

## MAXWELL TRUCK ON OVERLAND JOURNEY

Delivers One Ton of Groceries at Atlanta After 1,500-Mile Run From New York City.

That the motor truck is a reliable means of transportation in cases of railroad inefficiency is thoroughly demonstrated by the feat of the Maxwell truck with its one ton of groceries arriving at Atlanta from New York without a single mishap of any consequence during the 1,500-mile run.

"It has been a remarkable revelation of road-ability, dependability, economy and sturdiness," declared James A. Hemstreet, technical observer for the American Automobile association, who was a passenger on the truck during its run. The Maxwell left New York with a ton of groceries from a New York wholesale house for delivery to the Louisville & Nashville warehouse in Atlanta.

So well had the Maxwell stood the long, hard grind that a one-ton load of shoes was collected in Atlanta and the truck sent southward to Jacksonville to show its ability over the loose sand roads of Georgia and Florida. It is the biggest road proving-up test ever undertaken by a truck.

All army camps located near the roads travelled by the truck have been visited. In order to reach the quartermaster's departments, many times it has been necessary for the truck to cut across lots, ditches, cotton fields, and worm its way through unbroken wood paths.

Regardless of the obstacles the A. A. A. observer states that the truck has been making as high as 12 miles to the gallon.

**Roads Are Slippery.**  
The red clay banks of South Carolina, wet from rain, made the Maxwell running a slippery event and shot the gas economy lower than good roads would have done. The average mileage per gallon takes into account every bit of the road.

At Camp Meade, near Washington, the driver of the truck was forced to cut lots, dodge around pine trees, back up and pull around stumps almost a half day before the quartermaster's section was located. The camp is nine miles long and seven miles wide. Major Charles M. Tobin, Headquarters, 102d Supply Train, Twenty-seventh division, U. S. A., instructed Sergeant E. F. Bridgeman, the truckmaster, to go over the truck thoroughly and examine it for wear. Sergeant Bridgeman reported that there was no visible wear of any parts.

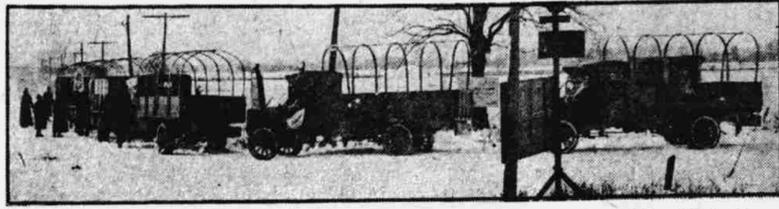
The tonnage of the truck from Atlanta south will be made up of a half dozen allotments from the wholesale houses of that city. The goods will be delivered in Jacksonville.

**War Classes Are Held in Goodyear Tire Factory**

Ever since the United States went on a war basis the factory school of the Goodyear Tire & Rubber company, Akron, O., has greatly strengthened its facilities for extending co-operation to the men likely to be called for military service.

First a course in military drill was established, that all drafted men sub-

## First Motor Truck Train Leaves Detroit for the Atlantic Seaboard



The Michigan state preparedness board and the Council of National Defense, co-operating, started the first motor truck train between Detroit and the Atlantic seaboard on Friday, December 14. The train is now en route. The accompanying photograph was taken "somewhere on the road."

The train consists of 33 Packard trucks and is in command of Captain Bennett Bronson and Lieutenant C. A. Riley. The overland trip is made as a test of the practicability of sending new trucks from the factory to seaboard on their own wheels. The trucks are three-ton capacity and are fitted with bodies built according to Quartermaster's department specifications. One of them is a kitchen truck which carries food supplies for the trip. The army drivers were ordered from Camp Sherman, Chillicothe, O., and from Maria, Tex., to take charge of the train.

The train is designated by the quartermaster as division supply train No. 308 truck company No. 2. The men are quartered at night in armories in the various cities along the route, which is generally as follows: Detroit to Toledo, Cleveland, Ravenna, Pittsburgh, and over the Lincoln Highway to Philadelphia, thence to the port.

in fact the prevalent trouble is caused by loose or dirty connections.

