

# OMAHA TO HAVE TRUCK TERMINAL BY HARTUNG CO.

Will Make Daily Trips Through Surrounding Country, Making Pickups From Farmers Along Road.

Harry Hartung, manager of the Hartung Transfer & Storage Co., Inc., has announced his intention of giving Omaha a truck terminal.

This has long been under consideration, and after carefully studying the situation, he has decided that Omaha, with its usual concern in ventures of commercial interest, will support a terminal of this kind. Daily truck service on scheduled time and rates from Omaha to the outlying towns is a long-felt need. This will doubtless draw more trade to Omaha than would otherwise go some place else because of the poor shipping services offered by the railroad.

**Can Get Daily Supplies.**  
It will enable the customer and the merchants in the smaller towns on these routes to obtain daily supplies. There will be more produce brought to Omaha by the farmer, who can utilize these truck routes to get his perishable products to a quick market, and by so doing he is encouraged to raise much more garden truck and ship it to market, instead of letting what he does raise go to waste.

The truck operator in the small town will be able to get a return load from the terminal, back to his headquarters. Return loads mean profitable trips both ways.

**Same as Minneapolis.**  
The terminal will be operated in practically the same way as are those in Minneapolis and Sioux City.

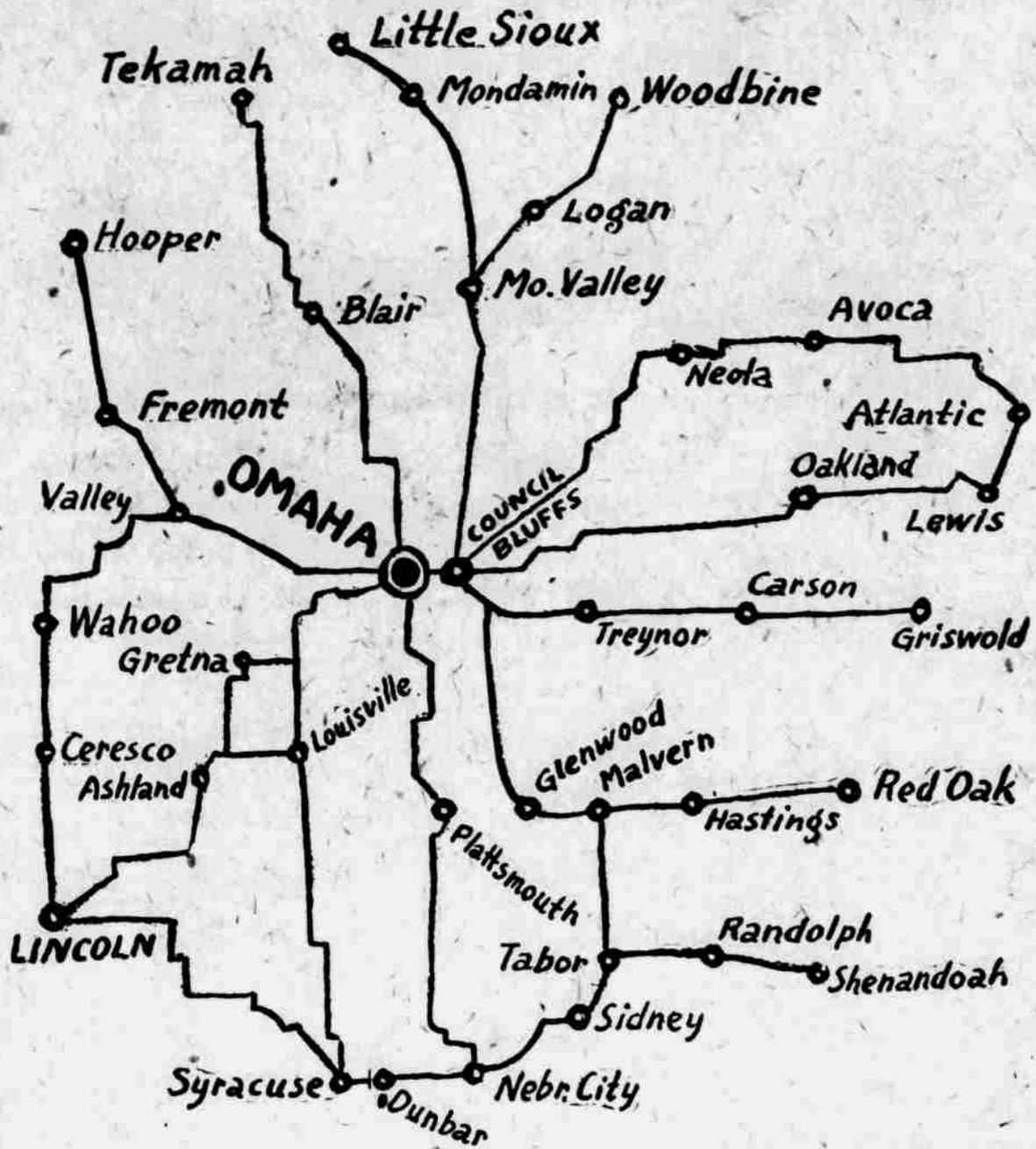
Mr. Hartung will secure the services of a responsible transportation firm in every one of the towns at the most distant point on the route. This firm will pick up a load from its town to Omaha and will solicit business from the merchants and live stock shippers to Omaha.

