

Finding Aid for

MACK TRUCK PHOTOGRAPH COLLECTION, 1905-1947

Accession 90.1.1747

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OVERVIEW

REPOSITORY:	Benson Ford Research Center The Henry Ford 20900 Oakwood Blvd Dearborn, MI 48124-5029 www.thehenryford.org research.center@thehenryford.org
ACCESSION NUMBER:	90.1.1747
CREATOR:	Mack Trucks, Inc., creator Henry Austin Clark, Jr., collector
TITLE:	Mack Truck Photograph Collection
INCLUSIVE DATES:	1905-1947
QUANTITY:	107.6 cubic ft. (266 boxes)
LANGUAGE:	The materials are in English.
ABSTRACT:	The Mack Truck Photograph Collection visually documents the innovations and growth of the company from its early years until 1947, and includes images in the form of photographic prints and both film and glass plate negatives.
ACKNOWLEDGEMENT:	The staff of The Henry Ford wishes to express its sincere thanks to the American Truck Foundation whose generous financial donation supported the processing and cataloging of this collection. We also wish to recognize the late Henry Austin Clark, Jr. who collected and preserved this remarkable material and the Clark family for donating it to The Henry Ford. The Mack Truck Photograph Collection represents a significant addition to the automotive collections at The Henry Ford and an important primary source for the study of the motor truck industry and its impact on American life.

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RELATED MATERIAL:	Related material held by The Henry Ford: - Henry Austin Clark Jr. Photograph Collection, 1853-1988. Accession 92.1.1774. Finding aid online at https://www.thehenryford.org/collections-and-research/digital-collections/archival-collections/355421/
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BIOGRAPHICAL/HISTORICAL NOTE

Mack Trucks, Inc., had its origins in The Mack Brothers Company, a partnership established by John M. "Jack" Mack and his younger brother Augustus M. "Gus" Mack in Brooklyn, New York on July 1, 1893. While their early fame rested on their skill in building and repairing heavy wagons, the brothers, with the aid of their older brother William "Willie" Mack, realized that gasoline powered vehicles would soon replace horse drawn wagons. The company began to produce motorized buses in 1903 and over the years expanded the product line to include light-, medium- and heavy-duty trucks, buses, fire-fighting apparatus and even gasoline-powered rail cars. After merging with the Saurer Motor Company and the Hewitt Motor Company, the Mack Company was able to build on their strengths in mechanical skill and engineering excellence to improve the product line. While the Mack brothers severed their relationship with the company in 1912, Mack Trucks, Inc., continues to be one of the major manufacturers of heavy-duty vehicles and the Mack Bulldog has become one of the best-known corporate symbols in the world.

The Mack Brothers Motor Car Company

The five Mack brothers, children of John Michael Mack and Christina Louise Laubin, were all born on the family farm near Mt. Cobb, Pennsylvania (not far from Scranton). Jack Mack, born October 27, 1864, was the most mechanically adept of the brothers and at the age of 14 left the farm and went to work for the Erie and Wyoming Valley Railroad. Jack's technical expertise insured rapid promotion to the position of engineer but he left the railroad for other, more challenging jobs. He moved to New York City where he was a supervisor of machinery on the Croton Aqueduct improvement project and later, served as second engineer aboard a ship traveling between the United States and the Caribbean.

In 1890, Jack returned to New York City and found work at the highly regarded Brooklyn carriage and wagon factory of Fallesen and Berry where his youngest brother Gus, born July 14, 1873, was employed in the office. Gus had attended a business school in Scranton, Pennsylvania, and worked in a local flour mill before ambition brought him to Brooklyn in search of a better job. Jack's mechanical interests led to his greater involvement in wagon production and when Christian Fallesen decided to retire in 1893, both Jack and Gus decided to buy the business and form a partnership. Jack took charge of production and Gus became the office manager and sales department head. They had intended to call the new company Christian Fallesen Carriage and Wagon Manufacturing Company but the financial depression of 1894 restricted their ability to incorporate. They named the business Mack Brothers and remained a partnership until 1901.

In 1894, the eldest brother Willie, born in 1859, left his job as supervisor of a Scranton wagon factory and brought his business skills to the financially strapped partnership. Jack and Willie decided to discontinue the carriage business and concentrate on heavy wagon production and repair. The decision was successful and by 1897 the business needed additional space. The company moved to Atlantic Avenue, near the main Brooklyn business district and its busy waterfront. The business continued to grow in this new location and on July 26, 1901, the brothers incorporated and became the Mack Brothers Company. As stated in the papers of incorporation, the business of the company was "the manufacture of carriages, wagons and harness..." but no mention was made of motor vehicles.

Mack corporate literature reports that Jack Mack's ride in a 1901 Winton touring car provided the inspiration for the Mack company's entry into the burgeoning field of gasoline powered vehicles. Jack Mack was interested in the possibilities of a mechanized vehicle and began to think about adapting it to a delivery truck or omnibus. At about the same time, Gus Mack proposed the use of motor vehicles to Isaac Harris for his sightseeing business in Prospect Park. Harris agreed to buy a mechanized bus and in 1903 Mack Brothers Company produced its first gasoline powered vehicle. The bus had a four-cylinder engine, heavy-duty nickel steel axles, long semi-elliptical springs, and traveled at an average speed of 12 miles per hour. The bus body designed by Gus Mack accommodated fifteen passengers.

This first bus, given the trade name "Manhattan," was a success and Harris ordered more. Soon other entrepreneurs were placing orders for Mack buses and the vehicles appeared on the streets of Boston, New Orleans and Havana, Cuba. The brothers realized that they needed to expand their facilities to produce not only the vehicles but the motors, transmissions and axles as well. Joseph "Joe" Mack, who had stayed in Pennsylvania, suggested the company move to Allentown and buy the Weaver-Hirsh foundry that had recently gone out of business. New incorporation papers were filed in Pennsylvania on February 1, 1905 and the Mack Brothers Motor Car Company began operation.

With the Allentown plant fully operational in the production of buses, Jack and Gus Mack turned their attention to delivery truck development. The first Mack trucks (Mack is a registered trademark of Mack Trucks Inc.) appeared late in 1905. They were designed for heavy hauling with the driver's seat over the 4-cylinder engine. The brothers also called these early trucks "Manhattan." By 1906, Mack introduced even smaller, lighter models. Jack Mack and his staff experimented with different sized engines over the years but the basic, 4-cylinder model continued to be used with little change until 1915. During this early period, Jack and Gus patented the popular constant-mesh, selective gear ratio transmission which allowed the driver to shift directly from high to low gear without going through the intermediate speeds.

The Manhattan trucks proved successful and by 1907 the truck line overshadowed the demand for buses. In 1908 the company offered a dump truck model with either cab-over-engine style or engine in front and in 1909, lighter models below two tons appeared to fill the demand for a lighter delivery truck. To distinguish between light and heavy-duty trucks, models above two tons were called the "Senior" line and those below were the "Junior" line. The engines for the Junior models were purchased from the F.A. Seitz Company of Newark, New Jersey, and in 1910 Mack purchased Seitz to insure a steady supply of these engines. That same year, the trade name "Manhattan" was discontinued and the scripted name MACK became the company trademark. At about this time, Charles Mack left the family farm to join his brothers as the company's real estate manager.

By 1911, Mack was one of the largest producers of heavy-duty trucks. In order to remain competitive, the company needed financial aid to expand their plant facilities and acquire production materials. Jack Mack sought assistance from the banking firm of J.P. Morgan & Co. with the result that Morgan counseled and effected a merger between the Mack Company and the newly formed Saurer Motor Company. The International Motor Company was formed to act as a

holding company for Mack and Saurer. Both companies would continue to act independently in the production area but the sales and servicing of both would be the function of International. In 1912, the Hewitt Motor Car Company joined Mack and Saurer under the International umbrella.

The Saurer Motor Company

In 1900, Adolph Saurer, a Swiss manufacturer, designed a heavy-duty truck to deliver his company's delicate embroidery machines to other mills and the railroad freight station. The Saurer trucks were soon winning awards throughout Europe for their design elements, strength, durability and safety features.

Albert Otto began exporting Saurer trucks to the United States in 1908. To reduce shipping costs, Otto set up an assembly plant in Plainfield, New Jersey, where the Saurer components could be stockpiled and quickly assembled. In 1909, Otto incorporated the Saurer Motor Truck Company.

By 1911, the Saurer company had attracted the interest of the Morgan banking interests and with their financial support a new company, the Saurer Motor Company, was incorporated to build trucks in the United States under license from the Swiss firm. The company headquarters was established on Church Street in Manhattan, New York City, while production remained in Plainfield. In October, the Morgan banking interests initiated the merger of Saurer with Mack and created International Motor Company.

The Hewitt Motor Company

The Hewitt Motor Company began operations in the spring of 1905 with a one-cylinder, ten horsepower engine. The company's founder and creative talent was Edward Hewitt who learned his ideals and mechanical skills from his grandfather, Peter Cooper, builder of America's first steam locomotive, the Tom Thumb, and founder of the Cooper Union School of Design. Hewitt worked with Sir Hiram Maxim on aerodynamics research and was a highly regarded chemical engineer but his real interest lay in mechanical innovation. With his father's inheritance, Hewitt was able to start his own automobile company with Charles O. Snyder as partner. They converted an old livery just off fashionable Fifth Avenue in New York City into a factory and garage. The ground floor was used for chassis assembly and service garage, the second floor was the machine shop and engine test area and the third floor was used for radiator production and a paint shop. Rather than risk rejection by not being accepted into the Association of Licensed Automobile Manufacturers, Hewitt bought the Standard Motor Construction Company of Jersey City, New Jersey, which already had an A.L.A.M. license so he could build his automobiles without violating the Selden patent.

Hewitt's one-cylinder engine was not well received by the buying public, nor was his more advanced V-8 model, which he debuted at the 1907 New York Automobile Show. Snyder left the company in 1906 and the business was almost destroyed when Hewitt's vice president, Leonidas Preston, embezzled a large amount of money from the company.

All of these problems may have been responsible for Hewitt's decision to concentrate on truck construction. In July 1907, the Hewitt Motor Truck Company was formed with Alfred Fellows Masury as investor and designer/factory manager. Masury was an extremely able mechanical engineer who had worked for General Electric and later on the Coulthard steam truck.

Hewitt had demonstrated a four-ton truck early in 1906 but the decision was made to begin actual production on a five-ton cab-over-engine model. In 1907, the company added a line of two- and three-ton models and in January 1910, the Hewitt company introduced the largest and most famous of its trucks, a ten-ton model.

The same month, Hewitt merged with the Metzgar Motor Car Company and the Hewitt factory in New York became the truck department of the Metzgar company. The Hewitt company continued to produce a variety of truck models and Edward Hewitt began seeking financial support to reclaim his business. Financing was raised and the new Hewitt Motor Car Company moved to a new location at West End Avenue in New York City. Unfortunately, Edward Hewitt lost controlling interest in his company and in March 1912, the Hewitt Motor Company joined the International Motor Company.

International Motor Company

Under the new company, the Mack and Saurer plants were enlarged to meet an expected demand for utility vehicles in 1912. Sales offices were established throughout the country and a new advertising campaign spread the Mack and Saurer name to a wider audience including such unlikely sources as The Saturday Evening Post and the Literary Digest. The truck lines remained unchanged after the merger but Mack continued to experiment with custom chassis for special equipment such as the truck mounted post-hole digger for the Bell Telephone Company. Mack received their first order for fire apparatus in 1911 and that aspect of the business increased rapidly between 1912 and 1913 as fire companies stopped using horse drawn vehicles. The Saurer line concentrated on building five- and six-ton models and ceased importing lighter models. After Hewitt joined International in 1912, their lines of light duty trucks were also discontinued. Dissatisfied with the Mack, Saurer, Hewitt merger, four of the Mack Brothers resigned their positions with the company and left the board of directors of International in 1912.

Gus and Joe Mack eventually took the profits gained from their sale of the company and became involved in California real estate. Willie Mack remained with International until his retirement in the 1920s. After involvement with several unsuccessful companies, Jack Mack finally became a successful dealer for the Republic truck line as well as a highly sought after truck consultant. (Ironically, after spending most of his life in the development and production of large vehicles, he was killed when his car collided with a trolley in March 1924).

International opened new corporate headquarters at the old Hewitt offices on West End Avenue in New York City in 1913. The 200,000 square foot structure included a service station department, a storage garage and a plant area for the manufacture of Hewitt trucks. Edward Hewitt became chief engineer for International in 1914 and produced the new Mack model AB, which replaced the Junior line of lighter trucks. Hewitt resigned as chief engineer after completion of the AB project. His replacement in late 1914 was his former designer Alfred Masury whose assignment was to design a new heavy-duty work vehicle. The result was the legendary "Mack Bulldog" model AC, which first appeared in August 1915.

The AB and AC trucks were so successful because they balanced lightness of weight with incredible strength. The engines displayed an endless service life when used under normal care.

The AC's distinctive hood design stemmed from placing the radiator behind the engine to draw air from under the hood and the truck cab and force it through the radiator and out over the engine. In the spring of 1917, the British government ordered 150 AC trucks for military use and reported that they looked and performed with the tenacity of the English bulldog. British engineers referred to them as "Bulldog Macks." This may explain the famous name because it did not originate within the Mack company.

The American armed forces used both Mack and Saurer trucks to carry troops and artillery during the First World War. The military ordered over 1,000 Saurer trucks and 4,000 Mack vehicles including a special electric-generator model for aircraft searchlight service, a mobile gun carriage for anti-aircraft use, and armored vehicles.

The influx of immigrants after World War I and the increased demand for better roads to move goods and services to locations not serviced by the railroads, prompted greater production of trucks and buses as well as heavy-duty construction vehicles. New construction projects including the Brooklyn Manhattan Transit Company's expansion of rail lines under New York City, the Lincoln Highway, planned as a major cross country road, the building of the Mt. Wilson Solar Observatory just west of Pasadena, California, and other construction projects increased the demand for Mack and Saurer trucks. Hewitt engineers developed a "hot penetration" road oiler, with boilers mounted on a Hewitt chassis, to spray a binding agent on crushed rock to form a solid road surface. In 1915, Saurer trucks carried the eleven-ton prefabricated base for the Mt. Wilson telescope up the winding mountain road to the observatory. By 1916, most major U.S. city transport companies used the Mack AB bus chassis with pneumatic tires.

