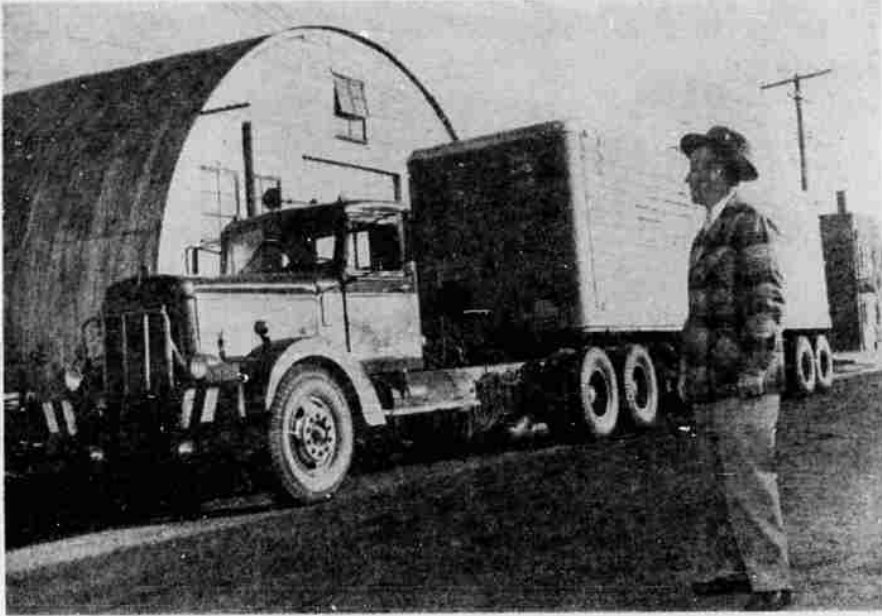


Bend-Portland President Recalls Early Days



THERE'S A BIG DIFFERENCE between this modern Diesel tractor and semi-trailer operated by the Bend-Portland Truck Service and the original four-cylinder chain-driven gas engine trucks with which William E. Jossy, president and general manager of the firm, started with 42 years ago. Charles F. Bane, Klamath Division manager is shown here with one of the firm's diesel units which daily connects Klamath Falls-Bend-Portland and many way points.

Forty-two years ago the first scheduled run of the Bend-Portland Truck Service marked the beginning of the truck line which now gives daily service to Central and Southern Oregon points including Klamath Falls, Lakeview, Burns, Bend and Portland and all way cities.

William E. Jossy, president and general manager, founder of the firm, in recent issues of "The Big Haul," monthly company magazine, recalled that it is difficult today to realize the problems faced when the line was begun with a run of 25 miles out of Portland and a load of three or four tons.

Workbench Use Lauded

The heart of any workshop is the workbench. Here's one that can be built in approximately a half hour, if you use pre-cut materials, which will cost under \$15. They include 2 x 4-inch lumber, 2 x 10-inch planks and a 4 x 6-foot panel of Masonite 1/4" Tempered Presdwood for the working surface and shelf, plus nails and spikes.

An additional feature is the "Peg-Board" panel which is becoming a "must" in most workshops. This and matching metal fixtures may be obtained at lumber yards, too. Placed on the perforated Presdwood panel, tools are always where you want them and are easily replaced.

Following are the materials needed: From 2" x 4" stock — four legs, 32" each; four side braces, 22" each; four braces for front and back, 60" each. From 2" x 10" stock — three pieces for top, each 72" long. From a 4 x 6 panel of Masonite 1/4" Tempered Presdwood—Top surface 28 1/2" x 72", and bottom surface 18 1/2" x 63 1/4".

Accompanying photos give important clues to putting the workbench together, but a free working drawing is available. Write the Home Service Bureau, Suite 2037, 111 W. Washington St., Chicago 2 Ill., requesting Plan No. AE-312.

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By comparison today, ten daily scheduled runs of big diesel powered semi-trucks leave the Portland dock bound for Central and Southern Oregon with an average of 125 tons of freight.

