



HIGHWAYS WILL RELIEVE HEAVY BURDEN OF RAIL

Motor Truck Transportation Plays Important Part in Keeping Up Quick Deliveries.

That the extensive use of the highways of the country will be the greatest factor in affording relief from the stagnation of industry caused by the tremendous burdens our already overloaded railroads must bear, is becoming more and more evident. The inadequacy of our present railroad equipment to cover the transportation needs of the country, is everywhere admitted, even by the railroads themselves.

But fortunately for us, in these days when freight must be moved regardless of conditions, there is practical relief available in the use of motor trucks. At present upwards of 100,000 motor trucks are in actual service in the United States, and an ever-increasing proportion of these is now in use in inter-city hauling, in which field motor trucks are destined to play a wonderful part.

Originally designed as a means of obtaining deliveries of goods on a freight delivery basis, thousands of trucks are now operating on a schedule showing quicker deliveries than could be obtained by express—even for long distances.

Set New Record.
 A conspicuous example of the importance of motor truck transportation as a means of keeping up quick deliveries where speedy railroad transportation proved impossible, is the latest accomplishment of one of the big Packard trucks of the Good-year Tire & Rubber company's Akron-Boston line, in delivering to a large shoe manufacturing company at Boston, a shipment of four tons of Neolin soles, in 62 hours, setting up a new motor truck record between these two cities, which are more than 1,500 miles apart.

The truck delivered its load at Boston, picked up a load of cotton fabric at the company's mill in Connecticut, and finished the round trip to Akron in six days and two hours. The journey would have been accomplished in six days flat, but for a delay of two hours on the return trip, waiting for a train of 160 army trucks to cross the Delaware river bridge at Trenton, a few trucks at a time.

Several tests made recently by railroad express, between these two points, proved that express shipments were requiring six days in transit. So that the Good-year trucks are making the round trip in the same time that the express companies consume in delivering a shipment one way.

This, however, is but one example of the usefulness of this service, for many eastern firms have secured quick delivery of badly-needed products, and many tire dealers have secured shipments of badly-needed tires, over this motor truck line.

PACKARD TRUCKS PROVE SWIFTER THAN RAILROAD

"The recognition which the motor truck is winning as a fast and dependable carrier of inter-city shipments is instanced by the American Express company's decision to handle all express shipments between Cleveland and Akron by motor truck," asserts H. F. Orr of the Orr Motor Sales company.

"The Knutsen Motor Trucking company secured this express company's business on its ability to furnish faster and more economical transportation. Operating 14 Packard trucks of big capacity, this hauling contractor is able to make delivery between the two cities in four hours; by rail it takes at least a day under normal conditions, considerable more in present traffic conditions. The railroad rate with pick-up charges is 47 cents per 100 pounds; Knutsen has contracted to haul all shipments for 40 cent a hundred weight.

"Of the 50,000 tires which are manufactured daily in Akron, very few now are shipped out by rail. Most of the big time companies either make delivery by motor truck direct to their branches or ship to Cleveland by motor truck for rail distribution from there. Since most of the materials coming into the rubber city are handled similarly, motor truck traffic between these cities is very heavy.

