



# MOTOR TRANSPORT MUSEUM NEWS

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Web Site: [www.motortransportmuseum.org](http://www.motortransportmuseum.org) - E-mail: [motortransport@att.net](mailto:motortransport@att.net)

The annual MTM Open House will be held on Saturday April 24<sup>th</sup>. Lunch will be served and you will see the progress on restoration of the 1924 Cadillac stage. Some of MTMs surplus vehicles and equipment will be for sale. See the enclosed flyer for details.

## Lynden Transport

*By John W. Thomas*

In the early 1900's a transportation company was formed in the northwest corner of the state of Washington. It has blossomed into a company of many talents and far flung operations with a cadre of top-notch executives capable of solving any problem involving logistics. Its story is a story of hard work, entrepreneurship and good fortune.

### **The Horse and Wagon Beginning**

Lynden Transport began life in 1906 as a company called Lynden Transfer. It was started by newlyweds Ed and Ethyl Austin using a pair of horses and a freight wagon to haul anything and everything around the town of Lynden, Washington and to and from the larger city of Bellingham. The twenty six-mile round trip doesn't sound like much, but in those days the roads, what there were of them, were dirt and the constant northwest Washington rain kept them soggy and muddy.

Lynden was a small town set among the dairy farms of Whatcom County in the extreme northwest corner of the state of Washington. The county seat, named Bellingham was about 13 miles south and the large city of Seattle was another 90 miles farther south. A crossing point on the Canadian border was five miles north giving access to Vancouver, the largest city in the province of British Columbia. The area was settled by immigrant farmers from the Netherlands and the farms and homes showed the cleanliness and industriousness typical of that nation.

Ed Austin had moved to Lynden from Minnesota with his parents when he was four years old. By the time he started Lynden Transfer as a 23 year old he was an experienced teamster, having driven a stage from Lynden to Bellingham and hauled lumber for a local lumber mill. Ethyl took care of the bookkeeping in their home office but also drove the team when needed.

Although neither the first nor only teamster in Lynden, Ed Austin was surely one of the most colorful. His horses were well trained and he never used a whip, but as with horses everywhere they needed constant encouragement and correction which Ed provided in a stream of the saltiest language ever heard in Lynden.

### **Motor Trucks Take Over**

The business purchased its first truck in 1921, a 2½-ton Mack. In the mid 1920s Ed expanded his radius of action hauling milk and eggs to Seattle and mixed freight on the return. The roads were primitive, mostly dirt and gravel with some paved stretches. In the mid 1930s Ed added a second Mack to his fleet. Sometimes Ethyl would leave her office duties and drive one truck to Seattle while Ed drove the other. Ed unloaded both of them and sent Ethyl back to Lynden with one of them while he loaded any back-haul he could find in the other before following her north to Lynden.

Later Ed hired two line drivers for the Seattle run and confined himself mainly to local delivery.

In 1940 Ed Austin took ill and had to stop driving altogether. He hired Henry Jansen and Howard Bradley to drive for him on weekdays, on weekends they drove for another Whatcom County trucking outfit. Though not apparent at the time, Henry Jansen would be key to Lynden's growth and prosperity.

Henry Jansen was the son of a Whatcom County nurseryman and had started working on area farms at an early age. He survived the Great Depression working in a sawmill, trapping muskrats for their pelts and hauling anything that needed hauling in an old Dodge truck that he had purchased. By the time he went to work for Ed Austin at age twenty-two he was a seasoned trucker.

### **Permits**

Before 1921 anyone could haul freight without permits from state or federal officials. In that year Washington State enacted legislation to regulate trucking to protect the truckers from cutthroat competition and the shippers from predatory pricing. By the time Henry Jansen entered the trucking business truckers were required to have a "Certificate of Public Convenience and Necessity" to haul freight for hire between fixed terminals over regular routes. These permits could be sold, leased or inherited just like any other property. A permit would not be issued to a trucker for an area already served unless it could be shown that the area was not being adequately served by the present permit holder. Needless to say, the issuance of permits was a hotly contested action.

By 1946 Ed Austin was ready to retire. He sold Lynden Transfer and all its permits and equipment to John Harkoff, Jr. a local farmer, and Richard Gourdine, a freight line operator from the mid-west who had been recently discharged from the Army Air Corps. Harkoff and Gourdine ran the business for less than a year and decided it was not for them

and put it up for sale again. Henry Jansen wanted to buy it but he didn't have the money. He contacted Walter Craig, who had a milk tanker and a contract to haul whey for Dari-gold whom he had worked for in earlier years. Craig agreed to contribute his milk tanker trucks. Still not enough money. They then approached Edward Hofman, a Lynden Texaco distributor. Each of them put about \$10,000 in cash and/or equipment into the business and incorporated as Lynden Transfer, Inc. Its main assets were three Mack tractors with Fruehauf trailers and Walter Craig's milk tanker as well as the Lynden office and garage property.

