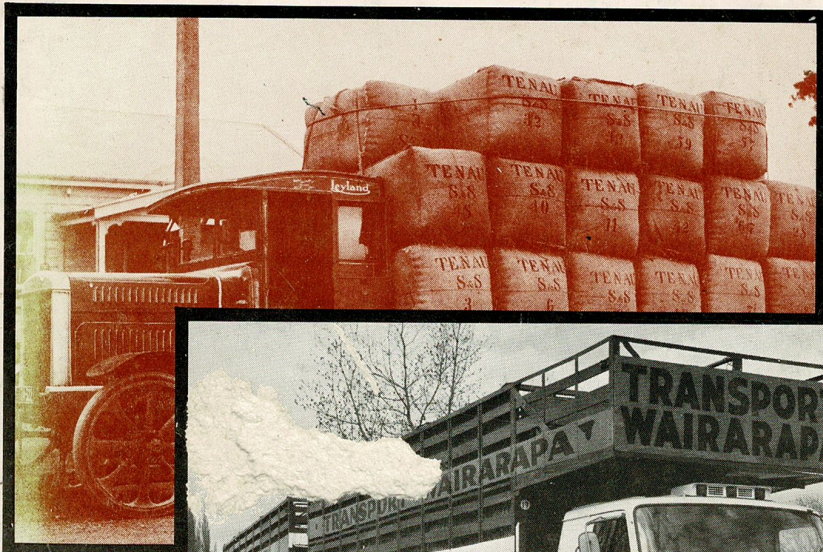


Wairarapa Branch NZ Road Transport Association (Inc)



1939-79

A summary of the
association and its members.
Stories of earlier days.

Congratulations to the
Wairarapa branch
of the
Road Transport Association
on 40 years service

**TRANSPORT
- WAIRARAPA -
LIMITED**

FOR ALL YOUR TRANSPORT NEEDS

Oldfields

This firm was started in Hastings in 1938 by G.B. Oldfield with two trucks and a hand spray truck for sealing roads. At that time all bitumen was in drums and heated with a wood fire at the side of the road. All the metal was loaded and spread by hand shovel.

In 1940 Oldfields shifted to Lower Hutt where most of the work was housing development and roading at Taita. In 1944 they shifted to Upper Hutt and consequently took on a con-

siderable amount of work in the Wairarapa.

In 1950 the firm shifted to Masterton where a block of land in South Belt was leased from the Borough Council. In 1956, with the advent of bulk bitumen they shifted to their present premises in Herewini Street where the firm employed 10 men.

From here the firm has branched into road construction, earthmoving, metal crushing and log cartage. In the last few years it has employed between 40 and 60 staff.

Pinfolds

In the late 1880's (maybe earlier) a carrying business was operated by the Shaw family from High Street, Carterton where the livery stable was situated.

In the early 1900's, Mr Percy Cole joined Mr Shaw and the firm traded as Shaw & Cole until 1919 when Mr Walter Pinfold returned home from the 1st World War. Along with his brother-in-law, Mr Ted Follows, he

purchased the business and traded as Follows and Pinfold.

The first motor vehicle was purchased in 1925, a Leyland Lorry capable of carrying a load of 4½ tons, and they went in for heavy haulage.

Several years later, Walter Pinfold purchased Mr Follows part of the business. The livery stable was dismantled in 1930 and the firm has since then been operating from Rhodes Street as a family business, father, son and grandson to this day.

Transport (Wairarapa) Limited

At a meeting of carriers held in the Wairarapa Carriers Assn. rooms on October 1, 1940, Transport (Wairarapa) Limited was formed. The formation of the company was brought about through the Government Transport Regulations as a wartime measure to save petrol, and to introduce a more economic system of running costs for road transport.

The membership of the company was represented by 18 licensed operators. Present at that initial meeting were Messrs. L. Pearson (chairman), W. Kilmister, O. Shute, F.B. Gray, J. Thornton Snr., R. Grant, R. Fairbrother, R. Tyacke, J.R. Donovan, J. Thornton Jnr., W. Harding, J. Kelly, J.B. McLean, K. Aplin, B.N. Harding, L.M. Archer,

D.B. Curry and G.R. Thomas. An apology was received for Mr R. Maxted.

The first Board of Directors were Messrs. F.B. Gray (chairman), R.M. Archer, O.R. Fairbrother, K.J. Aplin, W. Kilmister, J. Thornton Snr. and J. Thornton Jnr.

A resolution was passed at this meeting: "That the company be formed for the duration of the war and 12 months thereafter."

The first registered office being at the Wairarapa Carriers Assn. rooms in Chapel Street. Mr F.B. Gray was appointed general manager and Mr J.L. Thomas, company secretary.

At a meeting on October 31, 1940, a resolution was passed: "To approach Mr D.B. Curry to assist for a period of



Pride of the fleet, 1979.

two months in the organising of the company."

Mr Curry was appointed auditor in March 1941.