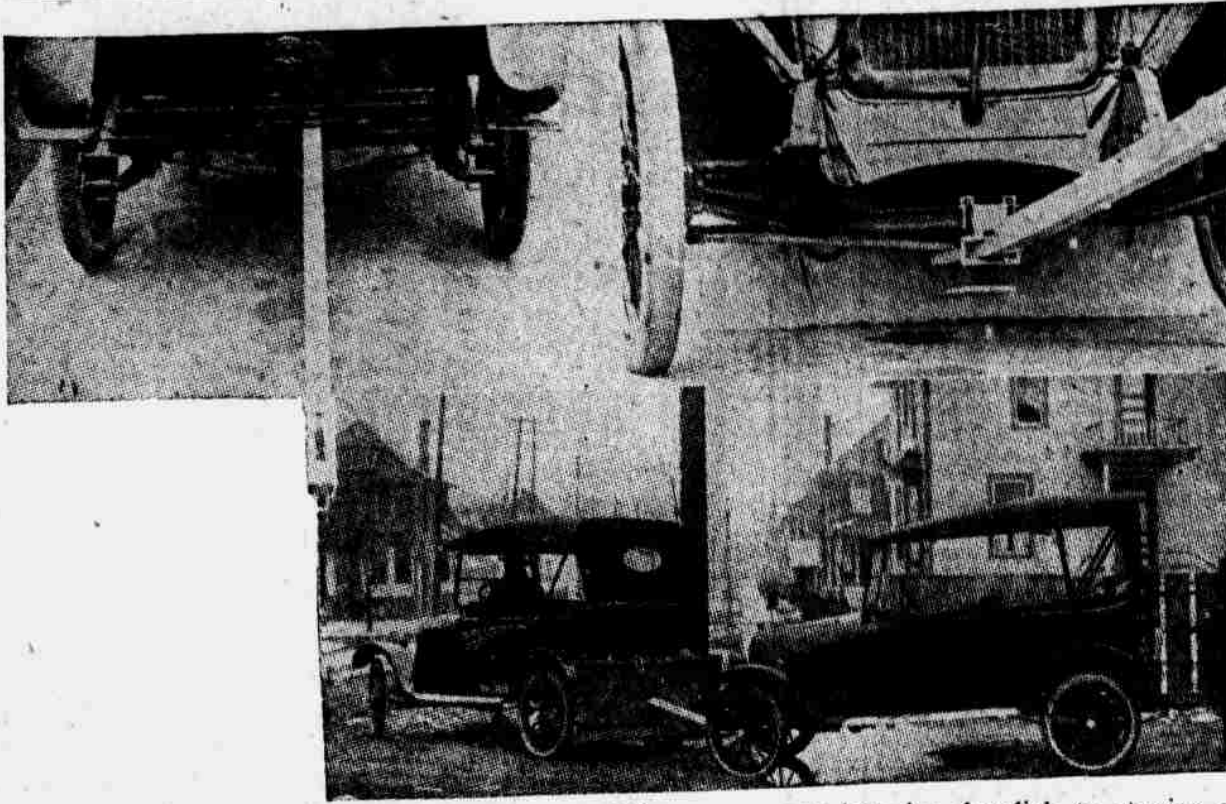
"A traffic census made on this road some time ago showed that during a period of 72 hours, 507 motor trucks passed the point of survey."

Dort Manufacturers Adopt Expressive War Time Slogan
 "Efficiency without waste" is the new war time slogan adopted by the manufacturers of the popular Dort model.

According to Joe C. Gerspacher of the Toozer-Gerspacher Motor company the little car is proving its right to this claim daily and is growing in favor at a rapid rate.

"The light weight," asserts Gerspacher, "is responsible to a large degree for its economy. Gasoline records average 18 miles to the gallon. Auto tire mileage is surprisingly high."

Draw Bar Arrangement Permits Pilot to Drive Away Two Cars at Same Time



With the motor vehicle replacing the freight car as a common carrier, and the highways easing the burden of the railroads, forced beyond capacity, inter-city haulage is undergoing efficiency improvements. Advancement is signalled by the announcement that the Maxwell Motor company has been able to double the delivery power of the single vehicle driveaway.

This has been accomplished by means of the perfected Maxwell drawbar devised by Maxwell driveaway experts, enabling one car to be towed behind another for highway delivery.

The new device illustrated on this page has been put to exhaustive tests over the roads between Detroit and Chicago, under observation of Ray McNamara, Maxwell road examiner, and it has proved practical and reliable under all driving conditions.

In its perfected shape, the Maxwell

passenger car delivery, one automobile being towed behind another and steering itself automatically.

The Maxwell drawbar, technically described, consists of three main parts—the bar itself, hook-up to rear car and hook-up to forward car.

The drawbar itself consists of a wooden section, 1 1/2 x 2 inches, with 3/4 x 2-inch band iron to protect and strengthen it. The use of wood lightens and strengthens the bar, arrests vibration and lessens the possibility of crystallization to which an all-metal bar would be subject.

Hook-up to rear car as shown in the upper right hand picture consists of a malleable casting fastened to the I-beam section of axle by spring clips. This has a slot below, through which the drawbar extends and is pivoted to same by a 3/4-inch bolt serving as a coupling pin.

Steering Done Automatically.

Extension of the drawbar back of the casting takes the hook-up of

steering drag-link to steering arm. The regular drag-link from steering arm to tie-rod is disconnected and tied to frame. The drag-link used with the drawbar is the old type of drag-link modified and is an essential part of the drawbar outfit.

By reference to the upper right hand picture, it can be readily seen how moving the drawbar to right or left automatically steers the rear car. A rocking motion in the casting likewise takes care of all inequalities in the road and makes the rear car respond instantly to the guidance of the car in front.

