

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

ABN: 63 786 324 840

Postal Address: 17 Lindsay Road, Lonsdale SA 5160

Email: matthew@bpasa.org.au

Website: bpasa.org.au

Facebook: <https://www.facebook.com/bpasafb/>



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



*A lineup of Buses on the day, including from left to right: Michael's Bomber artic 1353, O305G 1594, SG280H 1954, Joey's SL200 1812 in front of those three, SL200 1890 restored into Green Machine, Craig Smith's SL200 1900), John Porter's SL200 139, and finally Bodie Thorpe's trusty SL200 1897.
- Maikha Ly (20/08/2023)*

President's Report

- *Jamie Vardon, President*

2023 has been an excellent year for BPASA, with various events ranging from our usual Tours to Family and Community events including our Annual Bus Rally 2023.

Our most popular tour this year was the NL202 Farwell tour which saw NL 1333, 1739 and 1347 take people around the NLs old and current stomping grounds. Our first tour of the year was our Mt Lofty Coaches tour taking members and non-members around the Adelaide Hills.

NL 1333 was pulled out for another event during the year, in April, 1333's owner entered his bus

into the Tea Tree Gully Council's annual Touch a Truck event where kids and their families can get up close and personal with vehicles of all descriptions from Police Cars, Fire Trucks, Cranes and of course Buses. Thank you to Nic Benn and 1333 for representing BPASA at the event.



1333 on display at the 'Touch a Truck' event – 18/4/23
- Jacob Taylor

BPASA helped a theatre group by providing a bus for their interactive play 'Speed: The Movie, the Play' at the Adelaide Fringe. Volvo B59 #1001 flew the BPASA flag at the Fringe. Thank you to #1001 and its owner Matt Traeger.



1001 at the Adelaide Fringe – 26/2/23
- Jacob Taylor

Our most significant event of the year was our Annual Bus Rally, thank you very much to The Tramway Museum and their Volunteers for hosting our Rally again this year and special mention to Gillies Plains Lions Club for providing their time and a delicious feed for the Rally.

Thank you all for your continued support and presence at our events throughout the years.

BPASA AGM Results

- Matthew Schoepf, Public Officer & Editor

The BPASA Annual general meeting, held on the 20th of August was by far a success. With Public Officer Joseph Brettig resigning from the position as public officer, due to relocation to Sydney, I was

nominated by BPASA's secretary (Bodie Thorpe) as the new Public Officer. Since I faced the position unopposed, I am now BPASA's current public officer, and hopefully will be for many years to come. As Public Officer, I'll be the member liaising with officials, also being a part of the committee.

The President (Jamie Vardon) has retained his position, being unopposed, along with the Secretary (Bodie Thorpe) who also faced his current position unopposed. Congratulations again to both Jamie and Bodie for performing outstandingly in their roles, so much so that no one had wished to nominate anyone.

There was a vote held between the current Vice President (Tim Holbrook), and the newly nominated Damien Scott Lewis. The result was in favour for Damien, so congratulations on our new vice president. Tim will remain BPASA's membership officer, however now the directing duties and everything else at the responsibility of the vice president have now been transferred to Damien.

A vote was also held for committee members (no extra roles), which included the automatic nominations for Nicholas Benn, Hayden Day, and Matthew Traeger. The vote also included new nominations for Stephen Parker, and David Lawrence. The votes were tallied, and the favour resulted in Nicholas Benn, Hayden Day, and Matthew Traeger all retaining their positions. Congratulations for Nic, Hayden, and Matt for retaining their positions for another year!

On an extra note: Tours Committee is now being managed by our vice president Damien, and will hopefully increase productivity, and put some new tours on the calendar! I must say I've been working on a couple tours myself!

BPASA Rally Success!!

- Matthew Schoepf, Public Officer & Editor

The 2023 Annual BPASA Bus Rally, held on the 20th of August, was an astounding success for all associations participating in the event. Throughout the day BPASA operated shuttles to and from Salisbury Interchange, allowing visitors an option to get to the museum if they could not drive. The event allowed the sale of goods, such as remaining stock of our calendars (these were sold at a discounted price of \$10). BPASA had all their buses on display at the western end of the museum's grounds, allowing for visitors to

photograph, look at, and explore the buses of the past.



*Michael Pretty's SL200 no. 1890 restored in Green Machine livery – 20/8/23
- Stuart Mitchell*

A range of buses not seen before by the public were shown off at the 2023 Rally, especially including the recent DIY restoration of MAN SL200 no. 1890 into Green Machine livery. Michael Pretty has placed an outstanding amount of effort into the restoration, albeit done on a budget, the outcome has been quite well. The SL200's which were originally ordered to operate on LPG, ended up getting a conversion to CNG. None of the true CNG buses have survived today, however it is great to have a representative of the fleet.

