

PROBUS NEWSLETTER**April 2020**Website: www.mossvaleprobus.org.au**PRESIDENT**

Malcolm Stephens CB

SECRETARY

Jim McGrath

*This content is private and confidential and for the use of Probus Club of Moss Vale members only.***WHAT'S ON**

7 th April	Polish Furniture
8 th April	Feed Budgerigar
9 th April	No Probus/Wash Hair
10 th April	Vacuum Lounge Room (Save the rest for tomorrow!)
11 th April	As above only other rooms.
12 th April	Clean grout with toothbrush
13 th April	Return to the first day.

Welcome to our regular Newsletter. Positive feedback and comments on the first Coffee Club publication were much appreciated and there will be another one soon. So, time for another coffee and to read some regular features and member stories.

HAPPY APRIL BIRTHDAY

Yes, we are still celebrating birthdays and on behalf of the club members may I wish all the birthday boys not only happy birthday but also a happy and healthy year to come.

Those in the draw for April are:-

Graham Balfe	Derek Barnes
Allen Broome	John Browne
Stan Donnelly	John Rigden
Nick Tait	Barry Todd
Graham Warner	

We had a draw for the bottle, supervised by a public official and the winner of this month's celebratory wine is announced at the end of this newsletter. Although the winner will not be able to claim the prize for a little while, rest assured that it will be stored in a cool dark place and will now doubt mature nicely for your enjoyment when presented later in the year.

FROM THE PRESIDENT

I bought my first car in 1959 for 75 pounds. It was a pre-war Morris and was very rusty and not very reliable. I bought it in Accra in Ghana where I had just arrived on a three-year posting to the British High Commission. There was no other way of getting to work and the journeys were even more challenging as I had no driving licence and had only had time for a few lessons before I left the UK. But fortunately for me, if not for other road users, the then law was that learner drivers could drive alone as long as they displayed "L" plates. So, I learned to drive the hard way by driving to and from work each day over very potholed and busy roads. One disadvantage was that one of the windows did not

wind up and so every morning the car was full of mosquitos. Not the best way to start the day.

The ride in this car was not the most appealing prospect for girls asked out on a date. I still remember the rego - AR 3005



Malcolm Stephens

Note: This is not the actual car. From Malcolm's description it has a lot less rust! *Editor*

From Richard of India

Looking for a different experience I ventured with trepidation to join a small group of nine on a 15-day trip to the Rajasthan area of India. Unusual for me as I dislike crowds, curries, and travelling with people I do not know. I wanted to "experience" some of the things which make the India of 2020

I was not disappointed, the filth, the poverty, the madness of the traffic with constant horns blaring whether stationary or moving, was all that I expected. There were vast road building projects with many flyovers beside which we drove on



substandard roads only to see them terminate in mid-air with no further works or workers to be seen.

Large areas were devoted to high rise apartments where partly built structures remained without a worker or other activity. There was however an area of about a 50k circle around Delhi where there were completed apartments as far as the eye could see. We were shown with pride the magnificent palaces, forts, temples and mosques with no apparent antagonism to the opulent wealth and lifestyle of the maharajahs of the past.

In all the settlements we drove through, there were groups of up to hundreds of men grouped together with their bikes standing amongst filth talking and eating. No one working.

A visit to Varanasi, the holy Ganges bathing and worshipping area and place to die, was essential in



understanding their religious beliefs where thousands come every day, morning and night to follow their faith for hours on end.

I could not help thinking that if they spent less time with religion and more with work, they might be better off. Notwithstanding all the above a fascinating trip, interesting, educational, and no regrets at all.

Richard Miall

Comment

Richard added these three comments about the photographs he included in his article. I think only one of these is true! Which one do you think?

- a. The Rolls is a picture of my transport for my recent visit to India.
- b. I found the roads and congested with 500000 people, cows, motor bikes, tuk tuks, rickshaws that rather slowed my passage.
- c. My family holiday home in the background.

Editor

Thank you to the contributors to this letter it is greatly appreciated. Perhaps some other members might like to contribute their thoughts. Thanks to Richard, Jim and Malcolm for their very interesting

stories. Anybody else done something or been somewhere that they could tell us about?

All contributions to btpearson.au@gmail.com

NATIONAL ROAD TRANSPORT HALL OF FAME. **ALICE SPRINGS NT.**

This National Road Transport Museum is situated in the heart of Australia at Alice Springs, in the Northern Territory and is operated by the Road Transport Historical Society Inc.

