Electrostatic reproduction made by the Eisenhower Library for preservation purposes.

Two front universal joints were burned out from lack of lubrication, and careful examination seemed to indicate that these universals had never had any lubricant, as the vehicles were new when the Convoy started and the joints were absolutely dry and clean.

The only other adjustments required were of a simple nature including valves, magneto, spark plugs, brakes and wheel bearings.

(h) ARTILLERY TRACTOR, 5-TON: The 5-Ton Tractor was carried as cargo on a Mack truck (#51481) except when it was necessary to utilize it, or where such heavy grades were encountered that the Mack truck could not proceed until the Tractor was unloaded. But for the Tractor's ability to pull heavy loads through deep mud or sand, most of the larger trucks in the Convoy would never have reached San Francisco.

On August 5th, while pulling one of the trucks out of a quicksand hole 10 miles west of North Platte, Nebraska, one of the track shoes was broken. This was quickly replaced, and is the only mechanical trouble experienced by the Tractor, in spite of the many hours of hard work which it performed.

(i) MILITOR: The Artillery Wheeled Tractor, or Militor as it is popularly known, was unquestionably the most valuable vehicle in the entire Convoy, and as a "wrecker", for which purpose it was chiefly used, it served with distinction. On the road the Militor always brought up the rear of the train, and rescued any vehicles that had gone into the ditch, or took in tow those that were disabled. Hardly a day passed without the Militor doing some towing, and as many as nine trucks have been chained together behind this vehicle for tow. The power driven winch was extremely valuable in extricating vehicles which were mired in deep mud or sand, and while endeavoring to rescue other trucks the Militor was itself ditched on two or three occasions, but succeeded in pulling out under its own power, applied thru the four wheels or the winch.

This vehicle was comparatively free from all difficulties until Utah was reached, and west of Salt Lake City the fan belt, radiator support stud, carburetor, governor and #4 connecting rod bearing developed trouble simultaneously. After the fan belt and radiator support stud had been repaired, the carburetor and governor replaced, and only the loose connecting rod bearing remained to be repaired, the Expeditionary Commander ordered the Militor returned to Salt Lake City, there to be shipped to San Francisco by rail. This action is believed to have been entirely unwarranted, and has been made the subject of a special report under even date.