Somewhat significantly, AEC RT 1787, usually only venturing out for the Christmas Pageant, made its display at the front of the museum, alongside the Tramway Museum's AEC Regal IV (ex MTT 623). This is the first time the RT has been registered since it arrived from the UK!

Again, we'd like to thank the St Kilda Tram Museum and all the helpful volunteers that allowed us success on this day, and we hope to participate in the event again for years to come!

A new bus enters preservation!
- Matthew Schoepf, Public Officer & Editor

On Saturday the 9th of September, I took delivery and paid for a new bus to enter preservation in South Australia. An Austin 2-45F, also known as the Leyland FG, or BMC FG. She's a 2 ½ ton truck chassis with a 4L inline 6-cylinder carburetted petrol engine. The body is a Freighter Custom body, also known by PMC, it was originally specified to carry 30 school children, but that would've meant three to a seat! The gearbox is a 4 speed crash, with a crawler first gear (with synchro), and the top three gears having constant

mesh and no synchro. The engine is an old torquey petrol engine, with the maximum torque of 203 ft/lbs being produced at 1000rpm. Until Saturday, there were no Austin buses preserved in South Australia full stop! I am very grateful to the owner for allowing me to purchase the bus for the sum of just \$2100. My current plans with the Austin is to restore it externally to EDSA yellow, as it was from delivery in 1968, and then also repair rust and affix the seats back in to the bus' interior, however limiting the capacity to a maximum of 11 passengers + 1 driver, to retain the bus' current ability to be driven on a C class license, whereas if any more than 12 total seats are installed, it would mean the bus would have to be driven at least on a LR class license, with the license also being unrestricted, meaning trained to drive crashbox. Yes, I can drive crashbox, no I don't have the license for that. The only mentally challenging aspect for me at this rate is getting used to the gear ratios! Not much rev matching required on the 4th to 3rd change, but a lot on the 3rd to 2nd, and don't even try from 2nd to 1st !!!



Top: The Austin, being reversed from its difficult position in the driveway at "Dan's House", from where I collected the bus – 9/9/23

*Bottom: The Austin on its drive back home, stopped momentarily at Stop 12, Anzac Highway – 9/9/23
- Matthew Schoepf*

Restoration updates will follow in the upcoming issues of the BPASA Bulletin.



Top: A couple Hino bus seats fitted, and they're a perfect fit for the Austin! – 10/9/23

*Bottom: Original style of interior lights fitted to the Austin, except the lenses and globes themselves are newer... out of an NL202 in fact! – 12/9/23
- Matthew Schoepf*

Members of BPASA are also encouraged to submit restoration updates to myself, including photos, and a written piece about what you've done, captioning the photos as well.

All submissions for editing and publishing can be submitted to my email: matthew@bpasa.org.au

Scania Deliveries for SA - Matthew Schoepf, Public Officer & Editor



*5024 & 5023 resting at Paradise Interchange – 17/9/22
- Matthew Schoepf*

The last Scania K320UB non-hybrid to be delivered was 5025. Although not many will find it interesting, it means we are moving on from the fleet we've gathered 131 of in total, combining 87 'long' 12.5m VST bodied K320's, and 44 'short' 11.5m VST bodied K320's in operation with Torrens Transit. The total jumps to 137 if you include the 6 short VST's in operation with Busways, based out of Lonsdale and Seaford depots.



*5006, the Scania K320CB, with a Bustech VST body performs a 196F, crossing Greenhill Road heading towards blackwood. – 4/7/23
- Matthew Schoepf*

An exception that was not included in the total is Scania K320CB 5006, which was originally built as a demonstrator bus for the Sydney bus show, however it never left Mile End for the Sydney bus show, and remained idle until it was eventually put into traffic. Since we will not have any more diesel-only buses delivered, 5006 will remain the only K320CB delivered new for service in Adelaide, if not the only K320CB to operate in Adelaide. It is

important to notice the CB variant is different to the UB in some respects, such as the CB having an electronically controlled handbrake, newer dashboard, different door buttons, auto start/stop, and likely some further features not listed.



5708 lining up at the temporarily relocated Stop C2 on King William Street. Stop C2 has now been relocated back to it's original position next to Gunzel Corner!
- 29/8/23
- Matthew Schoepf

However, we will still have K320UB's delivered in their hybrid form, and K360UA articulated diesel buses (non-hybrids) continually delivered. There is yet the confirmed possibility for hybrid or electric articulated bus variants, but the future is certainly coming! All we can do is speculate, but keep an eye out for further Scania deliveries!