**Local Goodyear Branch Plays Host to Salesmen**  
The past week has been a busy one for the Goodyear branch organization," asserts Joe McDino, manager. "We have been host to about twenty-five salesmen during the week."

**Winter Weather Fails to Check Sales of Saxon Cars**  
With snow whitening a large section of the country the second week in December seemed to herald winter in all its chilling and a consequent slackening of business in automobiles was expected. And apparently just to prove once again that this year is different from every other year, orders for Saxon motor cars continued to flock in, with the result that more than 300 were received during the first two days of the week.

**Ignition Troubles and How to Cure Them**  
The modern ignition, according to R. S. Smith of the Delco Exide service station, though comparatively free from such trouble as will cause an embarrassing breakdown on the road, often is the center of irritating annoyances which have the effect of causing a temporary delay, lack of power, because of misfiring, hard starting, overheating, etc. There are in use two forms of ignition systems, one using only a magneto with perhaps a battery system in conjunction for starting, and the other using only a storage battery and a timer-distributor. The latter is now in more general use.

**Clarke Powell Says Auto Conditions Good**  
Clarke G. Powell, who attended a convention of the Champion Spark Plug company at Toledo, O., and Detroit, Mich., has just returned with an optimistic report. The convention was the first of its kind, being attended by all the leading salesmen of the company and a number of jobbers from all over the country. About 150 salesmen and 20 jobbers were present. Mr. Powell was there as a jobber of the middle west.

The message that the Omaha automobile man wishes to bring to Omaha is that business is booming in the automobile line and that all talk to the contrary is not true.

**Special Representative Is Added to Mitchell Forces**  
Jay C. Brandimore, one of the best known men in the motor car business, has been appointed special factory representative of the Mitchell Motors company (Inc.) of Racine, Wis.

**Motor Car Replaces Mules On Southwestern Rice Farm**  
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**Invent Auto Headlight To Shine Around Corners**  
The latest development in automobile lighting is a headlight which points in the right direction. Every motorist has known the annoyance which arises in turning corners, when the front wheels are pointed in one direction and the headlights in another, and the country to the left or right is lighted while the road he wants to travel is dark. The new headlight is connected with the front axle in such a way that it turns with the front wheels instead of the body of the car and always points in the direction the wheels are pointed, which is of course the path that the car will travel.

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## Oldsmobile Men Load Two Autos Where But One Was Loaded Before

"One of the marvels of the automobile industry is the manner in which it has solved knotty problems and found solutions to so many seemingly unsurmountable difficulties," says Mr. O'Neal of the Nebraska Oldsmobile company, distributors of Oldsmobiles. "It has always had to wrestle with new and unknown conditions and has always found a way out."

"The transportation problem has always been full of vexatious situations, and there seems to be no end to them. But at no time have they been as serious as at present and traffic managers of automobile concerns are straining every resource to move their product."

"The rarest visitor to automobile plants these days is the automobile freight car that was built especially to handle automobiles. They have been diverted to move government supplies and the country's food products. Small box cars, flat cars and

similar equipment are being used, but there is not enough of them.

"Who would ever think of loading automobiles with their front ends sticking up in the air? Yet that is just what the Oldsmobile traffic department is doing. They take a flat car and build a heavy frame work around it about six feet high of 6x6 timbers. There are heavy cross members at the top of this frame, into which the front wheels of the automobile rest, while the hind wheels rest on the floor and carry most of the weight."

"The Oldsmobile is then loaded under its own power, being driven up on skids at almost a 40 degree grade. When the front wheels drop into place, the car rests at an angle of about 33 degrees. It is then securely anchored and covered with heavy canvas. When the loading is completed, it looks something like four circus elephants standing with their forelegs on one another's backs."

and forth across the 9,000-acre stretch of rice it cut a swath that previously required three cutters with eight mules each. The cutter itself was speeded up by a gasoline engine so that from eight to 12 miles an hour was the steady gait of the outfit.

"The outfit is a seven-wheel wonder," declares F. G. Gammon, superintendent of the farm. "It costs us a little over \$1 a day to run the machine, while it costs nearly that much to keep a mule. In its present state of service, the automobile could not be appraised at much more than \$350, because of its five years of use and abuse, while one mule costs \$250."