The foreign and domestic demand for trucks in the teens caused a strain on parts production plants. In 1914, with the success of the Mack AB and AC models, International decided to discontinue Hewitt truck production and the Saurer line and to convert the Plainfield, New Jersey plant into an engine production facility. The name of the Saurer Motor Company was changed to the International-Plainfield Motor Company in 1920. After this date, International built and sold only Mack trucks with truck production and assembly at the Allentown plant. International expanded both the Allentown and Plainfield plants and constructed a new parts storage facility near the New York factory in 1918 with further expansion implemented in 1919 and 1920. As part of this later expansion, Mack bought the Wright-Martin Aircraft Corporation, which included their plant in New Brunswick, New Jersey. Here the Mack company was able to concentrate its production of steering gears, transmissions and dual reduction drives.

The success of the Mack AC truck after the war might be attributed to the returning engineers who had seen it in action and could foresee its value in the construction field. A redesign of its cooling system and transmission in 1922 added to its popularity. Fire-fighting companies especially liked the AC because the standardized unit could be used with various combinations of fire-fighting equipment. The companies used the AC as a tractor for aerial ladders and for large capacity pumpers. The AP and AL model bus chassis with a six-cylinder engine became popular and speedy units and were in heavy use by 1925.

The first major change to the AB model (or "Baby Mack" as it was called) came in 1920 with the introduction of the Dual Reduction Drive to replace the less efficient worm drive. After 1920, all AB models were offered with either chain or double reduction drives. Other changes included a larger radiator added in 1923.

By 1922 International Motor Truck Company changed its name to Mack Trucks, Inc., in order to better identify with the company's product and to avoid confusion with a competitor, the International Harvester Company.

As the demand for housing grew after the war and the population moved away from the city centers, the demand for bus service increased and the market for Mack buses grew during the 1920s. The development of the Mack Shock Insulated Bus in 1921 provided a more comfortable ride for bus passengers on the rough roads of the day. The introduction of the AL model bus with a larger six- cylinder engine in 1926 was the beginning of a highly successful series of buses for interurban and long-distance passenger travel. The AL was the first Mack vehicle to use a six- cylinder engine.

In an effort to move people and cargo more economically over short distances, especially on branch lines, several railroads, such as the Chesapeake Western, asked Mack and other truck manufacturers to produce self-propelled gasoline powered rail cars. Modified AB and AC rail cars went into service between 1921 and 1923. In 1925, the ACP model was assembled using AC engines on bodies built by the Pullman Company. This model never went into production because the railroads decided to follow a different design and Mack was out of the railroad business.

With the advent of better highways, the trend in the late 1920s and into the 1930s was for commercial vehicles with power and speed. Mack supplied both with their new line of six cylinder "B" models starting with the BJ introduced in 1928. The 1930s saw the introduction of light, medium and heavy-duty trucks like the BB, the BG and the BL, which featured four-wheel Lockheed hydraulic brakes. Heavier models included the BC, the BM and the BX. The end of prohibition in 1932 found Mack trucks in high demand from breweries across the country for the delivery of beer. 1933 saw the reintroduction of the cab-over-engine design, which had not been used since 1916.

As new and technically superior trucks were introduced, the company phased out the old standby AB model in 1936 and even discontinued the mighty AC Bulldog in 1938. Total production for the AB was 51,613 units and for the AC, 40,299. Mack's chief engineer, Alfred Masury, did not live to see the end of his most famous bulldog truck. He created the Bulldog radiator ornament for the AC in 1932, but died in the crash of the Navy airship Akron while on Army reserve duty in 1933.

Mack used trade shows and popular exhibitions like the Chicago World's Fair, A Century of Progress, in 1934 to show off their new models. Additional publicity was generated when photographs of the Hoover Dam construction site in 1932-1933 showed heavy duty Mack AP models employed.

A general business resurgence in the late 1930s and the introduction of several new truck lines resulted in large sales increases for Mack. Sales in 1936 were the highest for the company since 1930. New 1936 models included the one- to three- ton Mack Junior truck and the highly stylized EH model. The new seven model range of Junior trucks were actually Reo models with the Mack label and this arrangement led to an agreement to sell Reo trucks through Mack agencies. In 1937, the F series of super-duty trucks made their first appearance. These models, which were equipped with either gasoline or Mack Diesel engines after 1938, were too heavy for highway use but proved popular for mining and construction work. Diesel buses were introduced in 1938 and Boston received a shipment of diesel-electric models in November. Diesel engine research led to the development of the Mack Thermodyne engine, introduced in 1938. While Mack was late in incorporating a diesel into its vehicles, it was the first truck company to manufacture its own diesel engines.

By 1940, Mack's sales were \$44 million on the delivery of 7,754 units and the company recorded a net profit of \$1.8 million. They had the most comprehensive commercial line of any truck manufacturer. With the advent of World War II, the French government ordered tank transports from the company, and by 1939 Mack had begun to adapt their basic chassis styles to military uses. In 1940, company engineers worked with British Army staff to develop the NR model six-wheel transport truck designed for desert warfare. Prior to the attack on Pearl Harbor, Mack had supplied over 1,200 pieces of troop and heavy equipment transport to the United States military and several hundred 6X4 EXBU and NR4 trucks to the French and British governments. After Pearl Harbor, Mack began to modify all their truck designs to fit military needs.

Bus production ceased in Allentown and the US Navy used the plant for the production of torpedo bombers and troop transport vehicles. The New Brunswick, New Jersey plant was devoted to producing powertrains for M-3 and M-4 tanks and the engineering department was given the task of developing a 400-horsepower, V-12 supercharged diesel engine. Production of fire apparatus was too important to discontinue, but it was shifted from Allentown to the Long Island City plant and vehicles were built on Brockway and Kenworth chassis. One of the most dramatic vehicles constructed for the war effort was the NO Prime Mover. This seven-and-a-half ton, all-wheel drive truck was used in the Italian campaign to move the large 155-mm Long Tom field guns. A total of 2,053 NOs were built and by the end of the war in 1945, Mack had produced over 30,000 heavy-duty trucks for the American military forces.

The economy in the postwar period boomed and the demand for truck and bus transportation was greater than ever before. However, Mack's profits from operations during the war years and just after were reduced and a major strike in 1946 further reduced the company's production ability. Despite these problems, 1946 saw production on the E, Land F series trucks resumed, the Mack Mono-Shift Duplex ten speed transmission was introduced, and bus production started again at the Allentown plant.

The 1950s were the turning point for the trucking industry and for Mack. After criticism and governmental review, the trucking industry began to be recognized for the role it played in the movement of goods and people and its importance to the national economy. Mack began using heat-treated aluminum parts to reduce chassis weight. By 1953, Mack had dropped the A series in favor of the all-new B models. These models featured styling that emphasized rounded fenders

and a sleek cab, far different from the standard boxy type truck style that had preceded it. Also introduced in 1953 was a new cab over engine line of tractors designated the H series and the D series of cab over engine delivery trucks were introduced in 1955 but this series was replaced by the N series in 1958.

In 1955, Mack followed the trend to diversification by acquiring two electronics companies, Radio Sonic Corporation and White Industries, Inc., which were merged into Mack Electronics Division. This division was discontinued in 1958 due to its failure to show a profit. On June 1, 1955, Mack changed its title to Mack Trucks, Inc. In 1956, Mack acquired the Brockway Motor Company of Cortland, New York, which continued to operate as an autonomous division of Mack. With the purchase of the custom built bus company, C.D. Beck Company of Sidney, Ohio in 1956, Mack was able to re-enter the inner-city bus market but with the demand for new buses dwindling and production costs rising, Mack discontinued bus production in 1960.

In 1952, the Northeast Capital Corporation, an investment company had acquired a large block of Mack stock. When production costs began to significantly reduce profits in 1960, the majority investors took control of the company and began sweeping changes. In 1961 the Plainfield, New Jersey, plant was closed and a new plant was constructed in Hagerstown, Maryland. By March of 1962, most of the executive officers had retired or been replaced by executives with little or no knowledge of the trucking industry. Labor relations were poor and strikes and work stoppages became routine. A proposed merger with Chrysler Corporation was denied by the Justice Department.

An increasing demand for trucks and fire apparatus, beginning in 1962, combined with new models and the decision, in 1965, to replace existing management with executives experienced with the truck manufacturing industry began to reverse Mack's declining profits and low employee morale. In 1965, Mack World Headquarters, which had been moved from New York City to Montvale, New Jersey, was moved back to Allentown, Pennsylvania. Consolidating manufacturing and executive leadership in one location resulted in increased efficiency, quicker decisions and real economic savings. The Mack bulldog once again became a symbol of Mack's renewed vitality. Its color was changed from white to brown in order to insure it would not be considered a symbol of Mack's rival, The White Motor Company. In 1963, assembly plants were built in Australia, Venezuela, and Pakistan. In 1964, the Canadian plant was opened at Oakville, near Toronto, Ontario and a west coast plant was built in Hayward, California in 1966. Mack acquired several other companies beginning with Brockway in 1956, Bernard in 1963 and Hayes in 1969. On August 18, 1967, Mack merged with the Signal Oil and Gas Company of Los Angeles, California.

Operating as an autonomous division of the Signal Oil Company, Mack continued to increase its production. In April 1970, Mack moved into a new headquarters building in Allentown and in 1972 broke ground for a new Engineering and Development Test Center and began expansion of the Hagerstown plant. The 1970s saw the development of a new bottom dump off-highway truck called the Mack-Pack, a new COE highway tractor, the Cruiseline and new models including the R, U, DM and HMM series trucks.

In 1979, Renault acquired a ten percent share of the Mack company and in 1990, Mack Trucks, Inc. became a wholly owned subsidiary of Renault Vehicules Industriels. In 1995 the company produced 27,637 vehicles worldwide. From 1992 to 1996, Mack trucks have been chosen to deliver the Holiday Christmas tree to the White House in Washington, D.C.

Into the early 21st century, Mack remains a world leader in the development and production of heavy and medium duty trucks and major product components.

For a more extensive history of Mack Trucks, Inc., please consult *Mack* by John C. Montville, published by Haessner Publishing Company of Newfoundland, NJ in 1973. (See also additional readings listed under Bibliography).

Mack / Saurer / Hewitt Truck Timeline, 1853-1947

- 1853 John Michael Mack comes to America with his family and they settle on a farm near Mount Cobb, Pennsylvania.
- 1855 John Michael Mack marries Christina Louise Laubin.
- 1859 William C. "Willie" Mack born on the family farm near Mount Cobb, PA. He is the first of five sons born to John Michael and Christina Mack.
- 1864 John M. "Jack" Mack born, October 27, near Mount Cobb.
- 1871 Joseph S. Mack born on the family farm.
- 1873 Augustus M. "Gus" Mack born, July 14, near Mount Cobb.
- 1878 At the age of 14, John runs away from his father's farm to join a construction gang on the Erie and Wyoming Valley Railroad. Diligence and an interest in machinery insures a rapid rise to engineer and he soon leaves to become supervisor of machinery on the Croton Aqueduct project in New York City.
- 1889 Gus Mack becomes a clerk in the office of Fallesen and Berry, a carriage and wagon manufacturer in Brooklyn, New York. Their carriages and wagons were noted for their lightness and durability.
- 1890 John Mack quits his job as second engineer on a ship sailing between New York and Central America to join his brother at Fallesen and Berry and becomes involved in the production and sale of wagons.

- 1893 John and Augustus buy the Fallesen and Berry factory on July 1 and form a partnership called Mack Brothers. John, now age 29, would handle production and Augustus, age 20, would be the office manager.
- 1894 The financial crisis of 1893 creates a financial strain on the Mack Brothers and they prevail on brother Willie, then supervisor of a wagon plant in Scranton, Pennsylvania, to join the business. John and Willie prefer building wagons and the carriage portion of the business is discontinued.
- 1897 The Mack Brothers decide their present multi story factory is unsuitable for their operation and begin looking for a one story structure. The company moves the business to Atlantic Avenue near Third Avenue in Brooklyn. This move locates the business near the heart of the main Brooklyn business district and close to the port facilities.
- 1898-1899 The Riker Electric Motor Company is building electric vehicles for New York City stores.
- 1900 Gus Mack sells Isaac Harris on the idea of using large motor vehicles in Harris' sightseeing business. Gus designs the touring body with a rear entrance tonneau. The chassis is so well constructed that, if it had been a truck, it would have a 2,000 pound capacity.
- 1901 On July 26, Mack Brothers Company is incorporated in the state of New York. The three brothers are listed as the directors. The term "motor vehicles" is not listed as part of the purpose of the company.
- 1902 The Riker Company switches to gasoline powered vehicles.
- 1903 Mack begins to make their own four cylinder engines.
- 1904 The Mack brothers begin to experiment with a 90 horsepower six-cylinder engine. It fails to operate and work on it will be discontinued in 1906.

First Mack Brothers sightseeing bus, the "Manhattan," begins tours of Prospect Park in New York. The bus is powered by a 60 horsepower vertical four-cylinder L-head engine. The bus is so successful the brothers begin to look for a larger plant facility.

Joseph S. Mack, who remained in Pennsylvania to work in the silk business, suggests his brothers inspect a foundry in Allentown.

Albert T. Otto (pioneer automobile manufacturer and sales agent) imports first Saurer trucks from Switzerland. First 2 trucks sold to ALCO (American Locomotive) Providence, RI.

- 1905 The Mack Brothers Motor Car Company is incorporated in Pennsylvania on February 1. Jack Mack is president, Joe Mack is Treasurer and Leo Schimpff is the treasurer. The

company used the name "motor car" because their first buses are considered large automobiles with touring bodies. The need for someone to promote the commercial and financial aspects of the business in New York causes the brothers to elect Otto Mears president in April. Jack becomes manager of the Allentown facility.

Mack begins to build and test trucks. The trucks are also given the trade name "Manhattan."

Mack sells its first truck, a delivery model of 1 1/2 to 2 ton capacity, to a Brooklyn provisions merchant.

A 5-ton truck is built featuring the driver's seat over the engine. It is designed to haul heavy loads like coal, building materials and beer. Its first demonstration is to deliver a load of flour to an Allentown bakery.

Gus Mack files a patent application for a constant-mesh selective gear ratio transmission designed by himself and John. This device allowed the driver to shift from high directly to low and vice versa and eliminate the intermediate speeds. It was very successful and the company collected royalties for years.

Mack makes a number of changes in their chassis and engine. The chassis is heavy rolled steel, bent at right angles in the front and back and riveted together. Late in 1905 the front end would be curved upward to form a protective bumper. The radiator is a cellular style and is shaped in the distinctive rounded design on top. A 4-cylinder engine rated at 50-60 horsepower is perfected and an aluminum crankcase is designed. The crankcase and all engine parts except the pistons are made in the Mack plant. Very few changes were made to the engine until 1915.

