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In his foreword organiser John Poole confirms the feeling of "biting off more than we can chew" after producing three books over seven years. He admits that he was wrong in thinking that only one book would cover the history of trucking in Taumarunui and district. He recalls the first book launch in 2011 followed by the second successful launch in 2013 with support from the popular classic truck enthusiasts . . .

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Ron Cooke, editor and publisher of Roll Back the Years, interviewed the late WALLY HAYES in 1984 and 1987 and in the first portion of the interview the activities of his father, JIMMY HAYES of Piriaka, was covered and now Wally continues with his involvement in the transport industry on his own account. Additional information is also included from a 1989 interview by Bob Mossop who was recording pioneering memories on behalf of the Taumarunui Museum Trust. His interview took place on 7 November 1989 . . .

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BOB SEATOR was a well known and respected local identity who will be remembered as Taumarunui's milk contactor for almost 30 years. His 1986 obituary recorded him as a man who loved people and for simply being there when people needed him . . .

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BILL EDMONDS featured briefly in a previous story as a driver for Vic Le Prou who was based at National Park from the late 1930s until moving to Taumarunui in 1941. Vic left one truck at National Park with Bill Edmonds as its driver. His daughter Barbara and son Allan were not old enough to remember those early days but between them and with the help of a cousin pieced together part of the jigsaw of their father's life and discovered what made this family man tick . . .

Logging and milling native timber. 61

Former Ohura identity JACK BARRY was in his 94th year when he passed away in 2013 and while his family regretted not asking more questions about his life, were very pleased that he had compiled a number of photo albums and wrote a few words for a family history booklet. Much of this information will be included here but his family were also very pleased with an interview published in NZ Logger of June 2003 and asked if it could be reproduced. The publisher, Trevor Woolston, had no hesitation in giving permission and it is with pleasure that we present the bulk of their article (with some updating) along with a blending of extra memories . . .



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The giant American Mack (Model NO-2) led an incredible and colourful life. From its arrival in Whangarei in 1947 to its life with Jack Barry at Ohura from the mid 1950s to the late 1960s and despite earning its keep, her life almost ended in a near death by drowning. Fortunately she survived when dragged from its watery grave in Fiji in 1986 to ultimately end up in a Waikato Military Museum owned by a former Taumarunui couple . . .

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The name of RICHARDSON will be familiar to locals and will be associated with a wide range of industrial activities from farm cultivation, earthmoving, coal mining and engineering but perhaps not so much with trucking. Having said that one soon realises that trucks did play an important part in all their ventures so their story is a mixture of many challenges that, at times, stretched their perseverance . . .

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GEORGE OLIPHANT has driven trucks "and a few tractors" all his life and if he didn't own them he drove for others. His brothers, Birnie and Alex were also transport operators along with his cousins, Des and Lance. George has featured in previous articles in these volumes in partnership with his brother Birnie, as a driver for KB Transport, Wally Hayes and Ernie Smardon. Other employers not yet featured included Hutt Timber Co, Taumarunui County Council, Ministry of Works (on contract) and Lance Sharplin . . .

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The following account of M W BEGG Ltd was first published in the June 2010 issue of Truck Journal and is being reproduced here with kind permission of the magazine's publisher/editor, Simon Vincent. Only a

few minor changes have been made to Simon's original text, mainly to correct some historical dates and to suit our style and layout . . .

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JILL GOLDEN recalled how when she and husband Barry started out by hiring out gear then deciding to do the jobs himself especially road construction work which led on to quarrying. They also took advantage of the opportunities created by the Tongariro Power Scheme and their business grew and diversified . . .

From bushman to truckie 143

GEORGE BOWRING moved from the South Island to Erua and as the work changed he took opportunities that came along, eventually ending up with a trucking business based at National Park. George's wife Jo was along for the ride and in an interview with Ron Cooke she described how it all came about . . .

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The next big move for the Jilesen family was to Taumarunui in 1992 with the purchase of Tom Corbett's former Shell Depot on Bell Road. Earlier still it had been the site of a sawmill . . .