The Scania C250EB electric bus, as mentioned in the previous issue of BPASA Bulletin, has been delivered to Morphettville as of late June, and is expected to enter service soon. Pre-delivery, the C250 was seen parading around multiple depots including Mile End, St Agnes, and of course Morphettville. It was said that the C250 only just fit inside the St Agnes workshops, with mere inches to spare! The St Agnes workshop was originally designed for the Mercedes O305's, as St Agnes was to be the primary O-Bahn depot. Hopefully, the electric bus trial will be a success, and we will see more electric buses in the near future, to replace the aging fleet of NL202 and NL232 natural-gas powered buses.

New Hydrogen buses enter service
- Matthew Schoepf, Public Officer & Editor

Two new Foton hydrogen buses have entered service, being numbered 1788 and 1789. These buses are powered with Australian Hydrogen, and are a good step in the right direction for buses in Adelaide. These hydrogen buses are a part of the

same trial as the Scania C250EB mentioned before, where the C250 and the Foton's will be tested operationally, and their suitability will determine their viability for further orders beyond the trial. Interesting to note though, the C250EB has still yet to enter service, whereas the Foton Hydrogen buses have already entered service, despite arriving later!



Foton FTH12 no. 1788 on display at a Press event in Light Square – 25/8/23
- Dexter Kwok

The Foton FTH12 SinoHytec Toyota Hydrogen Fuel Cell, which sounds a bit like a fridge when it's running. It also produces a bit of hot steam and water from its exhaust at the rear left!



The exhaust on 1788, emitting steam and hot water, not the traditional greenhouse gas emissions! – 5/9/23
- Matthew Schoepf

Since the Foton is an electric vehicle, it has a 60kwh battery pack to account for any peak power demands, and the fuel cells continues charging the battery whenever it's at a state of charge other than full. In an operational example, say the bus has been using a lot of its battery state of charge climbing a hill, and now comes to a stop at the end of a route with an ordinary 10 minute or so layover... the fuel cell will continue generating electricity to bring the battery back to a full state of charge. The battery is also charged when the bus

uses the brakes, which are regenerative, meaning in city traffic, the bus is extremely efficient.

South Road Bus Routes – Croydon Park – John Porter, Treasurer

Services along South Rd, Croydon Park commenced on 5 January 1948, when Wilton and Foote commenced a bus service from the City to Ferryden Park, running from Torrens Rd via Harrison Rd, Bishop St, South Rd, Pym St and Days Rd. On 30 April, 1962, a new service, to Angle Park was provided, running the same route from the City as the Ferryden Park service, but continuing along South Rd from Pym St, then Regency Rd and Days Rd. In the 1972 allocation of route numbers, the service to Ferryden Park (which by now had been extended to Mansfield Park) was allocated route number 310 and the service to Angle Park allocated route number 311. These routes remained largely as is until takeover by the Government on 31 March 1975.



Scania L94UB 1263 turns right from Regency Rd into South Rd doing a 230 heading towards the City.

The service via South Rd to Angle Park was always a 'poor cousin' to the service via Pym St to Mansfield Park, with buses running every 15 mins on Pym St versus every hour on South Rd in September 1977. In 1988, these services were renumbered to 231/232 for the services to Mansfield Park, and 233 for the service to Angle Park.



MAN 18.280 282 turns right from Torrens Rd into South Rd doing a 230 heading towards Arndale and Port Adelaide while Scania L94UB 551 turns right from Torrens Rd into South Rd while doing a 251 towards the City.

Bishop St was to be closed at South Rd, so routes 231, 232 and 233 were rerouted from 20 August 1989, with the 231 and 232 continuing along Harrison Rd to Pym St, and the 233 continuing along Torrens Rd to South Rd. From 28 March 1993, as part of the implementation of the "Transit Link" concept, these services were altered to terminate at Arndale with feeder buses travelling from Arndale to the outer destinations. Services ran hourly on each route, with no night, Sunday or public holiday service on route 233 via South Rd.



Scania K320 1072 leads Scania K320 5006 both running not in service on the North South Motorway, in a southerly direction.

From 15 October 2006, services along Harrison Road, Pym St and Days Rd were upgraded to "Go-Zone" standard, with a 15 minute weekday service and half hourly night and weekends. Route 231 was extended as routes 230 and 232 to Port Adelaide, and route 233 extended to Wingfield (corner of Grand Junction Rd and Hanson Rd)



MAN 18.280 1508 departs South Rd stop 15 while doing a 232 heading towards Arndale and Port Adelaide.

From 13 January 2008, route 233 was discontinued, being replaced between the City and Arndale with route 231 (itself continuing to West Lakes). This service ran every two hours between Arndale and the City during weekday shopping hours only. This service was discontinued on 27 January 2014, thus meaning that for the first time in 56 years there was no service along South Rd at Croydon Park.



Scania L94UA 1004 doing a 230 heading towards Arndale and Port Adelaide crosses Pym St while approaching South Rd stop 15, with Adelaide City in the background.

Information Sourced from Adelaide's Public Transport – the first 180 years by Tom Wison, John Radcliffe and Christopher Steele. Adelaide's Public Transport – the first 180 years is available for purchase from Wakefield Press, in Mile End.