Mack advertises an automatic starter on its vehicles but assures owners that they can be started by hand.

Edward R. Hewitt introduces a single cylinder automobile, which marks the beginning of the Hewitt-Motor Company.

- 1906 The Mack Brothers sign an exclusive sales agency agreement with Miller Reese Hutchinson, president and manager of Universal Motor Car Company of New York City. Universal dealers would also provide vehicle maintenance.

Mack builds a "locomotive" style novelty vehicle for use in Buffalo Bill's Wild West Show. The vehicle disappears after the 1907 season.

The need for skilled truck drivers causes Mack to build a truck with dual controls for "road instruction." The truck operates in the New York City area and 1,000 men credit their driving skill to the "Mack school."

Otto Mears resigns as president of Mack and is replaced by Jacob Sulzback, a director of the Universal Motor Car Company.

Albert Otto imports 25 Saurer chassis with a 3-4 ton capacity.

- 1907 Mack adopts the motto "Simplicity, Strength, Durability and Plenty of Reserve Horsepower."

Jacob Sulzbzck resigns as president of Mack after one year and New York lawyer Thomas Rush takes over.

Otto imports 12 Saurer Chassis.

Hewitt-Motor Company introduces an automobile with a V-8 engine at the New York Automobile Show. It fails to capture public attention and the Edward Hewitt decides to concentrate on building motor trucks. The Hewitt Motor Truck Company is formed. Alfred Masury joins the company as a designer and factory manager.

- 1908 In December, Thomas Rush resigns. John Mack, the company vice president, acts as president until he is formally elected in 1910.

A dump truck with an under body hoist is introduced. The 5-ton is cab over style, the 3-ton has the engine in the front.

Mack Junior is introduced to serve the demand for lighter delivery trucks (up to 2 tons). Vehicles over three tons are called the Senior line and those below are the Junior line.

- 1909 Increased production requires expansion of the Allentown factory.

The largest Mack truck model to date, weighting 7 1/2 pounds, is introduced.

Saurer Motor Truck Co. formed (Pres. Albert T. Otto). Saurer chassis exhibited at the New York Automobile Show. Chassis with a load capacity of 5,000 lb., 9,000 lb. and 12,000 lb. are offered. Arrangement with Q.M.S. Co., of Plainfield, NJ, to do the assembly work with major parts imported from Switzerland.

The Hewitt company introduces its largest and most famous truck, a 10-ton model.

Hewitt Motor Truck Company merges with the Metzger Motor Car Company.

- 1910 The trade name Manhattan is discontinued and all trucks are called MACK.

Mack buys the F.A Seitz Company. Seitz has been producing engines for the Junior line and, with the purchase, Mack is able to insure a steady supply of the popular engines.

Charles W. Mack joins his brothers in Allentown.

The Manhattan Motor Truck Company is incorporated in Massachusetts for the purpose of operating dealerships in that state. By 1911 the company would control outlets throughout the Mid-Atlantic States.

- 1911 Mack is one of the largest producers of trucks over three tons. Their slogan is "The Leading Gasoline Truck of America." Production is over 600 trucks annually.

Saurer Motor Co. formed with the intention of building Saurer trucks, under license in the USA (Pres. Charles P. Coleman). Total of 192 chassis imported from 1904-1911 (followed later by 35 engines or complete drivetrains). These trucks were purchased by (among others): Great Atlantic & Pacific Tea Co., Marshall Field & Co. Chicago, Standard Oil Co. Kansas City, MO, Baldwin Locomotive Co. Phil., PA, and Buick Motor Car Co.

From March 1 to August 2, to generate publicity and to give demonstrations, two Saurer trucks with chain drives and a crew of three carry 3 tons of oak planking on a trip from Denver to San Francisco, then Denver to New York City. The Saurer's covered 5263 miles with hardly a mechanical problem!

Production of Saurer trucks in 1911 is estimated at 40 of the five ton models.

The need for capital to expand prompts Mack to merge with the newly incorporated Saurer Motor Company. The International Motor Company is formed to act as a holding company for both companies. Each will remain a distinct entity but sales and service functions will be combined. Strong financial backing for International comes from J. P. Morgan & Company.

- 1912 Hewitt Motor Company joins the International combine and plants of all companies are enlarged.

Jack Mack resigns as vice president of Mack Truck and from the board of directors of International Motor Co.

Saurer production of five ton trucks is 136 for the year.

Edward Hewitt raises enough money to buy back the Hewitt Motor Truck Company. However, he does not have control of the new company and the investors agree to merge the Hewitt company with Mack and Saurer under the International Motor Company.

- 1913 First "International Motor Co." truck developed, model S of 3/4 to 1 ton capacity. This truck has the IM monogram on the side of the lower dashboard and International spelled out on the back chassis. Other models, the T and W, were designed but proved too expensive to enter production. Demand for the "S" is low and production ends in 1917. Only 98 are built.

International Motor Co. corporate headquarters set up at Hewitt factory at West End Ave. and 64th St. in New York City. The building has 200,000 square feet and is set up to include a service station, a garage with the capacity for 350 trucks and a plant area to manufacture Hewitt trucks and El Arco radiators. Saurer production of five ton trucks is 106 for the year.

- 1914 Mack Model AB is introduced. It is nicknamed the Baby Mack. This medium duty line of 1 - 2 ton trucks, replaces the Mack Junior line (Chief engineer-designer is E.R. Hewitt). The AB offers a choice of rear axles, either worm-drive or chain-drive. Mack is the first in the International group to build a standardized series of new trucks.

Saurer production of five ton trucks is 147 and production of 6 1/2 ton trucks is 40 for the year.

Production of the Hewitt truck is discontinued.

- 1915 Mack introduces the AC ('Bulldog'). They are offered in 3 1/2-, 5 1/2- and 7 1/2 ton capacity. The location of the radiator behind the engine gives this model its distinctive look. Both AB and AC models offered an optional metal roof, the first American models to be so equipped.

Mack and Saurer trucks are instrumental in hauling material, including large sections of the telescope's prefabricated base, to the top of Mt. Wilson for the Mt. Wilson Solar Observatory. The job was completed in 1917.

Large orders for Saurer military trucks come from England, France, Belgium and Russia.

Saurer production is 920 five ton trucks and 35 6 1/2 ton trucks for the year.

- 1916 Mack combines the front cross member and the bumper in such a way that they can be swung away to allow full access to the front, engine making repair easier.

The war in Europe helps to create a huge demand for trucks.

Actual production of the Mack Junior ends.

International Truck makes the decision not to accept any more large orders for Saurer trucks, since the Mack AC has proven a worthy successor. The Saurer plant in Plainfield, NJ specializes in engine manufacture. Saurer production is 536 five ton trucks and 21 6 1/2 ton trucks for the year.

- 1917 Over 4,000 Mack AC trucks are ordered for the American armed services during 1917-1918. Many of the 5 1/2 and 7 1/2 ton models were used by the Army Corps of Engineers. The British government orders 150 AC chassis and reports that "their

pugnacious front and resolute lines suggest the tenacious quality of the British Bull Dog." They are soon called "Bull Dog Macks."

Mack builds a "wrecker truck" to help trucks in distress.

Last Saurer five ton trucks produced, 107 in 1917. The production of 6 1/2 ton trucks is 10.

- 1918 Mack builds a special truck for the Goodyear Tire & Rubber Co. The truck is fitted with extra size pneumatic tires and features a sleeping compartment mounted behind the driver's seat. By 1919, most trucks with load capacities over 2 tons offer pneumatic tires as optional equipment.

Mack trucks now have high door cabs which offer protection to the drivers in cold weather. Doors on the AB models slide to the side and those on the AC open vertically.

Last 6 Saurer 6 1/2 ton trucks are made in Plainfield.

- 1919 The post-war demand for truck transportation spurred Mack to institute a general expansion program to insure adequate production and servicing facilities in the future. The first step was the acquisition of the Wright-Martin Aircraft Corp., which included the former Simplex Automobile plant in New Brunswick, New Jersey. All Mack gearing components will be produced here.

Mack engineers design a new rotary pump for fire-fighting.

- 1920 Saurer Motor Co. name is changed to the International Plainfield Motor Company.

The Mack AB gets its first major change. The new double reduction drive, called Dual Reduction, replaces the worm-drive which tends to fall off at slow speeds or under heavy pulling.

A company publication, The Mack Bulldog, appears. This publication highlights company products and Mack users.

- 1921 Mack corporate headquarters are moved to the Cunard Building on lower Broadway.

Mack replaces spring shackles with rubber shock insulating blocks on busses. This addition helped to soften the hard ride provided by solid rubber tires. In addition, the gas tank is moved to the rear and the exhaust pipe and muffler extended all the way to the rear. An exterior light is mounted on the front for night work.

Mack introduces a dual-reduction rear axle on its 1 1/2 and 2 ton truck models.

The desire to reduce the need for steam engines to move a small number of railroad cars for short distances on branch line causes Mack to modify its AB and AC designs for use by the Chesapeake Western Railroad.

- 1922 International Motor Truck Corp. is changed to Mack Trucks, Incorporated in a move to associate the company and the product more closely and to distance the product from their competitor, the International Harvester Company.

The Mayo Clinic orders a special bus built on the Mack chassis to transport patients to the medical facility. The bus is divided into four compartments featuring divan-deep cushion seats. One compartment is a smoking section with seating for nine. Each compartment has its own exterior door, lighting and ventilation system.

Changes made to the AC model include the redesign of the two section radiator and the transmission is changed from one with three speed sliding gears to one with four speeds and patented gear arrangement.

- 1923 Adolph Saurer Inc. (the New York City branch of the Swiss firm, located at River Ave. and East 151 St.) introduces a 6 1/2 ton Saurer A-type truck on the American market.

- 1924 Jack Mack is killed in an automobile accident. After leaving Mack in 1912, he has been involved with numerous trucking ventures. He finally forms the I. M. Mack Corporation and becomes an agent for the Republic truck. He also functions as a trucking consultant to other large trucking companies before his death. He is buried in Allentown, Pennsylvania.

Mack introduces a special AB bus chassis of drop body construction. Access is enhanced because the body is only 25 inches from the ground. The demand for public transportation causes Mack to develop two body styles, a City Body for urban transport and a Sedan Body for inter-city and charter use.

- 1926 Mack introduces the type 15 fire engine. This model has a 150 horsepower engine, a six cylinder AP engine and is built on an AP frame.

The AL bus is placed on the market. The AL is a larger and more powerful coach. It and the AB model offered, as an option, an electric drive as a substitute for the mechanical transmission normally provided. The AL will be replaced by the BK bus in 1929.

- 1927 Mack introduces the model AK. It closely resembles the AC but has four wheel brakes, specially designed front and rear axles and an engine with detachable aluminum heads.

A new truck model is introduced with a 110 horsepower diesel engine and a Lanova pre-combustion-chamber cylinder head.

Mack introduces its first six wheel model. It has a Krohn Compressor for proportioning the power between the two rear axles.

- 1928 The BJ truck is introduced in the summer. This new six cylinder truck has a four speed transmission, dual reduction rear axle and four wheel brakes. The load capacity is 3-4 tons but is increased to 5-8 tons by 1931. The light duty 1 1/2 ton BB truck enters the market. It is referred to as the "Baby Brother" but is replaced by the BG model and phased out in 1929.

Mack sales total \$55,850,861 with net profits of \$5,915,301.

- 1929 The BG is introduced to replace the BB. It carries the same tonnage but is speedier due to the larger BG engine.

The new 2 1/2 - 3 ton BC is introduced. This addition to the medium duty line has the BC engine and is the first truck with a six cylinder motor to be offered as a dump model.

The Mack AP truck with a six cylinder AP engine and chain drive is introduced. The motor vehicle weight laws made this truck a limited success on the highways but its ability to haul heavy loads makes it popular in the construction industry. Many are used in the Hoover Dam project in 1931.

The BK and BC model buses are introduced. The BK replaces the AL model and is designed for interstate bus service. The BC has a more powerful six cylinder engine.

- 1930 The BL, a new light duty one ton delivery truck joins the Mack fleet. It features four-wheel Lockheed hydraulic brakes and is the first one ton vehicle built by the company since 1918.

- 1931 Production begins on the medium duty BF model. Originally it has a BG engine and by 1935 it is produced with the more powerful CD 100 horsepower engine.

A new bus model, the BG, is introduced. It can be built as a 21 passenger city bus or a 17 passenger parlor car.

Mack introduces the BT bus. This vehicle has a "street car" or transit type body with the engine in the rear. It is the popular style for city busses for many years.

- 1932 The B series is increased by the addition of the Mack BM, BX and BQ models. The BM has a 3-5 ton capacity and a BC engine but that is soon upgraded to the CE 108 horsepower engine. The BX model has a larger chassis than the BM and a load capacity of 4-6 tons. The BQ was the largest of the B series offering a 6-8 ton load capacity. By this time, the medium and heavy duty trucks were the AB, AC, AK, AP, BG, BF, BC, BM, BX and BQ.

Cummins test their new Cummins H Motor diesel engine on a Mack BK bus by successfully driving from New York City to Los Angeles.

The AC is redesigned. Outer appearance remains unchanged but the chassis is heavily modified and the front and rear axles are replaced.

A CL, 30 passenger bus, is introduced.

The depression hits the bottom line. Mack sales total \$13,217,992 and the loss for the year is \$1,479,598.

Mack AC trucks are used on the Hoover Dam project.

- 1933 Highway restrictions on truck weight and overall length lead to the reintroduction of the cab over engine type truck. Mack's entry in this field are the snub nosed CH and CJ Traffic Type models. The radiator and hood protrude about two feet in front of the cab and the engine is in a compartment between the front seats. These highly maneuverable vehicles prove popular in narrow urban environments and are used for delivery work.

Chief Engineer and Mack vice president Alfred Masury is killed when the US Navy airship Akron crashes off the New Jersey coast. Masury joined the company in 1914, designed the Mack AC Bulldog and is responsible for assigning 115 patents to the company among many other technical achievements.

Mack enters into negotiations with Ford Motor Company to sell Ford light trucks through Mack branches. Nothing comes of the talks.

Prohibition ends and breweries and Mack trucks are in high demand for the delivery of the legalized 3.2 keg and bottled beer.

- 1934 Mack introduces the CQ model bus. It is the first Mack Bus with a rear engine. Additional rear engine models follow. They are the CW, the CQ and the CT. Front engine models are the CG and the CX.

