

Australian Model Bus



A.C.N. 89134507
V.I.N. A0020262E

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*A happy Christmas and a prosperous New Year
to all members.*

Australian Model Bus



Journal of the Model Bus Association of Australia.
(A.C.N. 89134507 - V.I.N. A0020262E)



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Contributions to the journal may be sent either to the Secretary or, preferably, direct to the Editor. Correspondence for publication may be sent to the Editor. Material for publication will be especially welcome via E-mail, or on diskette in simple text or Microsoft Word format.

Editorial assistance: The journal is bulk-printed by Peter Church, and assembled and distributed by John Clarke and Peter Church.

The views expressed by members in this magazine do not necessarily represent the views of the Association, its Officers or the Editor of this magazine.

Cover picture: Rob Bender's large scale model of a Foden double decker in the Punchbowl Bus Service livery of deep red and cream. You can just see a five cent piece in the foreground.

Photo: Rod Blackburn

You'll be bound to notice that a great deal of this issue is written by Rod Blackburn. You might think that is an abuse of the editor's power to promote himself, but actually you have only yourselves to blame. If I receive few or no contributions, I either have to create some myself or leave blank spaces. Given that my capacity to write copious original material is limited and the current stock of recent contributions is exhausted there will be much smaller issues in future unless I receive good stuff from you, the members. Good stuff includes letters to the editor, suggestions that I might be able to build upon or anything thought provoking that could become an item. Don't be shy.

Until now there has not been a scale drawing in the magazine for nearly two years. This has mostly been because of lack of space. It is also partly lack of drawings where copyright would not be infringed, although the rules may not have been strictly adhered to in the past. There has been a suggestion that some drawings might be reprinted especially from earlier issues. The list on page 10 shows what drawings have appeared. If I receive enough requests for a particular drawing I will include it again. Otherwise, as this issue, I will occasionally include drawings I make myself. Of course, any drawings submitted by members will be gratefully considered.

Once again the Christmas season is almost upon us, so let me wish you all the very best and may the new year bring all you hope for and not too much that you'd rather not. Have fun and enjoy your models.

Rod

Victorian October Meeting

These are the minutes of the meeting of the Model Bus Association of Australia held at Elaine on 7th October 2001.

Present: Phil Bertram, Peter Church, John Clarke, Iain Drummond, Peter Greaves, Frank Kohek, Andrew Layton, Peter Leek, Jeff Lynn, Tom Smith, Barrie Toop, and Roger Tucker.

Apologies: Peter Alexander, Graham Bennett, Anthony Allen, Peter Cundall, Brian Frary, John Gilmour, John Hall, Allen Matzel, Jason Taylor and Gerry Weight.

Correspondence:

Out to interstate coordinators: changes to amendments to the constitution. See General Business.

In from NSW, Queensland and Tasmania: replies to the above letters.

Member ship: 91 members.

Treasurer: Current balance \$2582.32, Outstanding bills \$307.90 of which \$111.00 is postage.

Sales: EFE still having problems of dispatch.

Exhibitions: A roster was organised for both the 17th and 18th November at the World Vision Centre.

General Business

Faller (Australia) have sent a number of batteries and suggest that Australian made chargers need to be reviewed.

Due to a shortfall in funds in January/February a change in the time for paying subscriptions was proposed at the committee meeting and, by informing the interstate members, adjustments have been agreed to solve this problem.

Discussion took place re hall hire and it was decided that due partly to cost, but mainly due to less of an atmosphere [action] was postponed to the future.

The layout is making good progress.

Members' news

Peter Greaves has completed a Southdown bus station.

Phil Bertram has powered a tandem axled trolleybus.

Frank Kohek is working on a rail layout. The Secretary was suitably impressed

(understatement) when he saw it.

Jeff Lynn is working on two styles of LT DMS buses.

Barry Toop has some Hong Kong trams from JMS.

Tom Smith has a Corgi Burlingham Stratford Blue and a Midland Red bus.

The meeting continued with a talk by **Iain Drummond** on the Tilling organisation and **Roger Tucker** showed the correct way of handling Faller road vehicles. We then returned for some wonderful food and thanks.

Peter Leek

NSW November Meeting

The meeting opened at 10.10am on Sunday 4th November 2001 at the Ramsgate RSL Club, cnr Chuter Avenue & Ramsgate Road Sans Souci. Bill Summerell chaired the meeting.

Present: Rob Bender, Rod Blackburn, Andrew Chechlac, Bryan Gawthrop, Roger Gregory, Brian Page, Clifford Kierks, Steve Savage, Bill Summerell and Les Thomason.