Changes with variety of work 164

There have been many roading jobs over the years, some major realignments and others being simple repairs after slips and washouts. All jobs have their challenges whether it meant buying a machine named "Challenger" or adapting a digger to run on railway lines the Jilesens were there . . .

A major move into quarrying 169

Farm development and tracking and then road making have meant an association with many small quarries over the years but eventually a decision was made to get more seriously involved with quarrying and all its related machinery . . .

All a matter of teamwork. 174

The Jilesen brothers have established their own areas of expertise and appreciate the different roles of everyone in the business . . .

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Every name appearing in the text is listed regardless of importance or significance. Subjects (or topics) and place names are basically not listed although there are headings for Businesses, Freezing Works, Sawmills, Transport Operators and Truck Makes . . .

Truck Photo Index. 184

This index only features the trucks shown in the photographs. Gavin Abbot of Opotiki has done his best to identify or confirm the make, the model and the year of manufacture but there may be variations that readers may know about.

There are many stories still to be told!

There is still an excess of stories out there and we will continue to collect them. Some time in the future there could possibly be a 4th volume but only if enough information and photos come to hand. Your support is being solicited as we consider it important to give everyone the opportunity to have their heritage recorded.





This scene showing 68 logging trucks would have brought tears of pride to the eyes of Arthur McCarthy had he been alive on 5 December 2009 to witness the progress his former company had made since his passing on 17 January 1988. Most of the credit can go to his son Mark who, as Managing Director, has led the growth of the company from six trucks and one loader in 1988 to the fleet featured here on the occasion of the official opening of their new premises in Masterton. McCarthy Transport were also celebrating 60 years in business and with Mark's input, his father's early trucking life is being honoured with pride but let's wind the clock back to the beginning . . .

- photo courtesy McCarthy family collection (ref: 21502).

A tribute to Arthur McCarthy

McCarthy Transport, as the company is known today, started business in 1949 under the partnership of REX BURGESS and ARTHUR McCARTHY. Arthur's life was full of turmoil and "moments of truth" as he strove to make ends meet. He worked long hours but had the personality to overcome the odds and many people gave him much appreciated support when the chips were down. His son Mark learnt many valuable lessons from following in his father's footsteps and today runs one of the largest logging transport companies in New Zealand but this story is not really about Mark's successes, it's about the foundations that his father laid . . .

Rex Burgess and Arthur McCarthy were given the job of carting sawn timber from the Trunk Sawmilling Co Ltd (previously Main Trunk Timbers Ltd) out from Erua, south of National Park, to the railhead at Erua.

Erua was where the sawn native timber was transferred by hand and a "stool", a device for levering timber into railway wagons. These



In his teenage years, Arthur McCarthy (right) was ready to tackle anything. With his two brothers, Jim (left) and George (rear), the trio were getting ready to fell this large kahikatea.

- photo courtesy McCarthy family collection (ref: 21506).

consignments were bound for Marton Sash & Door in Marton (later to become MSD Speirs and, later again, part of Carter Holt Harvey).

Arthur's oldest brother, Jim McCarthy, was the Mill Manager at the "Trunk mill" and during those hectic days had great difficulty getting and keeping a carrier. That's when Rex and Arthur bought a secondhand S Model Bedford.

Rex drove the Bedford during the day, hand loading onto the truck and hand unloading into the wagons, while Arthur drove the 6x6 GMC owned by the mill during the day and then they both worked the Bedford after work, and at the weekends, to keep up with the mill production.

Bob Speirs advanced the pair £600 to add to their £200 to buy the S Bedford with a No 6 licence granted by the licensing authority with Mr Speir's "hard driving" assistance which meant sticking to your end of the deal.

A second truck and Vehicle Authority was added after the first truck was paid for and rebuilt several times.

A "DRY" AREA

Rex and Arthur had shifted from the Trunk mill to an old whare at National Park, servicing a sawmill at Raurimu and some emerging farms

in the area. King Country was a "dry" area (sale of liquor was illegal) in these times which suited the commitment Arthur and Rex had taken on.

On odd occasions when the rail couldn't supply wagons, or timber was urgently required in Wanganui or Marton, a "moonlit load" would arrive overnight from Erua with few questions or answers other than "urgent repairs required in Wanganui." With the King Country being a "dry" area there was often a backload of suitably appreciated liquid goods that assisted with the freight rates of the day.