Mack agrees to sell Reo trucks through a limited number of Mack branch dealers.

Mack finally turns a profit of \$17,134 on sales of \$18,346,222.

- 1935 The Community Traction Company of Toledo order 40 of the new model CR trolley busses. This gasoline-electric bus can operate as a trolley bus or conventional motor bus.

Mack offers 24 different truck models.

Mack develops a gage that measures the level of both gasoline and crankcase oil.

- 1936 The Mack Jr. trucks and buses are introduced. These are a line of light duty vehicles available at lower prices. There are chassis sizes designed for the 1/2 to 3 ton capacity. They are built at the Reo plant in Lansing, Michigan.

By the fall, Mack has three bus models with rear mounted engines, the CT, the CQ and the CW.

Mack introduces two new cab over models, the EB and EC. Both models are three feet shorter in length and, with greater maneuverability, are popular for city delivery trucks.

The EH model is introduced.

- 1936 Models BQ, AK, AC and AP are the largest Macks manufactured. They are the "Custom Line" and are produced on a special order basis only.

The AK model is retired due to declining sales.

As a cost cutting measure, Mack reduces its branch offices from 105 to 76. Because of the increasing demand for more urban transportation, Mack records its largest order for buses in January.

The main office is moved from Broadway to the Long Island plant where it remained for seven years.

Mack develops an automatic fifth-wheel parking brake that remains locked when the landing gear is down. It cannot be released until the trailer is properly coupled to the tractor.

- 1937 The AB, or Baby Mack, is replaced by the new "E" models, including the ER, EM, EJ and EQ.

- 1938 The Mack Jr. line is discontinued. To replace the Mack Jr., new "E" models are introduced. They are EE (12,000 lb. capacity), EF (14,000 lb. capacity) and EG (16,000 lb. capacity). The new models have a lower capacity than earlier "E" models and all are equipped with Continental engines.

Models BG and BF are discontinued before the end of the year and replaced by models EM and EQ respectively.

The Mack Diesel is introduced using the Lanova combustion chamber design. Mack is the first independent truck company to produce its own Diesel engines.

Mack Diesel buses are introduced. The first models are a diesel-electric CT-4D and the CM-4D. Diesel engines prove their economic worth and more bus operators order diesel powered buses.

The ES model is introduced. It is similar to the EQ but has a chain drive.

The ED model, a new "Baby Mack" begins production. It has a chassis price of \$675.

The "E" models offer Traffic Type (cab over engine) versions.

The AC Bulldog is retired along with the AP. The BX and BQ models have filled the need for the "A" models and the company develops a new line of "Super duty" trucks called the "F" series.

The "F" series is introduced. These vehicles new heavy duty components and are designed to be compatible with diesel and gasoline engines. These early "F" vehicles were too heavy for on road hauling but were highly economical for mining and construction use. All "F" series models have chain drive.

The FC model six wheeler is introduced and is rated at 100,000 lb. The four wheel model FC is rated at 60,000 lb.

Lighter "F" models are introduced. These vehicles can travel on the public roads but need special permits. The models include FH and FJ (45,000 lb.), FG (35,000 lb.) and FK (50,000 lb.). There is also a FKS model with a Cummins Diesel engine that is used for dump trucks concrete mixers.

Mack now offers a new type 80 pumper.

National Broadcast Company uses two Mack trucks at telemobiles. One carries equipment, the other transmits the program to the receiving station in the Empire State Building.

Mack builds an armored car with a rounded turret top to deflect projectiles.

- 1939 The Mack Retailer, Model MR, rounds out the line of low capacity trucks. It is designed with a large carrying capacity and has the forward control and gear shift mounted on the steering column. It is built in the Long Island City plant.

War looms and the US Army orders 536 Mack military trucks for troop transport. These military models are called the "N" series. The first group are the model NB which are cab over engine designs, have six wheels and a special five man cab for searchlight crews.

The Thermodyne engine is introduced.

- 1940 BM and BX models are replaced by the new "L" series in the fall. The first "L" models were LF, LJ and LM and are powered by either Mack Thermodyne gasoline engines or Mack Lanowa diesel engines. Safety glass is standard and the driver's seat is separate and adjustable.

Mack now offers 64 different truck models.

The NR-4, 6x4 13 ton tank transporter is developed and supplied to the British Army.

The US Army, toward the end of 1940, orders 700 model NWs. These are 4x4, 5 and 6 ton tractors based on the model CH and CJ.

The US Army orders the new NO six wheel prime mover.

A study of the highway system reveals immediate improvements are in order. President Roosevelt signs the Federal Aid Bill for highway improvement.

Mack reports over 600 cities now use Mack fire units.

Mack diesel development leads to production of a line of marine diesel engines.

Type Y is for yachts and type W is for work boats.

1941 Mack begins to supply transmissions for medium duty tanks.

Two Mack trucks conduct engine speed tests on the recently opened Pennsylvania Turnpike.

The Post Office introduces a post office on wheels. Several companies build them. Mack has a model ready by March, 1941.

Under Lend-Lease, Mack supplies NR-4 troop transports and LMSW heavy wrecker trucks to the British forces.

FC and NW models are used on the construction of the third lock of the Panama Canal.

In December, Mack purchases the Empire Chemical Company factory in New Jersey in order to enlarge the New Brunswick plant for the production of tank components could be expedited.

Mack introduces five sizes of school bus chassis.

1942 Bus production stops in December and most truck production focuses on transport vehicles to be used in the war effort.

Production of fire apparatus shifts from Allentown to Long Island City in order to better utilize the Allentown facility for war production. The chassis are produced in Allentown and driven to Long Island.

Noted artist Peter Helck is commissioned to create a series of dynamic paintings of Mack trucks doing their part for the war effort. They are used for advertising.

1943 Mack NO prime movers are used in the Italian campaign to pull the ISS-rom Long Tom field guns.

- 1944 After the Normandy landing, NR cargo trucks are heavily used in the Red Ball Express which transport supplies from the Channel ports to the front lines in France.

An off-highway model LMSW-M is produced for hauling heavy machinery through the oil fields of the American southwest.

- 1945 World War II ends. Mack has produced 4,500 five ton, four wheel drive trucks and approximately 26,000 six wheel trucks for the United States and Allied military forces.

Bus production resumes in Allentown. Early C series feature 41 and 45 seat arrangements. They have the air-operated gear shift mechanism.

A brief strike over seniority rights affects all three Mack plants.

- 1946 Mack introduces the mono-shift, vacuum-controlled 10-speed transmission. It allows for the pre-selection of lower gears and completion of shifts without racing the engine.

Very few changes occur in the E, Land F models between 1941 and 1946. When the war ends, Mack discontinues production of light duty models ED, DE, and MR delivery trucks. The EE model is the only light duty truck produced in the early post war period. The EE is discontinued in 1950.

- 1947 Mack announces the super-duty 6-wheel LTSW-L model. It has two independent air brake systems and is only for off highway use.

SCOPE AND CONTENT NOTE

The Mack Truck Photograph Collection consists almost exclusively of black and white photographs and corresponding negatives of Mack and Saurer trucks, buses and fire apparatus, manufactured between 1905 and 1947. Mack Trucks, Inc. hired professional photographers to produce these images for advertising, publicity and factory production purposes. The photographs show vehicles in static poses against neutral backgrounds as well as in operation on construction sites, city streets and highways. The collection also contains detail photos of parts and part assemblies, vehicle interiors, workers, and products in various stages of manufacture along the Mack assembly lines. .

A very small body of correspondence accompanied some photographs in the "M" and "V" series. This correspondence relates to specific photographs and negatives. For convenience of access, these documents have been placed in the first folder of their respective series and copies have been placed with the appropriate photographs. Based on this material, we believe this collection was originally housed in the New York City advertising offices of the company.

The significance of the collection lies in its visual documentation of the growth and development of the Mack Truck Company from 1905 to 1947. In addition, the photographs document aspects of community service and the movement of people and goods in American transportation. Photographs of vehicles in operation against the background of urban and rural scenes reflect the lifestyle and culture of American society before and directly after the Second World War.

Of particular interest in the collection: Saurer trucks hauling construction materials up Mt. Wilson for the observatory ("K" series), construction work on the Hoover Dam ("M" series), the traveling post office ("V" series), the Mack Bull Dog Trucks used in World War I ("K" series), fire apparatus at the scene of real fires ("K", "F", and "M" series), trucks on the newly opened Pennsylvania Turnpike ("V" series), photographs of drawings detailing the Mack made rail cars ("A" series), the "Mack Highway" exhibit at the 1934 Chicago World's Fair, A Century of Progress ("M" series) and examples of advertising artwork ("M" series).

The Mack Truck Photograph Collection is divided into eight series. They are differentiated by an alpha numeric code inscribed on each photo. The photographic prints (or "photoprints") and negatives, housed separately, are arranged in numerical order according to this unique code within each series and the series are arranged in chronological order. The bulk of the photographic prints and negatives are dated and many contain a model code identifying the vehicle in the photo. The series are:

"K" series (1905-1925)	"M" series (1933-1946)
"P" series (1916-1918)	"J" series (1935-1937)
"A" series (1925-1939)	"V" series (1939-1947)
"L" series (1927-1928)	"F" series (1946-1947)

The alphabetical series letters, "K", "P", "A", "M", "L", "F" and "V", are arbitrary letters assigned to the photographs by company photographers and do not reflect product lines or models produced by Mack, Saurer or Hewitt. Thus, the "A" series photographs from 1925 to 1939, may contain photos of B and C model vehicles as well as "A" models and the "L" series does not contain any L model vehicles. The same is true of the other series with the exception of the "J" series, which contains only photos of the Mack Jr. model trucks and the "F" series, which contains only photos of fire trucks. The inclusive dates of the photographs rather than the alphabetical series should be used to trace particular vehicle models.

Many of the photographic prints are linen backed, and the negatives include glass plates, nitrate base and safety base film. Most of the prints and negatives measure 8 x 10 inches, but a few are 4 x 5 inches.

"K Series"

The **"K" series, 1905-1925 (bulk 1913-1925)**, contains photographs of Mack and Saurer trucks from the early years of the company, but the bulk of the photos come from the period when the International Motor Company served as the umbrella organization for the Mack, Saurer and Hewitt truck manufacturing companies. While these photographs were used to promote the products, they all reflect the type of work for which the truck was designed and most show the trucks on the job. This series has very few detail or parts photographs.

The series contains a variety of vehicles and settings. The vehicles include police paddy wagons, heavy-duty dump trucks, fire vehicles, log haulers, beer trucks, long-distance and sightseeing buses. Also included in this series is the custom-designed bus fitted onto a Mack frame by E.J. Thompson Co. of Pittsburgh, Pennsylvania. The settings for the photographs in this series include parades, businesses, city streets and rural roads.

Of particular interest are photographs of the: NC-4 Navy Curtiss plane that successfully crossed the Atlantic in 1920 (P.1747.K.1570) with a Mack fuel tanker truck; Mack truck transporting construction materials up Mt. Wilson for the observatory (p.1747.K.543); Mack Bulldog trucks used in the First World War (P.177.K.1579); Mack truck with elaborate decorated and painted murals on its side for the Ward's Tip Top Bread company (P.1747.K.3); early fire apparatus truck in front of a firehouse (P.1747.K.1115), and workmen assembling truck components at the Mack Trucks plant (P.1747.K.7003).

While the inclusive dates begin at 1905, these rare early images are actually copy photographs made somewhat after that time. The bulk dates of this series, 1913-1925, reflect the time period for the majority of views. For additional photographs from the period 1916 to 1918, see the "P" Series.

The series is arranged in numerical order, which is also chronological order. This series contains copy photoprints, glass plate and nitrate base negatives, all which are housed separately.

"K" Series Sample Images



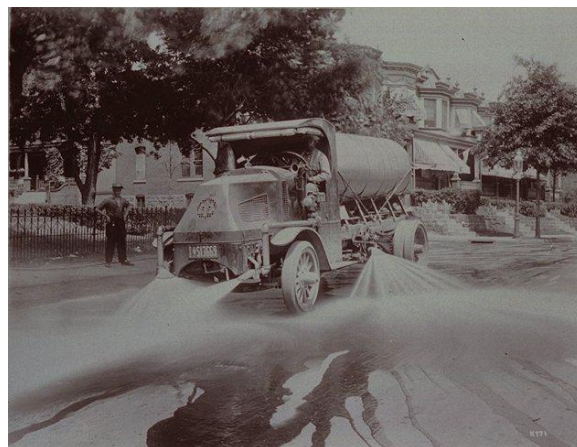
P.1747.K.49
Mack Sr. w/ Dump Bed, Building the New
York Subway, 1915



P.1747.K.1105
Mack Truck, 3 1/2 Ton, in Havana, Cuba



P.1747.K.1852
Mack AC Dump Truck, 1920

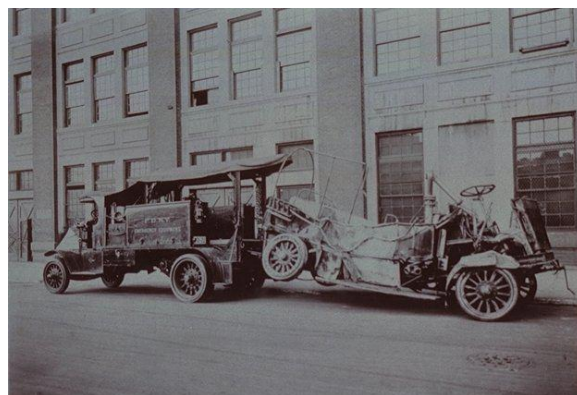


P.1747.K.771
Mack Truck Street Cleaner, 1917

"K" Series Sample Images continued:



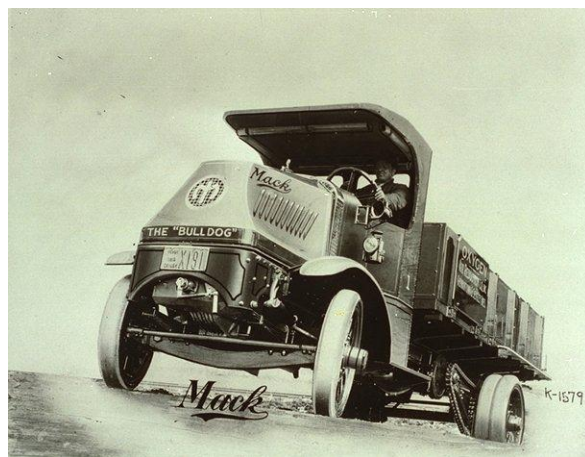
P.1747.K.1670
Mack AC Oil Burning Snow Melter,
Brooklyn, NY, 1919



