

Membership Newsletter of the Bus Preservation Association of South Australia
Edited by Matthew Schoepf, on behalf of BPASA

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All photos presented hereby are from the writer of each respective article, unless otherwise specified in the captions.



*256 sits at Stop 24A, Sheoak Rd – South side, along the 195 route towards Blackwood – 30/4/23
Joe Hicks*

256 – What a screamer! **- Matthew Schoepf, editor**

256, an Austral Pacific '160' bodied MAN NL202, has always been a screamer, and as soon as Joe Hicks, one of the co-owners of 256 first saw a recording of it, he knew that was the one he wanted to preserve.

After a long discussion with the other co-owner, George Neocleous, they both knew that it was essential 256 needed to be saved from either scrap, or the dreaded motorhome conversion. And on the 26th of April 2023, they won 256 for a bid price of just \$3500, totalling to just \$4077 after fees!

256 was first looked after by Nic at the Tramway Museum, until a storage spot was secured for 256. The owners' long-term plans for 256 is to restore it in Serco Bluebum livery, with its original fleet number '407'. 407 never originally carried Serco Bluebum livery, it only ever wore the white Serco livery, but the owners feel the Bluebum livery carries greater historical significance, and also looks a decent amount better than plain old white, however it remains a possibility that 407 may be repainted white all over before its eventual Bluebum transition, to allow for photo opportunities.



407 at the Currie St depot when very new, in 1998
Roy Platt

For the time being, 407 will be preserved with its current fleet number '256' in a retro Adelaide metro livery, with decals being made up to restore it to an earlier Adelaide Metro era, also including the fleet numbers. 256 will also receive mechanical work, including wheel alignment, new wheel bearings, new airbags, and work fixing its air leaks all in due time, to make for a mechanical restoration before focus on the body.



256 at Mawson Interchange – 29/4/23
Joe Hicks

There are no immediate plans to get 256 registered and ready for BPASA tours, as mechanical work is needed, but 256 can still be enjoyed on YouTube both from when [in service](#) and [when preserved](#)

NL202 Tour reminder - Matthew Schoepf, editor

On the 17th of June, we have the NL202 tour coming up, with NL202's 1333 and 1739. Pickup will be at 10am, from Stop VS3, Victoria Square (the old Transway Terminus at the south-east end of Vic Sq). 1333 and 1739 will both be representing the Torrens Transit NL202 fleet, with both buses operating from Newton depot pre-retirement. NL202 mark I no. 1347 will also be present, restored into STA speed stripe, however, will only be available for photo opportunities.

Tickets can still be purchased on the BPASA website at \$35 for non-members, and \$25 for members.



Above: NL202 R1739 trundles up Hallett Road about to commence a 141 to the city 3/7/21

Below: NL202 R1333 awaits at Stop 30, Military Road, awaiting its departure on a H33 to the city 5/7/21



1353's journey back home - Michael Pretty, member

On Tuesday the 18th of April 2023, Ex Adelaide Bomber Artic 1353 hit the highway out of Perth bound for Adelaide. The journey took 4 days and travelled more than halfway across the country!



1353 laying over at Bunda Cliffs, next to Damien's Hilux.

1353 is no stranger to such trips though. Leaving Adelaide in 2006, it made the journey down to Hobart to operate as a school bus for Wisby's Coaches where it operated for 8 years. In 2014 Purple Party Buses of Perth, a company who purchased a large portion of Bomber stumpsies, two doors and artics, purchased 1353 and 1352 and drove them all the way over to Perth to add to their fleet.



1353's new owner (Michael) in front of the newly purchased 1353, sitting in South Perth.

It also operated as a Party Bus for Perth Bus Hub in its final years before going up for sale as the business was closing. After a quick visit and inspection in Perth, the paperwork was signed on the 5th February and payment was made on my Birthday the 7th February (happy birthday to me!).



Michael flaunting his BPASA T-Shirt at The Great Australian Bight

The journey across was fortunately very uneventful as the bus had no mechanical issues nor did we encounter any wildlife whilst travelling the desert. The journey included crossing the Kalgoorlie Goldfields, the 90 Mile Straight, the Nullarbor Plain, Great Australian Bight, Gawler Ranges and Flinders Ranges before finally reaching the Welcome to Adelaide sign outside Virginia.



1353 watching the sunrise from Darke Peak, Gawler Ranges, South Australia.

