

# Newsletter

ISSUE SIX

WINTER 2018-19

## ***A Year of Contrasts in the Workshops!***

At this time of year, one tends to look back and see what has been accomplished in the past year. It seemed to me the workload could not have been more diverse.

The first part of the year we had the two newest vehicles in our care up for major work. This comprised the Mercedes Benz "Bendybus" Grampian Number 1 and the New World First Bus Dennis Dart. The first had a comprehensive repair and painting of the tubular underframe, a full service of the



running units and a new alternator. The Dart had already had a front axle overhaul and the bus was positioned in our restoration bay for rebuild of the rear hubs, brakes suspension and the fitting of a new fuel tank. It is now in line for bodywork restoration and the refitting of the centre exit.

1951 Daimler CVG6 returned to the shop for an overhaul of the rear axle, brakes and a change of rear springs which were rather weak! This was followed in October by its sister bus, 1947 Daimler CVD6 single decker number 11 in the Aberdeen Corporation fleet. This is having a comprehensive full restoration and will be in workshops for some time.

We will be having a programme of inspection on all our "running" buses for the summer season and they will all get a clean-up and polish in due course.

May I wish all our supporters and their families a prosperous New Year and please come and see how things are progressing. We are usually on site on Wednesdays, Saturdays and Sundays but, give us a call beforehand as there are rally days when we are away.

***Gordon Mills, Trust Chairman***

## ***More on Our Next Big Bus Projects ...***

Now that a workshop space has become available at the Collection Centre, the Trust has started its next major bus restoration project - Aberdeen Corporation single deck Daimler number 11, latterly renumbered 41. This is the vehicle that's the Trust's emblem.

Number 11 was new in 1947 and had bodywork by Walker of Kittybrewster not too dissimilar to that on the 1930 Albion, number 79.



However, it was rebodied by Alexander of Falkirk in 1958 and lasted in service with ACT until 1972. To date, the main frame of the bodywork has been found to be in good condition although there are many weaknesses and failures in secondary bodywork assemblies. And, after all the years, the engine runs, but again there is much to be done in bringing all the mechanical units up to a satisfactory standard.



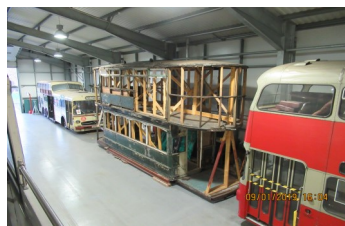
There were originally seven of these single decker's and, by quirks of fate, number 14 (latterly 44) of the same batch has survived. It too has also come into the care of the Trust, and its restoration has now been started.

A small group of supporters based at the Scottish Vintage Bus Museum, Lathalmond, has taken on the project and in early November number 14 was shipped to Lathalmond by Colin Lawson Transport Ltd of Aberdeen. Number 14 was heavily rebuilt in the Corporation's workshops and it is the intention of the project group to return the vehicle to its original condition.

**Anyone interested in sponsoring either of these projects? Please get in touch using our web page, facebook or twitter - see over for further information.**

## Tram Car 15 Update ....

As has been reported already to those with a specific interest in the car, circumstances at Dundee Museum of Transport required that 15 be removed. The car is now in our Collection Centre in Alford.



## The Call of The North ....

Two years ago, the Trust attended the Shetland Classic Motor Show in Lerwick with Leyland National GRT 74 and Daimler ACT 325. It was such a good experience that a return visit was made in early June with another double deck from the collection – Leyland Olympian GRT 131. In contrast to 2016, the ferry crossings were in very calm conditions but with much sea haar to spoil the views – a consequence of the start of last summer’s heatwave.

The Friday was a free day and a visit was made to the Shetland Bus Museum in Scalloway, a well-presented museum that describes not only Shetland life but also the wartime exchanges between Shetland and occupied Norway by Norwegian fishing vessels. The frequency of these clandestine crossings was such that they became known as “The Shetland Bus”. The day concluded with an impromptu visit to three islands just to the south of Scalloway – Trondra, West Burra and East Burra – which are nowadays connected to Mainland Shetland by bridges and causeways.



The Saturday and Sunday were spent on static display at the show with the company of two local buses – John Watt’s Austin with Aberdeen built Federated Industries coachwork and the Shetland Commercial Vehicle Preservation Trust’s recently acquired Bedford OB. And there was much interest shown in 131; one visitor remembered driving 131 in Aberdeen, claiming it was the most popular vehicle for staff bus duty as it could make 64 mph.

The last day, Monday, had 131 join the grand rally on a run from Lerwick to Sumburgh Head Lighthouse at the very south of Mainland. In a challenge to satnavs, the route taken was via the B9122 with fine views from 131’s top deck of seals basking on the foreshores, and of St Ninian’s Isle.

All in all, it wiz jist rare! Any bookings for the same event in 2020?

**IZZATAFACT:** There were limited numbers of diesel engines in use for industrial power well before the First World War, but it was the very late 1920s before a diesel engine design was developed which was suitable for a road vehicle. In Britain, the diesel engine then quickly became preferred to petrol engines, especially for city buses. Aberdeen Corporation first tried diesel engines in 1931.

Web: [HTTP://WWW.THEBUSCOLLECTIONATALFORD.CO.UK](http://www.thebuscollectionatalford.co.uk)



[www.facebook.com/thebuscollectionatalford](http://www.facebook.com/thebuscollectionatalford)



[https://twitter.com/buses\\_at\\_alford](https://twitter.com/buses_at_alford)



## Open to the Public

The Collection Centre at Alford is open to visitors at the Grampian Transport Museum at certain times, with Trust personnel available to explain the significance of the items on view. Trust vehicles are also displayed to the public at events away from Alford. Some vehicles are also used to provide free bus services for the public at special occasions such as major events at the Grampian Transport Museum. The Trust gives presentations to interested groups and works to mutual benefit with other museum organisations .

## Continuity of Care & Knowledge

The Trust has care of a variety of vehicles of local interest and has premises within which they are looked after.

For the Trust's services to the public to be kept going in the long term, the Trust seeks to encourage the support of people who could develop the various skills to maintain and operate the various assets in future years, and to understand and explain to the public the significance to society of the items they are looking at.

## We need help

For the Trust to continue to be successful and maintain the collection for future generations it needs both practical and financial help. We need volunteers to help care for our vehicles, to administer the running of the Trust, and we need ongoing financial support through, for example, bequests, donations, and Standing Orders which can be Gift-Aided. If you have particular skills to offer, are interested in developing new skills, or can help in any way, please contact: **Gordon Mills on email at:** [thebuscollectionatalford@outlook.com](mailto:thebuscollectionatalford@outlook.com)  
**Tel: 07889 159 822**