P.1747.K.874
Mack AC Vehicle Towing, New York City,
1911-1916



P.1747.K.1704
Mack 15 Ton Tractor, 1917

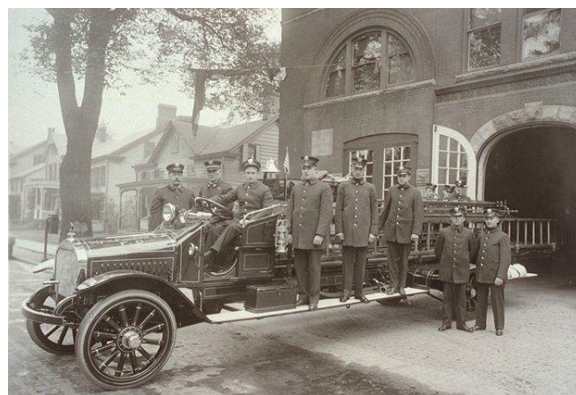


P.1747.K.1579
Heavy Mack Truck, 1916

"K" Series Sample Images continued:



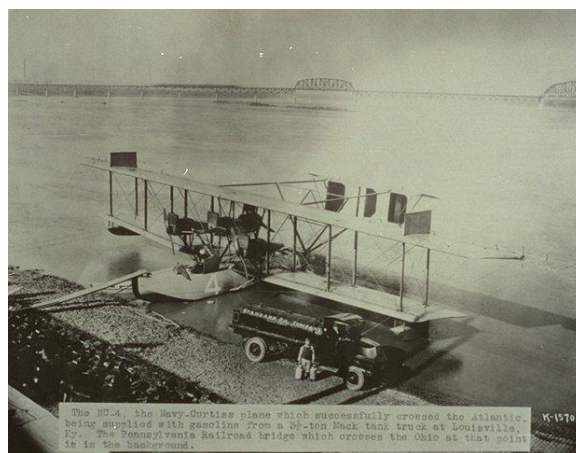
P.1747.K.1176
Mack Two Ton and 5 ½ Ton Buses,
Plainfield, NJ, 1911-1916



P.1747.K.1115
Mack AB Fire Apparatus, Plainfield, NJ,
1911-1916

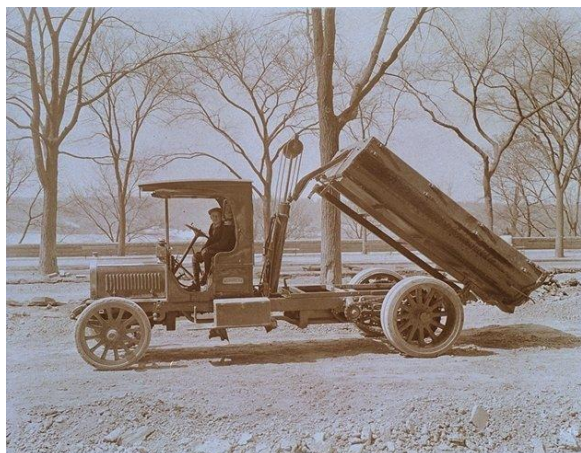


P.1747.K.404
Sauer Truck Hauling Field Gun, Southern
California, 1916



P.1747.K.1570
Mack AC 3 ½ Ton Tanker Refueling NC4
Seaplane that Crossed the Atlantic,
Louisville, KY, 1919

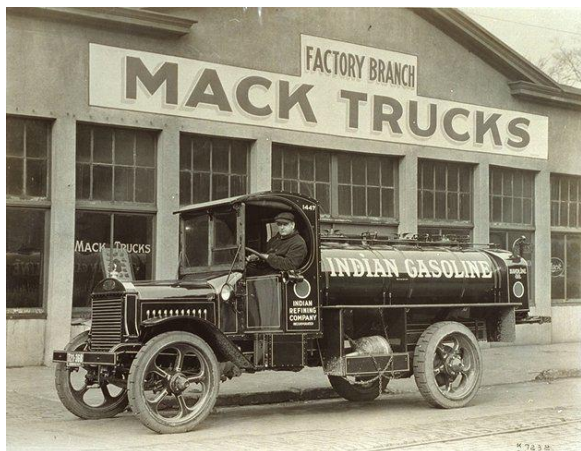
"K" Series Sample Images continued:



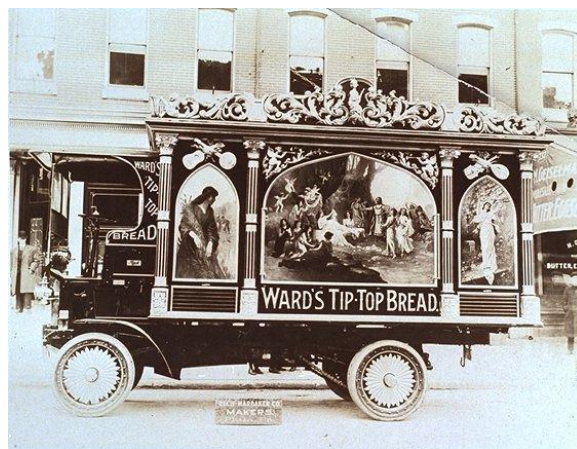
P.1747.K.96
Saurer Truck, Automatic Power Dumper,
1916-1919



P.1747.K.7580
Mack AC Horizontal Drum Winch and
Tripod Hoists, Philadelphia, PA, 1925



P.1747.K.7232
Mack Model AB Tank Truck at Mack
Factory Branch, Kentucky, 1925



P.1747.K.3
Mack SR, Cab Over Engine Delivery for
Wards Tip-Top Bread, 1916-1919

"P" Series, 1916-1918

The "P" series, beginning with P.699 and ending with P.937, is a small, artificial collection, which appears to have been used for promotion and publicity purposes by the Mack company. The series contains photographs of Mack Senior and Junior models as well as ABs and ACs. Body styles include dump, flair and keg delivery vans, refrigeration units and fire apparatus featuring hook and ladder and combination chemical and hose trucks. Many of the negatives and prints have been "opaqued", the advertising term indicating that the background information has been removed from the negative, thus allowing the truck or fire apparatus to stand out. Many of these images can be found published in the company's product literature. For example, P.1747.P.733 and P.1747.P.734 may be found on pages 50 and 31 respectively in the 1917 Model AC Catalog No.6 and P.1747.P.769 and P.1747.P.711A appear on pages 41 and 45 in the 1918 Mack Catalog No. 33.

"P" is an arbitrary designation for this material but the numbers inscribed on the glass plates are the work of an earlier indexer. Because of the dates, we assume these plates were part of the "K" series but were not with that group when they were numbered because the numbers are assigned to totally different photographs in the actual "K" series. For that reason, we have placed this series in close proximity to the "K" series and direct the researcher to consult the images in both the "K" and "P" series to fully understand the types and styles of Mack vehicles created during the 1916 to 1918 time period.

Some of the inscriptions have the letter "A" before the actual number on the photographs. Neither the style of inscription nor the vehicle dates has any relationship to the actual "A" series which follows and we assume the "A" notations found on these photographs were inscribed by a different person than the one who created the massive "A" Series which dates from a later time. Because the numbers run in a sequence and the vehicle dates are in the 1916-1919 range, the miscellaneous "A" photographs have been included here and given the "P" number.

Of particular interest in this series is are the examples of how the company's advertising department prepared their photographs for promotional purposes. Particular photographs of interest include fleets of trucks awaiting delivery to the U.S. Engineering Department (P.1747.P.809 to P.1747.P.809C), photos of the experimental AC vehicle designed to house the welded sheet metal engine (P.1747.P.832 to P.1747.P.832C), photos of the Mack assembly line (P.1747.P.791) and a Manhattan touring bus with a partially enclosed radiator (P.1747.P.709).

For additional examples of advertising artwork, see Box 145 in the "M" Series.

The series is arranged in numerical order, which is also chronological order, and can best be accessed through the information delivery system in the museum's Reading Room. This series contains photoprints and glass plate negatives, which are housed separately.

"P" Series Sample Images



P.1747.P.703B
Mack Junior, 2 Ton Fire Apparatus
Franklin Fire Co. No. 1, circa 1917



P.1747.P.738
Mack AB, "Stegmaier Brewing Co."
Wilkes-Barre, Pennsylvania, circa 1917



P.1747.P.730A
Mack AC Truck, "Air Reduction Co. Inc."
Philadelphia, Pennsylvania, circa 1916



P.1747.P.741
Mack AC Truck, 5 1/2 Ton
"Hudson County Consumers Brewing Co."
West Hoboken, New Jersey, circa 1916

"A" Series, 1925-1939

The "A" series includes photographs from 1925 to 1939 showing Mack model AC, AB, AK and BJ trucks, AC fire vehicles and AB, AC, AL, BC and BK buses. It contains a large variety of detail photographs of the chassis, engines, transmissions, clutches and other parts of these particular models. Most of the photographs were taken at the Mack plant in Allentown, Pennsylvania, and at sites around that city. This series includes photographs of manufacturing methods, for example, views of a demonstration bus that has been cutaway and labeled to show how it was constructed and how its surface coating was applied.

Of particular interest are photographs of design drawings for the gasoline-powered rail car (P.1747.A.2055); the "Traveling Electric Exhibit" (P.1747.A.2207) from 1927 showing a Mack truck containing electric household appliances; and the famous bulldog hood ornament from 1932 (P.1747.A.5095).

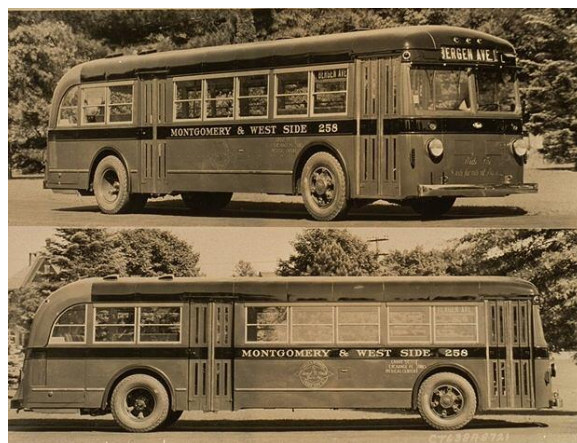
The series is arranged in numerical order, which is also chronological order. Beginning with number A5053 and continuing through A5099, a second numbering sequence is intermixed.

This group has the A letter prefix and the number of the print followed by an A letter suffix. The group was interfiled in numerical order with the "A.number.A" photo following in proper sequence after the "A.number" photo. The original order has been retained. This series contains photoprints, glass plate negatives as well as nitrate base and safety base negatives, all of which are housed separately.

"A" Series Sample Images



P.1747.A.2207
Mack Model AL Bus (sign on side reads
"Roads Traveling Electric Exhibit", 1927



P.1747.A.8721
Mack Model CT Bus owned by Edward D.
Smith Co. of Jersey City, NJ, 1938

"A" Series Sample Images continued:



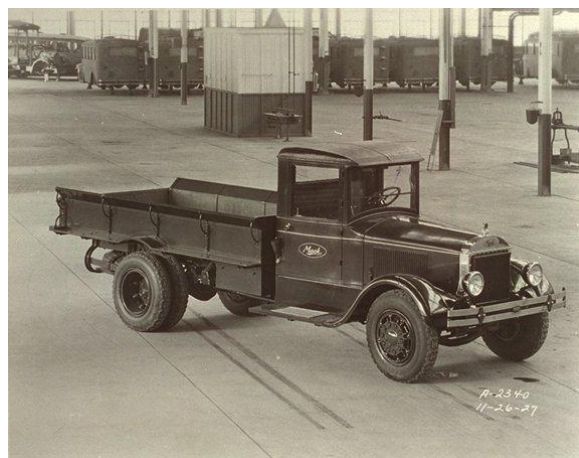
P.1747.A.2619
Mack Model AL Bus with Covered Luggage
Rack, 1928



P.1747.A.2006
Mack Model AL ACP Railcar, 1925



P.1747.A.5032
Mack Shock Insulated Bus used for
Demonstration Purposes, 1932



P.1747.A.2340
Mack AB Flatbed, Mack Plant, Allentown,
PA, 1927

"A" Series Sample Images continued:



P.1747.A.9831
Passengers in 1939 Mack Model CR Trolley
Bus owned by C.N.&R. Railroad



P.1747.A.5095
Mack Truck Hood Ornament, 1932

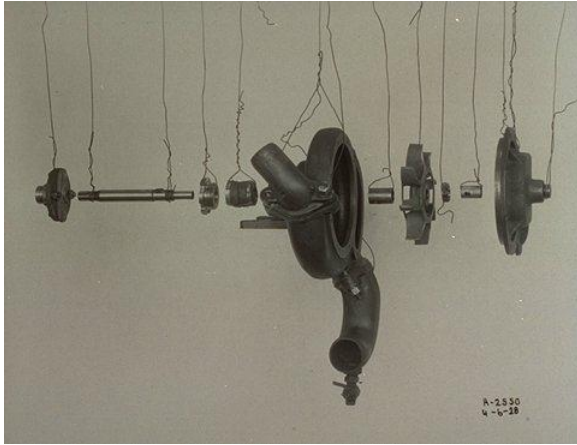


P.1747.A.2376
Mack Model AB, Rubber Shock Insulated,
Mack Plant, Allentown, PA, 1927

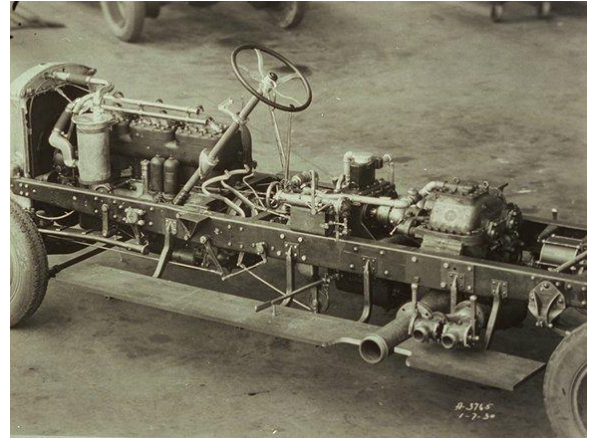


P.1747.A.8112
1937 Mack Model EJ Tank Truck Displayed
in a Mock-up Filling Station Set, 1937

"A" Series Sample Images continued:



P.1747.A.2550
Mack Truck Water Pump Assembly, 1928



P.1747.A.3765
Mack Fire Truck, Frame, Chassis and
Engine Detail, 1930

"L" Series, 1927-1928

The "L" series contains photographs from 1927 to 1928 of AB and AC model trucks and AB, AC and AL buses. Most of the vehicles depicted are inner-city delivery trucks and buses photographed in an urban setting. Heavy-duty AC fuel tanker trucks are shown making deliveries and specially mounted gasoline powered shovel trucks are shown at construction sites. In addition, views of a Mack made gasoline powered rail car and a variety of Mack all-metal toy trucks are included in this series.

