



Some of the salvaged vehicles. It was reported that although some were drivable, most were obviously not!

(Jack Willis, via Tilbury & Chadwell Memories website)



One of the drivable Olympics running on a Kent trade plate (Leyland Journal)

The same report noted that some were 'sold abroad' which was correct. We know that nine went to the Parramatta Bus Co in Australia (seven were rebodied by Commonwealth Engineering in 1969/70 and two by Smithfield Bus & Coach Works in 1972). In addition, one bus which had 'missed the boat' (chassis L22099) was returned to Leyland and then exported directly to Australia in November 1964. This was also sold to the Parramatta Bus Co and was placed in service with its original MCW body in 1970. This, and the damaged nine from the Magdeburg, were reported as being acquired by Parramatta in 1969, so there remains a mystery as to where they all were for 4-5 years. *(Since putting this article together, more information and photos have come to light, they will be included in the next issue – Ed.)*

In addition to the nine above, two others from the sale later appeared with Van Hool bodies with Smith's, Wigan, registered **CEK 587/8D**, who based them in Europe for their continental tours programme. The destiny of the balance has not been confirmed but it is believed some became the basis for vehicles in Europe with parts being incorporated into buses of two Dutch operators; suggested recipients being Maarse & Kroon Bussen, Aalsmeer, numbered 511-518 in their fleet, and GTW Bussen, Arnhem, nos.454-461. This accounts now for 27.

One possibly formed the basis of UK registered **MPA 12D** which was bought by Tyrrell, Ockham as a racing car transporter (this is sometimes incorrectly described as **MPD 12D**). It passed to Matra International (1969 season) to Matra Simca for the 1970 season and eventually to Ligier Gitanes by the 1975 season. Noted out-of-use in France by 2009, it was believed latterly to have carried a French registration. One was also shipped to Cuba, only fit to use as spares, and we have the chassis number of that, so this now accounts for a possible 29 (not 28!).

It could be that the total numbers above are incorrect, but it can be assumed that the total number aboard the Magdeburg was 42, as there was a replacement order (CMO 31084A) for this quantity. But, to date we have no independent confirmation of the numbers of the 'European disposals' nor how many remained on the ship, reported as 14.