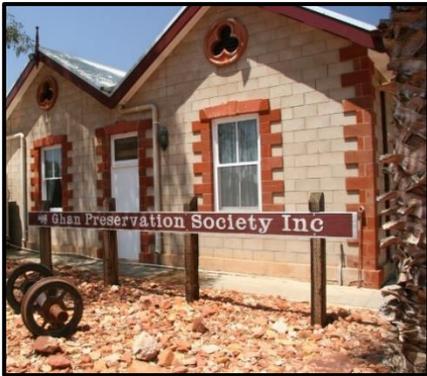
This museum was established with the aim of promoting the very real significance of the Road Transport industry to Australia's development and growth. Alice Springs is recognised as being the traditional birthplace of the road train in Australia and also has the climate that suits preservation better than most areas in this country. The Museum was opened in July 1995 and it is important to understand that it is more than a truck museum. It is essentially a history of Australia and the outback from a road transport perspective. While many of the trucks are unique and rare it is the men and women that created and operated them that make this museum unique.

One of the first categorised road trains to be operated was in the Northern Territory and was a 1934 AEC road train, commonly called the Government road train. At a British Colonial Conference in 1927, it was determined that it would be more cost effective to develop a "land tractor" type road train than to invest in the high cost required to install railways into remote areas of the British Commonwealth. The design specifications for the land tractor were created by the British Overseas Technical Transport Committee for the purpose of transporting supplies to underdeveloped areas of the British Empire. The first land tractor was built by Leyland Motors and Associated Equipment Company (AEC) in England. It was coupled to two self-tracking trailers, Only four units were ever built, with one each going to South Africa, India, Russia and Australia. All for evaluation purposes prior to World War 2. Below is the only remaining example of what is recognised as Australia's first motorised road train.



The military and WW2 played a major role in the development of road transport in Australia. At the

end of the war soldiers returned with newly developed skills and mechanical knowhow and set about purchasing x military vehicles to begin freight carrying businesses, thus consigning the horse and buggy into obsolescence. WW2 also brought with it the very first uniform rules and specifications for heavy vehicles.



The Old Ghan Museum (left) is located within the National Road Transport Hall of Fame. The Old Ghan Heritage Railway is located at MacDonnell Siding 10 KM South of Alice

Springs within the grounds of the main museum, where there is a 1930's style railway station built from the plans originally intended for Stuart (Alice Springs). The display area includes the station, museum, souvenir shop and tea rooms as well as restored carriages and locomotives.

After the Old Ghan ceased operating it was replaced by the "Legendary Ghan" in 1980, and now



travels to Alice Springs on a standard gauge railway line from Adelaide via Tarcoola, west of the old track and it can be seen from the Old Ghan Heritage Railway complex as it speeds into Alice Springs. The final link to Darwin was completed in 2001.

Kenworth Hall of Fame

Located within the confines of the National Road Transport Museum is the Kenworth Hall of Fame which is a separate entity from the Museum.

This is an exclusive Kenworth Australia and Kenworth Dealer Group museum along with their component suppliers, housed in a purpose-built Cool Stores type construction of just under 4000sq mtrs.

This museum is devoted to the to the history of the Australian designed and built Kenworth and the National Dealer network that brings this product and back-up support to customers across Australia, PNG and New Zealand.



The development of Kenworth in Australia makes for 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 commencing in 1971 at Bayswater, Victoria, an outer Melbourne suburb where it is in full production today having built 50,000 trucks since that first unit in 1971.

1st Australian built Kenworth



With many pioneers of the industry beginning to take a step back from their demanding roles and passing the baton to their sons and daughters, the Kenworth Dealer

Hall of Fame provides a fantastic forum to capture and share their stories with a wide audience, and where better to tell this story than Alice Springs.

Alice Springs has long been a transport hub for one of the remotest regions in the world, over 2000km from sea (or other major population centres) in any direction. From the early days of Camel trains, right through to recent times, goods have been transhipped through Alice Springs on their way to or from the Northern port of Darwin, or far flung settlements throughout the sparsely populated Northern Territory, Outback Queensland and Western Australia. It has a special place in the Australian Road Transport Industry as the birthplace of the road train, and for the unique challenges of traversing vast distances in the toughest conditions on the continent.

The Kenworth Hall of Fame highlights the major role that Kenworth has played in the opening up the Australian continent, perhaps the remotest and harshest environment anywhere in the world.

Jim McGrath

FROM THE COMMITTEE

Members of your committee have been working hard to keep club fellowship going in these difficult times. They will be telephoning members again next week for a bit of a check and a chat.

Can I also ask again for members to contribute stories for publication. It doesn't take much to write around 500 words (half an A4 page) on a subject that interests you and will no doubt interest others. Photos are optional but if you happen to have one or two please send them along.

Contributions to btpearson.au@gamil.com please.

Congratulations - John Browne
Birthday Wine Winner