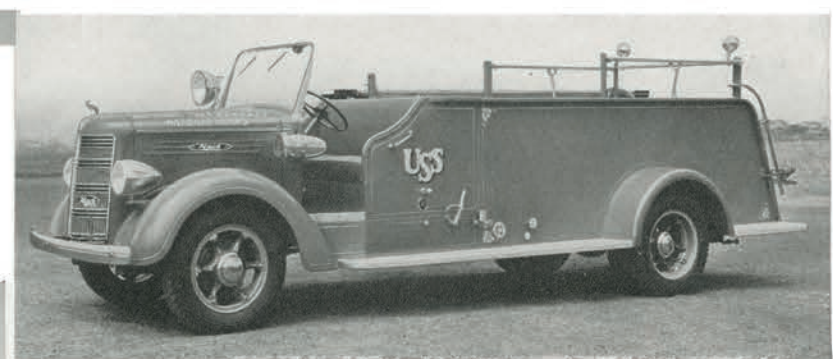
Mack Ladder Truck stationed at the Army's Wright Field near Dayton, Ohio



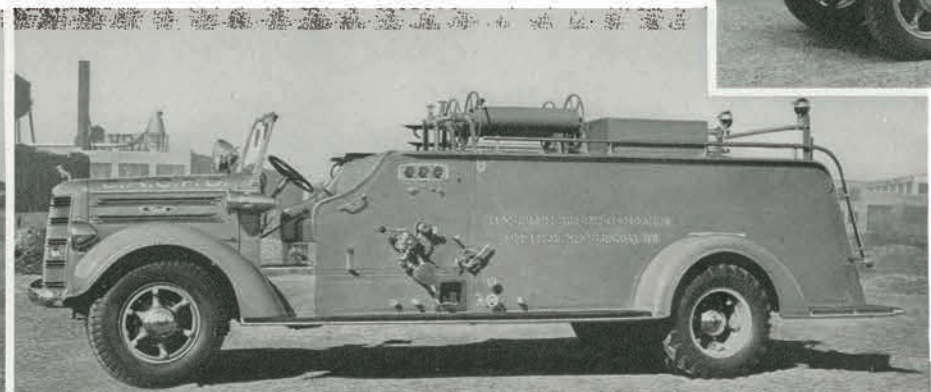
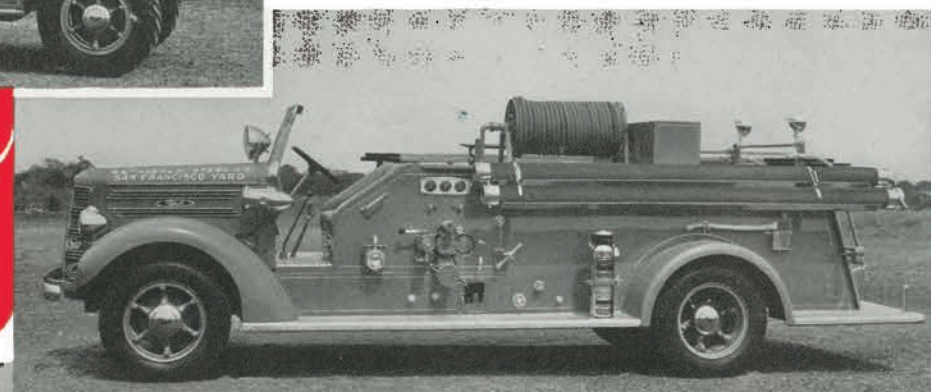
Huge bombers being turned out by Martin Aircraft Co. undergo tests at the company's Baltimore airport with this Mack crash truck standing by in case of emergency.

IN VITAL WAR INDUSTRIES

In Pittsburgh, center of the nation's steel industry, this Mack stands guard at the works of the National Tube Co., subsidiary of U. S. Steel.



Fire protection for the ship-building yards of the Bethlehem Steel Co. at San Francisco is furnished by this Mack 500-gallon pumper.



Consolidated Aircraft Corp., builder of long-range bombers has large defense orders. To protect its San Diego plant it recently installed this Mack pumper.