Intending to build on Walter Craig's milk hauling contracts, the new company ordered a new stainless steel tank trailer but found on its delivery that they didn't have the proper permits to use it. They found a milk hauler who was ready to retire and bought his company along with his permits to operate throughout northwestern Washington and his four White tractors and milk tanker semi-trailers. They incorporated the milk hauling business as Milky Way and kept it separate from Lynden Transfer. America's blossoming post-war economy made both enterprises highly successful and they grew by buying existing trucking enterprises and adding their equipment and permits to the growing business. By 1949 Jansen and Craig had enough money to buy Hofman's one-third share in the business for double his original investment.

### Hauling Freight to Alaska

Lynden got into the Alaska trade almost by accident. In 1953 James Bookey, who owned a Seattle truck line that carried freight throughout the western United States wanted to develop the Alaska motor freight business using the Alaska Highway. He did not have Interstate Commerce Commission (ICC) permits to carry freight between Seattle and the Canadian border. Lynden Transport applied for a permit to make local deliveries within a five-mile radius of its home base, a not particularly contentious request in the highly charged world of permit applications. The permit was granted. The Canadian border was within that five miles and getting the rights to haul freight from there to the beginning of the Alaska Highway was relatively easy. Leasing Lynden's permit to go from Seattle to Canada, Bookey then proposed to take the Trans-Canada Highway to Prince George and the new John Hart Highway to Dawson Creek, British Columbia, to access the Alaska Highway.

The Alaska Highway was the modern successor to the Alcan Highway, a hastily built muddy single lane military road completed in October 1942 to provide a land route for the defense of Alaska during World War II. It was opened to civilian traffic in 1948 and was the only overland route from the lower 48 American states to Alaska. By the time of James Bookey's survey car trip in 1953 it had been improved considerably but was still pretty rough. The 450 miles of Canadian highways from the Canadian border to Prince George was good road but the 252 mile John Hart Highway from Prince George to the start of the Alaska Highway at Dawson Creek was passable but not completed.

Bookey started a once-a week service hauling perishables from Seattle to Anchorage. It was not easy. Much of the road was gravel that took its toll on tires and suspensions. The below zero temperatures required fuel heaters and the muddy roadbed and frequent washouts in the spring played havoc with his schedule. There was virtually no backhaul so his trucks mostly returned empty.

In December 1953 Lynden sent driver Glenn Kok with the Bookey driver to survey the route and see if Lynden could make regular freight deliveries a paying proposition. Although maintenance delays, running out of money and sub-zero temperatures stretched the 10 day trip to six weeks Glenn was optimistic about Lynden's chances of making it pay. Lynden teamed with Kenworth, a Seattle truck manufacturer, to build two rigs specially constructed to serve the route.



Old No. 27, a tractor-trailer rig from the 1950s restored by Lynden for the 50<sup>th</sup> anniversary of the Alcan Highway. This is one of the two Kenworths used to provide the first scheduled overland freight service from Seattle to Alaska.

-Photo courtesy of the Ken Goudy Collection

In February Glenn Kok loaded a truckload of fresh beef in one of the new Kenworth tractor-trailers and headed north. Four days later he delivered his load to Carr's Market in Anchorage. It caused quite a sensation. Fresh beef was almost unknown in Alaska. The meat was usually delivered frozen by ship after a week in transit. The only other way to get fresh meat was by very expensive air freight. Lynden was in the grocery delivery business with one 36,000 lb delivery per week. It was still an arduous journey. The truckers carried an array of spare parts, principally tires, which were shredded by the gravel road. Special grills had to be fitted to guard against flying rocks and the occasional collision with a moose. Drivers had to be prepared for survival in sub zero winter temperatures (-36 deg F. was typical) and hordes of blood sucking mosquitoes in summer. The best time to travel was in winter when the roadbed was frozen solid, there were about two months in the spring when the Alaska Highway was closed to heavy trucks because of the muddy conditions. In the summer the mud turned to clouds of dust.

Lynden began combining its grocery loads with dry freight to increase profit and then to haul special loads for various shippers. Then, to expedite its turnaround at Fair-

banks, LTI opened a freight terminal, the first of several to be established in Alaska's cities.

