

**1-800-420-2211**

For further information on our company and career opportunities please see our website at [www.richardstransport.com](http://www.richardstransport.com)

**WE HAVE WHAT IT TAKES.**



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## PROJECT LIST

Windmill Tower Transportation has become a major component of the Richards Transport services. Hauling heavy oversize loads has always been Richards Transport specialty, that's why when the windmills began to fill the skyline across Canada, it was an easy transition for RTL to start hauling them. RTL have moved every component of the windmill from the base rings to the blades. We have hauled across Canada and the US from the Ship Port of Entries to the Windmill Farm sights or even just from the neighbouring rails spurs, whatever is required. The list below shows some of the recent jobs we have been involved with.



PROJECT	TURBINE TYPE	LOCATION	YEAR
Kingsbridge Wind Farm Power	Vestas	Kingsbridge, ON	2005
Chin Chute Wind Farm	Suncor	Taber, AB	2006
Kettle Hill Project	Enmax	Pincher Creek, AB	2006
Taber Wind Farm	Enercon	Taber, AB	2007
Bear Mountain Wind Park	Enercon	Dawson Creek, BC	2009
Maryvale Wind Farm	Vensys (Legacy Energy)	Antigonish, NS	2009
Tuolumne Wind Project	R.E. Power	Goldendale, WA	2009
Ghost Pines Wind Farm	Nextera Energy Resources	Trochu, AB	2010
Castle Rock Ridge	Enercon	Pincher Creek, AB	2010
Merlin Wing Farm	Enercon	Arthur, Ontario	2010







## TRAILER TYPES

Pulled with both tandem and tri-drive power units

Tandem Flat Decks

Tri Axle Flat Decks

Tandem Cable Operated Pole Trailers

Windmill Blade Trailers

Single Axle Boosters

Tandem Axle Boosters

Single Axle Jeeps

Heavy Duty Sixteen Wheelers  
includes 16 wheel Jeeps

Tandem Axle Jeeps

Tri Axle Steer Dolly

Trombone Tri Axle Step Deck

Tandem Axle Step Decks

Tri Axle Step Decks

Tandem Axle Double Drops

Tri Axle Double Drops

Six Axle Steer Dolly

Tri Axle Jeeps

Trombone Tri Axle Double Drops

Super B Trains

Heavy Haul Tri Axle Double Drops  
(up to 7 Axle Combos)

Heavy Haul 8 Axle Lowbed Combinations

Heavy Haul 9 Axle Lowbed Combinations

Heavy Haul 10 Axle Lowbed Combinations

Heavy Haul 11 Axle Lowbed Combinations

Heavy Haul 12 Axle Lowbed Combinations

Heavy Haul 13 Axle Lowbed Combinations



## CERTIFICATIONS

In order for Richards Transport to provide its clients with better service for International trade and shipments we have been Certified in the following areas: ISO 9001, Fast and Secure Trade, Customs - Trade Partnership Against Terrorism, Partners in Protection and the Transportation Worker Identification Credential.



## WE HAVE WHAT IT TAKES.

With the involvement of not just two but three generations of family who are dedicated to the trucking industry, Richards Transport has established a proven track record when it comes to moving loads up and down the highway safely and professionally. Richards had made the hauling of oversize loads their area of expertise. Upon request Richards will provide references with respect to previous jobs that have been completed successfully and claim free.





1954



*"In 1954 Lorne Richards moved to Regina and formed Richards Transport with a 1951 Ford 800 fifth wheel power unit pulling a steel tanker semi trailer."*

They started small, got very big, and then became leaner and more specialized.

In Regina, Richard's Transport reflects the past 50 years of trucking in the province.

Lorne Richards, founder of the company, started trucking in 1940 working with his father Fred, and brother, Harry in their family run Ford and John Deere Dealerships in Orkney, Sask. In 1954 Lorne Richards moved to Regina and formed Richards Transport with a 1951 Ford 800 fifth wheel power unit pulling a steel tanker semi trailer.

The firm hauled fuel for Federated Co-op and Imperial Oil Limited and, within a year had four units hauling fuel to the communities in southern Saskatchewan. The company continued to expand purchasing their first flat deck trailers in 1960 to haul culverts for Fulco Metal and road construction machinery for Redhead Equipment.

In order to expand further, Richards needed to acquire further hauling rights, an operating authority that was a big item in those early years. At that time, a company's net worth was based on their fixed and rolling assets and on what hauling rights the company had. This meant a carrier was



restricted to what he could haul based on what was listed on their operating authority. Both of these methods were very costly.

In the late 1960's, Richards bought Glen Haul Transport, Glen Wright Transport, and Art Ferguson Transport, thereby gaining authority to haul machinery and culverts that weren't customer specific for both Manitoba and Saskatchewan. This opened a lot of doors for the firm

and Richards Transport expanded again, adding low bed type trailers to their fleet to haul heavier equipment.

Their customer list grew to include such companies as Kramer Ltd., Ramsey Bird, Wappel Construction, Westeel-Roscoe, Con-Force, Stelco Fabricators, Estevan Brick, Cindercrete Products, Redi Mix Products, Armco Canada and Avonlea Minerals.

By the early 1970's, Richards had established a reputation in the province as a quality carrier in all aspects of tanker and open deck communities. It was at this time Lorne Richards brought his three sons into the business: Boyd (1974), Darcy (1976) and Russ (1978). The boys had to learn all aspects of the company from sweeping floors and operating forklifts, to driving truck and dispatching.



1986

As trade between the U.S. and Canada increased, Richards diversified again, gaining operating authority for provinces from Ontario, to BC. As well, the company purchased an American-based carrier, Murphy Transportation, for its general merchandise authority in the United States. This allows Richards Transport to move goods to and from the United States and Canada. At this time, relationships with customers like Kramer Ltd. whose product lines for the most part originated in the United States, flourished.

By the early 1980's, Richards had increased their fleet to over 40 trucks and 75 trailers. These included B-trains and drop decks to service the needs of Ipsco's steel shipments throughout Canada and the US. Other specialized trailers served such heavy haul customers as Kramer Ltd., Tobin Tractor, Western Tractor, SaskPower and Federal Pioneer.

To be economical, long haul trucking needs return loads to get the trucks back home. So, to obtain return load customers, Richards established branch offices in Calgary (1981), Edmonton (1982), Saskatoon (1983) and Winnipeg (1985).

By 1990 Richards had over 100 trucks, nearly 250 trailers, and employed more than 150 people. The company was now diversified and



specialized in many areas. But Free Trade and deregulation of the industry now meant that the carriers who had struggled and paid big money to acquire their operating authorities, now found them worthless. Anyone could now start trucking without the need for an operating authority and soon there were more trucks on the road than there were loads for them to haul. This, in turn, affected the rate structure to the extent that, in many areas, the rate paid for some loads wouldn't

cover the cost of fuel to bring the trucks back home.

In 1990, to sustain the company through this transition in the trucking

industry. Richards closed all their branches, laid off more than 100 employees and sold off hundreds of trucks and trailers.

Since then, Richards has maintained its operation from Regina and become a more specialized carrier of heavy machinery, transformers, vessels and windmills. These require trailers with from seven to 13 axles and highly skilled and experience drivers to handle loads that may gross over 250,000 pounds.

Richards Transport remains a family business to this day. One of the many businesses built on the legacy of founders like Lorne Richards, whose descendants are still proud to make Regina their place of business and their home.