Special thank you to BPASA member Damien Lewis for kindly driving all the way over to Perth to serve as a support vehicle for the journey home. 1353 will be restored in time to its TransAdelaide speedstripe appearance.



1353 ready to travel the 90-mile straight

Gather Round 2023

- Matthew Schoepf, editor

(with assistance from Ryan Orchard)

On the 15th of April, I had the opportunity to gunzel some of the buses used for Gather Round 2023, a large footy event, which had brought lots of interstate visitors, and plenty of revenue for SA. 37 Link SA buses were chartered for use at Gather Round, with the Link SA buses majorly doing runs from the city to Gather Round Mt Barker. A combination of both SouthLink and Link SA buses did loop runs from the gather round site at Heysen boulevard.



Top: Link SA BCI 'Classmaster 57' no. 527 [SB 71 MK] awaits departure for a trip back to the city.



Bottom: Link SA MAN 18.290, with King Long '6126AU' body [SB 00 GN], sits amongst a long line-up of buses.

This occasion was the first instance buses were scheduled to run along Heysen boulevard, which runs through a new housing estate in Mt Barker. Usually the only buses you would be able to get in the area are the Keoride minibuses! This occasion was also the first time the 'Mountain Pool' car park has been serviced by buses since early 2008!



Top: SouthLink CR228L bodied Scania L94UB no. 3275 running a Mount Barker Loop Service, to Gather Round.

Middle: SouthLink BCI Prima LF no. 3623 operates a Keoride service – the only bus I could catch back to Gather Round to gunzel, whilst the game had not yet finished.

Bottom: Link SA Volgren SC222 bodied Volvo B7R no. 435 [SB 40 FS] departs Gather Round headed towards the city.

In total around 2000 passengers were carried over the whole day, a decent effort on both Link SA and Southlink's behalf.

I was surprised that there were not any other gunzels up at Gather Round that day, as it was certainly quite the historical event for Buses in Mt Barker, and was the perfect opportunity to get a large chunk of Link SA's fleet!

1432's visit

- Matthew Schoepf, editor

On the 28th of May, PMC Bodied Hino AK176K no. 1432 visited one of our friend organisations, the Australian Electric Transport Museum, aka the St Kilda Tramway Museum. PMC '160' bodied MAN NL202 no. 1739 also joined 1432. The event held was the relaunch for H type tram no. 352, which was donated to the museum for preservation and operation on the St Kilda line.



PMC Bodied Hino AK176K no. 1432 seen at the Tramway Museum, St Kilda.

Annual Bus Rally

- Matthew Schoepf, editor

On the Sunday the 20th of August, BPASA will be holding its annual bus rally, where all bus owners, of any kind, are asked to bring their bus to the Tramway Museum St Kilda, to be put on display. The event will start at 12pm, the same time the Tramway Museum usually opens their doors on a Sunday. BPASA's next general meeting will also be occurring on the 20th of August, and will commence at 10:30am, so members can arrive bright and early in their buses before the meeting. Everyone bringing their buses on the day are encouraged to contact BPASA, so we have a record of all the buses attending, and can negotiate when the best time would be to arrive in their buses. Hopefully, the event will be successful and generate plenty of revenue for both organisations.



Volvo B10M 2405 greeting her friends at the BPASA annual Bus Rally in 2022

Overtaking the newsletter

- Matthew Schoepf, editor

As some of you may know, the BPASA newsletter has been dormant since 2020. After my efforts for the AETM's Trolley Flash newsletter, BPASA secretary Bodie Thorpe approached myself for the possibility of resuming the BPASA newsletter as well. I pounced on the idea, as of course I am a gunzel, and wished to pursue a more active role for BPASA. If anyone has any contributions they would like to make, whether that be regarding their bus, news that they would like to spread, or even just some old photos to showcase, send them right through to my email which is:

matthew@bpasa.org.au

Bus Biz Tour

- Matthew Schoepf, editor

Lofty Coaches has recently been rebranded to Bus Biz; hence an idea went around that a tour with this company would be a good idea. Thanks to all who came to the tour on the 29th of April, we hope future tours will attract more attendees.