MACK MARINER DIESELS... *for Navy's fast landing boats*

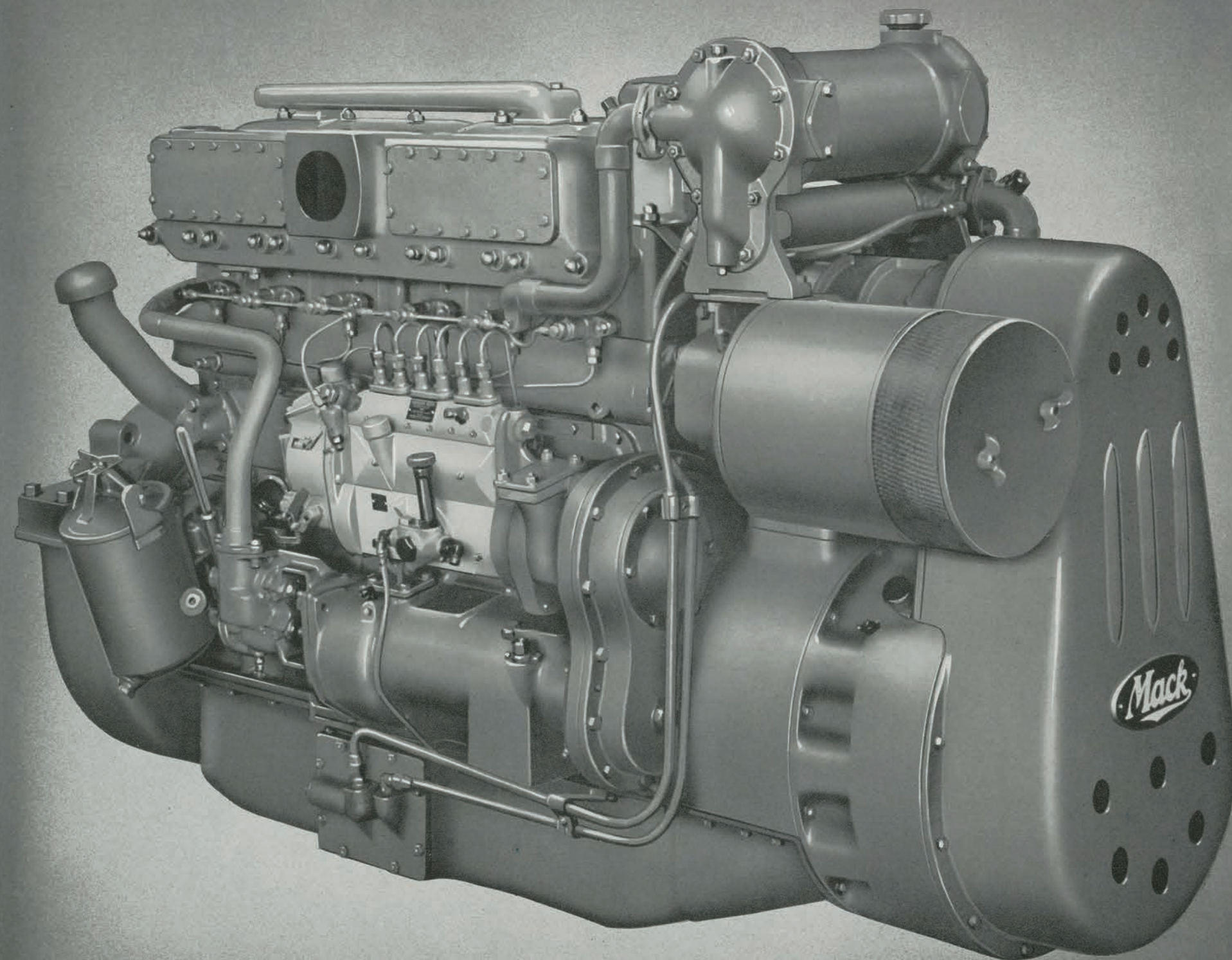
SMALL, FAST, armored landing boats, designed to come swiftly in through heavy surf, are the U. S. Navy's answer to the problem of making quick landings on hostile shores. Carrying as many as 24 Marines or Sailors, these speedy craft are also equipped to land tanks, light guns, and armored vehicles, so that a beach-head may be established for accompanying troops.

The Navy's fast new boats are an extension of the blitzkrieg theory to landing operations. Besides ability to speed through rough water and land or embark in heavy surf, they operate equally well in shallow water and can leap over sandbars and submerged obstructions without damage, because of their double-bottom construction.

Powering a number of these remarkable, new-type boats are super-charged Mack Marine Diesels of 200 horsepower. Light and compact, these smooth, quiet engines operate with unusual economy and are especially engineered to provide unfailing power under a wide variety of conditions.



PHOTO FROM PRESS ASSOCIATION, INC.





This special tractor-bus carries as many as 59 soldiers on its hourly trips between Ft. Benning and Columbus, Ga. Nine more of the same type have been ordered by Howard Bus Lines.



From the expression on the faces of these soldiers it's easy to see they're holiday bound. Ten Mack buses of this type supply transportation out of Camp Wolters, near Mineral Springs, Texas.

SERVICE MEN GO TO TOWN ON MACKS

IN ADDITION to the important service it renders defense industries by getting men to their work, the motor bus has become an essential part of Army and Navy life.

The great new army camps that have sprung into being within the past year are, in most cases, considerably removed from urban centers where men in uniform find their chief source of recreation. By

providing low-cost and convenient transportation for these men, motor buses contribute in no small measure to the all-important factor of military morale.

The scenes shown here of soldiers and sailors boarding Mack buses might well be duplicated at any of the army camps or navy bases throughout the nation.



The 56th Cavalry stationed at Fort Bliss, Texas, depends on Mack for its horsepower when it goes to town. This is one of eight Mack buses purchased by El Paso Electric Company for service between the camp and El Paso.

At Army's Mitchel Field, L. I., Mack buses link the flying field and nearby town of Hempstead.



At Navy Bases, too, Mack buses furnish convenient and low-cost transportation for sailors on shore leave. This Mack is one of several used for this purpose by the Motor Transit Co. of Jacksonville, Fla.

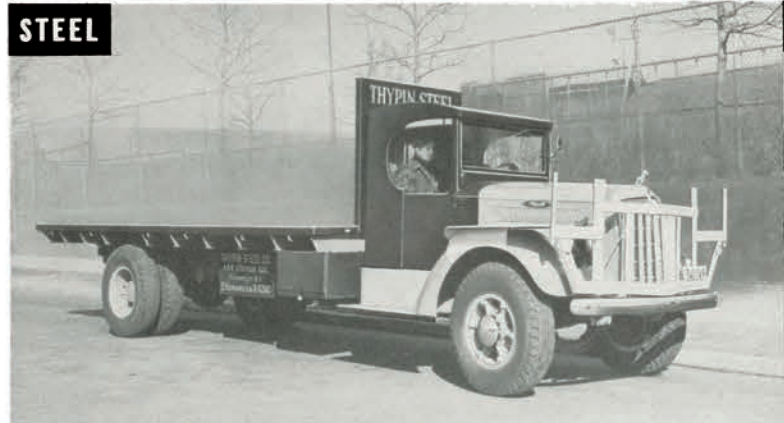
MACKS BEHIND THE PRODUCTION LINE

TODAY, as never before, America's production lines are the bloodstreams through which flow the industrial strength and power which makes possible the nation's growing military might.

Keeping a steady stream of materials moving to and from these production lines is the job of countless Mack trucks working for vital war industries.

By doing their job well—quickly, economically and dependably—they, too, serve in no less important a capacity than their brother Macks who wear the olive drab of Uncle Sam's fighting forces.

