

TRANSMISSION



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ReUnion 2011 Looms

Its all go at the National Road Transport Hall of Fame as staff and volunteers gear up for ReUnion 2011 which is turning out to be bigger than expected.

CEO Liz Martin said she suspects the bigger than average turn out is due to the national publicity the Shell Rimula Wall of Fame induction achieved last year with the success of ReUnion 2010 and other events.

"Our ReUnion is now recognised as one of the most prestigious events on the road transport calendar and delegates come from every corner of the country and every sector of industry every year," she said.

Liz said she was excited that all the sponsors had come back on board including Shell, Kenworth, Cummins, NTI and Freightliner saying without their support the event would be nowhere near as successful.

"The other thing that makes us stand out from the rest is that we have the most amazing group of volunteers who continuously dedicate their all to making our museum and events the best. Without them, our museum and our reunions simply would not exist."

At the time of printing there were over 60 inductees for 2011 and that is about 20% more than average on a normal year and 50% more than what usually happens the year after the 'big ones' like ReUnion 2010.



Noon Mahomet was inducted at ReUnion 2010. Sadly he passed away from a fatal heart attack earlier this year. Noon's father Sallah was a cameleer in Central Australia before entering the trucking game. Noon joined him in 1965 driving a 1960 cab-over AEC he remembered as being "old, ugly and rough as guts". Noon was working for BIS driving roadtrains carting iron ore and lived in Whyalla at the time he passed away.



The Ryan Family of Alice Springs accepted the award for John Ryan AO (their husband and father) in 2010.

End of An Era: Tom Kruse Passes On



The end of an era reigned on the road transport industry this month when legendary Birdsville mailman, Tom Kruse passed away on 30th June 2011 just short of a year after his beloved wife Valma. Tom is pictured above with proud daughter Helen Hamp at the unveiling of the bronze bust in his likeness at the National Road Transport Hall of Fame as a highlight of last year's ReUnion 2010. **Photo: Ian Doyle - Corrugated Productions**

Soweto Gospel Chior sings to Alice from the back of Fiat



The Soweto Gospel Chior was treated to something different when they recently took to the streets of Alice Springs in the Bangtail Muster (May Day Parade) on the back of our Fiat flatbed. The Fiat was donated to the Hall of Fame by the Luppino family and was used at the Dandenong markets. The world renown group travelled the country and performed two sell out concerts in Alice Springs.

HAVE YOU PAID YOUR 2011 MEMBERSHIP ?



Kenworth and Dealer Hall of Fame in print!

As part of Kenworth's 40th anniversary of Australian manufacturing in 2011, we have just released a children's book featuring the Hall of Fame, an all new K200 and the original Grey Ghost, K125CR chassis 40008, the first truck offline at Bayswater on March 2 1971. Entitled *Kenny's Great Adventure*, the story follows Kenny as he travels to Alice Springs and the Hall of Fame.

In an interesting twist however, the Grey Ghost currently on display at the Hall of Fame is actually heading for Bayswater in February for a few weeks. It will share the limelight there with the outstanding new 2011 model range, as a tangible reminder of how far Kenworth has come in 40 short years.

Since chassis 40008 came offline, there have been almost 45,000 trucks designed and manufactured at Kenworth's Bayswater plant; 54 models that have collectively covered billions of kilometres across Australia's harsh terrain and toughest applications. Many thousands of Kenworth owners and drivers have shared these kilometres, and created countless stories and legends along the way. Some of these stories adorn the walls of the Hall of Fame, providing rightful recognition for the pioneers of road transport in Australia.

Hopefully the new children's book can help to spark a similar interest in trucking amongst the next generation of youngsters; an interest that may develop into a life long passion for our dynamic and diverse road transport industry in Australia.



Order Your Copy Today
\$20 incl P&H

Kenworth T908: A True Australian Icon

If you've seen an Australian passport recently, you may have noticed a familiar-looking vehicle, a Kenworth T908 Road Train. Mark Hayward, the passport designer, found the T908 in a country town in central New South Wales and captured its image on page 30 in the new passport because of its status as an icon of the Australian road transport industry. The T908 with multi-trailer combinations operates across Australia, transporting everything from livestock to mineral ores. With the capacity to handle 610hp engines, the T908 is versatile enough to operate in almost any application where the front axle weight is critical.

Launched in May 2009, the latest "N-Series" passport also features other images that depict scenes representative of a day in Australia, from Kookaburras serenading the dawn, to a local cricket match and Holden cars parked outside a hotel at dusk. As well as being visually stunning, the N-Series is the most technically advanced passport Australia has ever produced. The document is produced by the same organization that prints Australia's currency, and includes several advanced security devices, such as laminate coating made of tiny glass beads that have been laser cut to create images of kangaroos and emus. Right : Australia's most recent N-Series passport features an image of the iconic Kenworth T908 Road Train.



Photo Credit: Australian Passport Office and Note Printing Australia



Kenworth Dealer Hall of Fame

Our prized K125CR Kenworth has returned to Alice Springs after spending several months in Victoria. This uniquely historic vehicle was the first truck to come off the production at Kenworth's Bayswater facility in 1971. Chassis number #400008, it has pride of place in the Kenworth Dealer Hall of Fame.

The Kenworth Dealer Hall of Fame comprises around 11,000 sq ft of display space devoted to the history of the Australian designed and built Kenworth, and the Dealer network that brings this product and back up support to customers across Australia. The development of Kenworth in Australia makes an exciting story, from the earliest beginnings with fully imported and locally assembled product in the 1960's, through the watershed of Australian design and manufacture in 1971, to the handover in 2005 of the 30,000th Australian built truck. The Kenworth Dealer Hall of Fame highlights the role Kenworth has played in opening up the Australian continent, perhaps the remotest and harshest environment for trucks anywhere in the world.

The displays are regularly augmented with new material, including additional trucks currently under restoration. The Kenworth Dealer Hall of Fame has already become a destination for all those people with a love of the trucking industry and the people who have helped shape the ongoing story.

Notice Board

courtesy of



REUNION 2011

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in

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and the Old Ghan Train Museum

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Road Transport Historical Society Incorporated

The Road Transport Historical Society Inc. is a community based volunteer organisation dedicated to the preservation and presentation of our unique transport history.

The National Road Transport Hall of Fame in Alice Springs is the main project of the Society. It is a collection of old trucks, vintage and veteran cars and collection of photographs and memorabilia representing the diverse operation of road transport in Australia. The display includes a workshop facility and the Shell Rimula Wall of Fame.

This includes the magnificent Kenworth Hall of Fame where the history of this fine company is exhibited in a state-of-the-art museum and display that is constantly being upgraded.

We are also responsible for the Old Ghan Train Museum which is an integral part of Central Australia's heritage. This division boasts a tea-room, museum and hopefully, train rides in the near future.

The newest part of the Museum is the Cameleers Garden and display in the Ghan Museum honouring the role of the early camel men who pioneered both our road and rail industries.

The affairs of the RTHS Inc. and all its divisions are managed by a Board of Management duly elected by the membership. All members of this Board work in a voluntary capacity.

Roving Ambassadors

Mick Clausen
Frank Whiting and Lee Davidson
Dianne and Kevin Shay
Greg Whitford and Annette Bateson
Yvonne Ball and Keith Holden
Sandra Sauer and Ray Parker
Elaine Ball and Larry Doneman



From
our
Chairman
**KEL
DAVIS**



I am finally back on deck after having a few visits to the hospital over the past couple of months but hopefully can see light at the end of the tunnel.

Following my return I was pleased to see so many of our volunteers, old and new, on deck for the 2011 season and there is a massive amount of work going on around the place. This year is what Liz calls "a year of consolidation" and she is focussing on completing many of the projects we had started but not finished between the rain and reunion in 2010.

The ReUnion this year looks like being bigger than what we expected which is good. It just shows how much our Wall of Fame is appreciated by the industry Australia - wide. I had a comment the other day, from an American visitor saying our museum is the best way to learn about trucking in Australia and he wishes there was something similar in the USA. Liz has been asked by several NZ's if they can have a section here because there is nothing like it over there either. We can be grateful that our sponsors, Shell, Kenworth, Cummins, Freightliner and NTI have been so supportive.

Liz has really had the pressure put on her this year with staff shortages and me being so sick but in true form she has pulled us through with the Hall of Fame and Old Ghan doing better than ever. We recently had our busiest (non-event) day ever and even had the boys from the workshop washing dishes so we could keep up. It is a credit to our volunteers that they just jump in where the biggest need is. Special thanks to board members Debi Robinson, David Kent, Graham Holmes and Peter Dendle who have supported Liz above and beyond the call of duty during this time. Thanks also to Jakob Klunyk and Annette Bateson.

As we continue to grow we need to change our structure so that we more resemble the big business we are now. We turned over a million dollars plus (not counting the reunion) this year. Pretty good for a self-funded community based organisation but it means we have to reassess a few things. We have a special meeting at the reunion and I encourage all members who are in Alice Springs to attend. **Kel Davis**

Comment by Vice Chair: David Kent



David Kent is one of two Vice-Chairman on the Road Transport Historical Society Management Committee. His portfolios include the Bus and Coach industry, South Australia, the Collection Asset Register and Staff Liaison among other things. Although he lives in Port Pirie, SA, where he operates Port Pirie Bus Service, Spencer Gulf Coaches and a mechanical workshop he is one of our most active Board members. David writes;

Since late last year I have been working on compiling a complete asset register for the Hall of Fame truck and vehicle collection spending a week over Easter gathering information on our exhibits to add to the register. In May I also spent a week at the Hall of Fame in Alice Springs helping Liz and her volunteers with a trade conference for Optus Telecommunications.

We fed about 600 people over two days. While I was there I also assisted with cooking and setting up for a wedding for 120 as well. They were both highly successful events which made quite a substantial amount to go towards ongoing projects at the Hall. We must thank our CEO Liz Martin for the effort and work that she puts in to make these fundraisers as successful as they are.

Looking to the future of the Road Transport Historical Society and the National Road Transport Hall of Fame some decisions need to be made as to the direction we take in the future. Our existing constitution says executive positions on the Management Committee have to be Alice Springs residents.