Attendees pose in front of Volvo B7R [SB 05 CJ].
John Porter

A tribute to 1385
- Matthew Schoepf, editor



Top: 352 as PLQ 070, in the Footscray depot 1998, with the Melbourne Bus Link 'Night Rider' livery.
Peter Kane

Bottom: 352 as 0352 AO, at Southbank Blvd 2006, in Melbourne Bus Link livery. 352 is performing a 220 to Gardenvale.
Mick Kane

Scania L94UB 1385 started out its life as no. 352 for Melbourne Bus Link, and was also the first Volgren CR222L bodied bus in Australia, built in April 1999! 352 operated for Melbourne Bus Link until Melbourne Bus Link had a fleet renewal program, whereby it was sold to Torrens Transit alongside Volvo B10BLE's 1301 through to 1306. 1385 was based at the Port Adelaide Depot for most of its life.



1385 running a 141 towards the city, along Kensington Road approaching stop 9. – 26/3/21

A couple months or so ago, 1385 got a broken front window, and sat out the back of Port Adelaide depot in-operational. 1385 now resides in the TSA holding yard at Morphettville, as of the 28th of April, where it remains to this day, in a decrepit state.



1385 running a 118 to Port Adelaide, seen entering Light Square along Currie Street. – 19/7/22

1385 has been retired, and will not likely come out of the TSA yard until it turns 25. Currently, similar ex Melbourne Bus Link Euro II L94 units with CR222L bodies are being withdrawn from Kinetic in Melbourne, due to age. The CR222L bodied L94 species are coming to an end. 1385 was one of only 5 Euro II L94 units operating for Adelaide Metro service, leaving only four L94UB Euro II units left operating for Adelaide Metro, that being 3310, 3311, 3269 and 3271. It's worthy to note that 3310, 3311, and 3269 are not far off being retired... Ride the last Euro II L94's while you still can!

Brand New Electric Bus for Adelaide
- Matthew Schoepf, editor



*C250EB with Bustech (VST?) Body sitting at Bustech (Precision) in Edinburgh – 31/5/23
 Nic Benn*

A brand-new Scania C250EB has been sighted at the Bustech factory in Edinburgh, on the 31st of May. The C250EB was seen previously as a chassis only at the 2022 Australasia Bus & Coach show in Sydney. Key differences that can be noticed with the C250's Bustech body compared to the VST's on our K320's include Ventura doors instead of 'SMC pneumatics' doors, double rear door spec instead of single rear door, different rear desto position, rectangular battery pack instead of the CNG-pod look of the hybrids, and of course the updated livery, replacing the red swooping paintwork with a green.

From the window line, it also appears that the C250 is a low floor, not a low entry like all of our VST's. We do have a small handful of electric buses in Adelaide including 1904 (Tindo), 1788 & 1789 (Bustech ZDi), and a Custom Denning element. None of these buses are currently operational, with 1904 listed as off-traffic, 1788 currently being used for R&D at Bustech Edinburgh, and 1789 not operational. The Custom Denning Element has been speculated to go into service with Busways Lonsdale, but currently has not yet left Custom Coaches.



*C250E Bus Chassis at the 2022 Australasia Bus & Coach show. First photo showing the rear of the chassis, second showing the cab.
 Nic Benn*

The C250 has a continuous power output of 250kw, which is equal to 335hp, more powerful than the K320's! They have a peak output of 300kw, equal to 400hp! Unlike most EV's which have a single speed gearbox for gear reduction, the C250 has a 2-speed gearbox, a lot like the Volvo BZL.

Electric buses are the future, and I am looking forward to seeing what we get next here in SA.



Custom Denning Element viewable from outside Custom Coaches – 12/4/23



*C250EB at Scania Wingfield
Damien Lewis*

Calendar

17/6/23 – 9am – BPASA meeting will be held in the community space next to SA water, beside the old Transway Bus Terminus aka Stop VS3 Victoria Square, due to the previous GM not meeting quorum.

17/6/23 – 10am – NL202 bus tour will depart from Stop VS3 at 10AM SHARP.
Enjoy a lovely cruise through the northern suburbs, before having lunch, and then returning to city via the eastern suburbs, with plenty of NL202 photo opportunities!

20/8/23 – 10:30am – General Meeting will be held at this time, at the St Kilda Tramway Museum, in the northern tram depot.

20/8/23 – 12pm – Annual Bus Rally will be held at the St Kilda Tramway Museum... where buses of all makes and eras will meet, for owners to show off their vehicle.

19/11/23 – 10:30am – General Meeting at Fullarton Park community Centre
411 Fullarton Rd, Fullarton SA