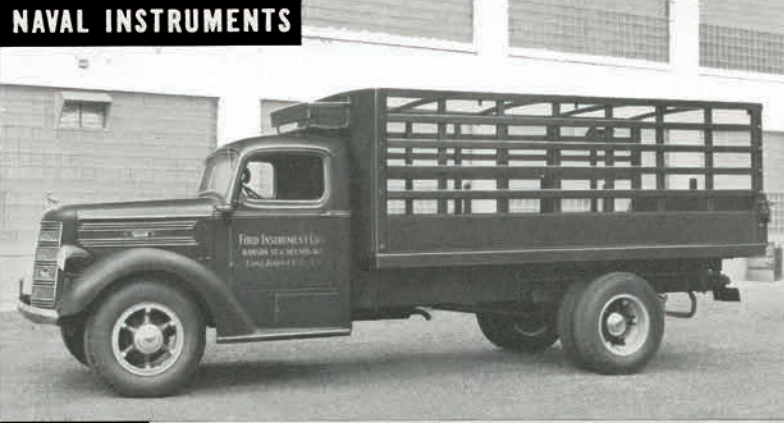
STEEL



AIRCRAFT



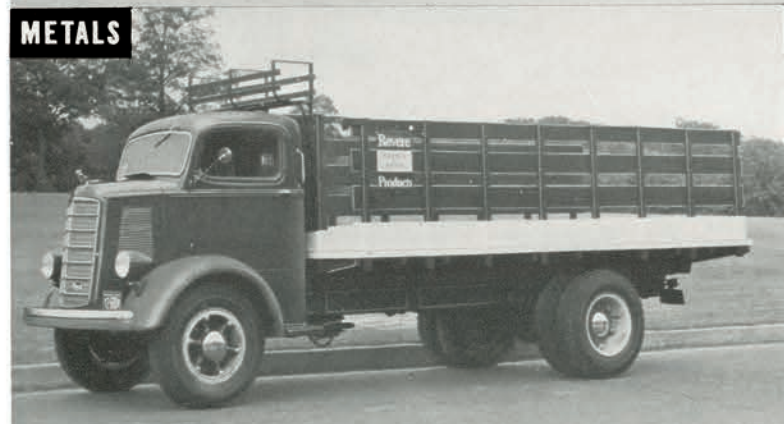
NAVAL INSTRUMENTS



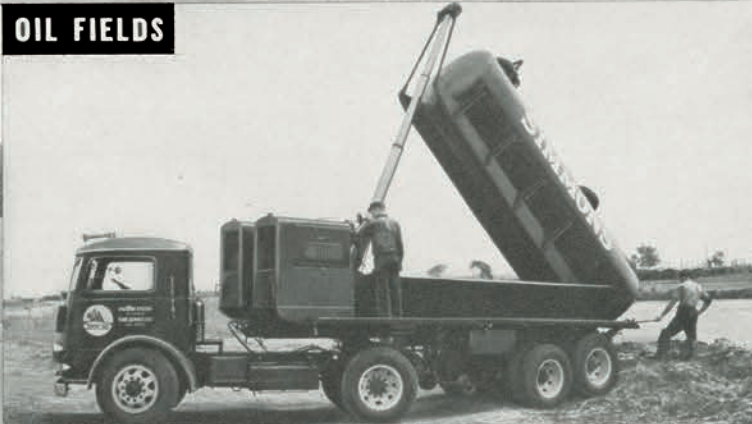
CHEMICALS



METALS



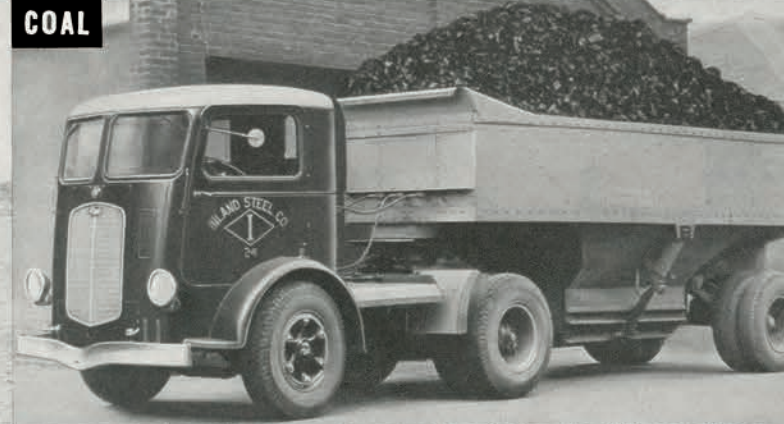
OIL FIELDS



WELDING



COAL



LUMBER



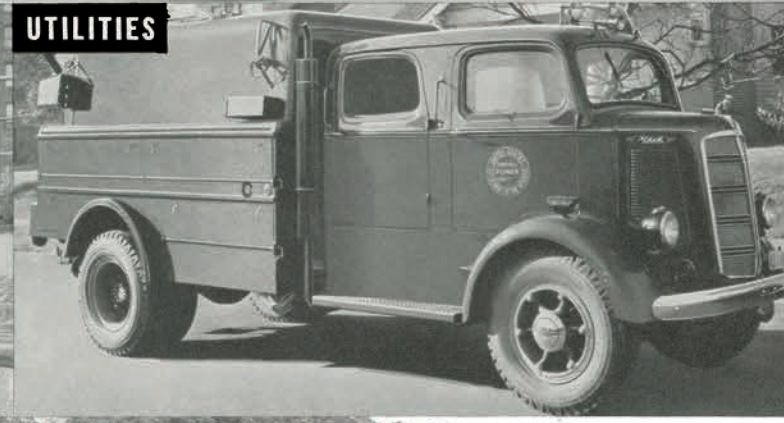
ARMY CAMP CONSTRUCTION



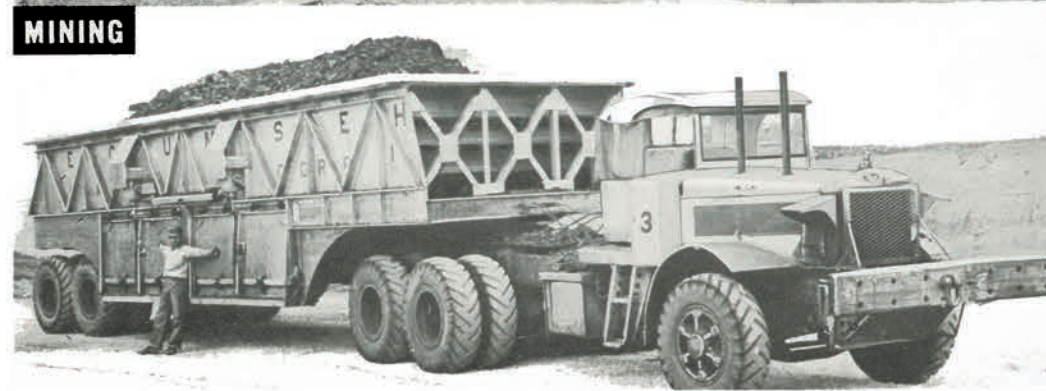