We have sought professional advice and have been advised that this no longer need be the case if our constitution is amended accordingly - with the exception of the Public Officer. Key positions can be held by interstate members or persons with particular skills that would enhance the management committee. We have called a special general meeting to be held at the ReUnion 2011 to get a feeling from the members but if you would like to contact us with ideas it would be gratefully appreciated. I can be contacted on 0417 802 134 or email: piriebus@westnet.com.au

I really think that we need more corporate input into the board without in anyway excluding our membership and it would encourage our members from anywhere in the country to put themselves forward for board representation.

Since our highly successful reunion in 2010 we have had some growing pains within the management committee with three of our Alice Springs based board members resigning for personal reasons. We thank them for their contribution to the Hall of Fame and Old Ghan over many years and wish them well in the future.

Kel Davis, our chairman has been in and out of hospital, initially with kidney problems, and this developed into something where the doctors could not diagnose what was wrong with him and he ended up in a critical condition in the Royal Adelaide Hospital. Following diagnosis and ongoing treatment he has just returned to Alice Springs and things seem to be under control.

Thanks must go to all the volunteers who stepped up and assisted Liz with the Hall of Fame during this difficult time. They literally came from north, south, east and west! I particularly thank our Secretary - Debi Robinson, Ghan Tea Rooms Manager - Jakob Klunyk, Peter Dendle - Old Ghan Board member and life member Annette Bateson for the massive effort they put in when the going got tough. Congratulations must also go to the volunteers for the huge effort they have put in over the last six months.

Finally, special thanks must go to Liz Martin for the way she has held things together for the Hall of Fame over the last few months.

Freightliner: Where it had its origins

Freightliner is a division Daimler Trucks North America. It was founded in 1942 as Freightliner Inc. Its headquarters are in Portland Oregon and has approximately 25,000 employees.

It all started in the 1930s when Consolidated Freightways started producing their own truck line out of remodelled Faegols because most trucks on the market at the time did not have the strength to climb steep mountain grades. In 1949 the company sold its first truck outside of its own business to Hyster forklifts. That truck is housed at the Smithsonian Institute.



This magnificent example of a Freightliner is housed in the National Road Transport Hall of Fame. It was the first to come into the country.
Photo: Greg Whitford

In 1951 Consolidated engaged the White Motor Company to sell their product and this continued for 25 years until White got into financial difficulty. In 1974 Freightliner became a stand-alone company. In 1981 it became part of the Daimler-Benz Group. Consolidated Freightways continued as a carrier right up until 2002

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Richard Smith (Dizzy-To) Co-Author of the WW11 Diamond T Register book is in the midst of updating his register of WW11 Diamond T's all over the world. He is particularly interested in T980s, 981, 969A and 968s and would appreciate any details, information or photographs you have.

Basically he'd like to know the Model and Chassis number, date of manufacture, engine make and number, WW11 Registration, military registration and civilian registration. Also details such as the cab and body type. Finally he'd like to know previous and present owners and the vehicles location and condition.

Email Richard direct on: vj3346@talktalk.net

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Jakob Test Drives Hyundai i45 on his holiday to WA

This year I managed to get away from Alice Springs on a holiday. I spent eight days over in Western Australia, staying in Busselton on the Northern edge of the lovely Margaret River area



During this time I had the chance to Test Drive the new Hyundai i45 sedan, and I must say what a beautiful car; other than the tendency of the car to sit on 120km per hour in a 90kph zone without you realising it. This car handles beautifully whether you are travelling the flat open highways or the winding mountain and lake back roads that are abundant between Perth and Margaret River. The fuel economy would have even the most fanatic Ford or Holden drivers drooling. I only had to top the tank up twice during the entire trip (and one of those was topping up when I returned the car to the airport on my way home).

One of the features of the drivers status display is your trip computer which had so many different features it would take me too long to explain them all, but suffice to say my favourite display actually told me how many kilometres I could drive before the tank ran dry - very helpful considering I was in an area I didn't know.

Along with a spacious and luxurious interior this car is definately in the top five of the favourite cars that I have driven. Finally for those going over to the lovely region of Margaret River this is my recommendation for you. Turn off the Sat Nav, I know you all have them lol, allow yourself to get good and lost in the area, you never know what little secrets you will find. They have everything down there from Candy Cow's sweet shop to Howling Wolves (a fantastic winery). And, delicious cheeses I had to bring home for Liz!



Penny and Leon (front) with son in law Wayne and daughter Adrienne behind

Welcome Back

It was great to catch up with members and good mates Leon and Penny Todd who called in to stay at the Hall recently. Leon was inducted into the Hall of Fame in 2010. Leon and Penny are two of the trucking industry's true outback characters.

Until recently Leon and Penny were managing a cattle property in the Warrumbungle Ranges but have recently hit the track with their two dogs and cat to travel Australia in their caravan.

Leon is no stranger to the road having had a long and varied career in road transport having started carting cattle all around the top of South Australia in his Dad's old International in the 60s. From there he carted freight to Paraburdoo and Mt Tom Price, and hauled between Adelaide and Darwin on the Old South Road before carting cattle throughout Central Australia. He drove many trucks including a Mack R600, Kenworths and a 1977 Autocar but his most famous was his 1980 smart looking two tone brown Kenworth TW that he called his "Express Cow Taxi". Renown throughout the industry as a go anywhere hard worker who'd get the job done, we remember he liked to "chuck a happy" occasionally too!

The Chief Executive Officer's Report

Liz Martin OAM

Can you believe it? ReUnion 2010 is almost a year behind us and ReUnion 2011 is racing towards us faster than we can keep up with. The last year has flown and I feel like we should be preparing for Christmas 2010 not doing end of financial year business.



We have a great ReUnion 2011 planned with several highlights. The main one, of course, is the induction into our Shell Rimula Pioneers Wall of Fame where the men and women of our industry are recognised for their contribution. I thank the Shell Company of Australia for the fantastic support that they give to us every year, both in kind and financial. We could not do what we do without their support. Likewise for our other sponsors; Kenworth, who are with us all year long and support us in many ways and Cummins and Freightliner who support every ReUnion. Special thanks must also go to Eaton for sponsoring this newsletter and NTI who sponsor something for us every year. There are of course many others too numerous to mention but be assured we appreciate it.

We have had a very busy year with functions and we could not have done that without the support of our volunteers. I am constantly amazed at the amount of effort that they put into ensuring our functions are the best. We never fail to get countless comments from our customers about the friendliness and helpfulness of our volunteers. We've had a couple of weddings, a dinner for the Australian Transport Council, a couple of conferences, two dinner theatres as well as several others. As a self funded community organisation it is these functions that give us our funds for projects.

On a more serious note, and as alluded to in both Kel Davis's and David Kent's reports, our organisation is growing at a fast pace and we need to look seriously at succession planning and setting direction for the future management of our facility. This is something I feel very strongly about because, as much as I hate to admit it, I am not going to be here forever. We all have a duty to ensure that we have a structure in place that ensures our ongoing success in the years that come. We have some amazing business acumen and corporate knowledge on our wider Board of Management and I have been very fortunate to be able to use those people as my mentors and support base over the past few years. Special thanks go to Graham Holmes and David Kent particularly - both of whom have really stepped up to the plate for me during this transitional period. Unfortunately our constitution reads that key positions (Chair, Vice Chair, Secretary and Treasurer) on our management committee must be resident in Alice Springs. I would like to see those positions opened up to our full membership and to ensure that those persons and organisations who have a vested interest and financial investment in our facility (like Kenworth, major sponsors and another major manufacturer just about to come on board) have equal opportunity at management committee level.

That is not to say that we do not appreciate the dedication and commitment of our earlier locally based committees. We certainly would have not got to where we are without them and I thank each and every-one of those who served in the first 15 years. They've all been a spoke in the wheel that got us here but we have outgrown the local footy club, church fete style of management. We are a big business and need big business skills to ensure we stay here. In the next newsletter, prior to our AGM, we will be putting in a full report and proposed amendment to our constitution that will enable us to properly utilise the skills that are available to us. We grossed well over a million dollars this year and that is an important milestone and message that we need to change our management structure. Think about it in the meantime and please feel free to call me if you have concerns.

Liz Martin

THE END OF AN ERA -Vale Esmond Gerald (Tom) Kruse MBE

*He was a giant of a man
with the gentlest of hearts*

By Liz Martin OAM

Its hard to think back to the first time I'd heard about Edmond Gerald (Tom) Kruse. To me he was initially one those people, just like Kurt Johannsen and Noel Buntine, whose very names caused tough trucking men to gasp in awe whenever stories were told about the trials and tribulations of their early days.



I'd known Noel Buntine pretty well all my life, and knew Kurt Johannsen for much of it too, but my first real connection with Tom Kruse came in the late 1970s when my ex-husband and I operated a freezer van service between Adelaide and Darwin for McDonalds Transport. One of the other subbys was Colin Hamp who was Tom's son in law. The old South Road (Stuart Highway) between Port August and Alice Springs was all dirt, bulldust and corrugations then and there were plenty of opportunities roadside to sit by the campfire and tell stories - like when you were broken down or bogged to the axles. Having always been a bit of a history head, and an advocate of the trucking industry, I was fascinated with the stories I heard about Tom Kruse.

I met Tom a few times over the years but our friendship began in earnest when a small group of us in Alice Springs decided to open a truck museum. From the very beginning we were determined to include the social history of the men and women who drive the industry. In that first instance, there were just ten men whom we identified as worthy of research. They were Kurt Johannsen, Noel Buntine, Dave Baldock, James Crawford, Price Hill, Jack McCafferty, Alan Brown and Jack Hurley, Harry Ding and of course, Tom Kruse. These men were the first ten inducted into the Shell Rimula Wall of Fame at our very first induction ceremony. The thing that sticks in my mind is that not one of them thought they'd done anything magnificent. They were just doing their job. Tom was no different.

I was struck by his gentle personality, genuine humbleness and quiet sense of humour. He never lost that twinkle in his eye. Tom visited us a few times at the Hall of Fame over the years and I saw him several times at other places - probably the most memorable was in 2004 when Kel and I went to Marree for the 50th anniversary of the Shell Company and John Heyer's legendary documentary, 'Back of Beyond' which featured Tom Kruse's outback run and catapulted him into national (and international) recognition.