**Pickups From Farmers.**  
The truck will stop at the farms along the route on the way in. Orders from the farmers will be taken by the driver. These orders will be phoned from the terminal to the Omaha merchants, who will deliver the order to the terminal and delivery will be made the next day.

The accompanying map shows the routes and towns to be served in this way. This practically covers every town within a radius of 50 miles. Daily service on these routes means:

- 1.—Giving a market outlet to food supplies hitherto unavailable because of the distance between producer and the market and lack of transportation.
- 2.—Transportation of produce to the consumer more quickly and in better condition than is possible under present methods.
- 3.—Maintaining of men and horses on the farms who now spend a great part of their time driving to market.
- 4.—Elimination of unnecessary

## Where Truck Lines Will Run From Omaha



handling and packing of produce, involved in shipping by rail.

5.—Establishment of more direct connections between farmer and market.

**Will Encourage Diversity.**

6.—Encouragement of diversity in farming, as a result of widening the marketing areas.

7.—Substituting for the disinterested personality and limited liability of railroad shipping on short hauls, an agency that personally collects and delivers produce, performing marketing as well as transportation functions.

8.—Serving as a feeder to the railroad and water transportation lines.

**Will Aid Good Roads.**

In addition to this, it means a greater incentive for good roads. Ship-by-truck terminals in other cities have met with great success. In Minneapolis and Sioux City daily terminal service was maintained throughout the winter, even during the worst weather.

The legislature of the state of Minnesota made a large appropriation to keep these routes free from everything that would delay the delivery service daily. Giant trucks were equipped with snow plows, and these made daily trips over the route to keep the roads clean from

drifts. Rollers were also attached to obliterate ruts.

At Sioux City the Interurban Motor express through their own efforts kept the routes clear. There is no reason why Omaha should not be able to support a terminal in the way that Sioux City and Minneapolis does.

**Boost Civic Enterprise.**

The live stock market, the produce market, and the great amount of wholesale shipping out of Omaha all tend to make this terminal one of civic interest and should be boosted by anyone who has a regard for a good cause or to see Omaha giving and receiving service to and from the outlying towns.

Mr. Hartung and K. S. Graul, manager of the Firestone Ship-by-Truck bureau, will leave Tuesday for Minneapolis and Sioux City to investigate the methods of terminal operation. These terminals afford the best example of their kind in the United States. Minneapolis is the pioneer city in ship-by-truck, being the first to establish a terminal.

