

Pacific Western Airlines and its associated Trucking Operations

Maurice Byers founded Byers Transport in 1942, hauling goods on a route of about 125 miles from Edmonton to Wainwright. Later, routes expanded to northern Alberta and the Northwest Territories.

Over the years this firm would be an "ice roads" trucker freighting to Yellowknife and as far north to as close as 60 - miles of the Arctic Circle.

Byers Transport Limited, operating a scheduled highway freight service between Edmonton to Hay River and Yellowknife, in the Northwest Territories, and Truckers Terminal were bought by Pacific Western Airlines in April 1969. (*Vancouver Sun - Aug. 4, 1969 - Mon. - p. 19*)

B.C. Samis was Chairman of the Board and R.H. (Dick) Laidman, President of Pacific Western Airlines Ltd., when the six-month report of the airline was issued, in August 1969.

This Byers Transport subsidiary of P.W.A. was handling highway transport services for other businesses as well as the ground-handling services for P.W.A.'s airline operations at Hay River and Yellowknife. 1970 operations were level with 1969 but a cash gain from the subsidiary doubled to \$136,000, compared to 1969. Trucking revenue was: 1969 - \$2,500,000; 1970 - \$2,847,000. However, freight volume in 1970 was down 11% from 1969, affected by general conditions.

Rhys T. Eyton, formerly Manager of Northern Operations, for P.W.A. in Edmonton, was appointed Vice President of Northern Operations, in October 1970.

Pacific Western Airlines Shareholders Report - 1970 was signed by B.C. Samis, Chairman of the Board and D.N. Watson, President.



Truck-air rates between Edmonton and the Northern communities helped to cut costs of all-air cargo rates.

The shipping of "Igloos" by truck from Edmonton didn't fit in to the truck's load of way-freight.

Management and policy changes within the Trucking subsidiary were small, but the airline was changing the trucking operation's policy to be "Count On Us".

A change was made for one billing process, instead of two, thus a saving in operating costs.

P.W.A. saw that its purchase of Byers Transport was not satisfactory and in a survey during 1971, a trucking company consultant recommended the purchase of another highway operation. Monarch Transport, of Edmonton, another highway operator on routes overlapping with Byers was purchased. The two companies were brought together to form Byers Transport Ltd. and operated as Pacific Western Trucking Division. Realignment was undertaken and a closer relationship with the airline was made by the trucking division taking on corporate colours and insignia of the airline. The equipment carried the name Pacific Western Trucking Division. Results were very favourable. Revenue from Trucking Operations - 1971 - \$2,945,000.



During 1972, "Operation 100" the Truck-air operation was introduced. It was to offer guaranteed delivery of cargo, in minimum 200 pound shipments, to high Arctic destinations, within 100 hours of receipt, from Calgary and Edmonton. The result, the movement of 5,321,774 pounds of cargo in addition to that carried by regular air service.

This same year P.W.A. entered into a contract with Trimac Ltd., of Calgary, to provide general management services to the Trucking Division. Revenues from Trucking Operations - 1972 - \$4,291,000.

Pacific Western Trucking went through a complete re-organization during 1973. Operations, accounting and management procedure changes were made. The airline's 27th Shareholder's Report - 1973, showed M. Fox, as general manager of Pacific Western Trucking Ltd. This 1973 report still showed Byers Transport Ltd. and P.W. Trucking Ltd as subsidiaries of the airline.

Pacific Western Airlines and Trimac Limited have announced that Trimac assumed management of Byers Transport Ltd. -- the Trucking Division of Pacific Western Airlines Ltd. Mr. M.H. Fox of Trimac will direct Trimac's management services as general manager of the Trucking Division of P.W.A. (*Materials Management and Distribution, March 1973*)

The up-grading of the truck terminals and 200 unit fleet cost more than \$1 million.

(No - 1974 Shareholders Report was located in preparing this paper.)

In May 1975, Pacific Western Trucking (Byers Transport) was sold to 120 employees of the trucking division.

Pacific Western Airlines bought back the land and buildings of the former subsidiary for \$1,382,977 and leased them to the new Byers Transport Ltd.

The airline advanced \$600,000 to Byers Transport Limited during the years 1974 and 1975, secured by 9% second secured debenture.

Pacific Western Airlines sold all its shares in its wholly-owned subsidiaries, Byers Transport Limited and P.W.A. Trucking Ltd. during 1975.

R.T. Eyton was President and C.E.O. of Pacific Western Airlines, while Chairman of the Board was R.R. McDaniel in the Shareholders Report - 1975.

According to a newspaper account, when the Alberta government bought Pacific Western Airlines, in 1974, it was a conflict to own both the interest of highway and air transport.

(Kamloops Daily Sentinel - April 30, 1983 - Sat. - p. 9p.)

Vancouver - Seattle Operation

On September 28, 1970, Pacific Western Airlines was granted approval by the U.S. and Canadian governments to assume the Victoria, B.C. - Seattle route formerly operated by Air Canada. It was initially operated by Convair 640 jet-prop equipment.

Inauguration of direct service between Vancouver and Seattle was inaugurated by P.W.A. on July 17, 1975.

To augment the movement of air cargo between Seattle and Vancouver, Pacific Western Airlines contracted a highway "bonded" carrier Vancouver Airline Cartage Limited to transport the goods, from Seattle-Tacoma International Airport, in roller-equipped units to the new Air Cargo Terminal on Miller Road, at Vancouver International Airport, which opened in 1974. The trucks would contain loads on or in aircraft pallets or containers. The greatest items might be auto parts from Japan or garments from Southeast Asia carried from that area of the globe by

Flying Tigers Lines for destination Vancouver, or to be interlined mainly with Air Canada to eastern destinations. Another carrier, operating as Emery Worldwide, which had an office and warehouse in the Miller Road complex might also receive "bonded" shipments. Other brokerages in the complex would receive International consignments. There were too, shipments interlined from Alaska Airlines of rock samples to be assayed in a lab, in Vancouver. Then there were the small or out-sized Boeing parts for the Canadian airlines flying Boeing equipment.



Vancouver Airline Cartage semi behind Miller Road Cargo Terminal - late 1970s.

Sources: P.W.A. Annual Reports - 1970, 1971, 1972, 1973 and 1975; Vancouver Sun - Aug. 4, 1969 - p. 19; Vancouver Sun - Oct. 30, 1970 - p. 20; Canadian Transportation & Distribution - Feb. 1971; Materials Management & Distribution - Dec. 1972; Materials Management & Distribution - March 1973; Materials Management & Distribution - July 1973; Kamloops Daily Sentinel - Apr. 30, 1983 - p. 9p.

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