A special welcome was, of course, made to Roger Gregory of Wangaratta, Victoria. Roger, who is a foundation member, was on annual leave and was on his way to Port Stephens for holidays with his family. It was nice of Roger to attend and he would be very welcome to any of our future meetings.

Apologies: John Halcrow, Richard Irvine, Bill Ottey, Bob Spear and David Wilson.

Minutes of the August meeting as printed in Issue 77 of *AMB* were adopted. Regarding matters arising, Bill Summerell stated that he had spoken to the President who advised:

Having journals stapled in the centre was a good idea but it may result in extra postage costs.

(a) The listing of members phone numbers may not be acceptable to all members. (It was mentioned at our meeting that possibly the method used by the MBF (UK) could be adopted.)

(b) That the "fee free" Society cheque accounts with Westpac would be available in Victoria in January 2002.

With regard to suggestions for possible Resin/White Metal Kits, the Editor stated that regrettably there had not been any response.

Correspondence: (i) Letter from the President

together with an excellent "Name Badge" and requesting if members required these badges. Most members present ordered badges.

(ii) Letter from the Secretary regarding proposed changes to the Constitution. The following recommendations for adoption at the Annual General meeting were made

Rule A2 (a) 3rd line to read: "Financial year" means the year from 1st October to 30th September.

Rule 02 (a) to read: Financial instead of calendar.

Rule 02 (b) to read: Financial instead of calendar. On line 5 of proposed amendment.

Rule B2 (c) Agreed as per proposed amendment.

Rule B2 (d) to read: A member who joins less than six months prior to the end of the Financial year ending (30th September) shall pay half of the annual subscription for that year.

Rule B3 Agreed as per proposed amendment.

Rule B4 (b) the word Financial to be placed in front of year on line 2.

It was considered that by adopting these amendments the Treasurer would be able to present an audited Financial Statement as at 30th September each year (allowing for a nine month period in one year) to the Annual General Meeting, which is not possible under the existing Constitution.

Reports: Rob Bender reported that he is considering making some models of buses from Malta and presented an excellent book showing many of these varied vehicles.

Rod Blackburn modestly reported that the London STD pre-war decker kit by The Little Bus Company for which he made the masters was given very good cover in the magazines Die Cast Collector, Model Buses and Model Collector. (This kit is a beauty. It had to be as Rod made the masters and fellow member Tony Asquith was involved in its development.)

Bill Summerell reported: (i) That Tony Asquith of the Little Bus Company (UK) would be in attendance at our February 2002 meeting.

(ii) That he and David Wilson had entertained well known British (ex-New Zealand) bus modeller Peter Cox, co-founder of Pirate Models and author of several books on model buses, and his brother Patrick on Thursday 1st and Friday 2nd November before they departed for the UK on the Friday evening. This included a visit to Manly by ferry, returning by bus over the

Harbour Bridge, a tour of the Bus and Truck Museum of N.S.W. and a ride on an AEC Regent III Sydney decker. Peter hopes that he can make another trip here soon and attend one of our meetings.

(iii) That model Car Swapmeets would be held at Penrith Panthers Pavilion, Mulgoa Road, Penrith on Sunday 25th November 2001, and on Saturday 6th and Sunday 7th April 2002, commencing at 9.30am.

Election of Officers for recommendation at the Annual General meeting. Bill Summerell vacated the chair which was occupied by Bryan Gawthrop, who declared the position of NSW Coordinator vacant. Bill Summerell was nominated and being the only person available (once more) accepted the position pending approval of the Annual General Meeting.

Rod Blackburn was nominated for the position of Editor for which he accepted subject to formal election at the Annual General Meeting.

General Business

The following recommendations were made to the Annual General Meeting:

(a) That an Auditor be appointed for the protection of the Association, the Treasurer and other signatories from any possible matters which may arise including litigation.

