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the Expeditionary Commander had permitted the work to be done. Included in this detachment were expert mechanics on motorcycles, motors, carburetors, magnetos, radiators, and tires, machinists, painters, welders, blacksmiths, and carpenters; each man a specialist in his own line of work. These men did very excellent work in general, frequently working all night in order to have some truck ready to run under its own power when the Convoy broke camp in the morning, and some very clever repairs were made with the facilities available. New connecting rod bearings were fitted frequently, damaged cylinder blocks replaced, cracked crank cases repaired, new clutch assemblies installed, and even babbit bearings were poured on the roadside in a very satisfactory manner.

Each Sunday morning in camp was spent in examining radiators, crank cases, transmissions, differential housings, wheel bearings, etc., cleaning them out and refilling with proper lubricants whenever necessary. In this connection it should be noted that the following six vehicles were lubricated throughout with Dixon's Graphite Greases, for the purposes of official test:

Militor, Artillery Wheeled Tractor		#51
Standardized Class B Machine Shop		414319
" " " Spare Parts Truck		414683
" " " " " "		414668
" " " Cargo Truck		47971
F. W. D. " "		415768

Careful examination of all parts of these trucks where Dixon's was used indicated that lubrication had been entirely satisfactory, and the gears and bearings were apparently in much better condition than those on which other lubricants had been used. In addition to the six trucks listed above, the drivers and mechanics on the other vehicles were constantly requesting Dixon's Graphite Greases for use in grease cups and elsewhere, showing the popularity which this lubricant has gained among the men who really know what gives the best results.

The maintenance work was considerably hampered because of the necessity of carrying spare parts for so many different makes of trucks, and the additional fact that the stock carried had not been intelligently selected. Large stocks of such parts as axles and drive shafts, among which there were no breakages, were carried, while no spares whatever were taken of many other parts, including radiators, on which there were frequent failures. In few instances, it was possible to replace a broken or worn part in one truck with a spare part for another make of truck, when careful calibration showed the dimensions to be practically the same. Another difficulty was due to the poor quality of the hand tools supplied, and better tools should be furnished to the mechanics, as well as such special tools as are necessary to make certain adjustments properly.