**Commission Makes Rates.**

The rates charged will be those allowed by the Nebraska Railway commission. The truck has been designated a "common carrier" and as such charges and classifications

are specified from general order No. 46, supplement B of the highway trucking rates. Up to 60 miles the truck rates on first-class merchandise are less than express and more than freight.

To ship-by-truck is from an economical standpoint an improvement in many different ways over shipments by rail.

**Has Big Fleet.**

Mr. Hartung's place of business is centrally located in the wholesale district. He is well equipped to handle business of this sort, for the reason that he has plenty of storage space, good loading docks, and he himself has had much experience in the transportation game.

Mr. Hartung has maintained a fleet of trucks for the last four or five years in Omaha. This fleet will be augmented by four new Packards and two Doris trucks. Mr. Hartung can absolutely guarantee daily service on the route with these new additions to his fleet. The order for these trucks have already been placed and will be in service in a short time.

In some of the larger rubber tire factories in Akron, O., there are entire departments of mute persons. Their work is of a high standard.

## Oldsmobile Buses Solve the Problem of Urban Transportation

Until very recently most of the motor busses put in operation were either overgrown trucks that resembled street cars, or merely converted passenger cars. While the larger vehicles were suitable for big city work, neither type was adapted to continuous cross-country work, or to many other lines to which the lighter, easy riding truck-bus of today is adapted.

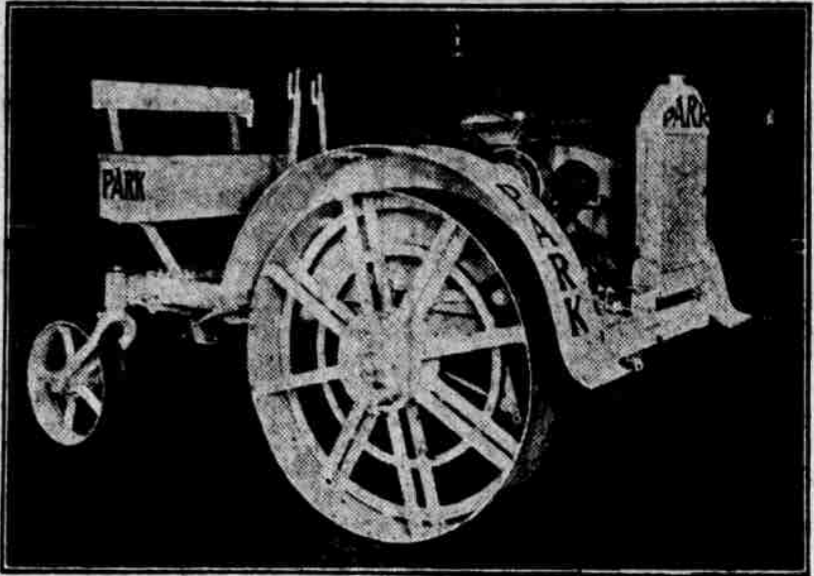
In commenting on this situation Charles A. Tucker of the Nebraska Oldsmobile Co. of Omaha, Oldsmobile distributor, said:

"One of the first thoughts in putting the Oldsmobile 'Economy Truck' on the market was to introduce it to bus operators and to people who might profitably operate busses if they had the right sort of vehicle. The jitney operators were quickest to see the advantage that would ride like a passenger car and still have the endurance qualities of a first-class truck."

"Hotel and depot bus operators soon came to see the matter in the same light as the jitney people. As to inter-city traffic, we found that a great many people who had hesitated to go into this work, saw in our proposition the ideal means for engaging in a very profitable business. F. L. Emerson, general sales manager at the factory, tells me they have received a great many letters of high appreciation from inter-city bus operators who have more than made good since putting this light duty truck into service."

Nebraska and Iowa divide honors in leading with the greatest number of motor cars per capita. Statistics indicate one for every six persons.