AMBULANCE



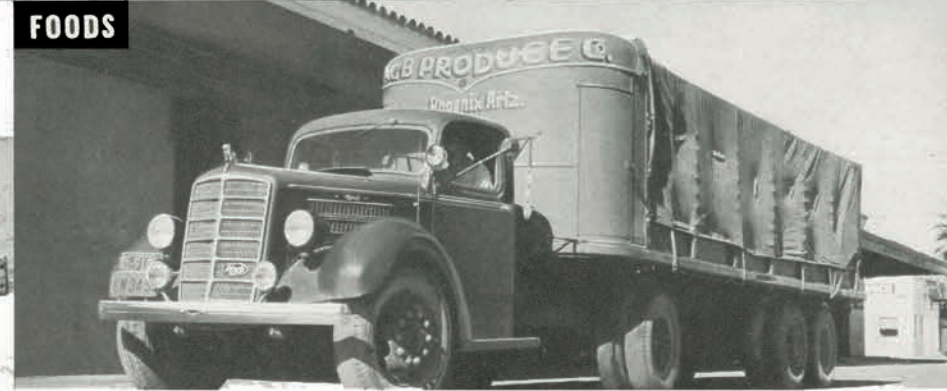
UTILITIES



MINING

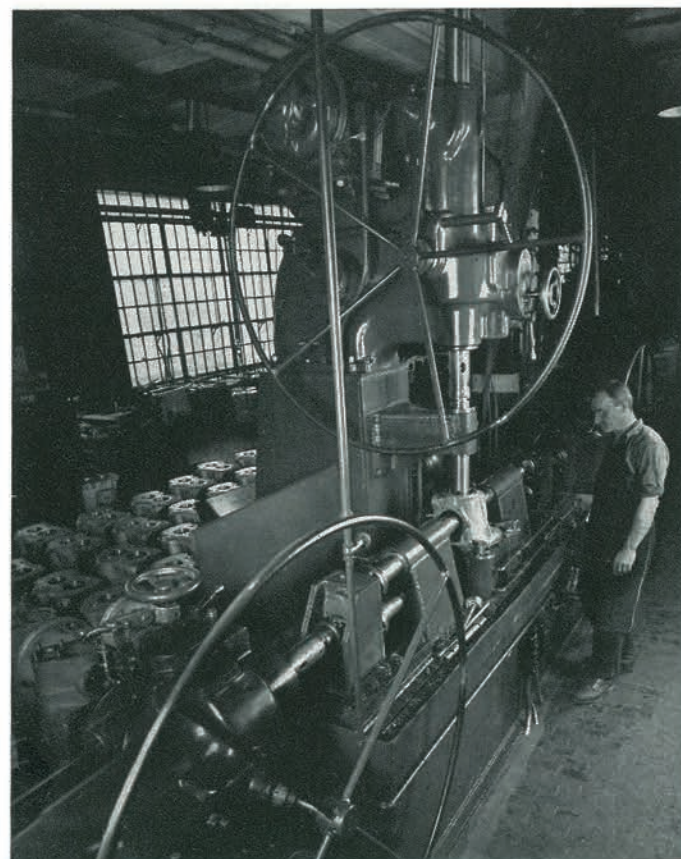


FOODS



FREIGHT





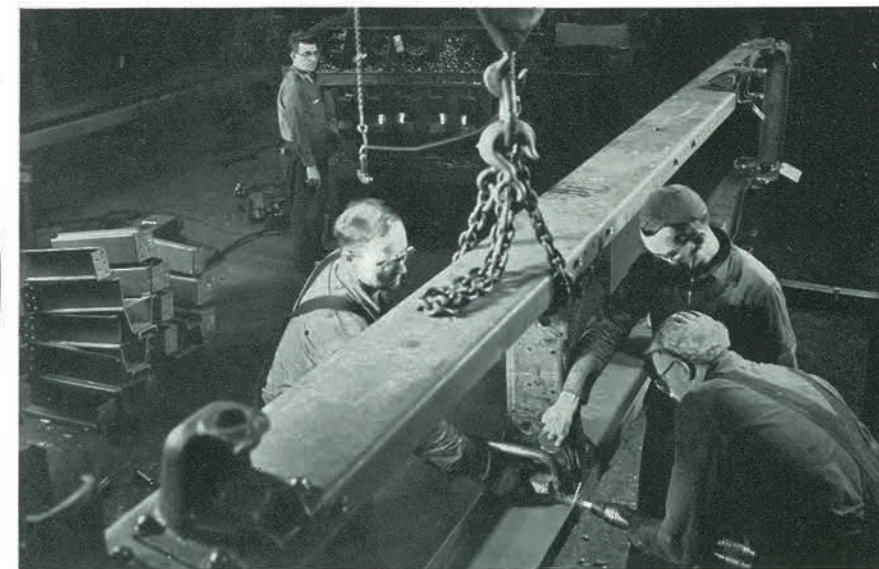
Accuracy of bores in rear axle gear carrier insures exact alignment of driving gears. Because of the great rigidity of this machine Mack holds this accuracy within a half-thousandth inch.