We flew to Adelaide and caught a charter bus to Marree to attend the celebration. We were just returning from a scenic flight over Lake Eyre when a radio message came from the Flying Doctor to say that they were also just approaching Marree air strip with Tom on board. Naturally we gave way and landed five minutes behind him giving us a few precious minutes of privacy before he hit town and the hundreds of people eagerly awaiting his arrival. We hitched a ride on the back of the Blitz that delivered him into Marree and from that moment forward he was literally mobbed. People lined up for hundreds of metres just to have their photo taken and share a few words with one of our national treasures.

Tom Kruse, known the world over as the Birdsville Mailman, was one of this country's most well known outback characters having made a name for himself delivering mail, general supplies, fuel and medicines throughout the outback regions of Central Australia from 1930s to the 1960s. Born in Waterloo, SA, on 28th August 1914, Tom was the tenth of twelve children and the son of the local blacksmith, Harry Kruse. Tom initially worked for his older brother Arthur before taking a job at the general store in Yunta working for John Penna delivering supplies to local stations.

When John Penna sold the business to Harry Ding in 1934 Tom went with it. He was just 22 years of age when he first tackled the notorious Birdsville track inaugurating the first Dings motorised mail service on New Years Day 1936. The young Tom was already a seasoned driver and proved up for the challenge. He recalled the track was little more than "pads between bores" at the time. The first government run service was pioneered in that area by Jack Hester in 1884 with a mail-passenger service operated by August Helling starting in 1884. In later years George Roberts delivered the mail and for the ten years before Harry Ding took over, Harry Williams, and his son George, held the mail contract. Tom followed in the footsteps of some great men. We are fortunate that through the various mediums of media, and the dedication of many people, we have been able record Tom's story for future posterity.

The track between Yunta and Birdsville is still renowned today as being one of the most arduous in the country. For twenty years Tom Kruse conquered continuously moving sandhills, sand and dust storms, flies and flooded rivers, bogs and breakdowns to get the mail through. Tom, and his aboriginal offsider, Henry Butler, had to find their own way through and usually blazed their own tracks. Subsequently these would wash out each wet season and they'd have to renegotiate new ways through the flooded swamps and quagmire of the 3000 kilometre depression fed by the Diamantina, Cooper and Georgina Rivers at Goyders Lagoon. If the going was good it took seven days but mostly it took a lot longer. Once it took six weeks. Sometimes Tom would have to detour up to 200 miles off his original track to avoid getting bogged. There were no real hills for landmarks in this desert landscape, only timeless sand dunes that shifted quietly and consistently overnight. Some of these sandhills were over 100 feet high and Tom would have to take three or four 'runs' at it before he could get to the other side, often using matting for traction.

In 1939 Tom Kruse carted fuel and supplies for Cecil Madigan who became the first European to cross the Simpson Desert by Camel. Tom married his sweetheart Valma Fuller in 1942 and moved to Marree as manager at Harry Dings depots in Marree and Lyndhurst. In 1947, Tom purchased the business from Harry Ding and from the 1st January 1949 operated the Birdsville mail contract in his own name. He did this continuously for the next fifteen years and eventually sold out to Pat and Ruth Smith in Quorn, SA, in 1963.

His routes took in a massive area of Central Australia; all up some 500,000 square kilometres! Tom's fortnightly trips took him to places such as Birdsville, Lyndhurst, Lake Harry, Goyders Lagoon, Burt's Hole, Mount Fitton and Alton Downs, but he also called at places with unusual names like Dulkaninna, Cannuwauckaukaninna, Ooroowillanie, Kopperamanna, Mungarannie and a place now called New Well then known as Mulkanundracooracooratarraninna.

Tom faced many challenges over the years. One of his hardest was getting employees who could cope with the hardship. It was a lonely life and drivers had to rely heavily on their own bush skills in a landscape that was equally destructive to man and vehicle if you let it beat you. Harry Ding had told Tom it was "the world's worst country for wheeled vehicles" and a land with little companionship. You had to be mates with yourself because there was no-one else. Drivers had to contend with hundreds of miles of nothingness where course sand penetrated their eyes, their clothes and their food. The freezing desert winds chilled them to the bone irrespective of how many clothes they wore. Where others failed, Tom thrived and before long was known to all and sundry along the track as the Birdsville Mailman. It didn't matter what it took Tom always got the mail through delivering it with a friendly smile. He bought sweets for the kids and news of births, deaths and marriages from the outside world. Tom cooked and ate his meals by campfire often also contending with the days breakdowns at the same time. Changing springs by fire light was an all too common occurrence; and when his stock of springs was all used up a green limb cut from the nearest a mulga tree had to suffice.

Australia Farewells its Legendary Birdsville Mailman: 1914 - 2011

At night the only sound was the far off howl of a hungry dingo pack, the eerie hoot of a lone owl or the hum of millions of mossies waiting to make a meal of him. The summer months were equally gruelling. Once, in 40 degree heat, Tom was forced to walk for miles to Mungerannie and back to Mulka to get help from Poddy Aiston to fix a broken tailshaft. Another time he was bogged to the axle at Pandie Pandie and had to be airlifted out because the truck wouldn't budge. Later, in 1963, five members of the Page family died in the same spot through heat exhaustion and lack of water. It was at Pandie Pandie, in 1957, that Tom abandoned his most famous truck, the hybrid Leyland Badger fitted with a Thornycroft rear end and gearbox, featured in the documentary, *Back of Beyond*. This movie won the most prestigious award at the Venice International Film Festival in 1954. A year later Tom was awarded an MBE for services to the outback community. The Governor had flown to Birdsville to present the decoration but Tom was stranded along the track, cut by floodwater, and couldn't make it.

In 1952 Tom handed over most of the driving to Monty Scobie who did it for about three years. Tom then went dam sinking and earthmoving but still did frequent trips along the Birdsville route that made him famous right up until 1963. Tom sold out to Pat Smith in 1963 and moved his family to Cumberland Park in Adelaide while he went dam sinking and road making in the north of the state. Tom and Valma had four children by then, Pauline, Helen, Phillip and Jeffery. As they grew up Valma was able to spend more time with Tom in the bush. Tom retired in 1984 but always wanted to retrieve the Leyland Badger truck that had been abandoned at Pandie Pandie Station near Birdsville in 1957. It was located during the Jubilee Mail Run Re-enactment to celebrate the 150th anniversary of South Australia. Tom's Leyland Club was retrieved at this time but when Tom visited the Badger again in 1989 he was determined to reignite interest in retrieving it also.

The Badger was eventually retrieved and an enthusiastic team set about restoring it. The Leyland Badger Restoration Group, headed by Ian Doyle and Neil Weidenbach, were literally bitten by the "Badger Bug" and by 1996 it was complete. Special thanks must also go to Aynsley Rowe who rebuilt the wooden body from scratch having started with "just one door and three floorboards".

In 1999 Tom delivered some 7000 letters along the way during his famous 'Birdsville to Birdwood' re-enactment which was being heralded as the mail truck's last run. The journey raised \$12,000 for the Royal Flying Doctor Service and culminated with Tom's beloved Leyland Badger being presented to the National Motor Museum in Birdwood, SA. Tom Kruse was a young 85 at the time of the re-enactment and was thrilled to catch up with old mate George Bell from Dulkaninna Station who just happened to be celebrating his 80th birthday when they caught up after 40 years.

Tom was recognised in many ways and to me he always seemed a little nonplussed about the fuss everyone made of him. He was literally a living treasure. He was inducted into the National Road Transport Hall of Fame in 2000 and in 2003 was recognised as an 'Outback Legend' by Australian Geographic. From 2008 to 2011 five bronze busts of our legendary Outback Mailmen were placed at the National Motor Museum, Birdsville, Maree, Waterloo and here at the National Road Transport Hall of Fame in celebration of one of the country's greatest outback characters. This magnificent tribute was made possible through the efforts of Ian Doyle, who headed up the Appeal Team, and the generous support of many organisations including the CMV Foundation and Pilatus Australia.

Tom's bust here was unveiled as a highlight of our ReUnion 2010 celebrations. It was his 96th birthday and I saw his eyes mist up with pride as the thousand strong crowd sang 'Happy Birthday' to him. His wife Valma had died just the week before. It was very moving and I realised just how privileged I am to have shared a few precious moments of his time over the past twenty years.



ABOVE: Tom Kruse and Roy "Brickie" Taylor with Badger prime-mover rebuild in Ooraroo, SA.
Photo: John Mannion



LEFT: Tom Kruse, loaded to the hilt with supplies and fuel on the Birdsville Track, catches up with a mate.
Photo: Kevin Pitcher

RIGHT: Tom Kruse on the sandhills near Coopers Creek
Photo: State Library of SA



BELOW: Gaffney and Kruse's Cummins powered Federal with hay.
Photograph: John Mannion



LEFT: Tom Kruse's beloved Leyland Badger has been restored and is on display at the National Motor Museum in Birdwood, SA where it sits in honour of one of our greatest outback legends.

Jim Hurley finally gets his HG42 Cletrac Oliver



Jim Hurley, RTHS Board member and Managing Director of Brown and Hurley Group, now owns a HG42 Cletrac Oliver.

Tracking down a little HG42 Cletrac Oliver tractor had been an obsession of Jim's for many years. It is the same model as the very first vehicle his father, Jack, founding partner of Brown and Hurley, had ever sold.

Through a series of wrong phone numbers, a different tractor being advertised and people in the know Jim tracked the Cletrac to Dale and Karen Bracken's house where he was able to negotiate the purchase. Dale had initially purchased the tractor at the Toowoomba Swap but hadn't got around to doing anything with it. Dale and Karen are excited it has gone to a good home.

Liz gets a number plate from Minister McCarthy



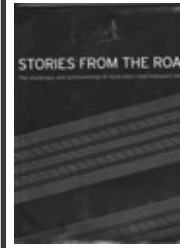
Liz Martin was excited to accept the very first of the NT's new number plates from Transport Minister Gerry McCarthy.