## Park Tractor Made Here Can Do All a Horse Can Do



The Park roller-drive farm tractor, now being produced in Omaha, solves many farm tractor problems and brings the revolutionary ideas into the tractor industry, company officials assert.

"Nothing to break and nothing to get out of order," is the company's slogan for marketing the tractors.

The Park is a tractor without steering gear, without clutch, without transmission and without gears of any kind. It's the simplest thing in the tractor field, and any farmer's son of 16 can handle it efficiently, it is claimed.

The Duryea drive, controlled by the Park company, so far as its use on tractors is concerned, is the fundamental feature of the tractor. With a leverage that will insure firm contact between the bull pinion shaves and the driving rings on the inside of the rim of the drive wheels, the tractor will operate just as long as the engine runs. The final drive is positive.

The tractors are being turned out at Forty-eighth and Leavenworth streets, the capacity of which is expected to be considerably enlarged during the present year. The company's salesrooms and offices are at 1409 Harney street.

Hundreds of farmers of Nebraska and surrounding states have come to Omaha for demonstrations of the tractor's work and the new product is expected to be one of the big features of exhibits at the automobile show.

Deliveries of tractors will begin March 1, company officials state.

The Park, it is claimed, will save any farmer annually more than its cost, as it is an all-purpose machine, can do anything horses can do and many things impossible for horses.

Demonstrations for four years in Nebraska, Utah, Texas, Kansas, Ohio and Minnesota have proven the tractor operates with absolute success on hillsides, as well as on level ground, officials say.

A lively contest is now on between the cities of Detroit and Cleveland as to which is to be the leader in the automobile industry.

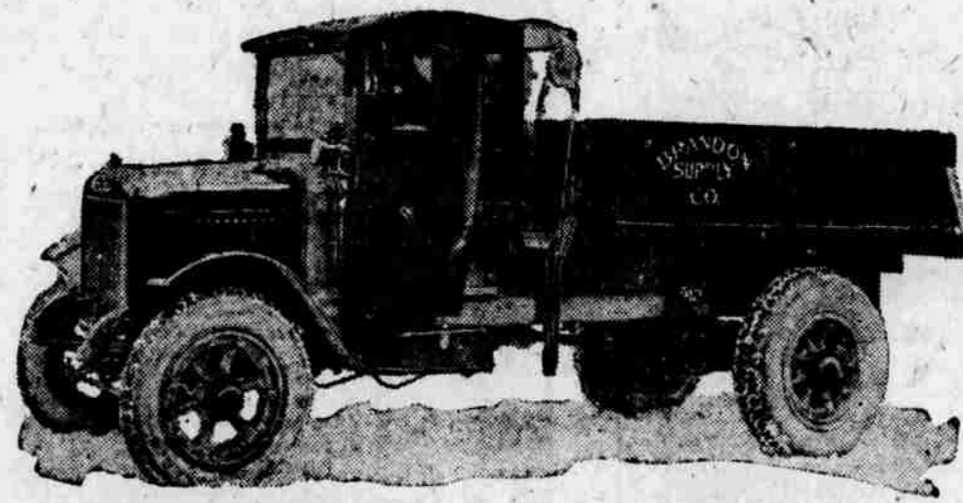
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The plain truth is that the Republic dealer is, and must be, the leading truck dealer in his territory.

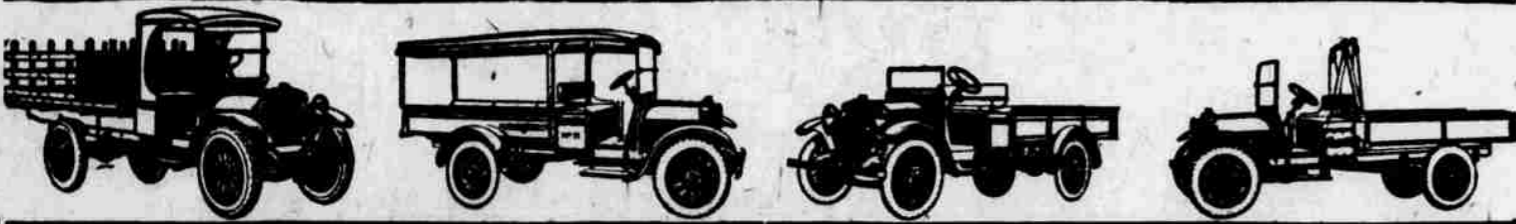
This is no more than is due a truck which, by the actual superiority of its performance, its ruggedness, and its economy, has won a preference which is now measured by 60,000 users.

