

PS Magazine, the Preventive Maintenance Monthly

PS Magazine was a *Postscript* to technical manuals and other published maintenance guidance done in a comic book style with artwork by Will Eisner. Many may be familiar with his artwork from the *The M16A1 Rifle* pamphlet in comic book form to help Vietnam troops minimize the problems with the M16 early on.

The Army had some success during WWII with an instructional publication called Army Motors which was geared toward vehicle maintenance. The Army commandeered Corporal Will Eisner who was a graphic artist before being drafted into service. His works included Wow comics and a newspaper comic strip "The Spirit" Army Motors ceased production in 1945. Eisner left the Army as a Chief Warrant Officer to start American Visuals Corporation, a contract graphic art company.

In 1951 the US army was gearing up for its involvement for the war on the Korean peninsula. PS Magazine was created to reverse the decline of preventative maintenance following World War II. The Army contracted American Visuals to create instructional material. This time the scope covered all forms military maintenance including communications radios, electronics as well as weapons big or small.

PS Monthly magazine from its inception has been, written, researched, and edited by Department of the Army civilians. The home office of PS was located at Aberdeen Proving Ground, Maryland, from April 1951 through January 1955, when it was moved to Raritan Arsenal, New Jersey. It was moved again in October 1962 to Fort Knox, Kentucky. It remained there until July 1973, when it moved to the Lexington-Blue Grass Army Depot in Kentucky. In June 1993, it moved to Redstone Arsenal, Alabama. In March 2011, the magazine published its 700th issue. Today they are still churning them out and even have a mobile app!

Articles and blurbs are not new to the Carbine Club Newsletters. In late 80's to the early 90's member Martin Floyd provided submissions to the club. Unfortunately the printing of the time did not always allow for pictures and many of the articles were just in type written form. The great thing of having an online format is we now have the ability to share electronic pictures. So here we are re-publishing some as well as some not previously published.

Here we start with "Carbine Cure" from 1954 and items related to parts inspection.

CARBINE CURE



When it comes to checking your .30 cal. carbine you're busier than a one-armed paper hanger with the itch.

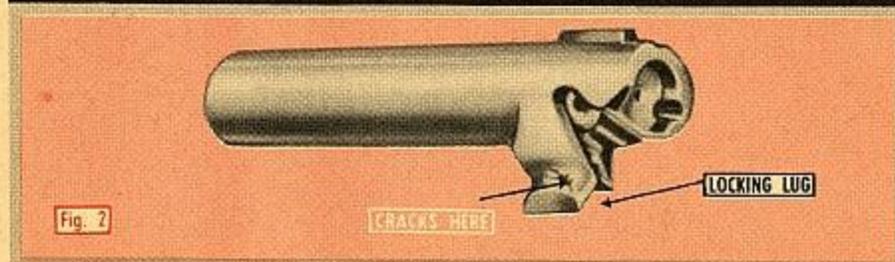
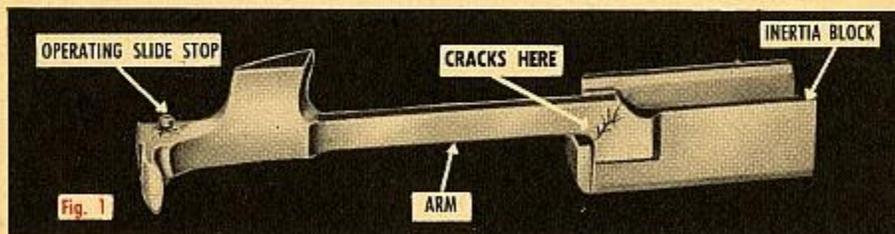
You know that some day it could be your life insurance—no gambling here.

You eagle-eye the operating slide for cracks around the operating-

cam where the inertia block and the arm come together (Fig. 1). At the same time you check for breaks around the hole for the operating-slide stop.

Peel your eye on the bolt for cracks around the right hand locking lug (Fig. 2).

No sireeee—you're not the guy to gamble. If these parts are cracked or broken, turn 'em into supply for new ones.



WHICH END'S UP?

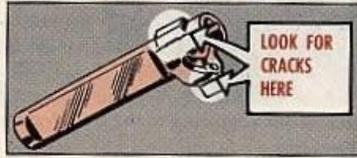
Dear Editor,

We had trouble with the pawls having to be replaced on the disassembling bolt tool for the carbine. Some of the men didn't know which end was up. They were using the assembling end for disassembling; the disassembling end for assembling and as a result the ends of the pawls either broke off or bent.

Since we've painted an *A* on the assembling end and a *D* on the disassembling end (Fig 2) we've done away with the broken and bent pawls. Now we have pawls to spare.