Some of the cities providing a backdrop for these vehicles are New York City, Boston, St. Louis, Chicago, Rochester, New York and Cincinnati, Ohio, and include some interesting city scenes such as Boston during a snowstorm.

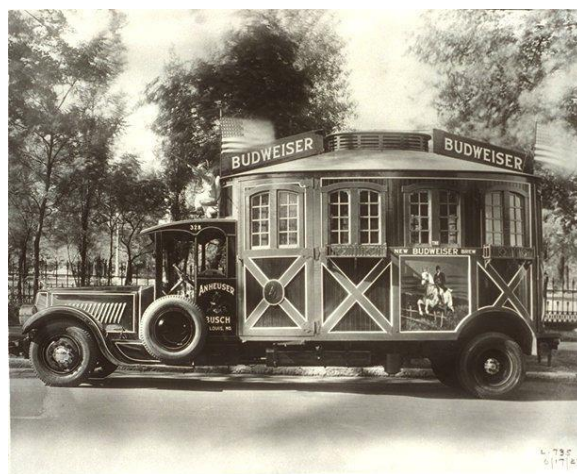
Of particular interest are the photographs of a fire in New York City (P.1747.L.163), a Mack truck with a rotating crane from 1927 used for construction projects (P.1747.L.875), a Mack bus on the Inclined Railroad of Cincinnati, Ohio (P.1747.L.1603), and copy of a U.S. map showing the Mack bus routes for 1927 (P.1747.L.1055).

The series is arranged in numerical order, which is also chronological order. This series contains photoprints, glass plate negatives as well as nitrate base and safety base negatives, all of which are housed separately.

"L" Series Sample Images

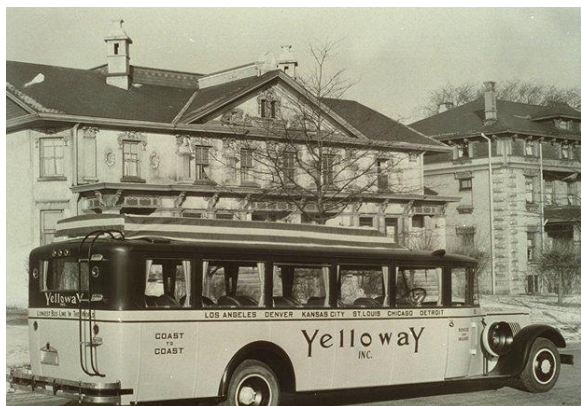


P.1747.L.506
Mack AC Hook and Ladder Truck at Fire
Scene, 1927

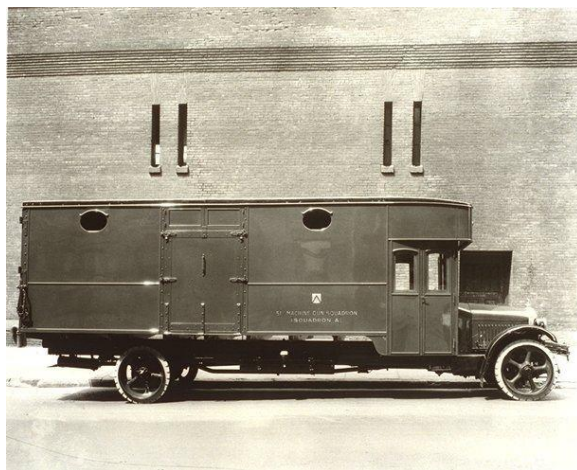


P.1747.L.735
Mack AL Truck with Commercial Bus
Body, 1927

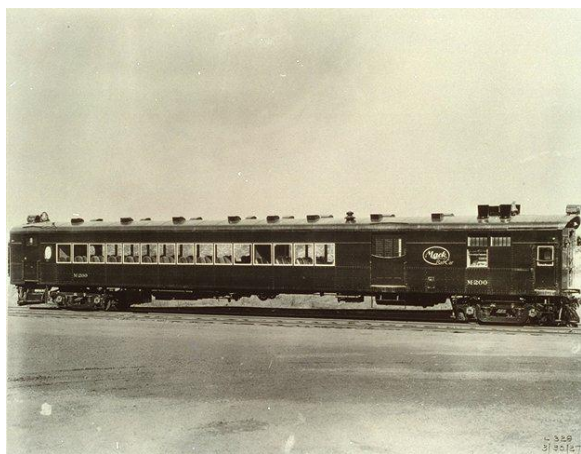
"L" Series Sample Images continued:



P.1747.L.227
Mack AL Bus owned by Yellowway, Inc.,
"The Longest Bus Line In The World", 1927



P.1747.L.749
Mack Model AB Truck with Armored Bus
Body used by 51st Machine Gun Squadron,
1927

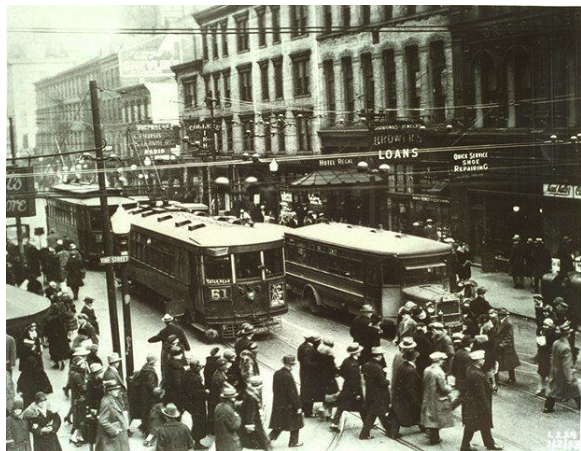


P.1747.L.328
Mack AR Rail Car, 1927



P.1747.L.560
Mack Model AC Dump Truck at Rail Yards,
Possibly New York City, NY, 1927

"L" Series Sample Images continued:



P.1747.L.224
Street Scene with Mack Model AB Bus in
Traffic with Street Cars, 1927



P.1747.L.163
Mack AC and Mack AC Hook and Ladder
Trucks Support Fire Fighters, New York
City, NY, 1927



P.1747.L.893
Mack AC Truck in front of Scranton High
School, Scranton, PA, 1927



P.1747.L.992
Interior View of Parlor Car of Mack Bus

"L" Series Sample Images continued:



P.1747.L.953
Mack AB Truck used for Ice Cream
Delivery, 1927



P.1747.L.875
Mack AC Truck with Steam Shovel on Road
Near Kansas City, 1927

"M" Series, 1933-1946 (bulk 1933-1937)

The "M" series contains photographs dating from 1933 to 1946 of A, B, and C model trucks (including AB, AC and AK, AP, BC, BM, BF, BG, BQ, BX, and cab over engine types CH and CJ), bus models (including BG, BT, BK, CG, CQ, CT, CW, and CX) and a variety of fire apparatus. To a lesser extent, this series contains detail photographs of chassis, engines and the Allentown Mack Trucks plant interior shots including the assembly of a refrigerator truck. Other company activities include a Mack trade show exhibit. However, most of this series shows medium and heavy-duty trucks in operation. The bulk of the series ends with M.2747 in December 1937. The photographs from M.3809 to M.9451 appear to be an artificial addition to the "M" Series and are all photographs of fire apparatus, which date from 1934 to 1946.

1933 marked the end of prohibition, and breweries operated many of the beer delivery trucks illustrated in this series. Many delivery trucks bear the trademark of a such well-known brands as Pabst Beer, Buster Brown Shoes, Wesson Oil and Kroger Food Stores and were photographed on the streets of New York City, Baltimore, Maryland, Milwaukee, Wisconsin, Cleveland, Ohio and near other urban locations including, for example Palisades Amusement Park in New Jersey.

Of particular interest are photographs showing the Mack exhibit at the Chicago World's Fair, A Century of Progress, in 1934 (P.1747.M.708), a copy of a poster showing the labels of the breweries for whom Mack designed delivery trucks (P.1747.M.825), a copy of the first Mack pumper, used in Lower Merion, Pennsylvania in 1911 (P.1747.M.235), a Mack tractor trailer with Stratotherm controlled refrigeration from 1935 (P.1741.M.1075), and a Mack truck transporting work crews to the Hoover Dam construction site in Nevada in 1933 (P.1747.M.234).

Also of interest in this series is box number 145 showing excellent examples of advertising artwork. The retouched photoprints are mounted on cardboard with tissue overlays and a paper cover. The retouching occurs by outlining the vehicle with white paint and the cropping marks are indicated on the tissue overlay. The pre-printed paper cover is identified as the "property of Mack Trucks, Inc., Advertising Department, Long Island City, NY". These are examples of advertising art that would be reproduced by photoengraving methods for illustrations in product catalogs and advertisements.

For additional examples of advertising artwork, see negatives in the "P" Series.

The series is arranged in numerical order, which is also chronological order. This series contains photoprints, nitrate base and safety base negatives, all of which are housed separately.

"M" Series Sample Images



P.1747.M.890
Mack Model CJ Dump Body, owned by
Koppers Coke



P.1747.M.235
First Mack Pumper, Lower Merton, PA,
1911



P.1747.M.290
Mack Truck Towing Standard Oil Christmas
Float, 1933



P.1747.M.1075
Mack Model BX Tractor with Stratotherm
Controlled Refrigeration Body, 1935

"M" Series Sample Images continued:



P.1747.M.205
Mack Model BM owned by Ebling Brewing Co., 1933



P.1747.M.902
Mack Model BM Delivering Heating Oil from Petroleum Heat and Power Co., 1934



P.1747.M.371
Mack AP-6 and Steam Shovel at Construction Site of San Gabriel Dam, Los Angeles Forest, California, 1934



P.1747.M.611
1934 Mack Model 95 Hook and Ladder Fire Truck with ladder extended, 1934

"M" Series Sample Images continued:



P.1747.M.235
Mack Model AK Crew Bus
Delivering Workers to Hoover Dam Site,
1933



P.1747.M.723
Mack Models BM & BX Delivering to
British-American Gas Station, Toronto,
Canada, 1934



P.1747.M.994
Mack Truck AC 6 Dredging River, 1935



P.1747.M.708
Mack Truck Highway Exhibit at A Century
of Progress, Chicago World's Fair, 1933-
1934

"J" Series, January 1935-1937

The "J" series includes photographs of the Mack Jr. model of trucks and buses. Types of these lighter-weight vehicles include delivery vans, pick-up trucks, tractor-trailers and school, sightseeing and commercial buses. The series contains very few detail shots of vehicles or parts.

Of particular interest are photographs of the ubiquitous Mack Junior pick-up truck (P.1747.J.288), the Mack Junior truck tractor fitted to haul automobiles (P.1747.J.287) and the modern art styled Mack armored vehicle from 1937 (P.1747.J.705).

The series is arranged in numerical order, which is also chronological order. This series contains photoprints and only safety base negatives, each housed separately.

"J" Series Sample Images



P.1747.J.287
1936 Mack Junior Truck Tractor



P.1747.J.14
Mack Junior Truck (Model 20MB) parked in
front of a Mack Model AC Truck (Mack
Bulldog), 1936

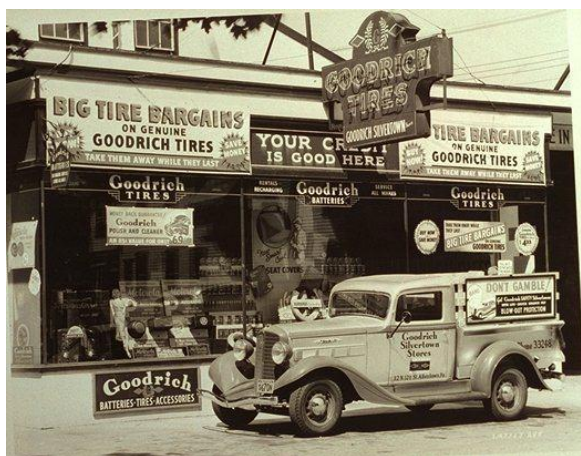
"J" Series Sample Images continued:



P.1747.J.485
1936 Mack Junior Truck and Tractor



P.1747.J.273
1936 Mack Junior Model 1M in
Gastonia, NC

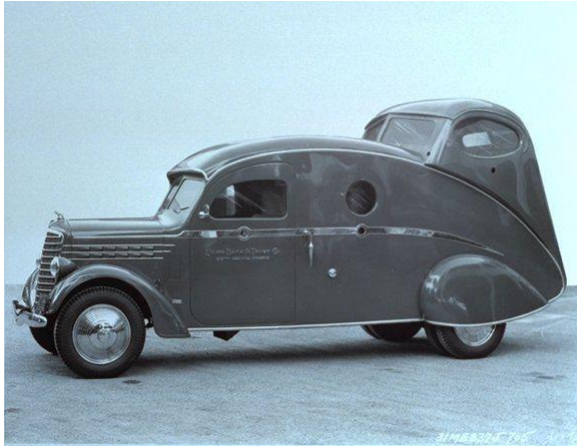


P.1747.M.708
1936 Mack Junior Truck (Model 1M) at
Goodyear Tire Store, Allentown, PA



P.1747.J.39
Artist Montage Featuring Mack Junior with
Other Mack Vehicles in Background, 1936

"J" Series Sample Images continued:



P.1747.J.705
1937 Mack Junior Truck (Armored Car
Body, Model 31MB-Special)



P.1747.J.346
Streamlined Mack Junior Transit Bus 90
MTX, 1936

"V" Series, 1939-1947

The "V" series contains photographs of Mack models AC, BX, CJ, DE, ED, EE, EF, EFT, EG, EH, EQ, EN, FC, FN, GE, LR, LF, LM, MR trucks and CO-CM, CW-CY, L25, and RC buses among others. It contains photographs of both interiors and exteriors of delivery vans, fire and pumper trucks, pick-ups and military troop transport and construction vehicles as well as a wide variety of city buses from around the United States. Also represented in this series are views of trucks being disassembled and packed for shipping overseas during World War II, women working on the assembly line in 1943 and vehicles in various stages of assembly on the factory floor, in addition to a variety of photographs showing detailed chassis, engine, transmission and differential assemblies.