A deserved break for Arthur McCarthy and his wife Winifred to socialise at a family wedding.

- photo courtesy McCarthy family collection (ref: 21511).

Home-made Dodge rail tractor

Many small sawmillers, in the early days of the industry, were hampered by insufficient capital, unmetalled roads and poor markets but had the pioneering spirit to use whatever equipment was available. One of these sawmillers was THOMAS SHEPHEARD who is remembered as having sawmills in Otunui and Ongarue during the early 1920s and later, in 1928, in the Ohura district . . .



This old Dodge Commercial truck from the 1920s era was converted into a rail tractor by Thomas Shephard of Waitaanga, as an alternative to horses or, if he could have afforded it, a steam lokey that was popular with many other King Country sawmillers. Gavin Abbot, our knowledgeable specialist in identifying vintage vehicles, found the rear drive assembly of special interest. He speculated on its design and noted that the wheelbase had been extended for the third axle with the small chain sprocket being at the end of the rear drive axle. Les Boisen who supplied the original photo during the 1980s said the unit had two gearboxes to obtain lower gearing but was not able to supply any further information. The large housing carrying the bolster, turntable and rear wheels could be hiding the answer. Also noticed is the gravity fed petrol tank mounted above the bonnet which left very little vision for the driver but that didn't worry Harold Carrington—the unit was on rails and didn't need steering so all he had to be conscious of was its bad habit of climbing the rails on bends and derailing itself.

- photo courtesy Les Boisen collection (ref. 10109).



Pictured on this page are Wally's first two trucks, both being Model AA Fords easily recognised by their cantilevered rear springs, a set-up that was never used on the Ford Model A. There are a number of other differences on these vehicles that have been pointed out by our expert truck historians, Gavin Abbot of Opotiki and Mike Kellett of Kansas. The top Model AA is of 1928-29 vintage while below is the restyled model of 1930-32. The visual differences include Budd wheels below while Mike calls them in USA "dual deep centre wheels." The top truck was issued with single spoked wheels with the major difference being the cowling over the petrol tank. This one is smooth while the other has a stamped embossment. Both Gavin and Mike say the radiators were also redesigned. That's Wally Hayes sitting on the box and his eldest son Keith being steadied on the bonnet by his grandfather "Bully" Smith. The date is most likely 1929 and it appears Wally is getting ready to fit the wooden cab.

- photo courtesy Hayes collection, Taumarunui (ref. 20429).



This brand new Model AA Ford truck for Wally Hayes was one of the smartest vehicles in Taumarunui when it was put on the road during the early 1930s. This was Wally's second truck and was supplied as a chassis, duals and front end with the cab, deck and other additions built by H W (Bill) Hopkins at his motor body building workshop opposite the Taumarunui Primary School. The finishing work of painting and signwriting was carried out by staff member, Charlie Ransley, who later went into business in his own right as a general carrier.

- photo courtesy Hopkins collection, Taumarunui (ref. 11257).



Trevor Masters also had an ex-Army Mack NM-8 model working at Ohura which is pictured here with a single large log by the petrol pump “up the Mangakara” when Ben Uncles took this photo around 1959. Ross Hopkins adds that the Mack was classed as a 6-ton 6x6 and were produced between 1944 and 1945. His eagle eye spotted the extended front hubs which told him the front diff was a banjo-type as opposed to a split housing design. He also commented on the light jinker with its single wheels and extended trailer pole.

- photo by Ben Uncles, New Plymouth (ref: 20795).



The camera came out on the day this huge matai was hauled from the Mangakara Block in 1959. In the following series of pictures showing its journey to Barry’s Mill in Ohura this 23 foot long log measuring 9300 super feet (enough to build a house) has just been loaded from the bush skids where Jack Barry is made to look small and insignificant.

- photo courtesy Trevor Masters collection (ref: 14265).

in Coromandel and the new mill and logging operation in Ohura. He was employing around 20 men. “I kept most of it on contract. I had to do something like that when I was going between the two mills. The labour was wonderful in those days. There was never a problem with labour, and there was always good labour. I would say there’d be about 12 men working in Ohura, about eight or ten here. On some occasions I’ve been to Ohura and back on the one day. That’s 220 miles! I’d no sooner get down there and something went wrong up here.”

