

NEWSLETTER

No. 32

June 2024

Chairmans Update ...

It has been another remarkably busy period at Aberdeen and District Transport Preservation Trust. As reported last time, the immediate focus for the new team of Trustees has been getting to grips with the administration aspects of the Trust and this work continues. We have also been growing our relationship with our neighbours at The Grampian Transport Museum and looking at options to make our fleet and the heritage of transport in Aberdeenshire more accessible to a wider audience.

Another task we have set ourselves involves our off-site storage facilities where we have vehicles in various states of disrepair along with numerous parts, etc. We will be undertaking a full review and clean-up of the facilities in the coming months

Along with our valued squad of volunteers, we continue to work hard preparing for our up-and-coming Open Day scheduled for Sunday 4th August 2024 – 1000hrs to 1600hrs. This will be a wonderful opportunity for the public to get up close and personal with our fleet of heritage vehicles and gain a much better understanding of the work we do in the Trust.

Talking of Open Days, it is with regret that we were not able to attend the bi-annual Shetland Classic Motor Show this year. This had always been one of our late chairman Gordon Mills' favourite events.

Meanwhile, back at the workshops, we continue to make satisfactory progress on our main rebuilding projects:

ACT 11: Daimler CVD6 - the original Daimler engine and fuel pump are still off-site being rebuilt/refurbished. The radiator has been stripped and will be rebuilt once we have sourced seals for the radiator tubes. Work has also commenced on the underside of the vehicle, with the front hubs, brake drums and brake components removed.

ACT 14: Daimler CVD6, at SVBM Lathalmond - work continues to refurbish the chassis, bodywork, and associated equipment. Cleaning and painting the chassis and underframe progresses, roof ventilators and rain strips have been fitted, most of the glazing has been installed.

ACT 26: AEC Swift, at GVVT, Bridgeton - work to return the bus to a roadworthy state has resumed.

ACT 160: Daimler CVG6 – to complete the restoration of this bus it will be fully repainted during July 2024 thanks to Jason Grant agreeing to take on this task, which is greatly appreciated.

David Liston, Trust Chairman

***The Bus Collection at Alford are holding an Open Day on
SUNDAY, 4TH AUGUST 2024—1100 TO 1600 HOURS.***

***Events will take place in the grounds of the GRAMPIAN TRANSPORT MUSEUM, Montgarrie Road,
Alford AB33 8AE.***

***Activities include, Vintage Bus Rides, Vehicle Displays, Stalls, Guided Tours, Talks and much more,
and its free admission! If you would you like to help us on the day, please get in touch - see over.***

Come and join us for a free fun day!

The Bus Collection at Alford is open again to visitors, please check our website for further visitor information:
<http://thebuscollectionatalford.co.uk/>

Trust Communications...

The Trust continues to build links and interest in the Trust using a variety of different media platforms. Our Website, Facebook, Instagram, and "X" combined, we have had over three and a half thousand visits / followers during the year, from all parts of the



COUNTRY	USERS
United Kingdom	1.6K
United States	162
Ireland	43
Netherlands	32
Germany	31
Sweden	25
China	20

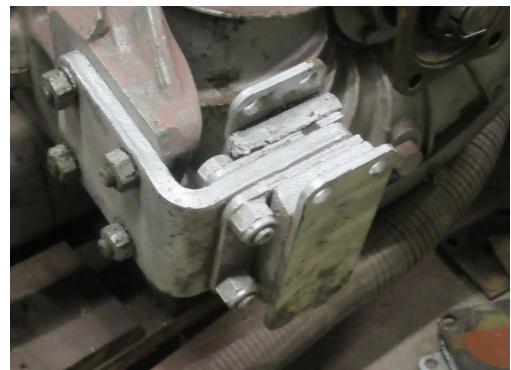
In the past year we issued four Newsletters, which we intend to repeat during 2024, and we already have 470 people signed up to regularly receive copies of our Newsletters, posted direct to their personal mail boxes. In addition to recording Trust developments, the "Newsletter" also presents short articles on the background history to local public transport in the area and explanations of matters relating to transport technology. If you would like to receive a copy of our Newsletter's direct, please send a request, along with the email address you would want the Newsletter sent; to: thebuscollectionatalford@outlook.com

ALL SHOOK UP!

Diesel engines naturally generate strong vibrations, stronger than the vibrations from a petrol engine. Originally, engines were bolted direct to the vehicle's chassis and in consequence passengers, bus crews and especially the bus bodywork got "all shook up".

A design/development initiative was the availability of flexible engine mountings. These comprised a sandwich of two steel plates with a thick layer of bonded rubber in between. The attached view is of a rear engine mount for a Daimler engined bus.


Trust volunteers are presently restoring two Daimler engined buses and both projects have need of replacement rear mounts. Might anyone have any such items they could make available to the Trust or know of an organisation that could reproduce them?



Two Sad Losses ... Philip Heywood and Robert Mitchell Florence


Not only did the Tram 15 project lose Phil Heywood of Salford last November, but his colleague Mitch Florence of Frodsham, Cheshire, passed away in April. Mitch was originally from Deeside and had happy memories of Aberdeen's tramways, something which drew him to the project. Both were involved in transport preservation in the Manchester area, Phil having recently retired as chairman of the group running the museum tramway at Heaton Park, Manchester. Mitch was also a kenspeckle figure and valued volunteer at the Severn Valley Railway.

As a team they were preparing drawings of car 15's construction. At their own expense, they travelled to Alford, and previously Dundee, a few times per year soon after the car came to the Trust's care. They were invaluable in many ways to the Trust and were the best of company.

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