A very small body of correspondence accompanied some photographs in the "V" series. This correspondence relates to specific photographs and negatives. For convenience of access, these documents have been placed in the first folder of their respective series and copies have been placed with the appropriate photographs.

Of particular interest are the photographs of Mack production facilities' interiors (P.1747.Y.7214, for example), a U.S. Mail highway traveling post office bus (P.1747.V.2766), engines such as the Mack Thermodyne (P.1747.V.1166) and model EN310 (P.1747.V.2317), two Mack trucks conducting engine speed tests on the newly opened Pennsylvania Turnpike in 1941 (P.1747.V.2964), soldiers at the Mack Training School in 1943 (P.1747.V.6526) and an extensive range of chassis and engine parts photographs arranged to show the disassembly and reassembly of the specific engines (P.1747.V.2736, for example).

The series is arranged in numerical order, which is also chronological order. This series contains photoprints, nitrate and safety base negatives, all of which are housed separately.

"V" Series Sample Images



P.1747.V.3945
Mack Model 80 LS Pumper Truck with
Crew, 1942



P.1747.V.2769A
Mack Model CM Bus, US Mail Highway
Post Office, 1941



P.1747.V.4123
1942 Mack Model ED Truck, Ambulances,
"Baby Mack" Light-duty Truck Donated by
Employees, Allentown Plant to Allentown
Chapter Honorary First Defenders,
Allentown, PA



P.1747.V.2766
Interior Mack Model CM Bus, US Mail
Highway Post Office, 1941

"V" Series Sample Images continued:



P.1747.V.7214
Mack Truck Factory Interior, Truck Frame
Assembly Line, 1943



P.1747.V.4227
Mack Trucks in Allentown, PA, Awaiting
Shipment, 1942



P.1747.V.6769
Mack Model LR Dump Truck, 1943



P.1747.V.6971
Mack Model FC Dump Trucks, Fleet of
Bethlehem Steel Co., Bethlehem, PA, 1943

"F" Series, January 1946 - July 1947

The "F" series encompasses photographs of fire fighting vehicles, models Sand LS exclusively. The bulk of the photographs are side shots of the vehicles taken outdoors against a neutral background and a variety of detail shots of the pumping mechanisms and fire-fighting equipment. Also included are on-site views of the fire trucks in cities and towns, being used in parades, and in front of fire stations.

Of particular interest are photographs showing the fire trucks in cities and towns (P.1747.F.249 for example), being used at airports (P.1747.F.299 and P.1747.F.318), in training simulations (P.1747.F.411) and actual fire-fighting conditions (P.1747.F.370).

The series is arranged in numerical order, which is also chronological order. This series contains photoprints and only safety base negatives, which are housed separately.

"F" Series Sample Images

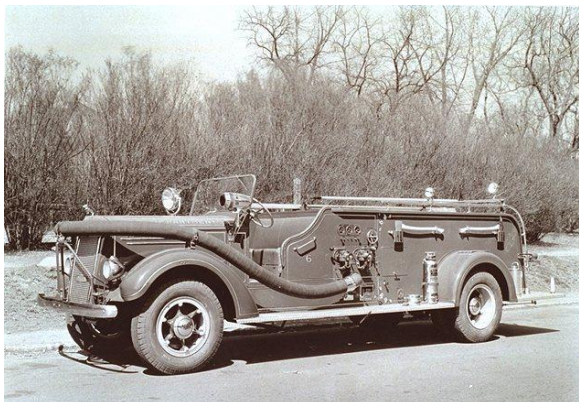


P.1747.F.332
Mack Model 125LS Fire Apparatus,
Enclosed Cab Pumper, 1946



P.1747.F.331
Mack Model 19LS Fire Apparatus, Hook &
Ladder, 1946

"F" Series Sample Images continued:



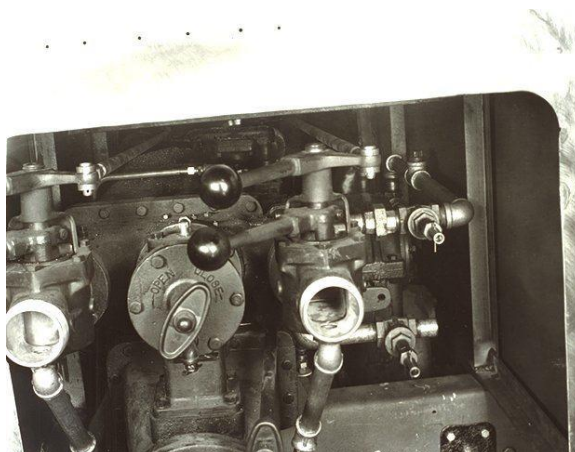
P.1747.F.534
Mack Model 75S Fire Apparatus, Pumper,
Charleston, SC, 1947



P.1747.F.632
Two Mack Pumper Trucks at Fire House,
Little Falls, NY, 1947

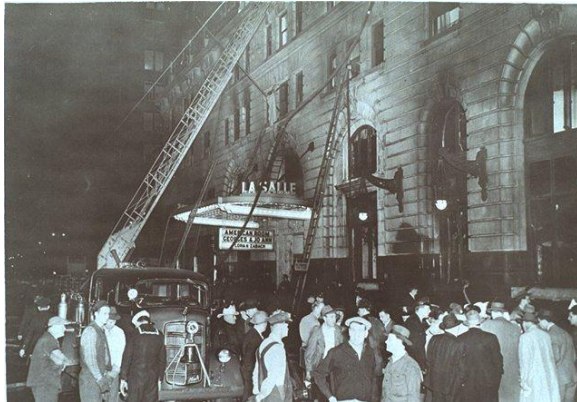


P.1747.F.610
Mack Model 95LS Fire Apparatus, Pumper,
1947



P.1747.F.50
Mack Model 95LS Fire Apparatus, Detail of
Pump Assembly, 1946

"F" Series Sample Images continued:



P.1747.F.329
Crowd Scene with 1947 Mack Hook &
Ladder Fire Truck at Night Fire Scene



P.1747.F.411
Mack Model 45S Pumper, Volunteer Fire
Department Answering a Call, 1947



P.1747.F.249
Mack Model 85LS Fire Apparatus, Pumper,
West Virginia, 1946



P.1747.F.370
Mack Fire Apparatus in Action, 1947

"F" Series Sample Images continued:



P.1747.F.153
Crowd Gathers to Inspect New 1946 Mack
45S Pumper at Firehouse Near Roosevelt
Field, NY



P.1747.F.299
Mack Model 45-4D Crash Truck, Airport
Crash Unit with Fire Fighters in Protective
Gear, 1946

ARRANGEMENT

"K" Series, 1905-1925

Photoprints
Glass Plate Negatives
Nitrate Base Negatives
Safety Base Negatives

"P" Series, 1916-1918

Photoprints
Glass Plate Negatives

"A" Series, 1925-1939

Photoprints
Nitrate Base Negatives
Safety Base Negatives

"L" Series, 1927-1928

Photoprints
Glass Plate Negatives
Nitrate Base Negatives
Safety Base Negatives

"M" Series, 1933-1946

Photoprints
Nitrate Base Negatives
Safety Base Negatives

"J" Series, 1935-1937

Photoprints
Nitrate Base Negatives
Safety Base Negatives

"V" Series, 1939-1947

Photoprints
Safety Base Negatives

"F" Series, 1946-1947

Photoprints
Safety Base Negatives

Unprocessed Photoprints

SUBJECT TERMS

Names, Personal and Corporate

Mack Trucks, inc.

Saurer Motor Company

Subjects

Advertising

Bus industry

Fire engines

Mack trucks

Public relations

Saurer trucks

Trucks

Trucks--Design and construction

Trucks--Parts

Trucking--United States

Geographic

Allentown (Pa.)

Brooklyn (New York, N.Y.)

Genre and Form

Photographs

Photographic prints

Negatives (photographic)

Glass negatives

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Motor Vehicle Manufacturers Association of the United States, *Motor Trucks of America*. Ann Arbor, Michigan: The University of Michigan Press, 1979.

Montville, John C., *Mack*. Newfoundland, NJ: Haessner Publishing Company, 1973.

Georgano, G.N., Editor, *The Complete Encyclopedia of Commercial Vehicles*. Iola, Wisconsin: Krause Publications, 1979.

CONTAINER LIST

Box no.	Description
"K" SERIES, 1905-1925	
Photoprints	
Box 1	P.1747.K.1 - P.1747.K.536, 1913-1916
Box 2	P.1747.K.537 - P.1747.K.1023, 1916-1918
Box 3	P.1747.K.1024 - P.1747.K.1591, 1918-1919
Box 4	P.1747.K.1592 - P.1747.K.2009, 1919-1920
Box 5	P.1747.K.2010 - P.1747.K.2326, 1920 P.1747.K.6900 - P.1747.K.7144, June 1925 - July 1925
Box 6	P.1747.K.7145 - P.1747.K.7549, July 1925 - October 1925
Box 7	P.1747.K.7550 - P.1747.K.7897, October 1925 - December 1925
Glass Plate Negatives	
Box 8	N.1747.K.1A - N.1747.K.81
Box 9	N.1747.K.82 - N.1747.K.128
Box 10	N.1747.K.129 - N.1747.K.165
Box 11	N.1747.K.166 - N.1747.K.224
Box 12	N.1747.K.225 - N.1747.K.261
Box 13	N.1747.K.262 - N.1747.K.296

Box 14	N.1747.K.297 - N.1747.K.326
Box 15	N.1747.K.327 - N.1747.K.354
Box 16	N.1747.K.355 - N.1747.K.391
Box 17	N.1747.K.392 - N.1747.K.431
Box 18	N.1747.K.432 - N.1747.K.465
Box 19	N.1747.K.466 - N.1747.K.535
Box 20	N.1747.K.536 - N.1747.K.573
Box 21	N.1747.K.574 - N.1747.K.607
Box 22	N.1747.K.608 - N.1747.K.645
Box 23	N.1747.K.646 - N.1747.K.680
Box 24	N.1747.K.682 - N.1747.K.715
Box 25	N.1747.K.716 - N.1747.K.754
Box 26	N.1747.K.758 - N.1747.K.790
Box 27	N.1747.K.791 - N.1747.K.822
Box 28	N.1747.K.823 - N.1747.K.854

Box 29

N.1747.K.855 - N.1747.K.899

Box 30

N.1747.K.900 - N.1747.K.929

Box 31

N.1747.K.930 - N.1747.K.959

Box 32

N.1747.K.960 - N.1747.K.987

Box 33

N.1747.K.988 - N.1747.K.1031

Box 34

N.1747.K.1032 - N.1747.K.1065

Box 35

N.1747.K.1066 - N.1747.K.1104

Box 36

N.1747.K.1105 - N.1747.K.1159

Box 37

N.1747.K.1160 - N.1747.K.1213

Box 38

N.1747.K.1214 - N.1747.K.1250

Box 39

N.1747.K.1251 - N.1747.K.1287
N.1747.K.1312

Box 40

N.1747.K.1575 - N.1747.K.1591
N.1747.K.1601 - N.1747.K.1622
N.1747.K.1754 - N.1747.K.1756

Box 41

N.1747.K.2043
N.1747.K.2080 - N.1747.K.2086
N.1747.K.2228 - N.1747.K.2230
N.1747.K.2343 - N.1747.K.2347
N.1747.K.2800 - N.1747.K.2828
N.1747.K.2551

N.1747.K.2800 - N.1747.K.2847
N.1747.K.9778 - N.1747.K.9779

Nitrate Base Negatives

Box 42

N.1747.K.267
N.1747.K.1829 - N.1747.K.1928

Box 43

N.1747.K.1929 - N.1747.K.2039

Box 44

N.1747.K.2040 - N.1747.K.2225

Box 45

N.1747.K.2226 - N.1747.K.2415

Box 46

N.1747.K.2723 - N.1747.K.2889

Box 47

N.1747.K.2891-- N.1747.K.3145

Box 48

N.1747.K.3146 - N.1747.K.3255

Box 49

N.1747.K.3323 - N.1747.K.8970

Box 50

N.1747.K.8985 - N.1747.K.9205

Box 51

N.1747.K.9206 - N.1747.K.9417

Box 52

N.1747.K.9424 - N.1747.K.9643

Box 53

N.1747.K.9651 - N.1747.K.9800

Box 54

N.1747.K.9801 - N.1747.K.10031

Safety Base Negatives

Box 55

N.1747.K.8597 - N.1747.K.8798

Box 56

N.1747.K.8799 - N.1747.K.8945

Box 57

N.1747.K.8949 - N.1747.K.9224

Box 58

N.1747.K.9225 - N.1747.K.9650

"P" SERIES, 1916-1918

Photoprints

Box 59

P.1747.P.699 - P.1747.P.1392 (1916-1918)

Glass Plate Negatives

Box 60

N.1747.P.699 - N.1747.P.732A

Box 61

N.1747.P.733 - N.1747.P.766

Box 62

N.1747.P.767 - N.1747.P.799

Box 63

N.1747.P.800 - N.1747.P.837

Box 64

N.1747.P.838 - N.1747.P.937

Box 65

N.1747.P.1308 - N.1747.P.1386

"A" SERIES, 1925-1939

Photoprints

Box 66

P.1747.A.2000 - P.1747.A.2284 (June 1925 - October 1927)

Box 67

P.1747.A.2285 - P.1747.A.2523 (October 1927 - February 1928)

Box 68

P.1747.A.2526 - P.1747.A.2825 (February 1928 - August 1928)

Box 69

P.1747.A.2826 - P.1747.A.3071 (August 1928 - February 1929)

Box 70

P.1747.A.3072 - P.1747.A.3370 (February 1929 - July 1929)

Box 71

P.1747.A.3371 - P.1747.A.3718 (July 1929 - December 1929)

Box 72

P.1747.A.3721 - P.1747.A.4116 (December 1929 - June 1930)

Box 73

P.1747.A.4117 - P.1747.A.4596 (June 1930 - June 1931)

Box 74

P.1747.A.4598 - P.1747.A.5066A (June 1931 - May 1932)

Box 75

P.1747.A.5064 - P.1747.A.5378 (May 1932 - February 1933)

Box 76

P.1747.A.5399 - P.1747.A.5681 (April 1933 - September 1933)

Box 77

P.1747.A.5682 - P.1747.A.5916 (September 1933 - April 1934)

Box 78

P.1747.A.5917 - P.1747.A.6115 (April 1934 - September 1934)

Box 79

P.1747.A.6116 - P.1747.A.6393 (October 1934 - April 1935)

