Electrostatic reproduction made by the Eisenhower Library for preservation purposes.

All magnetos were found to have had considerable breaker point trouble. This was first noticed upon a Berling magneto on a medium weight Harley-Davidson motorcycle. It was caused by the fine alkali dust getting between the magneto points, holding them apart just a small distance and causing them to arc across burning up the points. The trouble was afterwards noticed upon the Dixie magneto upon an Indian motorcycle. After that upon a Bosch magneto upon one of the Harley-Davidson side-car type motorcycles.

(n) LIBERTY KITCHEN TRAILER: So far as may be judged from the experience gained by the Convoy, this two-wheel rolling kitchen is entirely unsatisfactory, and should be discarded as a military vehicle. It is poorly constructed, and the ranges on both kitchens sheared their bolts and fell off the chassis on excellent paved roads. On poor roads the cans frequently jounced off, and it was practically impossible for a man to retain his seat on this vehicle. The front extension of the frame, which formed the drawbar, broke off both kitchens, and one spring was broken. Neither of these kitchens lived through the trip.

(o) TRAILMOBILE KITCHEN; These four-wheel kitchens were built on the right principle, and rendered a much better service than the Liberty Kitchens, but they should be of much heavier construction and standard tread, in order to stand up satisfactorily on unimproved roads. The springs, spring brackets, wheels, wheel bearings and draw-bars, all broke frequently under the strains to which they were subjected. The cans and stacks were jolted off occasionally also. Until the roads became too rough, two men rode on this trailer and prepared the mess enroute. The first Trailmobile Kitchen went to pieces August 28th, near Austin, Nevada, from which point it was shipped to Washington. The other one lasted four days longer and was shipped to San Francisco from Placerville, California.

(p) FODER PONTOON TRAILER: This vehicle was towed by one of the Mack trucks as far as Omaha, Nebr., at which point it was deemed advisable to drop this vehicle from the Convoy. As this trailer weighed about four tons, the roads encountered west of Omaha proved the wisdom of this decision.

(q) G. M. C. AMBULANCE TRAILERS: These very light two-wheel vehicles, each designed to carry two standard litters bearing one man each, stood up remarkably well. However, on rough roads these trailers frequently overturned and were dragged along on their sides, in spite of the fact that they were each loaded with two 150 pound sand bags, to represent the weight of the two men they were designed to carry.

8. MAINTENANCE The maintenance and repair of the Convoy vehicles was the principal function of Service Park Unit #595, 2nd Lieut. G. N. Bissell, Commanding, and the fact that only three trucks were retired from service enroute bears tribute to the effectiveness with which they did their work. Even one of these three vehicles could have easily been repaired by this unit, if