These units, powered by 200 horsepower diesel engines, roll on 18 tires at an average speed of 35 miles per hour. It is possible for customers in Burns, Lakeview or Klamath Falls to call an order into Portland at 5 p.m. one day and have the merchandise delivered to them before 8 a.m. the following morning.

The first operation of the line was started as a straight cream haul between Portland and Brush Prairie-Hoskinson, two small communities near Vancouver, Washington. The books of the small firm consisted of a ten-cent notebook and a lead pencil carried in the hip pocket of Jossy's partner.

The first truck the two men used was a Federal, considered an obstinate old piece and about as streamlined as a box of cigars, to quote Jossy. It was what might be called a two-man truck. It took one man to drive it and another to keep it running. Jossy recalls that despite its stubbornness, especially on cold mornings, it was a reliable old crate and served the firm faithfully through a lot of rough, muddy miles.

These old hard-tired trucks were built with the smallest tires possible, the truck firm executive recalls. They built 2 1/2 to 3 ton trucks with three inch hard rubber tires

on the front and six inch tires on the rear. The truck manufacturing companies concentrated on short wheelbase trucks with most of the weight distributed on the rear wheels. It seemed there was a prevailing feeling that if you carried any load on the front wheels you couldn't steer.

The truck was powered by a heavy-duty four-cylinder chain-drive gas engine. There were some six-cylinder engines in use but most trucks of this era were powered with the four-cylinder power plants. The line was using the heavy-duty four-cylinder types as late as 1925.

The first short line begun by the young company near Vancouver opened up new markets for the farmers of the area who had hitherto had difficulty getting their

Cover Picture

The cover picture on this week's Herald and News Fifty Years of Progress section is of Mrs. Robert Laird, Tulelake. Staff photographer Don Kettler took the picture at the Tomahawk Ski Bowl near Rocky Point with a Roliflex camera set 100th of a second and F-22 using Tri-X film.



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produce to market before it spoiled, Jossy said. Freight rates in those days were set on a hit-or-miss method. Produce was hauled for about 25 cents a hundred with a minimum of 50 cents. Any odd lots of furniture or boxes to haul the truckers would set a flat rate and haul it for that price.

Roads presented a tough problem facing the truckers at that time. Sometimes in the winter the road surfaces would be so bad that the loads would be transferred to wagons and taken over the worst spots.

A few years after founding the company Jossy and his partner decided to form separate lines. It was about this time that Jossy began hauling various types of heavy equipment on a contract basis. The line had expanded to include about six trucks engaged in the Washington run and in contract hauling.

In the mid-twenties the firm took over a run to Tillamook and soon after absorbed a line to Kelso, Washington. It was on this run to Kelso that the company ran into its first political difficulty. The operators of the tug lines on the river and the railroad serving that area sought to bar the young truck line from the use of the public highways. The truck firm successfully defended its right to the use of the roads at a hearing before the Washington Highway Commission.

In 1927 Jossy became the partner of a man running a line from Bend to Portland and servicing ran along the old Columbia Highway through The Dalles and to Biggs Junction and south on Highway 97 to Bend. At that time it was a 10 to 12 hour run from Portland to Bend. In 1928 Jossy sold his interest in the Tillamook and Longview-Kelso lines and concentrated on the Bend-Portland run.

The extension to Burns was the next venture of the line. A short time later the line was extended to Klamath Falls and the next extension was to Lakeview and Prineville.

"We're inclined to think that the advent of truck transportation was inevitable. That as the country spread out and population increased a more flexible method of moving freight was needed and trucks were the answer," Jossy said.

Looking back over the forty-two years of operation Jossy concluded: "The growth of the trucking industry was paralleled by the growth of our own operation. It wasn't an easy growth. There were tough times and good times. But it was a lot of fun and satisfaction. If I had the choice to make again, it would be the same."

The Klamath Falls Division of Bend-Portland is managed by Charles F. Bane.



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