Box 80

P.1747.A.6397 - P.1747.A.6670 (April 1935 - July 1935)

Box 81

P.1747.A.6671 - P.1747.A.6894 (July 1935 - November 1935)

Box 82

P.1747.A.6895 - P.1747.A.7174 (November 1935 - March 1936)

Box 83

P.1747.A.7175 - P.1747.A.7460 (March 1936 - November 1936)

Box 84

P.1747.A.7461 - P.1747.A.7727 (November 1936 - July 1937)

Box 85

P.1747.A.7728 - P.1747.A.8031 (March 1937 - August 1937)

Box 86

P.1747.A.8032 - P.1747.A.8149 (August 1937 - September 1937)
P.1747.A.8350 - P.1747.A.8529 (January 1938 - April 1938)

Box 87

P.1747.A.8530 - P.1747.A.8858 (April 1938 - September 1938)

Box 88

P.1747.A.8859 - P.1747.A.9222 (September 1938 - March 1939)

Box 89

P.1747.A.9223 - P.1747.A.9558 (March 1939 - July 1939)

Box 90

P.1747.A.9560 - P.1747.A.9889 (July 1939 - November 1939)

Box 91

P.1747.A.9890 - P.1747.A.9998 (November 1939 - December 1939)

Nitrate Base Negatives

Box 92

N.1747.A.2000 - N.1747.A.5579

Box 93

N.1747.A.5580 - N.1747.A.5738
N.1747.A.5739 - N.1747.A.5927
N.1747.A.7447 - N.1747.A.7595

Box 94

N.1747.A.7608 - N.1747.A.7795
N.1747.A.7815 - N.1747.A.7980
N.1747.A.9143 - N.1747.A.9144

Safety Base Negatives

Box 95

N.1747.A.5396 - N.1747.A.5799

Box 96

N.1747.A.5800 - N.1747.A.6064

Box 97

N.1747.A.6068 - N.1747.A.6664

Box 98

N.1747.A.6665 - N.1747.A.6815

Box 99

N.1747.A.6816 - N.1747.A.6989

Box 100

N.1747.A.6990 - N.1747.A.7129

Box 101

N.1747.A.7130 - N.1747.A.7264

Box 102

N.1747.A.7265 - N.1747.A.7409

Box 103

N.1747.A.7410 - N.1747.A.7598

Box 104

N.1747.A.7600 - N.1747.A.7813

Box 105

N.1747.A.7814 - N.1747.A.7989

Box 106

N.1747.A.7991 - N.1747.A.8129

Box 107

N.1747.A.8130 - N.1747.A.8149
N.1747.A.8350 - N.1747.A.8476

Box 108

N.1747.A.8477 - N.1747.A.8623

Box 109

N.1747.A.8633 - N.1747.A.8778

Box 110

N.1747.A.8779 - N.1747.A.8935

Box 111

N.1747.A.8941 - N.1747.A.9121

Box 112

N.1747.A.9122 - N.1747.A.9238

Box 113

N.1747.A.9239 - N.1747.A.9401

Box 114

N.1747.A.9402 - N.1747.A.9558

Box 115

N.1747.A.9560 - N.1747.A.9714

Box 116

N.1747.A.9715 - N.1747.A.9853

Box 117

N.1747.A.9854 - N.1747.A.9999

"L" SERIES, 1927-1928

Photoprints

Box 118

P.1747.L.1 - P.1747.L.1440 (January 1925 - December 1927)

Box 119

P.1747.L.1454 - P.1747.L.1991 (January 1928 - May 1928)

Glass Plate Negatives

Box 120

N.1747.L.120 - N.1747.L.454

Nitrate Base Negatives

Box 121

N.1747.L.1 - N.1747.L.151

Box 122

N.1747.L.153 - N.1747.L.325

Box 123

N.1747.L.326 - N.1747.L.574

Box 124

N.1747.L.595 - N.1747.L.794

Box 125

N.1747.L.803 - N.1747.L.999

Box 126

N.1747.L.1000 - N.1747.L.1195

Box 127

N.1747.L.1210 - N.1747.L.1439

Box 128

N.1747.L.1443 - N.1747.L.1549
N.1747.L.1582 - N.1747.L.1674

Box 129

N.1747.L.1711 - N.1747.L.1746
N.1747.L.1798 - N.1747.L.1969

Safety Base Negatives

Box 130

N.1747.L.1 - N.1747.L.443

Box 131

N.1747.L.447 - N.1747.L.711

Box 132

N.1747.L.741 - N.1747.L.1143

Box 133

N.1747.L.1170 - N.1747.L.1517

Box 134

N.1747.L.1527 - N.1747.L.1823

Box 135

N.1747.L.1854 - N.1747.L.1991

"M" SERIES, 1933-1946

Box 136

Notes (Listing of photos relating to Mack at the Chicago World's Fair, 1934)

Photoprints

P.1747.M.100 - P.1747.M.440 (April 1933 - March 1934)

Box 137

P.1747.M.442 - P.1747.M.854 (April 1934 - October 1934)

Box 138

P.1747.M.855 - P.1747.M.1121 (October 1934 - May 1935)

Box 139

P.1747.M.1122 - P.1747.M.1455 (May 1935 - February 1936)

Box 140

P.1747.M.1456 - P.1747.M.1799 (February 1936 - October 1936)

Box 141

P.1747.M.1800 - P.1747.M.2036 (October 1936 - December 1936)

Box 142

P.1747.M.2037 - P.1747.M.2309 (December 1936 - May 1937)

Box 143

P.1747.M.2310 - P.1747.M.2632 (May 1937 - October 1937)

Box 144

P.1747.M.2633 - P.1747.M.2747 (October 1937 - December 1937)

P.1747.M.3809 - P.1747.M.9451 (October 1934 - April 1946; all images of fire apparatus)

Box 145

Advertising Artwork

Nitrate Base Negatives

Box 146

N.1747.M.187 - N.1747.M.664

Box 147

N.1747.M.665 - N.1747.M.906

Box 148

N.1747.M.907 - N.1747.M.1382

Box 149

N.1747.M.1407 - N.1747.M.2390

Box 150

N.1747.M.2406 - N.1747.M.2749

Safety Base Negatives

Box 151

N.1747.M.100 - N.1747.M.350

Box 152

N.1747.M.351 - N.1747.M.736

Box 153

N.1747.M.742 - N.1747.M.1143

Box 154

N.1747.M.1148 - N.1747.M.1480

Box 155

N.1747.M.1481 - N.1747.M.1798

Box 156

N.1747.M.1800 - N.1747.M.1984

Box 157

N.1747.M.1985 - N.1747.M.2129

Box 158

N.1747.M.2130 - N.1747.M.2264

Box 159

N.1747.M.2265 - N.1747.M.2399

Box 160

N.1747.M.2400 - N.1747.M.2556

Box 161

N.1747.M.2557 - N.1747.M.2739
N.1747.M.8846

"J" SERIES, 1935-1937

Photoprints

Box 162

P.1747.J.1 - P.1747.J.254 (December 1935 - June 1936)

Box 163

P.1747.J.255 - P.1747.J.499 (June 1936 - November 1936)

Box 164

P.1747.J.500 - P.1747.J.780 (December 1936 - October 1937)

Nitrate Base Negatives

Box 165

N.1747.J.59 - N.1747.J.776

Safety Base Negatives

Box 166

N.1747.J.1 - N.1747.J.76

Box 167

N.1747.J.77 - N.1747.J.137

Box 168

N.1747.J.145 - N.1747.J.212

Box 169

N.1747.J.214 - N.1747.J.281

Box 170

N.1747.J.282 - N.1747.J.460

Box 171

N.1747.J.461 - N.1747.J.607

Box 172

N.1747.J.591 - N.1747.J.722

"V" SERIES, 1939-1947

Box 173

Correspondence and Notes for V Series (Includes letter from H.J. Lazenby and assembly manuals for ST 20 and EHT models)

Photoprints

P.1747.V.1000 - P.1747.V.1370 (1939-1941)

Box 174

P.1747.V.1371 - P.1747.V.1651 (1940)

Box 175

P.1747.V.1652 - P.1747.V.1907 (1940)

Box 176

P.1747.V.1908 - P.1747.V.2264 (September - November 1940)

Box 177

P.1747.V.2665 - P.1747.V.2551 (1940)

Box 178

P.1747.V.2552 - P.1747.V.2851 (January - April 1941)

Box 179

P.1747.V.2852 - P.1747.V.3109 (April - July 1941)

Box 180

P.1747.V.3110 - P.1747.V.3347 (July - September 1941)

Box 181

P.1747.V.3350 - P.1747.V.3750 (September - December 1941)

Box 182

P.1747.V.3751 - P.1747.V.4074 (December 1941 - April 1942)

Box 183

P.1747.V.4075 - P.1747.V.4525 (April - July 1942)

Box 184

P.1747.V.4526 - P.1747.V.4970 (July - September 1942)

Box 185

P.1747.V.4971 - P.1747.V.5154 (September 1944)

Box 186

P.1747.V.5155 - P.1747.V.5519 (October 1942)

Box 187

P.1747.V.5520 - P.1747.V.5802 (November 1942)

Box 188

P.1747.V.5803 - P.1747.V.6035 (November 1942)

Box 189

P.1747.V.6036 - P.1747.V.6205 (December 1942)

Box 190

P.1747.V.6206 - P.1747.V.6517 (January - March 1943)

Box 191

P.1747.V.6521 - P.1747.V.6901 (March - June 1943)

Box 192

P.1747.V.6902 - P.1747.V.7288 (July - November 1943)

Box 193

P.1747.V.7289 - P.1747.V.7742 (November 1943 - August 1944)

Box 194

P.1747.V.7743 - P.1747.V.8169 (August 1944 - April 1945)

Box 195

P.1747.V.8170 - P.1747.V.8600 (May - September 1945)

Box 196

P.1747.V.8601 - P.1747.V.8934 (September 1945 - January 1946)

Box 197

P.1747.V.8935 - P.1747.V.9276 (January - April 1946)

Box 198

P.1747.V.9277 - P.1747.V.9629 (April 1946 - January 1947)

Box 199

P.1747.V.9630 - P.1747.V.9802 (January - March 1947)

Box 200

P.1747.V.9803 - P.1747.V.9999 (March - April 1947)

Safety Base Negatives

Box 201

N.1747.V.1000 - N.1747.V.1126

Box 202

N.1747.V.1127 - N.1747.V.1269

Box 203

N.1747.V.1270 - N.1747.V.1394

Box 204

N.1747.V.1395 - N.1747.V.1541

Box 205	N.1747.V.1542 - N.1747.V.1673
Box 206	N.1747.V.1674 - N.1747.V.1805
Box 207	N.1747.V.1806 - N.1747.V.1943
Box 208	N.1747.V.1944 - N.1747.V.2069
Box 209	N.1747.V.2070 - N.1747.V.2223
Box 210	N.1747.V.2224 - N.1747.V.2369
Box 211	N.1747.V.2370 - N.1747.V.2511
Box 212	N.1747.V.2512 - N.1747.V.2669
Box 213	N.1747.V.2670 - N.1747.V.2820
Box 214	N.1747.V.2821 - N.1747.V.2999
Box 215	N.1747.V.3000 - N.1747.V.3165
Box 216	N.1747.V.3166 - N.1747.V.3320
Box 217	N.1747.V.3321 - N.1747.V.3500
Box 218	N.1747.V.3501 - N.1747.V.3625
Box 219	N.1747.V.3626 - N.1747.V.3750

Box 220	N.1747.V.3751 - N.1747.V.3921
Box 221	N.1747.V.3922 - N.1747.V.4056
Box 222	N.1747.V.4057 - N.1747.V.4210
Box 223	N.1747.V.4211 - N.1747.V.4349
Box 224	N.1747.V.4350 - N.1747.V.4503
Box 225	N.1747.V.4504 - N.1747.V.4642
Box 226	N.1747.V.4643 - N.1747.V.4800
Box 227	N.1747.V.4801 - N.1747.V.4923
Box 228	N.1747.V.4924 - N.1747.V.5071
Box 229	N.1747.V.5072 - N.1747.V.5130
Box 230	N.1747.V.5131 - N.1747.V.5212
Box 231	N.1747.V.5213 - N.1747.V.5380
Box 232	N.1747.V.5381 - N.1747.V.5519
Box 233	N.1747.V.5520 - N.1747.V.5659
Box 234	N.1747.V.5660 - N.1747.V.5802

Box 235	N.1747.V.5803 - N.1747.V.5923
Box 236	N.1747.V.5924 - N.1747.V.6064
Box 237	N.1747.V.6065 - N.1747.V.6217
Box 238	N.1747.V.6218 - N.1747.V.6337
Box 239	N.1747.V.6338 - N.1747.V.6500
Box 240	N.1747.V.6501 - N.1747.V.6690
Box 241	N.1747.V.6691 - N.1747.V.6839
Box 242	N.1747.V.6840 - N.1747.V.6972
Box 243	N.1747.V.6973 - N.1747.V.7166
Box 244	N.1747.V.7167 - N.1747.V.7327
Box 245	N.1747.V.7328 - N.1747.V.7449
Box 246	N.1747.V.7450 - N.1747.V.7712
Box 247	N.1747.V.7713 - N.1747.V.7882
Box 248	N.1747.V.7883 - N.1747.V.8070
Box 249	N.1747.V.8071 - N.1747.V.8377

Box 250	N.1747.V.8378 - N.1747.V.8557
Box 251	N.1747.V.8558 - N.1747.V.8725
Box 252	N.1747.V.8726 - N.1747.V.8922
Box 253	N.1747.V.8923 - N.1747.V.9062
Box 254	N.1747.V.9063 - N.1747.V.9244
Box 255	N.1747.V.9245 - N.1747.V.9499
Box 256	N.1747.V.9500 - N.1747.V.9670
Box 257	N.1747.V.9671 - N.1747.V.9813
Box 258	N.1747.V.9814 - N.1747.V.9999

"F" SERIES, 1946-1947

Photoprints

Box 259	P.1747.F.1 - P.1747.F.649
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Safety Base Negatives

Box 260	N.1747.F.1 - N.1747.F.113
Box 261	N.1747.F.114 - N.1747.F.248
Box 262	N.1747.F.249 - N.1747.F.394
Box 263	N.1747.F.395 - N.1747.F.538

Box 264

N.1747.F.539 - N.1747.F.649

UNPROCESSED PHOTOPRINTS

Boxes 265-266

Photoprints (Unprocessed photoprints; these prints are likely in most cases to be duplicates of material found elsewhere in the collection)