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## TIRE TESTERS ON LONG WINTER TRIP

Fleet of Goodrich Motorist Start on 150,000-Mile Drive; Dig Trenches to Get Cars Out of Ohio.

Unless fortune smiles soon the tire testing fleet of the B. F. Goodrich Rubber company, which left Lima, O., last week for the south on a three-fold mission, will find itself in relatively the same position as Admiral Peary in his now celebrated dash for the north pole. Ever since leaving Ohio the pilots of the 15 automobiles have been active day and night digging paths for their cars. Their exertions in Ohio alone should qualify them for positions in General Pershing's best trench digging squads.

After leaving Cincinnati it took the motorists two days to make 60 miles. The cruise of the tire testing fleet will take the automobiles over approximately 150,000 miles of roads south of the Mason and Dixon line during the next three months. The Goodrich company is making its fleets perform national and patriotic functions this year. This mission is really subordinated to two others of greater import in the present national crisis. The south this year, according to information given the Goodrich officials, is going to use the motor truck on a scale more extensive perhaps than any other section of the country. The railroads are crowded with supplies for troops in southern cantonments, and producers on whom the north must depend for early vegetables and fruits must resort to other means of transportation. The motor truck has been their selection. These they have been buying in large quantities. Difficulties arise, though, in roads and road conditions. It is necessary then that some agency take the field and gather data that will be of immense aid to producers. This the Goodrich company has undertaken. Every town and city along the line of travel will be informed of the conditions of the lanes and highways, the weakness and commendable features thereof, and the best mode of travel between farm and the nearest point of distribution and shipment.

See Want Ads Bring Results. You can secure a maid, stenographer or bookkeeper by using a **See Want Ad.**

## Hudson Again is the Mode In Fine Closed Cars

The leadership long held by Hudson as a builder of fine closed cars is more pronounced than ever this Fall. The new models just received from the factory are beautiful, faultless in finish and design—correct in every detail.

The individuality and smartness of the Hudson Limousines and Town Cars are reflected in more expensive custom-made bodies, for Hudson sets closed car mode.