Hook-up on forward car—this consists of an angle-iron fastened to the extreme rear end of frame channels by spring clips and supported in the middle by a stud from the rear cross-section of frame. A 3/4-inch bolt serves as a coupling pin for the drawbar at the forward end.

It will be noted in the lower picture that a splash apron has been rigged over the rear wheels of the front car.

This splash apron serves a most important function.

On account of the closeness of the rear car to the front car—four and a half feet—this apron has been devised to hold the mud down from rear wheels of front car, thereby preventing any possible refinish cost at the end of the trip through mud damage.

The splash apron is made of stout canvas, closing up all gaps and is slotted in the middle to permit free play of drawbar through it. After arriving at destination, the splash apron can be utilized as a bag to wrap parts in for re-shipping.

Exhaustive tests of the entire drawbar apparatus made during the March thaws have shown that this device performs its work efficiently and without danger of breakage. It is now available for dealers' drive-away use.

Tight End Gondola Cars Used to Ship Cadillacs

"If you can get them out, we will put them in," is the promise of the Cadillac Motor Car company to its dealers, with reference to making shipments in tight-end gondola freight cars. These are now available for motor car shipment, with the coming of spring and the release of many cars of this type which carried coal all winter. Practically no automobile type freight cars are available.

"So far," asserts J. H. Hansen of the Jones-Hansen-Cadillac company, "92 tight-end gondola cars, carrying two automobiles each, have been sent forward from the Cadillac factory. A larger number of drop-end gondolas, which are much more simple to load and unload, have been used. For the loading of the tight-end cars, the company has devised special lifting cranes, and on the automobiles special attachments to which the fall chains are attached."

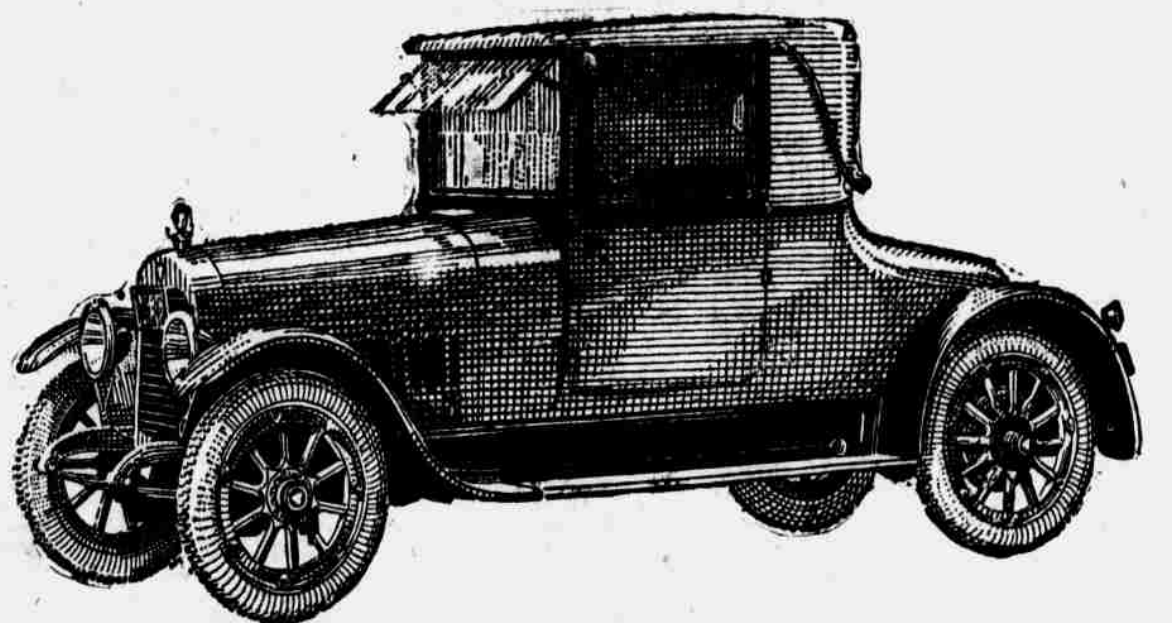
Westcott

NO WOMAN need hesitate to drive the Westcott in city traffic. It throcties down to less than one mile per hour on high. The accelerator responds instantly to the slightest pressure. Brake and clutch pedals are adjustable to leg length. Gear shift lever is unusually long—no stooping. Steering wheel is raised or lowered to suit the driver. Turns without backing in a 39 foot street.