It is the first time in the last 32 years that the plates have been changed and Liz said she felt honoured the Minister had thought of the Hall of Fame for the first one. It is envisaged that the new style plates will be in service for another 30 years during which it is estimated some 1.5 million plate combinations will be produced.

The plates will still be featured in ochre and carry the NT OUTBACK AUSTRALIA tag line. The plate presented to the Hall of Fame is CA 00 AA and this will be followed by CA 00 AB through the alphabet after which the second last letter will move from A to B.

BOOK LAUNCH

Stories from the Road II



WHERE: National Road Transport Hall of Fame, Alice Springs
WHEN: Saturday 27 August 1.00pm

Another priceless collection of the challenges and achievements of Australia's road transport legends in a beautiful hardcover coffee style book.

Written by Liz Martin this book is a sequel to the popular Stories from the Road book launched in 2007. Published by Focus Publishing Group in Sydney the book is a full colour, hard cover, coffee table style book that is a must for every transport enthusiast's library. The book features 50 profiles of road transport families from all around the country and all sectors of industry.



Vince and Domenica Ridolfo purchased this Foden second hand in 1963 to cut and cart timber for the State Electricity Commission in Western Australia. When Vincent passed away in 1988 Domenica stepped into managing the company. Since then the business has grown considerably and the Ridolfo Group is managed by sons Anthony and Daniel and son-in law John Di-Toro.



The highly respected Melbourne based company of L Arthur Pty Ltd first started in 1898 when Louie Arthur operated a horse stable servicing the city centre and Yarra River. Today the company is still owned by the family and operates with over 200 pieces of equipment.

Mack MUSINGS

Mack enthusiasts are invited to send photos in for our ever-growing Mack Truck Photo Collection.

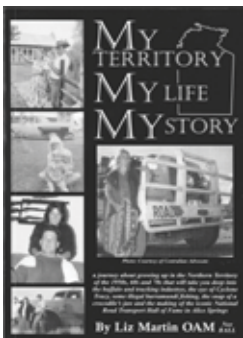


We've seen a lot of uses for Mack trucks over the years but this nifty little motorhome is among the cutest. This photo was taken at Huka Falls in NZ and was donated to our Mack Museum by Kerry Kendrick and Lorraine Williamson

LIZ MARTIN'S BOOK \$30.00

This is Liz's story about growing up in the Outback. It is a journey through the Northern Territory of the 1950s, 60s and 70s that will take you deep into her experiences in the buffalo and trucking industries, the eye of Cyclone Tracy, some illegal barramundi fishing, the snap of a crocodile's jaw and the making of the iconic National Road Transport Hall of Fame in Alice Springs. Liz is a natural story teller and her sense of humour shows through in her writings.

PLEASE ADD \$12.50 POSTAGE AND HANDLING



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Roadranger

Roadranger: Eaton, Dana, and other trusted partners providing the best products and services in the industry, ensuring more time on the road.
www.roadranger.com

Trucks In Action Display planned for Bertha's Shed

One of the things that has been missing from the Hall of Fame is how we display and interpret our most precious roadtrains.



We are fortunate to hold some of the world's rarest trucks in our collection. We are now going to ensure that these mighty workhorses of yesteryear get a home of their own and are properly interpreted and displayed as they should be.

For this reason we have decided to extend the Home for Bertha by another bay or two which will allow us plenty of room to show our other roadtrains in all their glory. The building already houses Bertha, Kurt Johanssen's legendary 1942 Diamond T and self tracking trailers. She'll soon be sharing her space with Julie, our 1957 Rotinoff Viscount, our 1934 AEC 'Government Roadtrain' and our White roadtrain and cattle crates. The idea is to show these trucks as they would have operated on the highways complete with loads they would have hauled. Several semi-trailers will also be included.

How You Can Help

It goes without saying that we always welcome sponsors in developing any of our projects but we understand that times are hard and welcome your support in other ways. Please contact Liz if you can assist.

Curtain Sides: one side of the building will feature full length (60m) of curtain sides. This is an ideal opportunity to show your company logo in the Hall of Fame.

Turntables, Landing Legs and Dogs: The new display will incorporate several smaller displays showing developments in componentry. We are looking for items to like landing legs, turntables, ringfeeders, and chains and dogs.

Photographs: Most trucking companies around the country have a few old photos laying around of their trucks in action. We would prefer these already framed or mounted. The more we have the better.



Vestey's
1957 Rotinoff
Viscount roadtrain.

Thanks for the Good Time Don and Shirley Brooks



Don and Shirley Brooks, originally from Munduberra (QLD) have been volunteering at the Hall of Fame for the past three months and will soon be heading off to continue their 'grey nomad' trip around Australia.

We will be sad to see Don and Shirley leave after spending so much time here with us. They have been a wonderful asset to our organisation, and typical of the farming background they come from, have proved themselves capable of anything we have thrown at them over this time.

Shirley has been working on the Hall of Fame counter welcoming visitors and explaining where all our exhibits can be found. Don has done all sorts of jobs including working on the trucks, helping cook at functions and more recently he's prepared the Shell Rimula Wall of Fame so we can fit in our sixty plus 2011 inductees.

All our volunteers have done a sterling job with functions this year and Don and Shirley were no different doing everything from cooking, serving and cleaning up. Don usually won first prize with the dishes (no small amount with groups of 250 plus) and, no easy task with his height and our short sink. We are still undecided whether to call him the kitchen bitch or the sink monster! In all seriousness, they have made an invaluable contribution to the museum and we wish them well on their travels and hope they find time for a rest along the way.

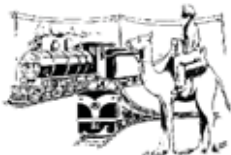
*"We have a lot of fun enjoying many hours with the other volunteers and doing the many different chores that need to be done. We've also enjoyed many laughs doing kitchen chores after big functions. Both Liz and Kel are welcoming people and we hope to be back next year."*says Shirley.



2011 Shell Wall of Fame Inductees

██████████ Brian	*SURPRISE*
BEE Kevin	
BEGELHOLE Robert	
BLIZZARD Eric	
BOLCH Malcolm	
BROWN Phillip	
BURKINSHAW Ray	
CALI Joe and Len	
██████████ (Billy)	*SURPRISE*
CLARK Norman	
COOPER Kevin	
██████████ Dave	*SURPRISE*
CRONSHAW John	
██████████ Mick	*SURPRISE*
DAWE Bernie	
DERJAH ANDY	
██████████ Joy	*SURPRISE*
EDWARDS Merv	
██████████ George	*SURPRISE*
██████████ Norman	*SURPRISE*
FINDLAY David	
FRANKLIN Shane	
██████████ (Joek)	*SURPRISE*
HARVIE Keith	
HEPELL Noel	
HOUSTON Keith	
██████████ Russell	*SURPRISE*
HUGHES Barry	
JONES Bart (Boss)	
KENTWELL Bernard	
LAUNDESS Owen	
██████████ (Bill)	*SURPRISE*
LORD Allan	
LUNN Graeme	
McGRATH Frank	
McMULLIN John	
MAHONEY John	
MINTY John	
MURRAY John	
NATION Henry	
NAYLOR Faye	
OGILVY Jeffery	
PEACH Russell (Jack)	
PIKE Clifford	
PORTER (Bugs) Ian	
RADFORD Gary	
ROWE Edward (Ted)	
██████████ Peter	*SURPRISE*
██████████ Garry	*SURPRISE*
SAMPSON Peter	
SCOTT Wayne	
SCOWN Edmond (Ted)	
SEARLE Robert	
SMITH Brian	
SMITH Ross	
STUPURAS John	
STUPURAS Augustus	
SYMES Daryl	
TARANTO Alex	
VICK Trevor John	
VAN LUENEN "Big Will"	
VINE Colin	
██████████ Bruce	*SURPRISE*
WALSH Barry	
WATKINS Jack	
WEYGOOD Ray	
WHALAN Darby	
██████████ Cliff	SURPRISE*
WILLIAMS Dennis	
WILSON Edward (Ted)	

Old Ghan Train Museum and Tea Rooms



* tea and coffee
* fresh baked scones
* cake and cookies
* fresh sandwiches
* pies and pasties

Why not take the time while you are here to have a look through our train museum and admire our bird feeding area and Garden.
Located right next door to the National Road Transport Hall of Fame

Shell Rimula Wall of Fame Inductees for 2011

Alex Taranto



Alex Taranto was born in 1930 in Italy, and at the tender age of 15, started work transporting bags of cement on a donkey through the hills of Sicily. He moved to Australia in 1951 and celebrating his 21st birthday during the ocean voyage.

After arriving in Australia, Alex worked a short stint at Ford Motor Co, before moving to the Snowy Mountain Scheme where he became very skilled at driving any type of vehicle and was recognised as a prized employee.

He then moved to Warrnambool to start his interstate driving career working firstly with Joe Harrington on interstate before joining Tom Barton, where he quickly made a lot of friends, who would turn out to be lifelong friends. He met his wife, Joy, in Warrnambool and still credits her *"beauty and inner strength"* for his survival in Australia.

Alex moved from Barton's to Johnson's Transport, where he became their number one driver. By this time, Alex had driven Internationals, Leylands and Mercedes and had carted general freight, livestock and refrigerated, which is the specialist field that he would enter into. Alex then joined Alan Howard's Refrigerated Transport and when the company moved to Geelong, so did Alex. And he was soon driving his first Kenworth, "a big flash unit with a 335 Cummins in it", the envy of most drivers.

Alex then turned his hand from a driver to operation's manager for Howard's and stayed there up until 1971 when he made the decision to start out on his own. He started slowly and built up from one truck ending up with a fleet of 12, heralding the arrival of a small, but very efficient company, Taranto Freezer Vans.

In 1981 Alex joined forces with Noel Griffen and the new name "Taranto Twinro" was launched. Alex was a positive influence on the growth and management of the company eventually moving to Bundaberg to manage the fresh produce arm of this business. This company experienced rapid growth and within a very short time it became known as Refrigerated Roadways.