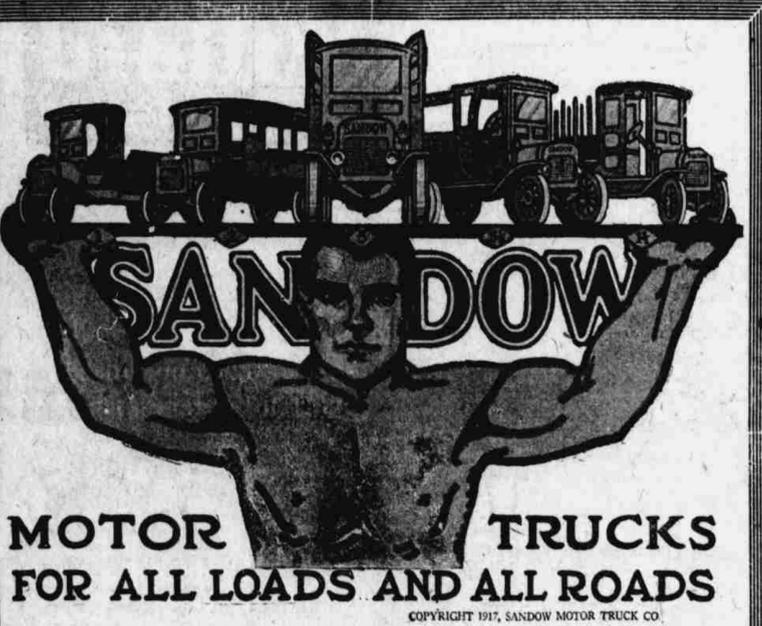
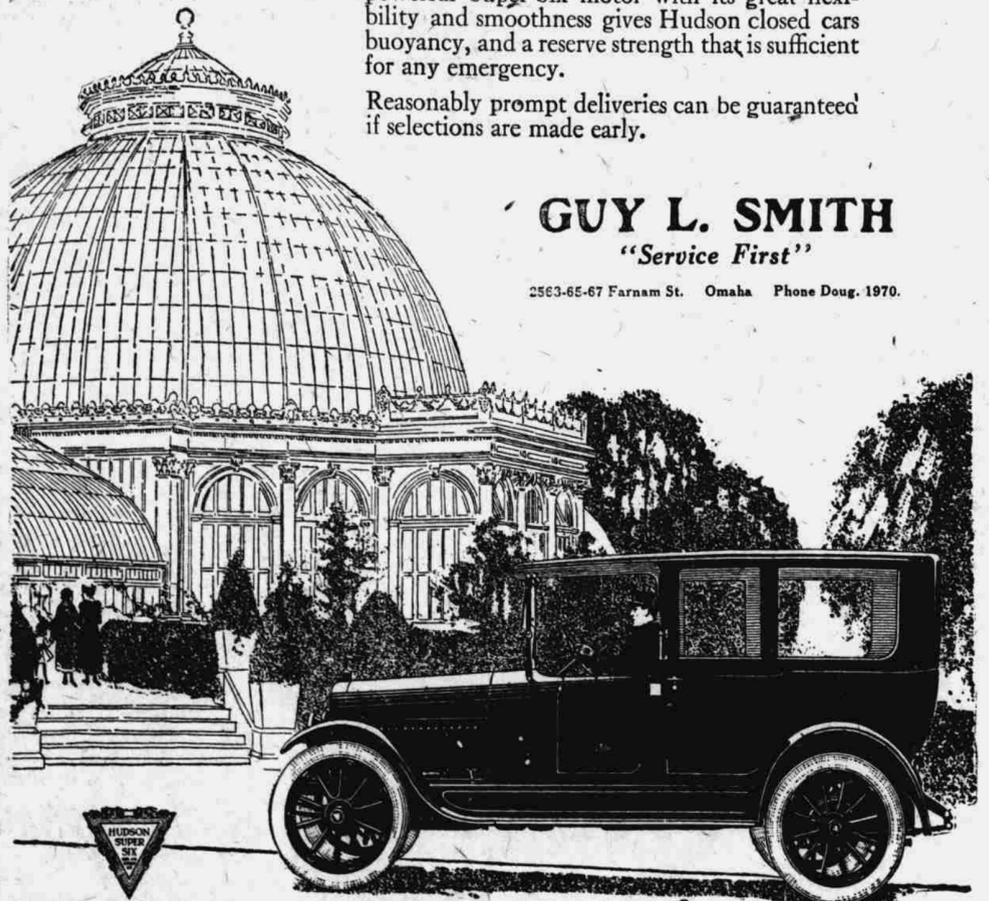
This year the body lines are slightly changed, not extreme, but sufficiently different, so as to never appear commonplace. Rich, quiet colors with costly fittings of exquisite design characterize the interiors.

There is none of the sluggishness in Hudsons so generally found in cars of the closed type. The powerful Super-Six motor with its great flexibility and smoothness gives Hudson closed cars buoyancy, and a reserve strength that is sufficient for any emergency.

Reasonably prompt deliveries can be guaranteed if selections are made early.

**GUY L. SMITH**  
"Service First"

2563-65-67 Farnam St. Omaha Phone Doug. 1970.



**MOTOR TRUCKS FOR ALL LOADS AND ALL ROADS**

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## Have Your Truck Repaired at Night

Trucks are too valuable in your business to have them laid up for repairs during the day. They must be fit for service every morning or you are not getting the maximum in efficiency. Since entering the truck business our aim has been to give complete service to motor truck operators and we have now added a sufficient force of expert mechanics to give day or night service. Your truck should be oiled and

greased frequently and inspected every day. In that way only can you keep your truck in perfect condition at all times. Our service includes all manner of repairing, welding, reboring cylinders, machining and overhauling. Bring your truck to us at night and it will be ready to start in the morning. No delay, no laying up for repairs during working hours.

## Sandow Trucks Master the Situation

Sandow Trucks are built to stand hard service and where they have been used nothing but praise is to be heard.

The "Worm Drive" used in Sandow Trucks is now accepted by the leading manufacturers of trucks as the most efficient type.

There is a Sandow for every line of business. In capacity they range from 1 to 5 tons. All parts are standard. No untried units.

**Omaha Motor Sales Company**

Omaha, Nebraska

Phone Tyler 555

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