No set of Mack timing gears has ever worn out. Mack makes them tough by case-hardening, then generator-grinds the teeth as shown here for utmost durability and perfect silence.



Uniform thickness and perfect alignment of cylinder walls is assured by precision boring every core used in cylinder block casting.



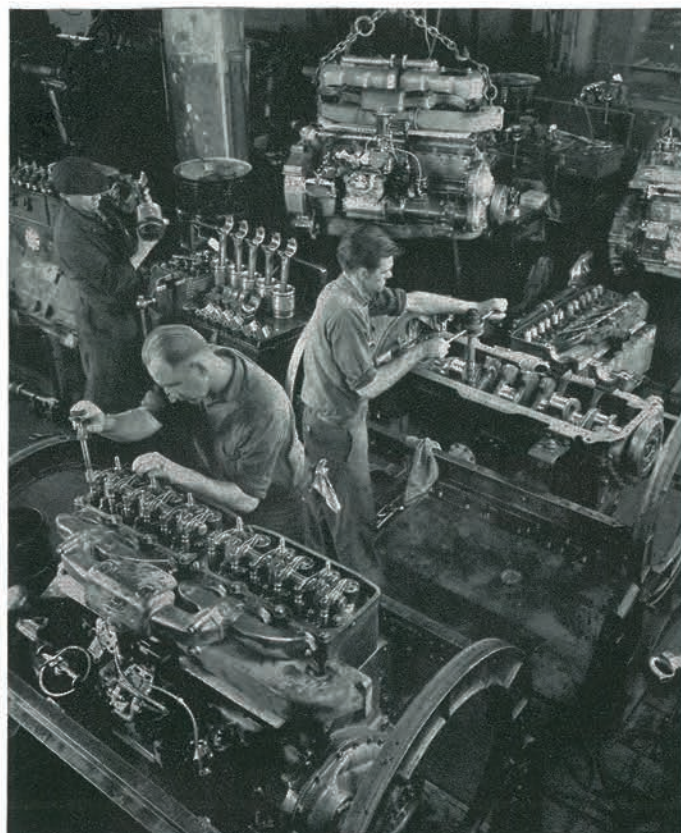
Hot rivets pinch harder, fit better and are much stronger than cold rivets. Rivets are heated electrically in the heater shown in the background.



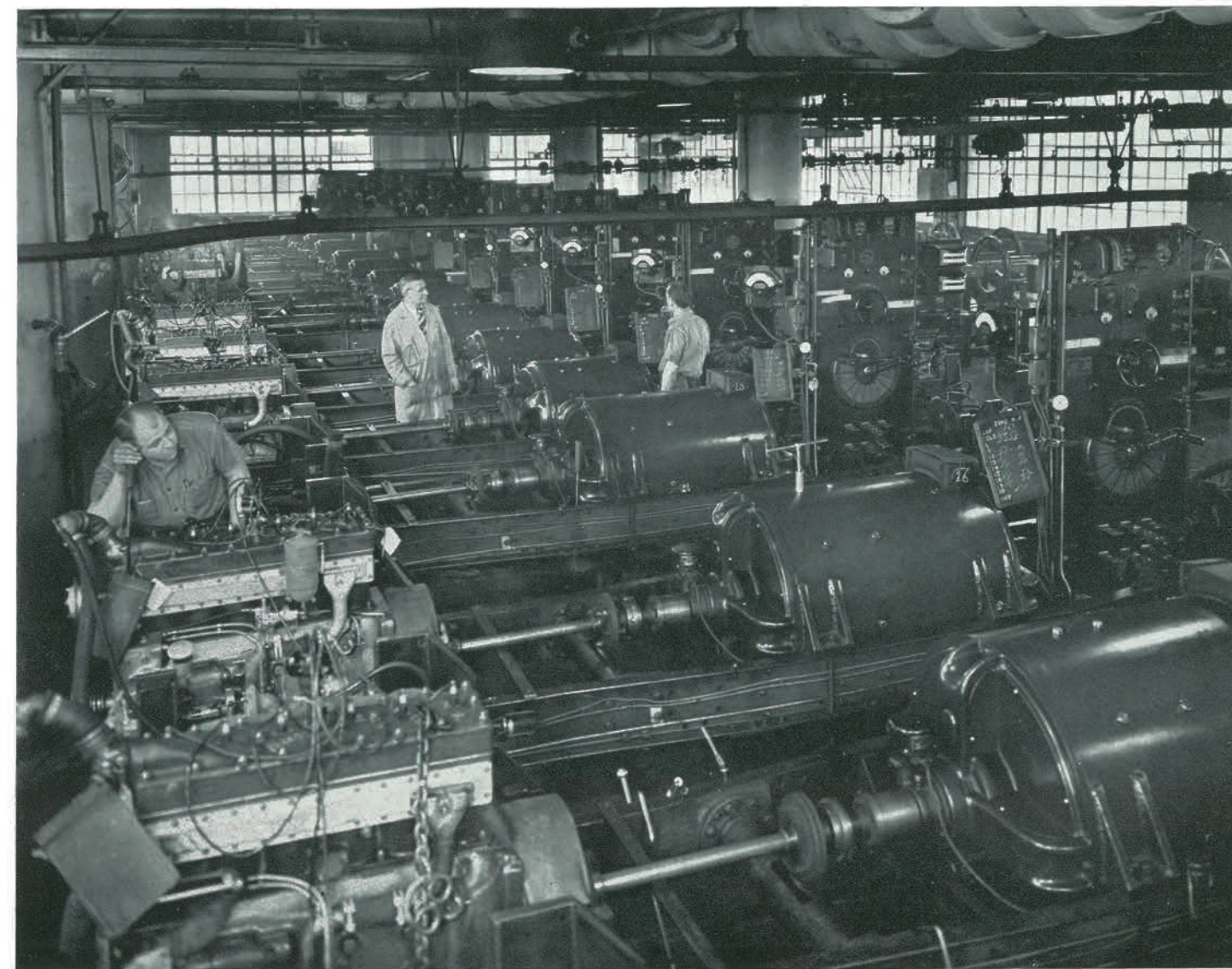
Mack cylinder blocks keep their shape. Shown here, the reason why. Castings enter huge electric furnace for 12 hours of heat treatment. This exclusive process relieves casting strains, prevents distortion.