Although Alex retired in 2000, and enjoys retirement with his wife Joy in Brisbane, he still lives and breathes road transport.

Peter (Twiggy) Sampson



Peter Sampson arrived in the Northern Territory after hitching a ride from Kingoonya, SA at the age of 16. He jumped in with a bloke called Dave who driving a Leyland Buffalo road train for Heavy Equipment running Adelaide to Darwin.

When they arrived at the Alice his contact at Northern Transport was out at Giles so Peter decided to continue on to Darwin to have a look with the intention of returning. The Buffalo blew a diff just outside Alice delaying the trip as the repair was done on the side of the road. After a stopover at Barrow Creek, Peter was given the chance to drive and drove the Buffalo road train through to Churchill's Head.

When they finally arrived in Darwin the owner of Heavy Equipment gave him a job and Peter started driving road trains in the Territory at just 16 years of age. His first rig was a Leyland Beaver progressing to the Buffalo. One of his first jobs was moving a French ADB drilling rig from Port Keats via Daly River to Adelaide River over a bush track that had been made by a dozer. There were many flat tyres from stakes and no road houses so all repairs were done on the side of the track.

Leaving Darwin Peter worked for Jucor and RPM in Alice Springs for a while and later went to Katherine to work for Buntine's where he met his wife of 40 years, Barbara. Peter recalls the roads were all dirt in those days and most were not more than bush tracks. Many trips were made to VRD and outstations such as Pigeon Hole and Moolooloo. There were no roadhouses and many a feed consisted of rollie poleys (tins with worn off labels) from the tuckbox. There were no air conditioners, no fridges, no sleeper-cabs and bed was a swag on the ground. Most of the work was carting scrubber bulls to the meatworks however during the wet seasons it was repairing the gear. One season they carted rail line to Pine Creek and another copper ore on the flat beds into Mt. Isa.

Peter says, *"They were hard days however Noel Buntine is still the fairest man I have ever worked for. I've had a fortunate life."*

'Big Will' Van Luenen

1956 - 2011



Will Van Luenen, known as Big Will was born in November 1956. He first learnt to drive in a Dodge 760 Diesel at the age of 18. As soon as he got his licence he bought his first rig a CK40UD, and Van Luenen Transport was born. His next truck was a 30/70 ACCO and it was in this truck he began his love affair with the Hume Highway.

Early on in travelling the Hume he realized the importance of drivers travelling together. If there was ever an accident or breakdown he was always the first to stop and help regardless if he knew them or not. That was the camaraderie of the day. Will went on to drive the Hume for 35 years.

During this time he met and talked with many people. He believed radios were a truckies lifeline, a tool to be used with other drivers, especially with fatigue management. He would always take the time to talk to other drivers, to offer advice, report road conditions, safety issues, or just to be social. It didn't matter to him if he knew them or not. Will would often joke he had two phones and two radios in the cab.

Big Will always had the utmost pride in all of his rigs. They were always kept immaculate with polished chrome rims, tanks and painted tyres. Early in his driving career someone called him "Shiny Wheels from Shepparton" as an insult. Will thought it was funny and it became his favourite saying and motto for many years. The thing he enjoyed the most about the early days was the fact there wasn't as much regulation in the industry, people were responsible for their own actions and had to think for themselves or slip fall behind the eighthall.

In his 35 years of driving Big Will became an icon of the Hume Highway. He befriended thousands of drivers during that time. He was a true gentleman and was very highly respected among his peers. A funeral attendance of over 1300 people, 80% of whom were drivers shows the amount of respect the industry had for him. A few days after tragically being killed doing the job he loved, a memorial was built at the accident site. It is maintained by fellow truck-drivers.

Bernie Dawe: Started with Feed and Keep



Bernie Dawe was born April 1946 on the outer skirts of Adelaide; the young bloke spent his younger years growing up in Brompton. The years marched on by and soon the young Bernie got a keen eye for trucks and with travelling around with good friend Phil Davies. Before you could say "Jack Robinson", Bernie soon was up and about steering trucks driving for Jack Penrose. While learning the ropes Bernie was happy to work for feed and keep.

Along the way this mechanised swaggie drove for Klein's Transport carting Lightburn products and hand loaded freight of Concrete Mixers back from Sydney to Adelaide and Victa Mowers to Sydney from Adelaide. Bernie recalls, *"It was hard yakka back in the good old days but that is when mateship was true blue"*. Bernie then opted for a change of scenery and moved to Western Australia. The big day came in his life when he went out and purchased a *"brand spankin' new truck"* when he was only 23 years old. The rig was a "Pommie" Atkinson Seddon. "

The Seddon had a Perkins V8 and rated at a *"whole 185 horse power"*. The single drive truck pulled a Fruehauf 34 foot bogie trailer for Brambles Manford. The work Bernie was doing was out an about the north west around Port Hedland, Karratha and Mount Tom Price of Western Australia and *"in those days the roads were dirt and rough as all hell"*. A year marched on by and when the Seddon was *"stuffed"* Bernie upgraded to a MAN 9215 *"Many Alterations Needed"*. The bonneted truck was single drive and used it to pull a flat top trailer subbying for TNT.

Over time Bernie came back to South Australia and started driving for Kevin Bunker for when he had only a few trucks, Bernie was doing the big haul to Sydney and return hauling freight for AllTrans.. As well as this Bernie also *"done a stint working local around Adelaide for Booths and Northline"*, but he soon yearned for the open roads. *"Local was just not my cuppa tea"*.

As the years past on by and Bernie had a *"swag"* of his own trucks over 40 years, at one stage employing eight drivers. All together e has owned some 35 trucks including Ford Louisville's and Kenworth's from cab overs (COE), SAR, T900, T650, 904 and currently operates his own *"smick -looking"* Kenworth T 908 specialising in wide loads where he *"gets to sleep every night"*.

Ian (Bugs) Porter

Ian first started driving road trains as an offsider in 1976 with Geoff Hanson in Quilpie, South West QLD carting cattle. Ian had to obtain a special license to drive trucks because he was underage but right from the beginning he had a passion to drive Road Trains and nothing was going to stop him.

Ian's first truck was an 1984 International with two single deck cattle crates. After loading his truck, Ian used to *"scoot off down the track to boil the billy and cook a feed"* for the drivers following behind. Ian then progressed to a Diamond Rio, with two double deckers with single pointer trailers. When Geoff Hanson sold out to McIvor Brothers *"I went with the business"*, says Ian.

McIvor Brothers brought all new equipment and this was time Ian first started pulling triple double decker trailers. Ian went on to spend nearly ten years with McIvor Brothers. After that Ian headed north to cart cattle for Road Trains of Australia (RTA), hauling throughout the Territory, North QLD and WA seven years.

Ian then started carting fuel, for AFD, this was when Ian started pulling quad road trains, Ian worked for AFD for seven years.



He then swapped to Northfuels for a further seven years. Ian trained numerous *"new starters"* to drive Road Trains & how to cart fuel correctly during this period.

During his time with Northfuels, Ian liasoned with Peter Goed, in relation to improving roads & suggesting locations to build new parking bays, capable of handling triple & quad road trains.

Ian arrived at Newman, in Western Australia & worked for G & S Transport, driving triple side tippers, carting quarry products for one year.

Ian's retired from Road Trains, & is employed by BHP Iron Ore in Newman as a Fuel Controller.

Edward (Ted) Wilson

Ted Wilson was known as the inventive partner in Rightway Engineers, which produced bogie trailers, concrete mixers, semi-trailer turntables and slide rails in Condell Park NSW. It later became Transparts Sales. Ted worked on structural designs while partners Tom Tuite looked after finance and George Pilgrim engines and gearing.

The first mixers, sold to Eric Chadwicks concrete plant at Moorebank NSW, held 5 cubic yards, were driven by chain, and fitted with a Holden motor and gear box. Mixers were also sold to Thiess Bros at the Snowy Mountains Hydro Electric Scheme. These were converted to run on rails inside the vast number of tunnels.

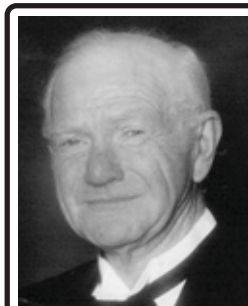
When Ted was asked by Max Winkless, of Antill Ranger Transport, if he could design a way to separate a truck and trailer faster and more efficiently. He drew up designs for a *"quick release"* turntable and made small models out of wood and when he was happy with the results production commenced.



**Edward 'Ted' Wilson
1914 - 1983**

Other models to meet increasing legal load limits were designed over the years.

Ted went on to invent a quick release stow bar (tow bar) and an innovative sedan mounted caravan that was highlighted on the Inventors show.



The Management Committee passes its condolences onto the Nilon Family with the passing of road transport legend, Frank 'Smiler' Nilon on 26th June 2011. Smiler, aged 82, suffered a heart attack after an operation.

Ross (Rocket) Smith: Livestock, Wheat, Wool and Cotton



Ross Smith was born and bred in Dirranbandi and was destined to be a truckie from an early age. He was excited when he got his first truck driving job with Stewarts Transport in Dirranbandi in 1980. After realising at that young age, that this was the life for him, he and his wife Tina purchased their very own truck, a C Line International in 1985.

After many years of carting livestock, wheat, wool, cotton and anything else he could get his hands on, Rocket (his preferred nickname) traded in his first big rig for a newer model, a Blue Flintstone which he had for many years. After that there was a string of trucks including Mack R models and Superliners, to his current truck, a Western Star Constellation.

Ross still continues to cart from near and far, often crossing many borders to get to the next job to keep his own owner operator business going and growing after 30 years of being in the transport industry.

The respect and admiration Ross has for and from his clients, friends and family for is hard work and dedication to this sometimes gruelling lifestyle is very evident. While this industry puts food on the table for his family of five, Ross says this job has provided a lifetime of happy memories accompanied with lifelong friendships. His mates say Ross Smith is the "best truck driver and bloke we know" and hope that his application to the Shell Rimula Wall of Fame is approved and Ross' dream of being inducted into the "Truckies Hall Of Fame" alongside many of his old mates becomes a reality.

