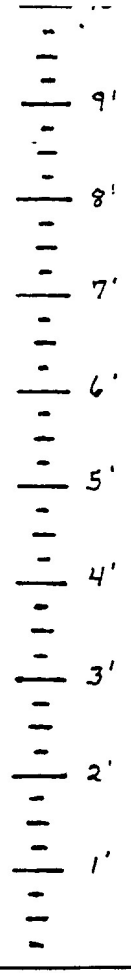


DRAWING #1 BY DON R. OSWALT

Don R. Oswalt '87



RBBB #252			
Canvas Loader Truck			
DATE: 1935	SCALE: 1/2" = 1'	SCANNED & REVISED 11/14/2014	Pg 1 of 2
Circus Model Builders			
Drawn By Don Oswalt			DRAWING NUMBER #0407



At the end of the 1934 season the management of Ringling Brothers & Barnum & Bailey (RBBB) made a decision to replace its big top canvas wagons. They could go one of two ways. Build new wagons or mount bodies on the new updated trucks. If trucks were used each would carry one-half of the big top.

At the end they decided to use the newer style CJ Mack cab over engine truck. I believe there were a few factors that came into play when selecting the truck. By having the cab sit over the engine they could save about six feet of flatcar space. This truck had air brakes on all wheels for greater stopping power, pneumatic tires for a better ride and a larger six-cylinder engine for more power and higher road speeds.

In 1935, Mack offered two styles of CJ Macks. The first was a flat nose rounded off cab with suicide type door; doors opened from the front and if not closed right would blow open when going down the road. See photo # 1. The second was a snub nose with a more squared off cab and doors that opened from the rear. This is the type RBBB chose to use. See Photo #2.

On March 7, 1935, RBBB took delivery of two CJ Mack 6-wheel trucks - No. 6CJ2SI003 and 6CJ2S1004. Both trucks were built to the same specifications and shipped from the Allentown, PA plant to the Jacksonville, FL Mack branch.

The Chassis was a standard 6-wheel 144" wheelbase with 48" center to center of rear axles, with a back of cab to end of frame of 240". Single front tires 9.75 x 22" and dual rear tires 9.75 x 22" on Dation type rims to be mounted on open spider type steel castings with six u-section spokes.

Six cylinders L-head Mack engine with 467.9 cu. inch piston displacement 117 horsepower at 2300 rpms. The main transmission had four-speeds forward and one reverse with a two speed auxiliary both the main and auxiliary transmissions are mounted in the same case.

This gave an eight-speed under drive transmission. Rear axle was the standard top mounted dual reduction rear carrier. Both rear axles were line or powered mounted on the Mack camelback springs. The above specifications came from the truck chassis record as it left the factory.

RBBB mounted an open top body 20' long 8' wide and 6' high to carry half the big top canvas.

For the next 14 years the CJ's would haul the big top canvas and wagons to the lot on the first run. The canvas was unloaded and the trucks were sent back to the train for more wagons. This became a safety problem, with the canvas out, there was no weight to hold the rear wheels to the pavement on wet roads. They would spin the tires when trying to pull out. Stopping was another problem having "S" cam airbrakes that were designed to stop the loaded truck they would lock up the rear wheels and the truck would be pushed down the street by the wagons it was towing. To solve this problem RBBB put scrap iron under the body floor and cross members over the rear wheels. This helped to solve the problem. At night the

CJ's towed unload to the train all but the last trip. Sometime I believe in the early 1940's both 251 and 252 had a wooden platform added over the cab. This held the canvas tarp and a place for the worker to stand when removing the canvas cover.

In 1949, two WSW Macks replaced the CJ's. Bill Rhodes told me the trucks were sold to a Louisville, KY, cement company and had mixers mounted on it where it worked for the next few years. At that time, they probably went to the junkyard.

RBBB #252		Pg 2 Of 2	
Canvas Loader Truck		SCANNED & REVISED 11/14/2014	
DATE: 1935	SCALE: 1/2" = 1'	Circus Model Builders	
Drawn By Don Oswalt		DRAWING NUMBER #0407	