Packed in charcoal-filled boxes Mack crankshafts are heated in cavernous furnaces for 16 hours. Only genuine pack-carburizing makes possible truly case-hardened shafts.



Between dynamometer tests Mack engines are disassembled for thorough inspection and adjustment. This explains why Mack engines need no breaking-in period after delivery.



Dynamometer testing of production engines. Mack's dynamometer testing shop accommodates 72 engines at a time. Engines are given two exhaustive tests, each of which takes from 6 to 8 hours. Engines operate with regular grades of fuel and are under constant observation throughout the test.

★★★ THREE GREAT FACTORIES KEEP 'EM ROLLING ★★★

MACK PRECISION MANUFACTURE

Means Better Equipment For America's Fighting Forces and Vital Highway Transport.

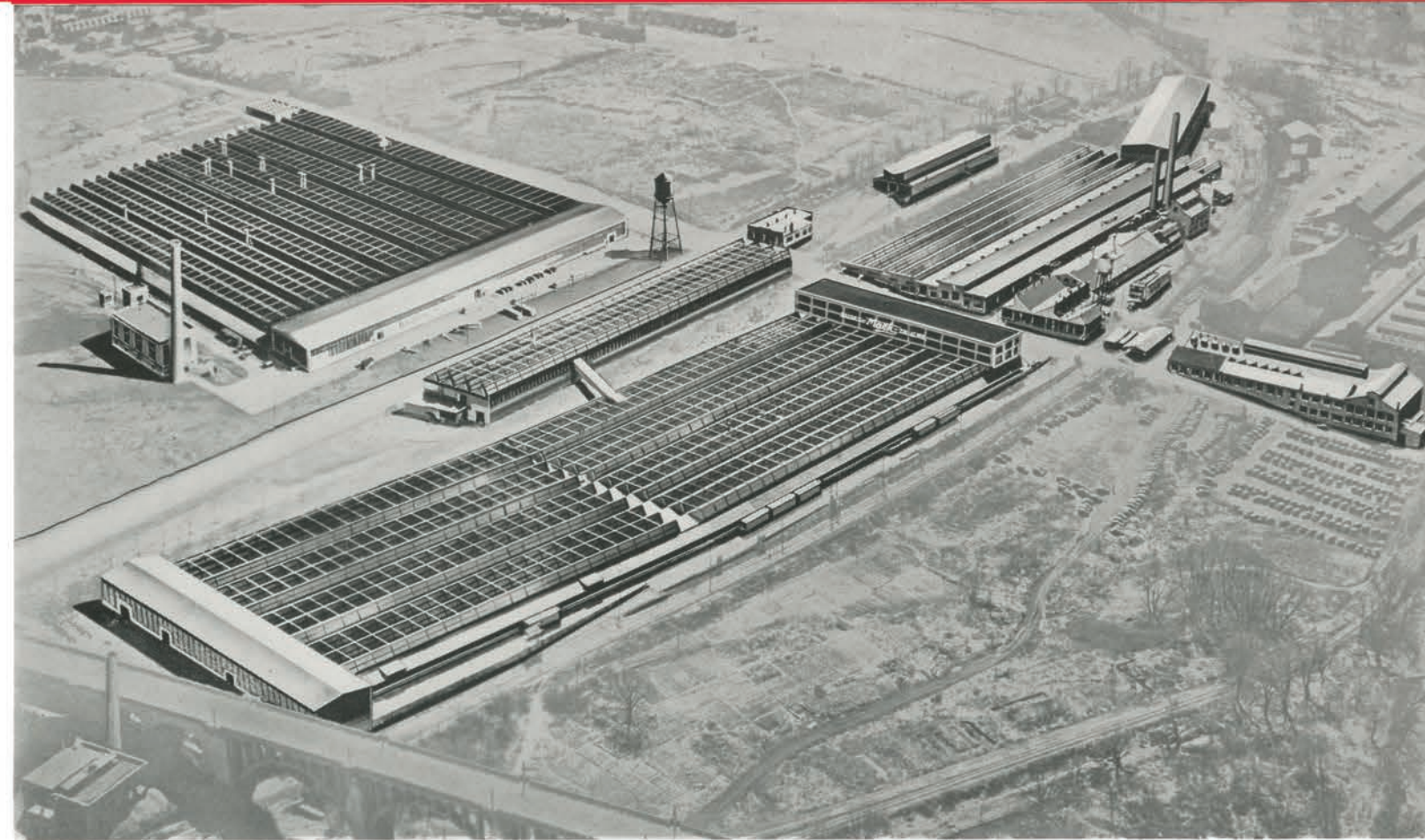
THE PICTURES on these pages give but a glimpse of the men, machinery and processes that make Mack quality possible. Mack is proud that its long and uncompromising determination to build only the finest has made available for America's war needs, transport vehicles which in quality and precision are unequaled anywhere in the world.

Allentown, Pa.—Largest of the three groups of plants and destination of the products of the other two, the Allentown factory is devoted to the production of a host of miscellaneous parts and assemblies for the finished chassis, cabs and bodies. Erection, final testing and finishing of the chassis take place at this plant. Here also are located the Experimental Laboratory and the Engineering Headquarters. The Allentown plants total more than a million and a half square feet of floor space bringing the total of all three factories up to well over 2,500,000 sq. ft.

