

On June 16 we left Leds and traveled to Kunning by motor convey. It was one of the largest conveyances to travel the Stilwell - Burma Rd. I volunteered to drive a truck and was assigned a 2 1/2 toner with trailer. My cargo to Myitkyna consisted of a few misc items of hospital equip and furniture. The furniture was to be deposited at Myitkyna for a group of our nurses who were on detached service there. From that point on my truck was to be used if emergency required. Well, that emergency occurred a few miles beyond Myitkyna which left me with a full complement of 18 drums of gasoline, enough gas to drive the Model A for 12,000 miles. The truck that was carrying this gas before went over the edge and was left for the salvage crew. Fortunately the driver was not killed nor the gasoline lost. It would have made some fire if it had picked up a spark when the truck turned over. Kunning looked good to me for more reasons than one. This trip was made in 12 days. (map enclosed)

The American section between Leds and Bhamo is a well constructed road for the greater part of the way but there are still sections that need revising while the China-Burma section is not worthy of the same complement. They were not so liberal with the width or grade of road and the surfacing, if any, was inlaid stone. The further into China we went the rougher the road until finally it remained the ^{roughest} ~~worst~~ road imaginable. Practically the entire distance is up and down from morning to night - the loop road in its own more notable section is nothing compared the usual stretches of this road. Driving becomes a sheer physical problem of fighting the steering wheel from one extreme position to the opposite extreme with a back up occasional thrown in for good measure. ^(higher sections generally muddy) The pair of leather gloves you received were the one I used to herd this truck over the hump - 1078 miles of griping. The few notes I made were recorded when I wasn't either checking tires, oil, gasoline, filters, leakers, trailer bolts, transmissions, differentials and a dozen other items. Whenever we stopped we had to make our own inspection and servicing. The three differentials and front wheel drives with their 5 speeds, reverse and 2 front wheel speeds create an added problem when servicing them.