Jeffrey Ogilvy: No #1 Driver for Parnell Transport

Jeffrey Ogilvy began his transport involvement as a driver carting sheep and grain in the mid-north area of South Australia not long after leaving school. He drove a petrol engine International with a two and a half deck sheep crate. This took him to all parts of SA and western NSW.

Change of vehicles and companies saw Jeffrey driving a Volvo prime mover with a triple deck sheep crate/ double deck cattle crate carting stock in all of the southern areas of the country. Particularly note worthy, Jeff was commissioned to carry drought affected stock from western NSW to Peterborough SA sale yards, a task he did with great care and attention. As a result, during restocking, Jeffrey undertook many loads back into the area.

Jeffrey then changed to a position that would last for nearly the whole of his working life, driver of Mack prime movers hauling fuel tankers into the far north of SA, the far eastern desert areas of WA, and western QLD and NSW for Parnell Transport Industries. This involved carting fuel to outback clients including cattle/sheep stations, roadhouses, aboriginal settlements, mining and drilling camps, crusher plants and earth moving camps and graders on the side of the road.



Special skeletal tanker trailers designed and built by Parnell Transport Industries were used for this work. Equipped with a complex manifolding system Jeffrey was able on occasions to off load fuel from rail tankers on the newly built railway line and haul to remote outback locations.

Dr. Peter Sweatman from the Australian Road Research Board, Melbourne worked with Jeffrey in the research into strains and stresses in road trains as part of the research into the open use of triple road trains in South Australia. This work is portrayed in the film "The 33rd Wheel". Jeffrey was the driver of the first approved triple road train to travel from Pt. Augusta, SA to the NT border. After the Stuart Highway was sealed, Jeffrey, still driving Mack prime movers, hauled triple fuel tankers throughout the area.



Kevin 'KC' Cooper



Kevin spent most of his younger years helping his father Ken service trucks in the family business, Letts Tspt located in Yarraville Vic.

After having started work as a roof tiler Kevin found his love for trucks was too strong so he began working for his father. On his nineteenth birthday he obtained his license and drove to Sydney that very night in a 1419 Benz. After 4 years with his father he was given a new truck, a Triple 1 Scania hauling General Freight between Melbourne and Sydney.

Towards the end of 1985 Kevin joined DJ & W Wells driving interstate in a Mitsubishi Rigid for Emery Transport. In Late 1986 he joined FATE Express driving a T Line Rigid hauling overnight freight for Skyroad Express. "Dampier Express" was formed four years later when the opportunity arose for Kevin to become an owner driver with Wards Express.

Now working for himself the company grew considerably, going from owner driver to small fleet operator. Over the next 17 years the fleet consisted of MAN rigids, Transtars 4700, Powerstars, and Kenworth Aerodynes. Overnight parcel express and airfreight were the main contracts with Mayne Nickless, Ansett Airfreight, TNT (Riteways) and Mainfreight.

During his 17 year career as a road transport operator Kevin showed dedication, loyalty and commitment. He was noted for the excellent care and attention he gave to his fleet and his reliability and willingness to help others in their time of need.

The saddest memories Kevin has are for the mates lost along the way. He is held in high regard by his fellow truckers and employers. Kevin enjoyed the mateship and camaraderie of the industry. Cooking meals for mates was his specialty, often substituting GOAT for beef on unsuspecting diners because it was cheap!

In May 2006 Kevin was forced into early retirement when he suffered a cardiac arrest. His short term memory was affected but his fond memories of the Hume highway were never erased. His family and friends continued to run Dampier express for the next 17 months, but due to ill health, in October 2007 the decision to sell the business was reluctantly made.

Kevin Richard "KB" Bee: 1938 - 2000



Kevin Bee, best known as KB, left school at the age of 15 joining the family business carting asbestos to Point Samson from Wittenoom in an AEC Monarch. They also carted manganese from Peak hill to Meekatharra. Kevin's father and his two boys were known as Mumbles, Stumbles and Grumbles amongst their piers. For the next 12 years KB continued to cart a wide array of materials through out the Pilbara. Other consignments at the time included asbestos, manganese and sections of the Marble Bar railway. In 1963 he met and married the love of his life Shirley.

In the mid 1960's he started carting general goods and timber east in an AEC. By 1970, with three children in tow, Kevin started working with the Main Roads Dept. constructing the roads and bridges through out the North West of WA. A time remembered by his family as the "Opening up of the North to the world. Later, based in Port Hedland, he worked as a transport operator for United Hire Services running through the Kimberley and Pilbara regions serving mining, drilling exploration sites and remote communities.

In 1979 KB moved his family to Karratha to manage Swanline Hauliers during which time it merged with Brambles Manford. Between the two cartage companies they carried a large portion of the Burrup gas project from Perth to Karratha as well as the sections of gas pipeline which was been run to Perth. Kevin then transferred to Brambles in Kewdale but the call of the bush was soon too loud to ignore. His desire for a "mobile office" saw him purchase his first truck, a MAN. The MAN's first Contract was to Bells Bros, pulling a pantech sectioned as frozen/chilled as well as specialised general cargo, single trailer, tri axle servicing the mail and food run to the townships of Leonora, Laverton and the great eastern/Eyre highway to Eucla. During this time KB updated to a new Scania 142H which he called "the shopping trolley".

A new opportunity arose when RAND Transport opened its doors in late 1986. Kevin became a primary contractor hauling general and refrigerated transport from Perth to all over the eastern states. He upgraded prime movers and trailers a number of times and revelled in the road train aspect of this time having numerous trucks and trailers and operating with his own contract drivers (including his own sons) within this company.

In 1998 his final pride and joy was purchased, a Ford Louisville, the last of the Fords. He called it his "Yankee poodle" given its French and American heritage. Like most of the trucks he had become attached to it served him well. In late 1999 his diagnosis of Mesothelioma put the maxi's on in regards to his explorations. His early departure was indicative of his travelling creed. He spent his final months with family and friends close by his side.

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Edward (Ted) Rowe : Kenworths and Logs

Ted Rowe's family started logging in 1925. He is the third generation logger and is still driving a C500 Kenworth B Double daily.

Ted and son Richard now run the logging business with three C500 Kenworth prime movers.



Ted began his driving career accompanying Fred Hornby, who was employed by L & M Rowe as a truck driver. Ted purchased his first truck, an S Model Bedford in 1957, the year he turned 18. Two Fords followed. On April fools day 1960 Ted had a narrow escape when he had to bail out of one due to brake failure. Ten years of International trucks followed. In 1972 Ted recognised the need for a much better truck for his job in the bush and the type of work that was presenting itself. Ted and his cousin Gavin travelled to Melbourne with the intention of buying a Mack, but ended up at Kenworth Trucks. This was the start of Ted's friendship with Manny Melkonian, which continues to this day. He came home to the proud owner of a second hand S Model Kenworth, GM 8V71.

This was followed by a variety of Kenworths in the following years including an ex-McPhees S2, a new S2 Kenworth 6V71 GM, S Model 8V71 ex Charlie Roker, a new SAR Kenworth 8V71, 1980 a new S2 Kenworth 6V92, a new W925 Kenworth Caterpillar 3406, several C500s and a C501. In late 1980 the industry changed from hardwood to softwood. Ted and Richard have worked in the Grampians where Ted's father Len and Uncle, Malcolm had been cutting Redgum in the 1930's.

Ted is known for his casual approach to life, for being a generous and wonderful friend, colleague and is always willing to help anyone in need. Ted has been there to mentor and kick start many younger, less experienced operators and who all admire and are grateful to have shared time with Ted. Ted has said that he is very fortunate to have been able to do what he loves doing.

CURRENTLY COLLECTING



Anything to do with tyres or wheels, particularly the Michelin Man

Leyland

Photographs and other memorabilia and stories about Leyland vehicles



Photographs and stories about the house-moving sector of industry



SYMBOL OF Quality

Shell and other petroleum product literature and artifacts

Information, Photographs and items relating to Scammell make, especially the Scarab



Memorabilia and stories about the Oshkosh make

Mack

Photographs and other memorabilia about the legendary Mack marque



Memorabilia about Leader Trucks and their origin and uses.

Contact Liz 0429 201 549 or email info@roadtransporthall.com

West of the Cross

By Debi Robinson

Heading for Westonia, windy and wet,
the grass was all green, soggy and yet
there came a motor with smiles and a wave
with young Mr. Peter and Blanche, very brave.

As they stopped and chatted among legs 6 foot long,
we hoped and prayed they would do nothing wrong.
"Welcome" they said "to our fair little town",
"Drop in for a cuppa" and "we'll show you around."

Our gear had been stolen and worn very bare
our spirits had listed, 'twere barely there.
We needed a hold up, a rest, to revive, when we
reached your fair town, we were mildly surprised.

We met dear old Arnie, discussed this and that,
then roamed around with his chooks and a cat.
Tho' his pigs round the back were a bit on the nose
we proceeded to find out 'bout the good lady 'Rose'.

Rose didn't flinch when we told her our stories,
her pub's like a scene from back in the forties.
Now she knows all the faces and proceeded to call,
It's not easy to find a good place to fit all.

She gave us directions, a bit out of town
and told the young man we were coming around,
We arrived on the scene and met the fair folk
I thought they were thinking 'this must be a joke'

His name was Dick Cooper and needless to say,
He told us "O.K. you're all welcome to stay".

Now Dick is a man with a mouth full of wit,
He can fix most things you can poke with a stick.

He can serve you a beer or drive your big truck'
but don't be surprised if he tells you "get lucked".
If you've got something doing, he's the man you pay
or buy him a beer, he's quite happy that way.

Then we have Cheryl with cheeks full and flush
And long curly hair she can't tame with a brush,
She's mother and mate, doing all the house chores
She can stifle the sniffles or siblings at wars.

Now Cheryl has nurtured and planted some trees,
most days you will find her bent at the knees.
She inspects all the plants she has lovingly tended,
if a rabbit strolls by it will surely get rendered.

Then we have Kasey, full throttle a girl,
a voice which would make Dame Melba swirl.
She's mothers' right hand and will surely be missed
when she goes off to board with her very long lists.