Lines Brothers eventually requested that he base himself in Ohura full-time, so the mill in Coromandel was sold and the family relocated. “I sold the mill in Coromandel in 1960 and went down there to live. Took the family down with me, sold everything up here. I got a whole £1500 for the mill in Coromandel too!”

Jack threw himself into the local community with gusto, ending up on several boards and committees. “I was enthusiastic. I enjoyed it down there. I bought a bit of property down there and made a nine-hole golf course, and it’s still there. I’m still patron of it actually. I got on the King Country Electric Power Board. I was on the Town Council. It was quite enjoyable.”

It was a busy and productive time. “Those were the days! We cut something over 3 million (feet) every year. That was our target.”

HAIR-RAISING MOMENTS

Ohura wasn’t exactly easy terrain to work in recalls Jack. The roading situation called for some particularly dangerous manoeuvres at times. “The bush was so difficult that we



Ross Hopkins carefully chalks the maker's logo to make it stand out for this photograph. He says the back end of the Mack model NO-2 is in good condition despite spending over a decade of its life under water. Ross pointed out that the leaf spring assembly used in the tandem suspension was commonly known as a "camelback" due to its central hump.

- photo by Ron Cooke, Taumarunui (ref: 20970).

this 1943 6x6 Mack prime mover, model NO-2, chassis number NO8D 1860.

He doesn't know what his chances of success are but the Mack is almost as rare as the manuals he is seeking. Ross confirms that it is the only survivor of its type in New Zealand.

STAGES OF LIFE

He believes, in a nutshell, that it has had at least six lives since 1943.

Life 1: As a military vehicle, probably in Hawaii or Burma, before being exported from England in 1947.

Life 2: Imported into New Zealand by Ray Vincent and onsold to Steve Bignell of Whangarei where it spent its life as a wrecker then crane.

Life 3: Carting huge logs of native timber to Jack Barry's sawmill in Ohura from 1958.

Life 4: Shipped to Fiji by Mills Construction for a contract with Fiji Forest Industries during the late 1960s. Jack Barry had shares in the Company and the Mack was his stake.

Life 5: Rescued from a watery grave in Fiji around 1986 and returned to the Bignell family as a sad rusted wreck.

Life 6: Transported in 2005 to Waikato Military Museum in Hamilton for restoration by the Hopkins clan.

Life 7: The fully restored 1943 Mack NO-2 will, some time in the future, be proudly displaying itself in street parades and other nostalgic events around New Zealand.



"When I was 10 years old my head just reached the height of the bumper and now, 65 years later, the top of my head is only halfway up the radiator!" Everything is big about Tiny and while Ross Hopkins (right) knows it is going to be a big job and big dollars to restore this monster, he also has a big queue of other military vehicles to restore. He jokingly adds that he will be well over 120 years of age before he's made a decent dent in his order of priorities.

- photo by Ron Cooke, Taumarunui (ref: 20969).



Simon Vincent, publisher and editor of Truck Journal, was not one to miss an opportunity of promoting and preserving the history of their industry and in 2006 the first seed was sown for a feature on the Begg. On that day he was travelling south through Owhango and quite by chance he happened to spot an Ultraliner but it was not for some time later that he returned to do a feature story for his magazine. This photo was presented as a two-page spread consisting of Mitsubishi Shogun, International Eagle, another Mitsubishi Shogun, an Isuzu CXH and the S108 Foden. Read on for his story . . .

- photo by Simon Vincent, Timaru (ref. 20503).

The changing face of rural cartage

The following account of M W BEGG Ltd was first published in the June 2010 issue of Truck Journal and is being reproduced here with kind permission of the magazine's publisher/editor, Simon Vincent. Only a few minor changes have been made to Simon's original text, mainly to correct some historical dates and to suit our style and layout . . .

MW Begg Ltd has been based in Owhango, near Taumarunui, for just over 50 years. Currently the second generation is running this family concern, with Nairin and his wife Joanne firmly in the driving seat.

