

AUTOMOTIVE
SECTIONSUPPLY OF WATER
AND GAS GIVES OUT

Four days behind its schedule on account of the hard conditions of roads and deserts encountered, the Motor Transport Corps transcontinental train reached Carson, Nev., after two days' heart-breaking fighting with the worst desert in the State.

The run through Utah was over such fine, gradeless, hard roads, that the train was beginning to think its troubles were over. After leaving Orr's Ranch, the last station in Utah, the road lead over a long stretch of desolate, mountainous, Nevada desert. It was here the worst difficulties of the trip were met.

Two trucks and the Miller itself were mired in quicksands where reconstruction required a detour. Abominable road conditions continued, and after a twenty-five-mile run, through a veritable inferno of sand, heat and dust clouds, the entire train ran into a sand mountain that had to be removed bodily.

A detour over a salt incrustated marsh was necessary to avoid a worse stretch of road in the process of reconstruction. Practically every machine became mired up the the body and the train had to be pulled out one by one.

From 2 o'clock until 4 o'clock the next morning, every man was working his hardest to get the machines out of the marsh.

A road construction camp was used as an emergency control on the western edge of the desert, fifty-three miles from the start, and the different units of the train went separately to this goal as they were dug out.

The first to arrive was the kitchen unit, followed by the first company. It was necessary, at one time, to put the water tanks under guard and ration both man and machine. The unexpected delay in the desert caused a grave situation as regarded water and gasoline.

Finally, a gas truck managed to get through with a supply of fuel, and the train was enabled to proceed. Two tanks of water, hauled by horses, came from the construction camp and relieved the water famine.

After getting out of the desert everyone was exhausted to the point of dropping, so a stop was made to recover. Numerous cases of human and mechanical trouble developed causing a great deal of delay, however, no serious medical cases were reported.

Extreme heat, low-hanging clouds

of alkali dust, two-feet of sand up to wheel hubs and deplorable desert trails; numerous hidden check holes, an unusual dry condition as the result of no rain for four months, and no material save sage brush with which to build trails, were some of the trials the convoy by sheer grit and the American spirit of stick-to-itiveness managed to overcome. The men were kept busy digging wheels out of holes and jacking trucks up into the air for clearing out and minor repairs.

On one night over thirty stranded tourist parties were helped out of their difficulties, and the large searchlights were used to guide them to water and safety.

Through Blackpoint, Anderson's ranch to Ely, the road was as bad as encountered anywhere, but when Ely was entered the worst roads in that section had been passed, and there will be no more trouble with deserts.

From Pinto House the trail led through canyons to Eureka; here a reception was awaiting the men and every attention of Western hospitality was lavished upon the browned travelers. The country was still very desolate, and the roads were but trails, with many stiff grades, sharp turns and dangerous places.

Camp was made one night at a point where there was only one house and two persons living within twenty miles.

Between Austin and Carson, two days of heavy going were met, with the ever present dust and bad roads. However, a rousing welcome had been prepared by the Carson Club and the Red Cross, and after traveling 2,085 miles of the trip, the train rolled into Carson after four days behind because of the desert delays.

According to schedule, the train is but one hundred and thirty-four miles behind, and with the prospect of good roads and better conditions from Carson to the Golden Gate, it is possible much of this lost time and mileage may be made up in good runs.

The general health is good, and with the exception of many minor difficulties the condition of the trucks is excellent.

Individual car bodies

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