She can argue, discuss, she's great at debate
I wonder what man she'll take as a mate.
She's won lots of medals in the sport - gymnastics,
her body's so trim it must be elastic.

We then come to Kane, a boy of just seven,
Some days he is hell then others he's heaven.
He'll recite you a ballad or sing you a song
but in five different languages it can take rather long

His brain works in ways which is rather amusing
But don't tell the lad that he may be a losing.
He has talents unbounded and stories to tell,
though some days he drives his poor Father to yell.



Debi kissing Baby Bear beside mother Minnum

His Dad is his hero, so don't get me wrong,
He'll cheer us all up with another long song.
There is one more child, who's a real little goer,
He'll give Dick good reason to buy a bulldozer.

He goes by the name of Bronson you see,
A cheeky young mite as big as your knee.
You can't pin him down or stop him in motion,
I think Cheryl needs a strong magic potion.

The Camels and Cats, the dogs and the sheep,
the emos and chooks, even pigs in their keep
will surely go bush when Bronson's' about,
or run to four winds when he gives them a shout.

We've had some giggles, bad times and woes,
We've got some new babies, now it's our time to go.
We're off to the beach, the end of the line,
We hope that the weather stays cool and fine.

We've had a good time here; we've had a long rest,
In this little town we've had only the best.
Everyone's friendly with a nod and a wave,
Good manners abound here, so don't misbehave.

We'll miss our new friends we've met on the way,
We've certainly walked such a long, long way.
Two years and more, it's been a fine trek,
some days I feel like an old shipwreck.
So it's down to the ocean to skip some waves,
throw in a line or just watch the haze.



Handy Hints and Quotes from Yesteryear

by John Tucker

Grease and oil will dissappear from overalls and denim jeans if you add a cup of salt to the washing in the machine.

Clean stained brass and copper with a paste of salt and vinegar: leave overnight, rinse and buff with a soft cloth.

You can give brass a really nice shine by applying worcestershire sauce and polishing with a soft cloth.

To remove rust spots from vehicles crumple a piece of aluminium foil, dip in coca cola and rub over the affected area.

Nails will be easier to drive into hard wood if pushed into a cake of sunlight soap first.

Age is only important when it comes to dead fish and good wine.

There's many a good man to be found under a shabby hat.

If your down and think nobody cares, try missing a few mortgage or truck payments

There's always death and taxes....except death doesn't get worse every year!

Life is like a toilet roll. The closer you get to the end the faster it goes.

Life is like a ladder - every step you take is going to be either up or down.

and Liz's favourite....

The most labour saving device available today is still a rich husband

WARNING:
Politicians can damage your Wealth.



Jest For Fun of it

On hearing that her elderly grandfather had just passed away, Katie went straight to her grandparent's house to visit her 95 year old grandmother and comfort her. When she asked how her grandfather had died, her grandmother replied, "He had heart attack while we were making love on Sunday morning."

Horried, Katie told her grandmother that two people nearly 100 years old having sex would surely be asking for trouble.

"On no, my dear," replied granny. "Many years ago, realizing our advanced age, we figured out the best time to do it was when the church bells start to ring. It was just the right rhythm. Nice and slow and even. Nothing too strenuous, simply in on the Ding and out on the Dong." She paused wiped away a tear and then continued, "and if that damned ice cream truck hadn't come along, he'd still be alive today!"

Scania to preview the World's Most Powerful Truck at ReUnion 2011

With 3500 Nm and 730 hp, Scania's new flagship V8 has the highest torque and power ratings of any truck engine. New detail styling gives all V8 range even greater visibility on the road. In 2010, the new Scania's R-series was judged International Truck of the Year.

In 2011, Scania is bringing the latest flagship of the Scania range, the R 730, to Australia to preview the world's most powerful truck in a land where big V8 engines have always been made most welcome. Having been launched at the Brisbane Truck Show it will now tour the country calling in to Alice Springs.

"Scania's V8 trucks have built a niche of their own in the truck market," says Roger McCarthy, Managing Director of Scania Australia. "The vast majority of Scania's V8 customers buy for rational reasons. They need the performance, dependability and availability to get their job done as efficiently as possible".

This unique combination of performance, transport efficiency, fuel economy and durability, coupled with driver appeal means high productivity in all respects. As a result, Scania V8 truck models have a very high resale value.

"The sheer power of the new R 730 is important, but even more so is the torque rating. Having 3500 Nm of torque on tap makes a joy out of any transport task and is bound to put a smile on every driver's face," Roger says.

Scania V8 trucks are very popular in the high-output end of the truck market, globally accounting for more than half of the total sales volume around 600 hp and above. With four power ratings to choose from, Scania's demanding V8 customers now have a wide range of choices that nobody else can match.



The V8 powered Scania R730 had a powerful effect on the judges at the recent Brisbane Truck Show taking out the Truck of Show award against strong competition. Transport operators visiting Alice Springs for the ReUnion will be given the opportunity to take this, the worlds most powerful truck, on a test drive while they are in Alice Springs for the ReUnion.

The combination of 3500 Nm and 16.4 litre 730 hp engine is more than any competitor can muster. Scania's powertrain has been adapted to handle this with ease. A reinforced Scania gearbox is used fitted as standard with the new Scania Opticruise automated gear-changing system. Thanks to the smooth power delivery inherent in a V8 engine, other powertrain components remain largely unchanged.

The new V8 is fully integrated in Scania's modular engine range. The engine is based on the modular engine platform and technologies used on Scania's newest in-line engines, while also sharing numerous features and components with the existing V8s. Scania's principle of step-by-step developments that always fit together with other parts and components, minimises the hassle for customers. Professional servicing and parts supply are readily available.

Wake Up Time Courtesy of Craig Leggett (Ex SAS & 1 RAR)

When the shearing sheds are silent and
the stock camps fallen quiet
When the gidgee coals no longer glow
across the outback night
And the bush is forced to hang a sign,
'gone broke and won't be back'
And spirits fear to find a way beyond the
beaten track.
When harvesters stand derelict upon the
wind swept plains

And brave hearts pin their hopes no more
on chance of loving rains
When a hundred outback settlements are
ghost towns overnight
When we've lost the drive and heart we
had to once more see us right
When 'Pioneer' means a stereo and
'Digger' some backhoe
And the 'Outback' is behind the house.
there's nowhere else to go

And 'Anzac' is a biscuit brand and
probably foreign owned
And education really means brainwashed
and neatly cloned
When you have to bake a loaf of bread to
make a decent crust
And our heritage once enshrined in gold
is crumbling to dust
And old folk pay their camping fees on
land for which they fought
And fishing is a great escape; this is until
you're caught

When you see our kids with yankee caps
and resentment in their eyes
And the soaring crime and hopeless
hearts is no longer a surprise
When the name of RM Williams is a
yuppie clothing brand
And not a product of our heritage that
grew off the land
When offering a hand makes people think
you'll amputate
And two dogs meeting in the street is
what you call a 'Mate'

When 'Political Correctness' has replaced
all common sense
When you're forced to see it their way,
there's no sitting on the fence
Yes one day you might find yourself an
outcast in this land
Perhaps your heart will tell you then, 'I
should have made a stand'
Just go and ask the farmers that should
remove all doubt
Then join the swelling ranks who say, '
don't sell Australia out!'

* Special General Meeting Notice *

A Special General Meeting of the Road Transport Historical Society Incorporated will be held on Sunday 28th August 2011 at 2pm in Stuarts Bush Kitchen at the National Road Transport Hall of Fame. All members are encouraged and welcome to attend and participate this meeting.

SPECIAL BUSINESS: To discuss amending the Constitution to allow non-Alice Springs based members to nominate and be elected to executive positions on the Society's Management Committee and to discuss the reasoning behind making this change with the membership.

**Liz Martin 0429 201 549
Kel Davis 0421 771 412**

**David Kent 0417 802 134
Graham Holmes 0408 385 810**

Our Volunteers Busy At Work, Rest and Play with “Trucks ‘n’ Trains ‘n’ Tea Rooms”



Peter and Annette have been busy at the Old Ghan. Peter is our board representative for all things “train” and as well as making new stairs for the sleeper carriages and ablutions he’s been repairing the roof on one of the flat cars. Annette is busy doing up Old Ghan memorabilia for museum.



Peta and Geoff are spending the next ten years travelling around Australia. Peta is a dab hand in both shops and Geoff has built shelving for the archive room and library.



We caught Dave on top of one the flat cars busy screwing in new panels. Dave has been a great help in both workshops.



Neil has been looking after the Kenworth Dealer Hall of Fame but has also proved a real pro at scone making in the Ghan Tea Rooms. They are ssssscrumptious! His wife Lorraine has been operating the till at the Old Ghan souvenir shop. Both have been a great help in the Hall of Fame shop as well.



Dave thought he might be safe from the camera by hiding in the paint shed but thanks to some sneaky skulking by our intrepid photographer, Debi, we got him! Dave hails from Portarlington and has been working in both Hall and Ghan workshops.



Sue has been an absolute treasure in the Old Ghan Tea Rooms and is responsible for the delicious home-made pumpkin soup we serve up. Jenny (right) has proved very versatile as usual and has been working in both the Hall of Fame and Old Ghan shops. With friend Peta, she also undertook the massive task of stocktake for this financial year and spring-cleaned the Hall of Fame.



Jokingly called “Magic Mark” by one of the volunteers, Mark is one of those blokes that doesn’t know how to walk. He’s been busy making short work of Liz’s “To Do” list at phenomenal speed from closing in the archive room to putting the rear wall on the Rotinoff Shed and making display cabinets for the Old Ghan train museum.



Caught by the fire-side having ‘smoko’ in the Old Ghan workshops are John, Geoff, Dave, Liz, Annette and Peter with Mark kneeling in front. The furry one is Tuppy who is responsible for rodent eradication.



Nick-named the “Rustic Brothers” (because Liz told them she wanted the pergola left rustic) John (sitting) and Jim put in the last pole for the new pergola at Stuart’s Bush Kitchen with the assistance of Geoff (back) and Mark (on shovel). This so we comply with the new Territory smoking laws. They built the pergola out of leftover material from a dismantled ex WWII Sydney Williams hut.

