

at the end of the trip having broken off currents. The chief trouble with the Dodge engine was due to the starting chain stretching, and on one light delivery truck (420201) this chain stretched so much on extent that it finally broke damaging the oil pump drive so badly that it was necessary to install a new pump and oil pan. The principal difficulty experienced with the Dodge cars was due to the Stewart Carburetor which continually gave trouble after the Oahu way encountered dusty roads. Dust accumulated in the dust pot and on the sliding air valve piston to such an extent that the valve stopped functioning altogether, remaining locked in one position anywhere between the maximum and minimum openings. This necessitated disconnecting and dismantling these carburetors, thorough cleaning, reassembling and reinstalling, consuming from 30 minutes to one hour. Where the dust nuisance was worst this operation had to be performed several times a day on some of the Dodge cars. Some difficulty was also experienced with the dash adjustment for this carburetor caused by the wire breaking. In a number of cases where this wire was again attached to the carburetor, it was found to be shortened to such an extent that the mixture was continually too rich. One Dodge light delivery truck had a cylinder head gasket.

The dust also caused trouble with the Sims Magneto used on these cars, requiring frequent cleaning and adjustment; otherwise this magneto was very satisfactory. In two instances the ring gear and driving pinion gear became free to the teeth breaking out. Repairs were made at Ensign, Ohio on the Engineering Testing Car (411204) and later to the light delivery truck (420201). In several instances the steering arm pinch bolt loosened up permitting the arm to work loose on its shaft. This resulted in considerable play in the steering wheel, the cause of which was not fully understood at first by the drivers and mechanics.

The brakes on the Dodge required frequent adjustment and the radiator of one light delivery car (420201) was badly damaged and had to be replaced due to the fact that the brakes on this car did not hold on a steep down grade. The rear wheel on one Dodge car had to be replaced because of the spokes working loose in the hub flange.

(c) TRUCKS: The cooling system of the six White Trucks operated very efficiently with the exception of the Reconnaissance car (411202) which showed a tendency to overheat toward the end of a long pull. There were no apparent defects in the design or construction of the White motors with the exception of the cooling system which appears to be too complicated and absolutely unsuited for work over dusty roads, it being necessary to stop frequently to clean out the feed pipes which became clogged up from the accumulation of dust. On a few occasions the carburetor and gas lines also became obstructed with dust. Two days before the end of the run, a White 1½-ton truck had to be towed in to town on account of a knock developing in the engine and it was found that the bearings required taking up. The driver of this vehicle showed great interest in his truck and it was due to his attention that the adjustments required were of a simple nature.

The steering column on all of these trucks worked loose after about 2000 miles had been covered, and required tightening up. The right rear wheel bearings on the Observation Car (411201)