During the first year of operation the company purchased outright the businesses of two additional transport operators, and three vehicle authorities previously held by town carriers, also a wood and coal business.

It was found necessary to purchase a central depot in Masterton where vehicles could be housed and controlled, and central premises situated in Lincoln Road with frontage onto Perry Street were purchased.

Adjoining buildings belonging to the Masterton Hardware Co.Ltd., were leased, this property being purchased in 1947.

A move to have the company join the N.Z. Road Transport Alliance at a meeting of shareholders on August 9, 1941, was defeated when put to the vote by 5 for and 11 against. It was not until March 1943 that the company applied to join the alliance.

Notes from some of the earlier meetings:—

November 5, 1940: That two directors travel to Wellington to inspect with

view to purchase, a Ford V8 six wheeler (Sussex) at £785.

November 20, 1940: Drivers wages were £6.1.3 for men over 21 years of age.

December 8, 1941: That the limit spent on liquid refreshments for the men employed by the company during Christmas week be £4.0.0.

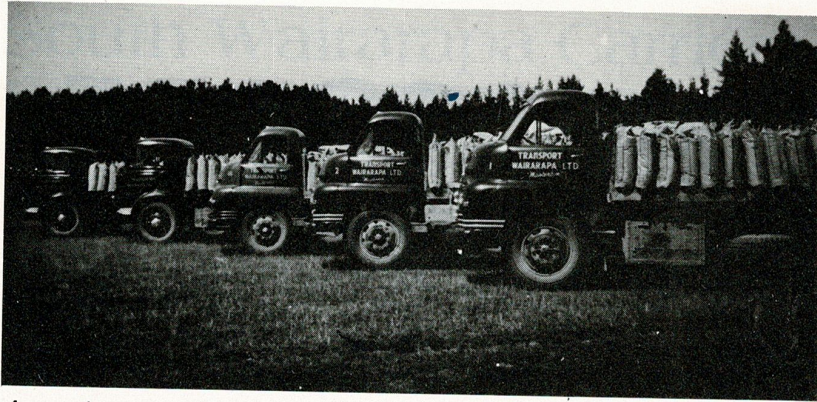
December 22, 1941: The directors voted themselves a reduction in salary of 5 per cent in view of the petrol shortage causing a serious state of affairs and the likelihood of reduced turnover.

December 29, 1941: It was agreed to accept telephone calls up to 9.00 p.m. no orders to be taken after this hour.

February 2, 1942: A recommendation moved and seconded, that the company be wound up, was lost on a show of hands.

March 2, 1942: A letter received from the No. 2 Transport Authority, regarding the alteration in cartage rates applying to the cartage of sheep on a per head basis in lieu of per mile.

March 30, 1942: Letter to chief commercial agent for N.Z. Railways, requesting that the local tonnage rate be increased from 4/- to 6/- or that the O.D.P. be abolished.



A proud post-war line-up. In the days when all the lifting was still by hand.

June 30, 1942: That no appeal be made for working shareholders or drivers called up for military service.

July 27, 1942: Rate for the cartage of bobby calves at 1/6 per head was refused by the Wairarapa Boneless Veal Committee.

April 19, 1943: Agreed to buy the transport business of Fly and Dixon Ltd.

January 4, 1943: Agreed that orders be accepted between the hours of 7 a.m. to 6 p.m. Monday to Friday, 7 a.m. to midday on Saturday and from 11 a.m. to noon on Sunday.

June 28, 1943: Decision to go ahead with the purchase of Walsh and Beattie's transport business.

April 24, 1944: New sheep crate purchased for £120.0.0.

September 9, 1944: Reported that a driver had taken a "turn" so that as a duty to the public the secretary arrange a medical "overhaul" by Dr J. Rich.

September 12, 1945: To purchase a Ford V8 short wheel base truck with double reduction at £710.0.0.

December 4, 1945: That two bicycles be purchased for company use.

March 18, 1946: Ford 176in wheel

base truck purchased at £654.

June 17, 1946: Agreed to join N.Z. Earthmoving and Contractors Assn.

June 20, 1949: Canadian Ford V8 134in wheel base truck purchased for £887.

March 13, 1950: Ford 158in wheel base truck purchased for £907.

December 8, 1962: A recommendation was made to change the company from a private to a public company.

In May 1965 an offer was made by Mr W.A. Hargreaves of Dannevirke for the purchase of 75 per cent of the company's shareholding, the other 25 per cent being retained by the then directors.

These shares were later purchased by Mr Hargreaves, and the company to this day remains privately owned.

Today the company with its sister companies at Dannevirke and Eketahuna operate a fleet in excess of 280 units. These include trucks, trailers, buses, vans, cars and tractors.

The present day directors are Mr W.A. Hargreaves, chairman and managing director, Mrs B.E. Hargreaves and Mr M.J.A. Poole. Company manager is Mr M.M. Bond and company secretary, Mr R.E. Priday.