Our family of Volunteers Busy At Work, Rest and Play



Greg Whitford and Annette Bateson are life members and roving ambassadors for the Hall of Fame. Greg has been helping the boys in the workshop and doing some work in the grounds while Annette has been helping Liz in the office with the end of financial year work. Its also a well known fact that she'll gladly jump in at the Tea Rooms to do the dishes when its busy if Jakob bribes her with an iced chocolate!



The Wall of Fame would not be what it is today if it were not for the sterling contribution of Di and Kev Shay who have made the trek from Brisbane in their motorhome religiously for many years to make sure its ready for ReUnion time.



Ron's pretty handy with the tools at anything mechanical and Joan is helping out at the Old Ghan souvenir shop.



Geoff called in for a few weeks to help out Big Bad John in the workshop with the restoration of our three-wheeled Scammell Scarab (ex-Margatich, SA). It is an unusual little truck that attracts a lot of attention from visitors and Geoff is just the bloke to settle in for a yarn with them.



Life member Mick Clausen has been back for another visit as he criss-crosses the country. Mick jumps in where-ever the biggest need is from cooking weber spuds to helping with the Scarab. He has a fondness for our 1911 T Model and always ensures it is running smoothly. This usually involves a putt putt around the grounds !



Maureen plays at sorting Bruce out in the Ghan shed. Maureen has been updating our Volunteer Manual and Bruce has been making ladders for the Old Ghan Bed and Breakfast sleeper carriages.

Are you coming to

ALICE SPRINGS

And do you have your own caravan or motorhome? Are you interested in being a

VOLUNTEER

You can volunteer at the National Road Transport Hall of Fame or the Old Ghan Heritage Railway in exchange for a

FREE CAMP



The Road Transport Historical Society Inc. is a community based, volunteer organisation dedicated to the preservation and presentation of Australia's unique transport heritage. It's huge facility includes the Kenworth Dealer Hall of Fame and the famous Old Ghan Heritage Railway as well as a meeting and conference venue and function facility.

No matter what your skill - or your interest, we have a job to suit you - stay for a month, or stay for a year - it's your choice

The requirement for volunteering is 20 hours per week per couple or 14 hours per single person. There are toilets and showers and dogs are okay if they are contained in your area. A small power contribution is applicable to all on site.

**Museum: 08 89527161
CEO: 0429 201 549
Chair: 0421 771 4 12**



MEMBERSHIP APPLICATION
Road Transport Historical Society
PO Box 8099 (2 Norris Bell Ave)
Alice Springs, NT, 0871, Australia
Phone: 08 89527161 Fax: 08 89529895
Email: info@roadtransporthall.com

☐ **TRUCKS** ☐ **TRAINS**

Name _____

Address _____

Phone _____ Email _____

TYPES OF MEMBERSHIP (AUD\$)

- ☐ Pensioner \$30 pa
- ☐ Single \$65 pa
- ☐ Friend \$25 pa
- ☐ Corporate \$250 pa
- ☐ Life \$1,100 life
- ☐ Gold \$5,000 life
- ☐ Platinum \$10,000 life
- ☐ Inductee FOC 1st yr.
- ☐ Subscription to newsletter \$20.00 pa

☐ **Mack Mates Club**

new

(\$250 - \$5,000. Call Liz for more info)

I agree to abide by the Constitution of the Road Transport Historical Society Incorporated.

Signed. _____

Print Name. _____

Dated _____

☐ **NEW** ☐ **RENEWAL.**

BUY A BRICK



\$35

Remember a loved one, an old trucking company or era, pay tribute to your mates or even an old workhorse from yesteryear

Your Details

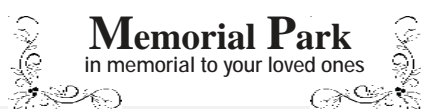
Name _____

Phone _____

Wording on your Brick

(Maximum: 60 characters over 3 lines)

Check Spelling and Dates are Accurate



Memorial Park

in memorial to your loved ones

Memorial Park is located in the grounds of the National Road Transport Hall of Fame in bushland setting with large sand stones placed around a small dam. It is the ideal serene setting to inter or place a memorial to your loved one in a real truckie's place.

OPTION 1. The cost of any placement of ashes, plaques or other memorial items in Memorial Park is a standard \$50.00 if you supply the item.

OPTION 2. If you want us to arrange the plaque for you the cost is \$200.00 for the supply of a standard brass plaque (A5) which will be mounted on the stone of your choice in the garden setting.

Your Details

Name. _____

Address _____

Phone _____

OPTION 1 : Wording on your Plaque

(Maximum: 200 characters over 8 lines)

Please ensure you print neatly and that all your names are spelt correctly and dates accurate.

★ Payment Information

You can pay for any item or service from the Road Transport Historical Society Inc. by Cheque, Money Order, Credit Card or Direct Deposit. Please take the time to fill out this slip and return it with your application for any of the services so there is no confusion. Thank you for your support.

My name is _____

Attached is my application and payment for,

eg: membership, Buy a Brick, Memorial Park



CREDIT CARD

We accept Visa, Bankcard Master Card

Name on card _____

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Amount \$ _____ Date _____

Signature _____



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Please make payable to R.T.H.S and post to:
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31

HAULIN' THE HUME

OLD HUME HIGHWAY ROAD RUN—AUGUST 27TH-28TH 2011



Join us for a nostalgic trip retracing as much of The Old Hume Highway as possible South out of Sydney and relive some of the sounds, sights and smells of the pre-emissions era.

Departing from 'Uncle Leo's' in Casula, we will follow Highway 31 down through Camden, up over Razorback, through the 'hole in the wall' at Picton, and cover the picturesque drive through Mittagong, Berrima, Marulan, Goulburn, and eventually into Yass.

The day will finish with dinner and a 'modern slide night' where some historic road transport photos will be shown along with first hand stories of life on the road.

WESTERN SYDNEY HISTORICAL TRUCK CLUB

ORGANISERS

Ron Kirk
Phone: 0408 625 573
Email: shirlantron@hotmail.com

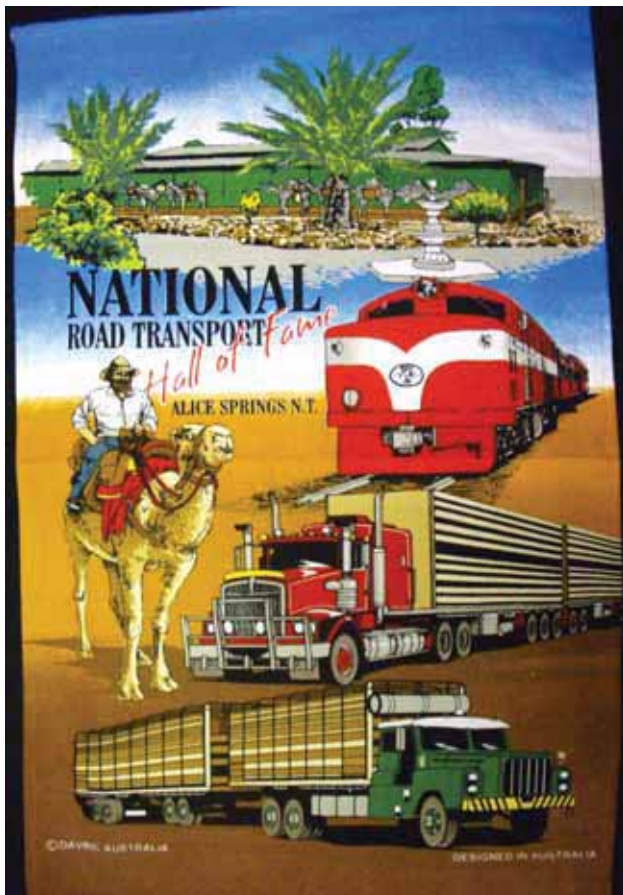
Bruce Gunter
Phone: 0424 172 877
Email: bruceg@bingogroup.com.au

Contact the organisers to receive an entry form and accommodation information.

Entry fee \$25.00 per vehicle

Everyone with a love of Australian Road Transport History welcome

NEW LINEN TEA-TOWEL / WALL HANGING JUST \$15 INC. POST



We have 1000 of these to go. All Proceeds go to our new "Trucks In Action" semi & roadtrain display in the Museum



FEATURING:

- * OLD TRUCK MUSEUM
- * GHAN TRAIN MUSEUM
- * KENWORTH MUSEUM
- * CAMELEERS GARDEN
- * RIMULA WALL OF FAME
- * MEMORIAL GARDEN
- * RESTORATION SHED
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- * FUNCTIONS & EVENTS

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inclusive

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Your day will start with a courtesy transfer from Alice Springs to the National Road Transport Hall of Fame and the Ghan Legends Museum. Price includes entry to all museums, into transport heritage at the National Road Transport Hall of Fame and a courtesy transfer from the museum. Child and Concession Rates Apply. Return at 2.00pm. Tour is available other times by arrangement. Call 08 8952 7161 or 0429 201 549 AH

Ask
about our
Volunteer Program



take a trip
into our
road & rail
transport
heritage

The National Road Transport Hall of Fame is a community based, volunteer managed project dedicated to the preservation and presentation of Australia's unique road and rail transport heritage.



PO Box 8099
Alice Springs,
NT, 0870
(08) 8952 7161

whats it all about???

- What:** Australia's biggest transport museum for trucks and trains
- Where:** Norris Bell Avenue, Alice Springs (5 kms south of Alice Springs)
- When:** Open 7 days a week 9am - 5pm (Check Xmas and Easter Hours)
- Why:** To celebrate Australia's unique road transport heritage and the legend that is the Old Ghan train
- How to get here:** You can drive yourself or catch a taxi by calling 131 008
Catch the Alice Wanderer Town Tour Shuttle Bus: Call 08 8952 2111

Town Bus Service 301 comes twice daily. Ask at your accom for details



Australia's biggest truck museum

Famous Road Trains



1934 AEC Govt. Road Train



Bertha: 1942 Diamond T 980

Old Ghan Train



Diesel Locomotive NSU58

7 days
open

Kenworth Museum



Kenworth K125



Mack B61

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