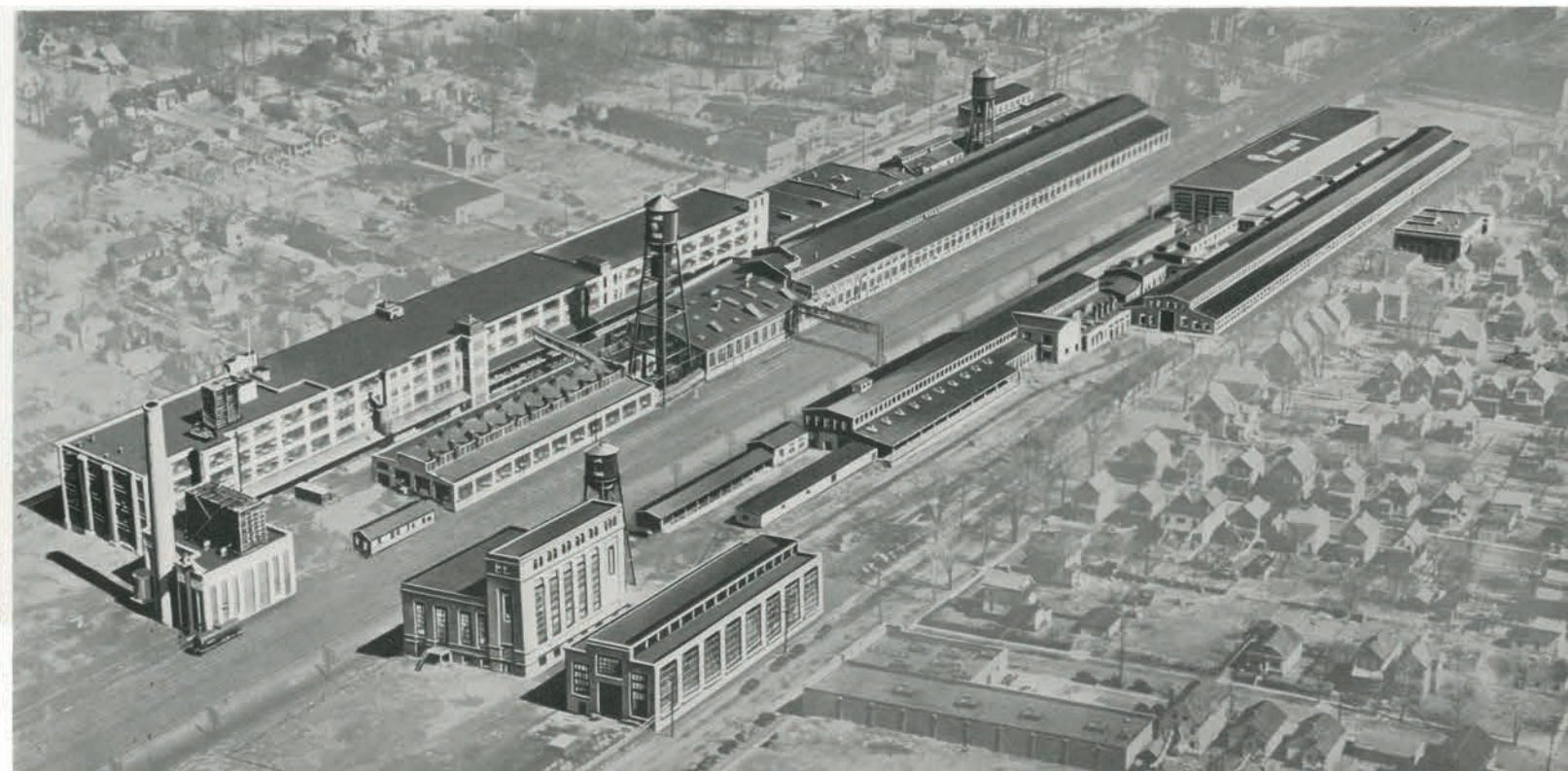
New Brunswick, N. J.—This plant is devoted to the production of iron, aluminum and bronze castings, and the manufacture of geared parts, such as transmissions, axle gear-sets and steering gears. Here at New Brunswick Mack is producing the mighty

transmissions used in the Army's new 30-ton tanks. Also housed within its 525,000 square feet of floor space are chemical and physical laboratories, pattern shops and heat-treating rooms.

Plainfield, N. J. Totalling 650,000 sq. ft. of floor space the Plainfield factory is divided into two plants. On the far side is the Front Street plant devoted exclusively to the production of engines and including the ultra-modern heat-treating shop in which Mack's exclusive case-hardening process is used for crankshaft and timing gears. Here, also, is located the largest dynamometer engine testing equipment in the industry, comprising seventy-two test stands. On the near side is the Second Street plant which contains the Testing Laboratory and General Service Department warehouse.