Cpl Roger Cory
Aberdeen Proving Ground, Maryland

Before you even get close to squeezing the trigger on your carbine, take a long look at the locking lugs on the bolt.

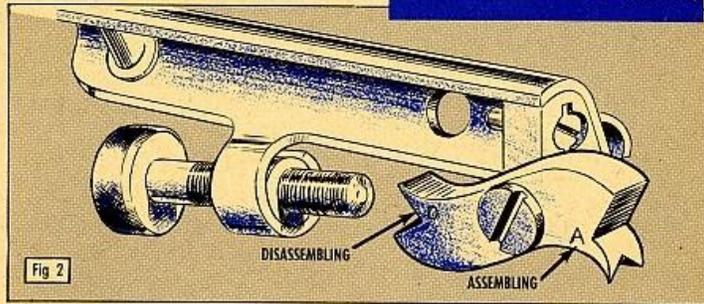


If you think a crack is making its way between the lugs and the body of the bolt, head for your armorer pronto. He'll send the carbine, bolt and all, back to your support unit if he spots a crack, or just thinks one is starting to show up.

Left and Above 1954. Bottom Right 1955

(Ed Note—Sounds like a good idea for the guys who work on that bolt. Just remember, tho', that a screw that's too tight on the tool can also help damage the pawl ends.)

DISASSEMBLING BOLT TOOL (CARBINE)



BOLT REPAIR

Dear Half-Mast,

How is it that the unit artificer isn't allowed to repair a defective bolt on a carbine, and yet parts are authorized in the Ord 7 SNL?

Cpl G. J.

Dear Cpl G. J.,

That was an awkward situation, but it's long gone now. Change 1, FM 23-7 (19 Oct 53) authorized the disassembly of the bolt under the supervision of an officer, non-com, or artificer. Now, since the Ord 7 SNL gives him the tools and the parts, the artificer is all set to make repairs on the bolt.

Half-Mast



Dear Half-Mast,

Is it just the ejector on the bolt of the M1 carbine that ejects all of the rounds from the weapon after they've been fired?

I've been told that the ejector only plays a part after firing the last round and the magazine spring comes into the picture by exerting pressure against the next round which ejects the last fired round.

This might have something to do with the ejection, but I think I'll stick with the idea of the ejector doing all the work.

Am I right?

Pvt. P.C.

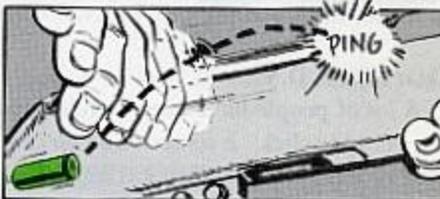
Dear Private P.C.,

Here's the story. The magazine spring and follower of your carbine don't play any part at all in ejecting spent or live rounds from the carbine. Ejection is a positive action—both in force and direction—even when you don't have a magazine on the weapon.

Here's a test you can make. Load a magazine with dummy rounds and put it into the carbine. Then hand cycle the weapon slowly. You'll see that the magazine follower has no contact at all with the round during extraction and ejection.



Now, take the magazine off and single load one dummy round into the chamber. Then pull the bolt back slowly to extract and eject. You'll see that the extractor firmly holds the



round until it clears the chamber, and then the ejector "kicks" the round to the right rear.

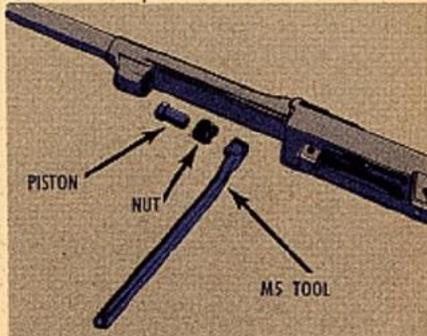
Repeat the same cycle, but this time pull the operating slide back sharply. The ejection pattern will still be the same—except for the speed of the round as it comes out of the receiver.

The same type of extraction and ejection applies to the M1903 Springfield, the M1, M14 rifles, the Browning Automatic Rifle, the M1911-11A1 Pistol, and the M1 and M2 Carbines.

It would seem over the years things related to the gas piston have changed.

Dear Lt H. V. Z.,

Cleaning the gas piston nut on the M1 carbine is one of those "Yes-But!" propositions. Yes, the user cleans it—but only under the supervision of the organizational artificer, and only when the carbine gets sluggish—failure to extract, for example. Cleaning this nut every time the piece is fired would wear it out entirely too soon. See FM 23-7, pages 92 and 93, para 48 c for the poop on this.



As for the M5 tool being inadequate, if you find a weapon in such bad shape that this tool won't easily remove the cylinder nut, you'd better send it to Ordnance for repair.