The motor truck which the leading dealers find best to sell, is the best truck for you to own.



## Andrew Murphy & Son

Distributors  
OMAHA, NEB. SIOUX CITY, IOWA.



# Commerce TRUCKS

A Truck with a Power Plant that gives speed and pulling capacity.

Balanced so as to combine the best features of the speed wagon type and light heavy duty truck.

Built to haul real loads under any road conditions. Ideal for farm or city work. A variety of bodies to choose from to meet all needs.

Pneumatic Cord Tires. Fully Equipped.

### Truck and Tractor Corporation

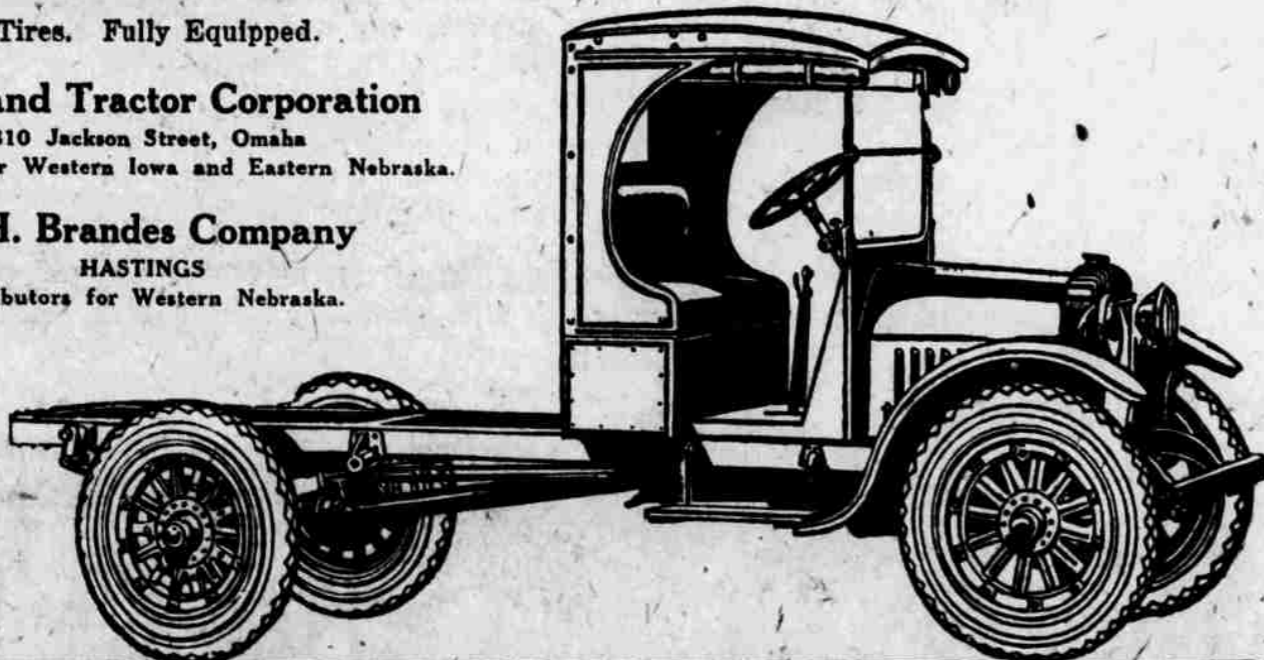
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