broke up and locked the wheel making it necessary to load this vehicle on one of the trucks and haul it into camp where necessary repairs were made. Observation car (#111316) also had the front wheels spread and adjustment was requested at Cheyenne, but in Salt Lake City the White agent claimed that the wheels were in alignment. The Observers insisted that they be examined more closely and the representatives of a tire company in Salt Lake City measured the wheels and found they were out 3/8", resulting in unnecessary wear on the tires. They were properly aligned at this point. The rear radius rod brackets frequently shifted their position and threw the rods out of adjustment. Some means should be taken to make this bracket more rigid as the one nut now holding it is insufficient.

(d) STANDARDIZED "CLASS B": The Standardized "Class B" Military truck was the most towed truck in the Convoy, both actually and in proportion to the numbers of other makes of trucks comprising the Convoy. The towing of the Standardized "Class B" trucks began on the day the Convoy left Washington, and one or more of these trucks was towed almost daily until the Convoy left Stockton, Cal, two days before the end of the trip. The many causes for these breakdowns will be mentioned below.

The "Class B" truck clearly demonstrated its superiority so far as radiator area and general cooling efficiency were concerned. However, two cases of leaky radiator developed in these trucks. In one instance three tubes became loosened at their lower ends where they were soldered into the lower frame. In another radiator the gaskets (#3006) did not hold between the lower tank flanges. This, however, is not due to faulty design but rather to the poor material which was used for gaskets, paper being employed instead of the proper packing.

The fan belt (#3505) on the "Class B" truck gave considerable trouble on account of their stretching quite rapidly when being first used. The leather evidently was not of the best quality as the belts frequently broke at the point where the metal fasteners were applied. The range of adjustment (#1450-1135) on the fan bracket was not sufficient to take up the slack in the belt, consequently the metal fasteners had to be pulled out, the belt shortened and replaced. The hood fastener (#8224-8242) pulled out of a number of Class B trucks. It appears that the machine screws which retained the lower part of the fastener loosened up permitting the entire assembly to pull out. The socket into which the plunger (#8227) fits occasionally wore out permitting the plunger to pull through.

The engine in the Class B trucks was fairly reliable. The difficulties experienced with it being generally more in the nature of adjustments. One trouble developed in this engine was the cylinder head gaskets blowing out and usually in the same place, between the water ports on the valve side of the engine where the bearing surface is very narrow.