Half-Mast

In 1954 (middle) you must have Ordnance Support Unit take out the piston for cleaning

1955, you could do it only under supervision of the artificer (left)

Stripped nuts

The piston nut in your .30-cal. carbine gas-cylinder group is staked to keep it tight. If you try to take it out, you'll not only burr the threads but you'll twist the turning lugs on the nut. If that nut's got to be taken out for cleaning, let your Ordnance support unit do the job for you.

In 1957 only two guys can remove the piston nut. The Armorer-artificer or you, with the Armorer-artificer looking over your shoulder. (right)

A sence of humor always helps!

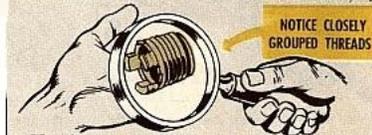
RIGHT TIGHT



This here now gas piston nut on the .30-cal carbine is still taking a beating 'cause it's not treated right.

Either of two guys can remove it—the armorer-artificer or you, with the armorer-artificer looking over your shoulder. If the M5 removing tool doesn't break the nut loose, send the carbine back to Ordnance.

Let's say you do get the nut off. After you get the carbon off the nut and piston with rifle bore cleaner, tell yourself you're gonna go slow and easy in screwing down the nut—and then do it that way.



The threads on the nut are real small and close together, so it's easy to cross 'em with the threads in the piston if you're not careful. And damaged cylinder threads means another job for Ordnance.

Once the threads are grooving right, tighten the nut with the M5 tool. Don't use pressure on the tool... the nut should be screwed in a little better'n finger tight. If the nut is too tight, the piston won't operate.

Not staked any more

You may have a carbine that doesn't have the gas piston nut staked. It's no goof. It's been found that when the nut's securely seated there's no need for the nut to be staked.

Seems in 1961 thoughts on staking and taking out the piston by the soldier has changed



There's such a thing as the wrong kind of maintenance . . . and that sure goes for the gas piston in your carbine.

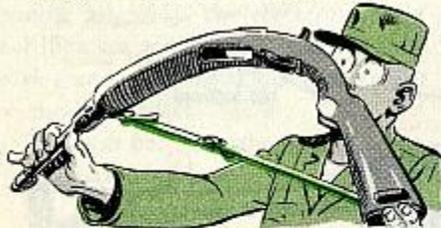
You don't want to remove and clean the piston just because you figure it's time for a cleaning session.

It takes quite a spell for carbon to build up on the piston. That's for true.

So . . . before you take out the piston . . . look for signs that the carbon is starting to get on the heavy side—like the weapon acting sluggish or not being able to extract the brass.

Then there were issues to be addressed with slings

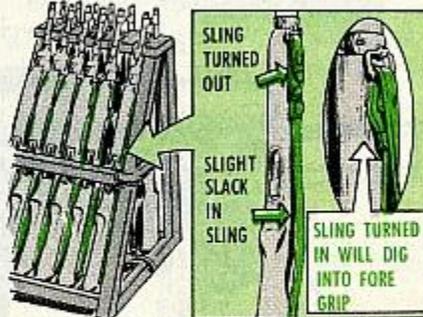
TWO-WAY STRETCH—TOWARD THE MIDDLE



An arms rack full of .30-cal carbines with tight slings may look sharp, but you're asking for trouble.

Comes damp weather and the slings'll draw up even tighter. Something's gotta give and it's a good bet that it'll be the front band assembly. And you'll be without the carbine for a spell, 'cause it's an Ordnance job (at a cost of more'n a few shekels) to repair or replace the assembly.

So . . . leave a little slack in the sling when the carbines are in a rack.



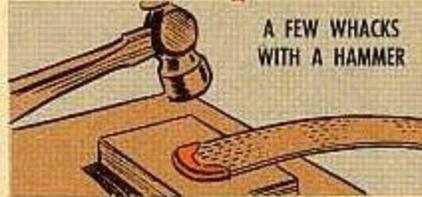
And don't turn the sling inside out so's the dangling end of the sling will be on the inside at the fore-grip section of the stock. It may look neater, but the end clip on the sling can dig into the fore-grip and scratch it up.

FLATTEN THAT TIP

Didja' ever see a guy fight the sling as he tried to get it through the slot of his M2 carbine?

The metal end clip on the sling won't fit so he tries to push it through with a screwdriver, punch or nail. Maybe it goes through. Then maybe the sling gets beat up or the stock is gouged. Could be the guy winds up with a hole in his fingers or hand.

There's a way that's a whole lot easier. Get your armorer-artificer to put the end clip on something that's hard and flat—like a piece of steel—and then give it a few whacks with a hammer. That's all it takes to flatten the end clip enough to get it through the slot in the stock.