While Alaska was a territory of the U.S. trucking permits were not required and LTI carried freight to as many cities as possible, carefully documenting its activities. When Alaska attained statehood in 1959 existing truckers rights to serve their regular routes were "grandfathered" into the new regulations. LTI was in a commanding position with customers throughout the gigantic state. LTI had seven tractors and ten trailers devoted to the trade.

On March 27, 1964, Alaska suffered the greatest natural disaster in United States history as an 8.5 strength earthquake hit near Anchorage. Surface displacement in Anchorage was as much as 40 ft., the town of Valdez on the coast was destroyed and had to be relocated, the town of Seward was swept away. Dock and railway facilities were disrupted and the Alaska Highway and LTI became the main means of disaster relief. Then in the summer of 1967 the Chena River spilled into the town of Fairbanks inundating the downtown with as much as 9 ft of water isolating the town from the main highway. LTI drivers found a way to get into town through Fort Wainwright bringing food into town and evacuating residents on the backhaul.

### Serving Southeast Alaska

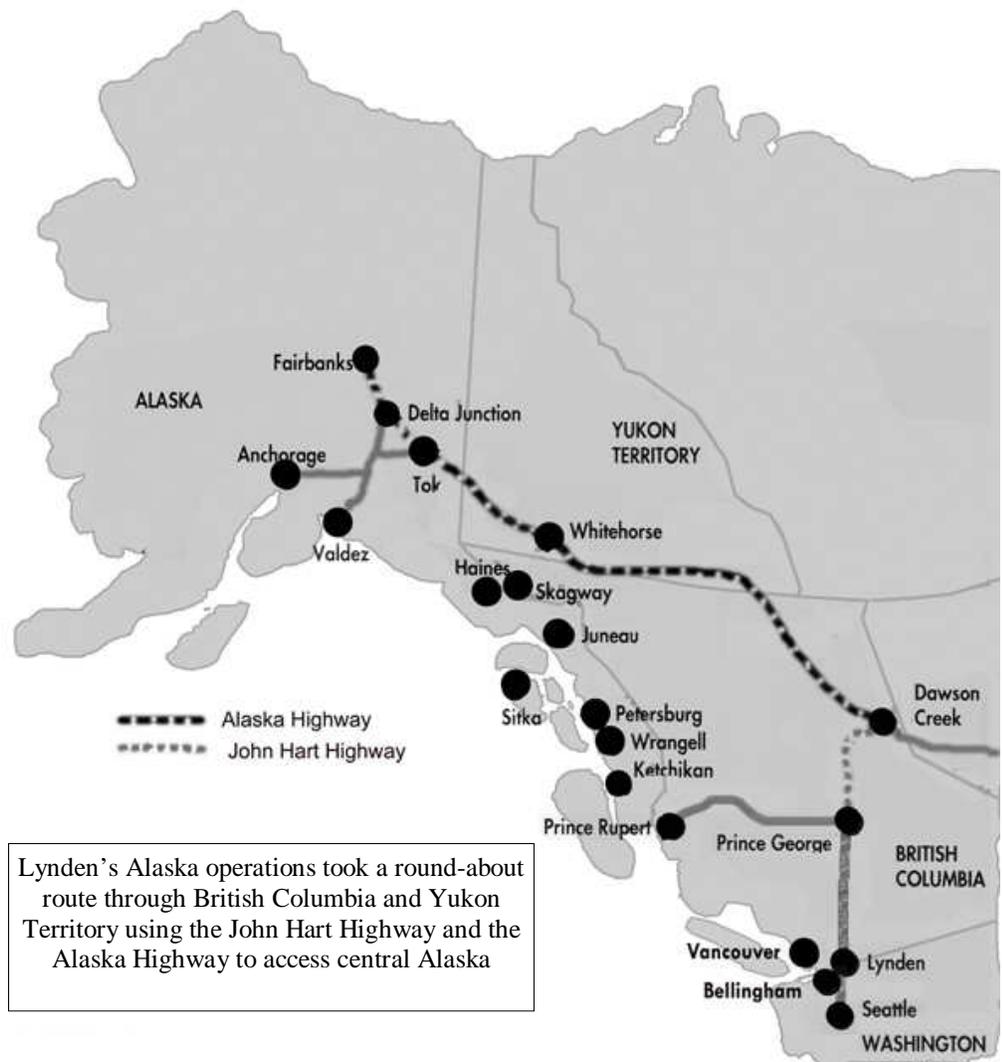
The towns of Ketchikan, Wrangell, Petersburg, Sitka, Haines, Skagway and Juneau in the rugged coastal mountains of Southeast Alaska were accessible only by sea and air. In 1963 the Alaska State Ferry system began serving these communities with large 400-ft ferries sailing from Prince Rupert, BC up the sheltered waters of the inside passage to Skagway, stopping at the ports along the way. This made vehicle access to these cities possible but expensive and truck service was hampered by the fact that the communities were too small to support truckload lot deliveries. Since the ferry system vehicle fares were based on length it cost as much to deliver a less-than-truckload lot (LTL) as it did a full load. Lynden found an ingenious and economical way to serve these communities.