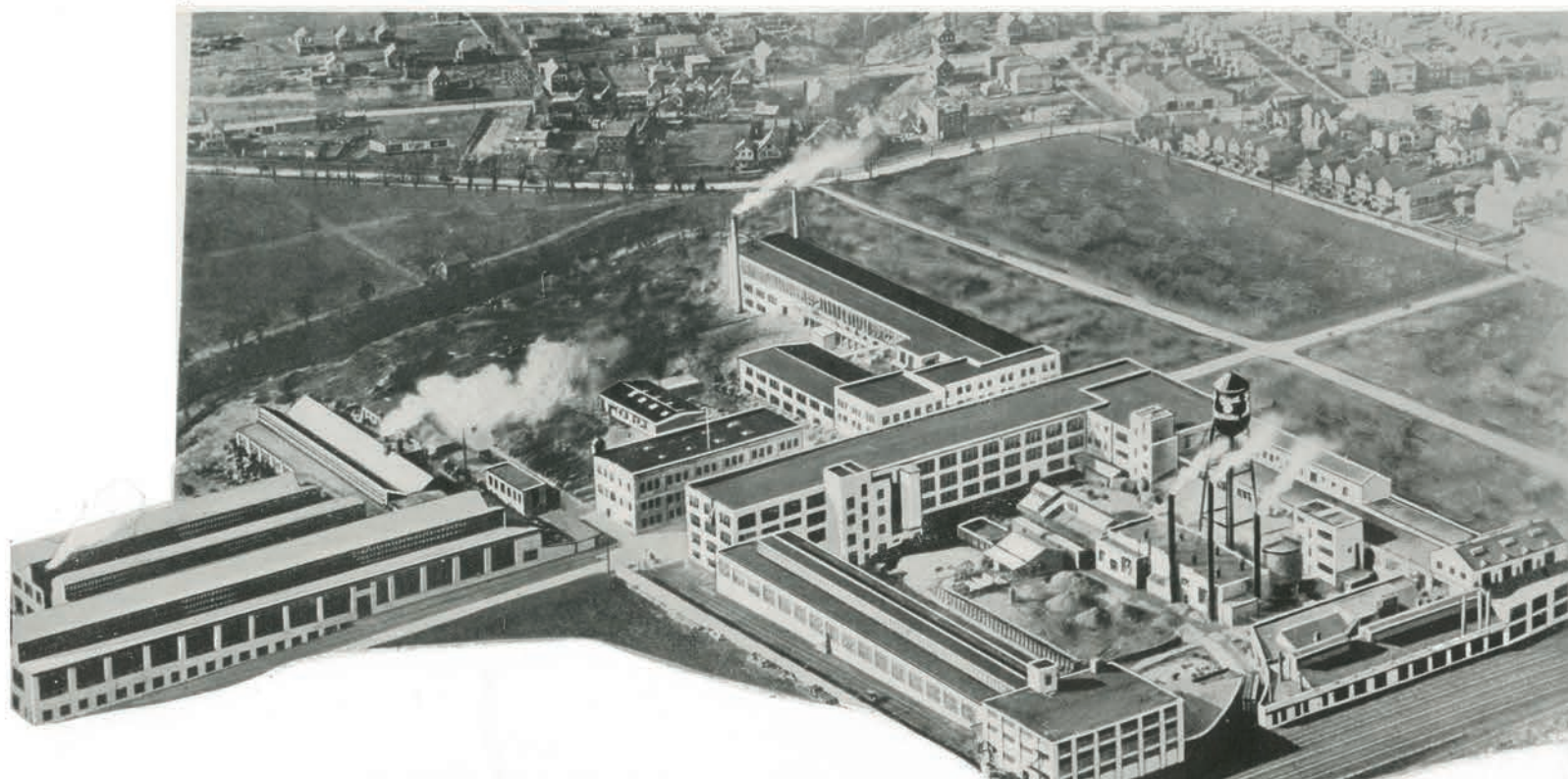


ALLENTOWN, PA.



PLAINFIELD, N. J.

NEW BRUNSWICK, N. J.



Backed by Nationwide Service Facilities

BECAUSE of their mechanical excellence Mack trucks, buses, fire apparatus and marine engines need a minimum of service. When repairs do become necessary Mack's network of direct factory branches and leading dealers all over the country assure time-saving, money-saving satisfaction.

MACK BRANCHES

Akron, Ohio	Nashville, Tenn.
Albany, N. Y.	Newark, N. J.
Allentown, Pa.	New Brunswick, N. J.
Atlanta, Ga.	Newburgh, N. Y.
Baltimore, Md.	New Haven, Conn.
Birmingham, Ala.	New Orleans, La.
Boston, Mass.	New York, N. Y.
Bridgeport, Conn.	Norfolk, Va.
Bronx, N. Y.	Oklahoma City, Okla.
Buffalo, N. Y.	Paterson, N. J.
Camden, N. J.	Philadelphia, Pa.
Charlotte, N. C.	Pittsburgh, Pa.
Chicago, Ill.	Pittston, Pa.
Cincinnati, Ohio	Portland, Maine
Cleveland, Ohio	Portland, Ore.
Columbus, Ohio	Poughkeepsie, N. Y.
Dallas, Texas	Providence, R. I.
Des Moines, Ia.	Reading, Pa.
Detroit, Mich.	Richmond, Va.
Erie, Pa.	Rochester, N. Y.
Fresno, Calif.	Sacramento, Calif.
Harrisburg, Pa.	St. Louis, Mo.
Hartford, Conn.	St. Paul, Minn.
Houston, Texas	Salt Lake City, Utah
Indianapolis, Ind.	San Francisco, Calif.
Jacksonville, Fla.	Seattle, Wash.
Jersey City, N. J.	Springfield, Mass.
Kansas City, Mo.	Syracuse, N. Y.
Long Island City, N. Y.	Tampa, Fla.
Los Angeles, Calif.	Toronto, Ont., Canada
Louisville, Ky.	Utica, N. Y.
Manchester, N. H.	Washington, D. C.
Milwaukee, Wis.	Waterbury, Conn.
Mineola, N. Y.	White Plains, N. Y.
Montreal, Que., Canada	Worcester, Mass.

PAN-AMERICAN DEALERS

Argentina, Buenos Aires	Dominican Rep., La Romana
J. Vazquez Iglesias & Cia	Casa Flaquer, C por A
Bolivia, La Paz	Ecuador, Guayaquil & Quito
Federico A. Eulert S. en C.	L. A. Cordovez C.
Brazil, Rio de Janeiro	El Salvador, San Salvador
Auto Mercantil, S/A.	Compania Tecnico-Industrial
Chile, Punta Arenas	Guatemala, Guatemala City
Jorge Skarmeta S.	C. Mathieu C.
Chile, Santiago	Haiti, Port au Prince
Salinas y Fabres Ltda.	Nessim Baboun
Colombia, Barranquilla	Mexico, Mexico D.F. & Puebla
Jose Cure B.	Automotriz O'Farrell S. A.
Colombia, Bogota	Nicaragua, Managua
Agencia "Mack"	D. A. McGregor
Colombia, Bucaramanga	Paraguay, Asuncion
Hijos de B. Bueno Sucs S. en C.	Oscar S. Netto
Colombia, Manizales	Peru, Lima
Heilbron, G.H.	La Comercial Importador, S.A.
Colombia, Medellin	Uruguay, Montevideo
Peter Santa Maria y Cia	Venezuela, Caracas
Dominican Rep., Ciudad Trujillo	Aranguren & Co.
A. Martinez Francisco	



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NEW YORK, N. Y.

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