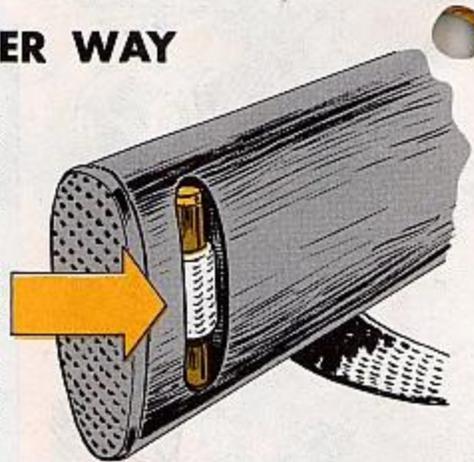
Then there is the old age question of which end up for the oiler followed by stock repair

ARMAMENT EITHER WAY

Like the question of which came first, the chicken or the egg, there's bound to be a lotta interest and some chatter when someone asks: "Which end of a carbine's oiler should be up?"

Actually . . . it doesn't matter which end is up if the oiler's neoprene gasket and cap are secure.

But, if you want to have everything the same in your outfit, you can put the oilers in the carbine with the caps pointing toward the top of the stock.

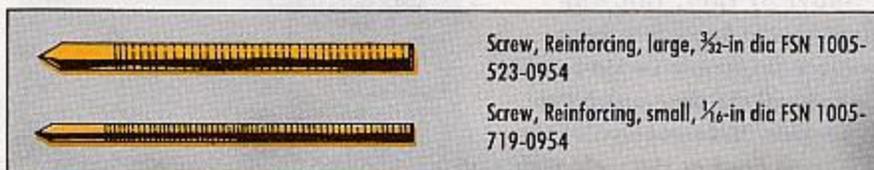


Word's getting around that the wooden stocks and handguards on rifles and carbines are being tossed on the salvage pile. Which is all right—when they're really shot.

But—it's not so all right when all it'd take is a coupla screws to fix 'em up almost as good as new.

So . . . how about spreading the word that sitting back on the depot shelves—just waiting to be requisitioned—are some brass screws that'll put your stocks and handguards in the shape TB Ord 507 talks about.

The nomenclature and stock numbers shape up like so:



Screw, Reinforcing, large, $\frac{3}{8}$ -in dia FSN 1005-523-0954

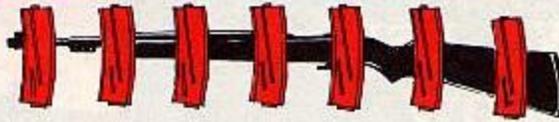
Screw, Reinforcing, small, $\frac{1}{8}$ -in dia FSN 1005-719-0954



Fixing the stocks and handguards means there'll be a supply of new ones handy for replacing those that're busted real good.

Seems by Korea there was a question of how many magazines should be issued with each carbine.

SEVEN'S THE NUMBER



Dear Half-Mast,

I've bumped into a small problem on the total amount of magazines allowed with each 30-cal carbine. In ORD 7 SNL B-28 (Jul 57) the FSN indicates one magazine with each carbine. Then under spare parts, it lists six magazines for each weapon.

I read this as a complete authorization of seven magazines, but others see it as a total of six—claiming the weapon doesn't include a magazine.

How's about coming up with your views to settle this hassle once and for all.

SFC J. K.



Dear Sergeant J. K.,

You read right.

One magazine is furnished with each carbine. It's considered a part of the weapon of issue. Since six magazines are listed as spare parts allowed—they are in addition to the original issue.

Six plus one still add up to seven—so the total quantity of magazines allowed is that old gallopin' dominocs magic number of seven.

You can apply this same principle to other equipment, too.

Half-Mast

So what to do if you wanted to carry more ammo? There was a remedy for that too!



You say you've got an ammo carrying problem that's got you down?

And you're tired of luggin' extra magazines in your pocket?

And you're fed up with being speared everytime you sit down?

Well... take five, friend, 'cause here's the answer.

It's the ammunition magazine case, FSN 8465-705-2438, a QM item listed in Federal Supply Catalog C2-15A, dated March 1960.

The case is made of cotton duck and webbing and comes with a shoulder strap to make things easier.

It'll carry a pretty good load of extra

.45 caliber for your pistol and sub-machine gun; .30 caliber for the carbine and M1 and extra clips for your 7.62-mm M14 rifle.



The cases are mighty handy to have around—but they're not up for grabs.

If you have a real need for some but they're in excess of your TOE and TA, tell your supply man to use the procedure outlined on page 12, paragraph 15h in AR 725-5 for requisitioning them.

We hope you enjoyed seeing the original images from PS Magazine.

If you know of any we missed please post below the image or the year/issue and we will add it to the list

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