In 1967 Lynden Transfer won the contract to deliver second and third class mail to the towns of Southeast Alaska. With this as their base activity, Lynden became the first common carrier to make scheduled shipments to these towns. At Lynden's Seattle terminal freight and mail for several towns was loaded on two 25-ft trailers that were then transported by road to Prince Rupert, BC where they were loaded on the ferry. At each stop, a locally based tractor unloaded a trailer from the

ferry before any of the rest of the passengers and vehicles disembarked. The local loading crew then had about 30 minutes to unload the consignment for that town, load any backhaul and get the trailer back on the ferry before it sailed to the next port. This brought things like fresh meat, milk and eggs to these isolated communities for the first time and the business flourished.

Lynden Transfer grew and prospered, not only in the trucking business but in the building, barging and even the air freight forwarding business. In the 70s, 80s and 90s the enterprise expanded into heavy construction, and moving all sorts of unusual and challenging loads from oil drilling rigs to large storage tanks. They established a barge line to serve coastal Alaska and even had their own airline, with five Lockheed L 100s, the civilian version of the famed military C-130. Wherever Lynden saw a need they figured a way to fill it, even if it required developing new skills and new methods. By 1999 Lynden Inc. had 12 operating companies with a total of 1300 employees, quite a record for a company that started with one wagon and a team of horses.

Note: This article was prepared with extensive reference to *Every Day Heroes* by Ramon Heller and Shirley Ashenbrenner



### New Members

**Robert Kuhn** of Rigby, Idaho and **Jim Pavlochik** of Campo, CA have enrolled as new general members of the Museum since publication of the winter newsletter. We welcome these new members to our museum.

### Recent Donations

The following items were donated to the Museum in the last three months:

A three horsepower single cylinder Fairbanks-Morse engine, by the Driggs family of El Cajon, CA (see photo).

A 1953 International ½-ton pickup truck by Felipe Esteban of Chula Vista, CA .

MTM thanks these donors for their generosity in helping the Museum attain its goals.

### Attention All Members

You can donate money towards MTM's cause without spending a dime by simply receiving these quarterly issues of the Motor Transport Museum News by e-mail. This way MTM can save mailing costs and use the savings towards operating expenses. Not only will you get instantaneous delivery of your copy, you will get the photographs in glorious living color, a feat that we have not yet accomplished with the printed copy. Please Email us at [motortransport@att.net](mailto:motortransport@att.net) and subscribe.

Also – MTM needs people like you to greet and educate our visitors. Being a docent is fun and rewarding.

Anyone interested in helping on any of the Saturdays during 2010 please call John Thomas at (619) 479-4318 or MTM at (619) 478-2492 to volunteer.

### New On MTM's Web Site

**Items for sale:** MTM has over 40 items for sale including trucks, cars, industrial equipment and misc. parts. A new "easier to reference" method has been applied to the "for sale" page for improved surfing.

**Videos:** We currently have four videos on the site-A Local TV Newsreel about MTM, an MTM Promotional Tour Video, The Air Raid Siren and the Carbon Arc Searchlight Test. There is also an ongoing flash video about the Julian Stage Restoration

**MTM Photo Gallery:** Our Open House, Museum, Artifact and Event gallery photos have been updated and utilize an improved gallery for your viewing pleasure.

**MTM Visitors Photo Gallery:** An increasing number of photographers, novice and professional, have been finding our site to be highly photogenic. MTM has become

known to the world of photographers as an excellent spot to shoot pictures. As such, you'll find us popping up on various photo galleries when searching for us on the Internet. In an effort to keep ourselves at the top of the search list, we are offering photographers opportunities to use our site as a photo gallery to display their photos taken at our museum. As an incentive, we have two photo contests... a monthly calendar contest and a quarterly theme contest. Visitors to MTM decide the contest winners by vote. The monthly winners photos will be used to create annual MTM calendars and quarterly winners receive prizes. Visit our website at [www.motortransportmuseum.org](http://www.motortransportmuseum.org).