Seven Models, \$1890 to \$2790
 f. o. b. Springfield, Ohio

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A New Type Super-Six

The Hudson Runabout Landau

"SMART", "chic" and similar adjectives are the proper descriptions of the Runabout Landau. It is the new car of the year. It is distinctly a Hudson creation and therefore is exclusively Hudson.

The lines and low swung body are not alone its most distinctive marks. The colors and the trim fitting tops of suitable weather-proof fabric in gray, tan, olive drab or of bright French leather, according to the body colors, set off the car with admirable smartness.

The passenger capacity is for two. Windows are raised or lowered by a new type control. The top can be let back, the windows dropped into their places in the doors and you have an ideal roadster.

No car is more suitable for town, country or touring. It is just the model for the owner who frequently does his own driving, who wants a closed car, and, on occasion, a roadster.

To those who have followed the performance of the different makes of automobiles it is unnecessary to explain the endurance qualities of the Hudson Super-Six chassis. There is hardly a person who does not know the intimate performance history of one or more Hudson cars. More than 50,000 Super-Sixes are in service.

You can get a Super-Six in any body type you may desire.

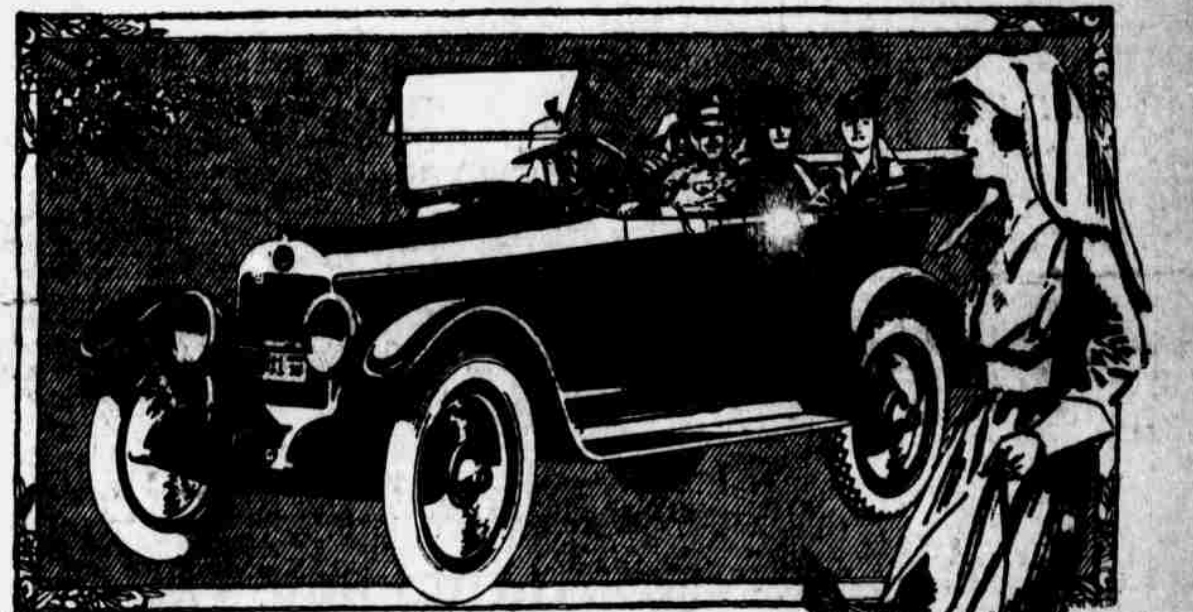
All the best repairmen are now in the Government Service. Choose a car which won't need a great deal of service attention.



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"The Quality Goes Clear Through"

DORT

The Ally of Time

The modern army uses motor transportation wherever possible because Time is the greatest single factor in military operations.

Likewise in civil life, Time is more valuable, more important than any other one thing. As a time-saver the Dort has more than justified itself for greater use during these times when conservation and efficiency are imperative.

The Dort is thrifty in tires, fuel and oil because it is of conservative size, carries no excess weight and is built for service without waste. It is a car that gives unusual satisfaction and depreciates slowly because it is made of unusually good materials and built unusually well.

One does not need to save a great deal of time in a year to pay for a Dort car—nor a great deal of time in a week to pay for its small weekly upkeep.

The 1918 Dort Models are particularly smart, handsome cars, comfortable, ample, readily handled and easily cared for.

See the Dort before you buy a car.

- Open Cars
- Touring - \$865
- Roadster - \$865
- Four-seater Cars
- Sedanet - \$1000
- Sedan - \$1265
- Coupe - \$1265
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