During the last 50 years much has changed, to match the ebb and flow of the farming and forestry industries, as the company adapted to meet the ever changing needs of their local clientele.

Nairin and Joanne have been on this journey ever since returning from Auckland in the mid 1970s. However, with no family of their own interested in taking over the transport business, the coming years are likely to pose some interesting questions for this pair. Time will eventually tell us where this family concern ends up with a quiet winding down or sale to

a competitor, but for the meantime it is most definitely business as usual as there are still four trucks and three drivers to keep busy.

Nairin and Joanne have considerable loyalty from their customers which helps them maintain a small but important presence in the district, able to offer service and performance not matched by larger companies.

We now look back at the story so far and the challenges that they face today.

A SLEEPY HAMLET

Once a thriving mill town, Owhango is now a sleepy hamlet situated around 20km south of Taumarunui, on State Highway 4 (the road to National Park). This picturesque village is now home to just over 200 inhabitants but retains many of the features necessary to service a small community and its regular visitors.

There is a primary school, ski shop, dairy (since closed), garage (with no fuel pumps), hotel (since closed), lodges, motel, and cottages for hire which given the close proximity to the summer and winter tourist attractions found nearby is essential.

With logging once one of the major forces behind this village, the expiry of cutting rights and the burning to the ground of the mill in November 1977 (earlier fires were in 1942 and 1973), brought an end to the milling of native timbers from around the district. Now many of the mill houses have been given over to holiday homes for those keen on the outdoor pursuits so prevalent in the region (fishing, boating and skiing to name a few).

Owhango remains one of the more picturesque villages around the country with a backdrop of flourishing native forest and the



- photo courtesy Jilesen family collection (ref: 20155).

Kenworth T 408 SAR 4-axle tipper was set up with its alloy bins at Transfleet yards. The 425hp truck joined the fleet to take on bulk haul work. Nicknamed Son of the King it joined the T908 as Jilesen Contractors second gleaming Kenworth. The T908 was spotted in the bottom photo when Kyle Gibbs had stopped for a milkshake from "Gobble 'n Go" at Te Kuiti's BP Service Station in the autumn of 2011 when he was spotted with this intriguing load. Having driven the big shiny rig since new, Kyle reckoned people often stopped for an inspection and a photo when he was parked up. The T908 Kenworth was bringing the bucket and arm of an excavator down to the Pukehou Quarry. The quarry is across the Whanganui River from Kakahi. Porter's Haulage was bringing the enormous excavator down separately. "We could have handled the excavator by putting a dolly between the truck and trailer to spread the weight," explained Tony, "but chose to use Porters instead. It was an experiment really—the big excavator was available to tryout. However, we found it really wasn't an improvement on the digger we already had so sent it back."



Ruapehu District councillors were out and about on one of their road trips in 2010 and later in the day found themselves at the Pukehou Quarry beside the Whanganui River. Councillor Ron Cooke had his camera at the ready and recorded these action shots. Crushed metal is dropping into the Fuso's bin in the top shot. In the photo below the Cat 725 is about to tip the raw material river stones on to the jaw crusher's conveyor belt.

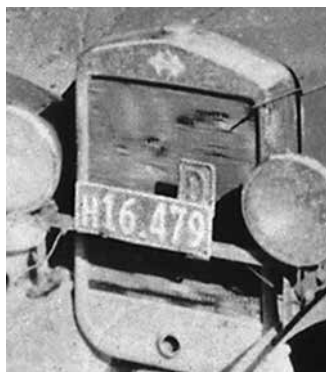
- both photos by Ron Cooke, Taumarunui (refs: 21113 & 21114).



- photo courtesy Audrey Walker collection (ref: 17548).

TRUCK PHOTO INDEX

This index ONLY lists the trucks shown in photographs although there may be some anomalies with identifying the exact model. Every effort has been made to find the correct information but in many cases the owner could not remember or our resource material was not detailed enough. It would be very much appreciated to receive feedback on any corrections or from readers who can provide additional information. The text also contains details of other makes of vehicles not mentioned in this photo index and are indexed under "Truck Makes" (by maker's name only). Why not have a shot at identifying the grilles at right?



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