Scania K320 1984 approaches South Road stop 15 while performing a 232 heading towards the City.

As a part of the Government's commitment to the North-South motorway, access across South Rd at Pym St was closed to all traffic, with buses being rerouted via Torrens Rd, South Rd and Regency Rd from August 2020. As an election promise for the 2022 state election, the then Labor opposition promised to reinstate services to Days Rd and Harrison Rd. Labor were elected into power and the 230 was rerouted via Torrens Rd, Days Rd, Regency Rd and the 232 rerouted via Harrison Rd, Pym St, Oldsmobile Tce Stacey St, Pedder Cres and Regency Rd, effective from 24 July 2023.

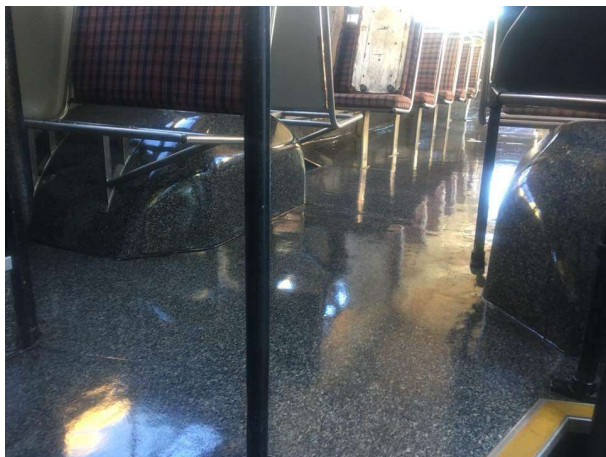
Calendar

19/11/23 – 10:30am – General Meeting. Location: Fullarton Park Community Centre.

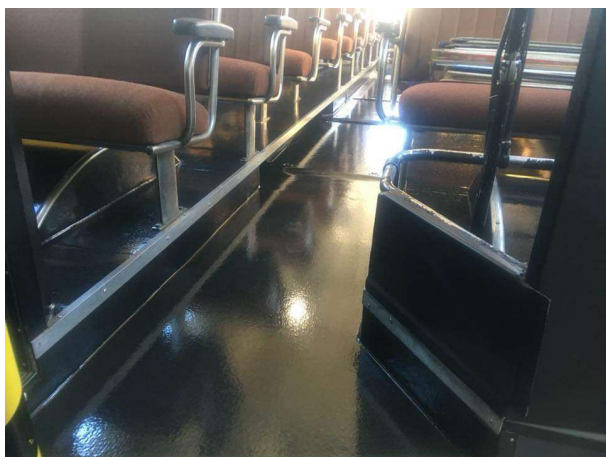
How to Restoore your Flooor!

- Michael Pretty, BPASA Bus Owner

Have you ever seen how shiny the floor is at the shops and at the bowling alley? That's because it contains polyurethane!



It is a thin and flexible plastic similar to glue or varnish which is a common ingredient in floor sealer. Floor sealer acts as a layer of protection to our lino or vinyl of bus floors to help prevent damage, scratches and general wear and tear. It also helps protect against UV damage.



If you want to apply it you your own preserved bus, follow these simple steps.

Purchase a bottle of liquid-based floor sealer (Peerless Jal is a high-quality brand available at Bunnings or various Cleaning Distributors).

Wait until it is a very warm day (between 28-40 degrees).

Purchase a mop head and cut the noodles in half so they are small (and do not soak up all the sealer).

Rinse the mop head thoroughly so no loose fibres are flying out (as these will stick to the sealer).

Sweep and mop the floor at least 3 times so it is as spotless as it can be (again any dirt, grit, gum etc will get stuck to the sealer).

Remove your shoes and walk to the back of the bus.

Pour a small puddle about 40cm in diameter and start mopping it around the floor ensuring there are no streaks of dry floor visible.



Work your way backwards down the bus (starting from the back, slowly heading to the front) pouring the same sized puddle every 2nd row of seats or so as required.

Once you are at the front, wait 20 minutes for it to become touch dry and repeat the same process another 1-2 times.

The mop will need to be placed in a bucket of water between applications as the sealer will dry up the mop (mop head needs to be disposed of at the end).

Step back and enjoy the marvel of your creation.

Sealer will need to be re applied every 2-3 years to maintain gloss and avoid dull spots. If needing to be removed, floor stripper will need to be mopped on in a similar fashion.

**Don't run risks,
run
LEYLANDS and AEC**



*The Municipal Tramways Trust
operates
LEYLAND and AEC BUSES,
products of*

**BRITISH LEYLAND MOTOR
CORPORATION**

**463 GRAND JUNCTION ROAD, WINGFIELD, S.A.
TELEPHONE: 45-6053**