### Upcoming Events

The MTM Board of Directors' meetings for the spring quarter of 2010 will be held at the Horseless

Carriage Foundation library at 8186 Center St. La Mesa, CA at 6:30 PM on the following Thursdays: **April 15, May 20, and June 17.** All members are invited to attend.

The American Truck Historical Society, Southern California Chapter will hold its **Annual Truck Show** at The Orange Empire Railway Museum in Perris CA on the weekend of May 1st and 2nd. Visit [www.aths.org](http://www.aths.org) for more information.

The American Truck Historical Society will hold its **National Convention and Antique Truck Show** on May 27 through 29 in Pleasanton, CA. There will be a swap meet, a Mexican Fiesta and three trucks will be raffled off. They are a 1967 Kenworth, a 1957 Mack and a 1960 Peterbuilt. On Sunday May 30 there will be a tour of five well known bridges in the San Francisco

area.. For more details and registration forms visit [www.aths.org](http://www.aths.org).

### Hours of Operation

The Museum facility at 31949 Highway 94 in Campo, CA is open to the public every Saturday from 10 AM to 5 PM. Admission is free, donations are accepted.

### Remember

Money is like manure, it should be spread around.

*Thornton Wilder*

### MTM Officers and Directors

The officers and directors of the Motor Transport Museum are as follows:

**Officers:** Greg Long, President

John W. Thomas, Secretary

Carl E. Calvert, Chief Financial Officer

**Directors:** Ed Dilginis, Jim Jensen,, Bill Jellyman, John Thomas, Jim Hamilton and Carl Calvert.



Fairbanks Morse single cylinder stationary engine donated by the Driggs family.

# MOTOR TRANSPORT MUSEUM

**2010 OPEN HOUSE**  
**Welcome**  
**FOR MEMBERS, FAMILY AND FRIENDS**

**SATURDAY APRIL 24<sup>TH</sup>, 2010**

**10 AM TO 4 PM**

Lunch at noon  
Hamburgers, hot dogs, and soft drinks provided by the Motor Transport  
Museum  
Donations accepted

Come and see the restoration progress on the 1924 Cadillac Julian Stage,  
pictures of MTM activities throughout the year. We also have some surplus  
vehicles and equipment that will be for sale.

Come out to the Museum at:  
31949 Highway 94,  
Campo, California  
(619) 478-2492

Directions: Campo is approximately 50 miles East of San Diego on State  
Route 94. From San Diego, go east on Interstate 8 to Buckman Springs  
Road. Go South on Buckman Springs 9 miles to the junction of Highway  
94. Turn left at the "T" intersection. Go about 1 mile East on Highway 94.  
The Motor Transport Museum is a nine story tall mill building and 2 ½  
acres of transportation history and **240 old Trucks**.

While in Campo stop and see the Stone Store Museum and exhibits from  
the former Camp Locket of WW II fame. Campo is also the home of the  
San Diego Railroad Museum that operates excursion trains at 11:00 AM  
and 2:30 PM. The afternoon trip will stop at the back gate of the museum  
for your ride convenience.



# Motor Transport Museum

## APPLICATION FOR MEMBERSHIP

New  Renewal

Name \_\_\_\_\_ Spouse \_\_\_\_\_  
Street Address \_\_\_\_\_ City \_\_\_\_\_  
State \_\_\_\_\_ Zip \_\_\_\_\_  
Phone \_\_\_\_\_ E-Mail \_\_\_\_\_

General Membership	1Yr \$20 _____	2Yr \$40 _____	3Yr \$60 _____
General - International Membership (Non USA Mailing Address)			1Yr \$25 _____
Corporate Membership			1Yr \$75 _____
Life Membership			\$250 _____
Endowing Life Membership			\$1000 _____
Associate Membership - Non Profit organization			1Yr \$35 _____
Junior Membership - Children under 18 (non-voting)			1Yr \$1 _____
Student Membership - Full time students, 18 - 25			1Yr \$6 _____

I agree to comply strictly with the By Laws of the Motor Transport Museum; to conduct myself at all times in a manner which will support and promote the best interest of the Motor Transport Museum

Signature of Applicant \_\_\_\_\_ Date \_\_\_\_\_

PLACE  
STAMP  
HERE

MOTOR TRANSPORT MUSEUM  
31949 HIGHWAY 94  
CAMPO, CA 91906