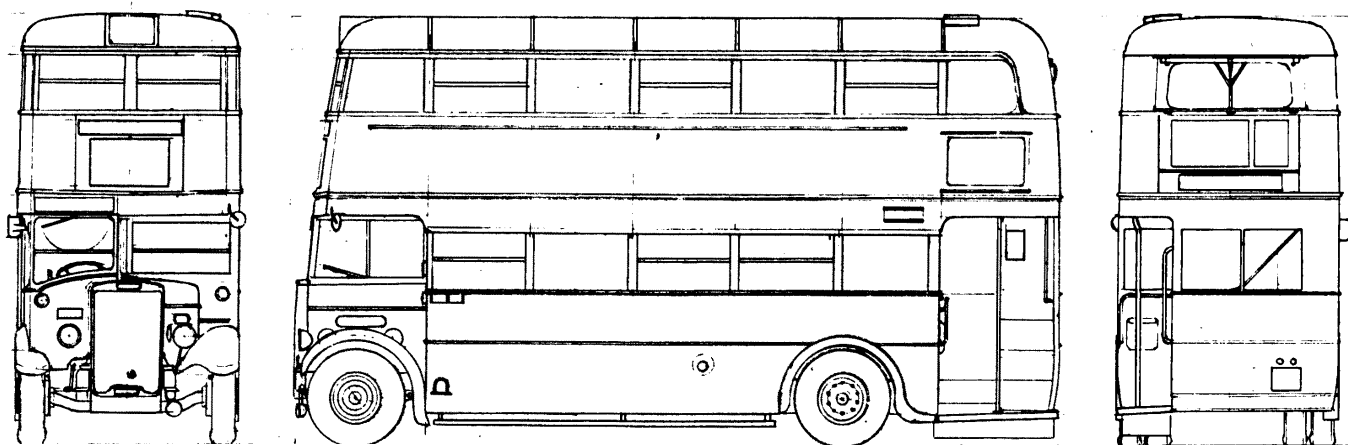
(b) That the Association place advertisements in every issue of the monthly newspaper Collectormania under Club Directory to promote the Association and to hopefully attract new members. Advertise details to include (1) PO Box details, (11) that the Association has regular meetings in NSW and Victoria, (iii) that the Association has an excellent by monthly Newsletter.

With regard to the meetings for next year it was passed after voting that they would be held on Saturdays (not Sundays) at Ramsgate RSL Club commencing at 10.00am. Dates for 2002 therefore are 2nd February, 4th May, 3rd August and 2nd November.

There being no further business the meeting closed at 11.40am. Members then proceeded to the Club's excellent Bistro for the traditional Christmas luncheon, which as usual was very much enjoyed by those members in attendance.

Bill Summerell

(Continued on page 9)



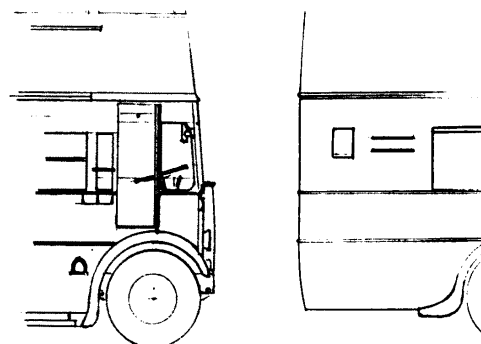
1937 Leyland TD4 London Transport STD

Until recently no model of this well respected bus has appeared, unless you count the famous Dinky Toy in its post-war guise. Little Bus Company has come to the party and a 4mm scale kit is now available needing little effort to complete to make an attractive model.

The drawing shows an STD in immediately post-war condition with two driving mirrors, fog-light and a split rear lower deck window. In pre-war as delivered condition only a single circular driving mirror was fitted to front edge of the driver's door opening; in addition a small positioning pole was attached to the nearside wing (which sometimes persisted post-war) and the other mentioned items do not appear in photographs seen by the draughtsman. The fuel filler is on the offside only in the position drawn. The sixth offside upper deck window is fixed.

To make a model of the bus in as new condition from the Little Bus Company kit the lower deck rear window division and the wind deflector on the leading edge of the driver's door opening should be removed. An additional rain deflector above the driver's cab needs to be added for later versions. The modeller will need to make mirrors and a fog-light if required for the version chosen.

There were at least five livery variations. One, the buses were delivered in red and white with silver roofs and black surrounds to the driver's cab windows. A black band separated the decks and a black line ran along the beading above the upper deck windows. The roof box was surrounded in red. Two, some time before the war the cab surrounds became red. Three, during the war the



Scale: 4mm = 1ft
Copyright: Rod Blackburn

Rod Blackburn

roof became brown and the roof box indicator was painted over along with part of the main indicators. Four, post-war repaints were initially all red but for cream upper deck window surrounds and a cream deck separator. Finally, the upper deck window surrounds became red.

Photographic references to the type include:

British Buses of the 1930s (PSL)	p.52
Buses of London (LT)	p.83 & 84
Classic Bus Yearbook 2 (IA)	p.8
Illustrated History of London Buses (IA)	p.19
London Buses – Then and Now (IA)	p.20
London Buses of the 50s (CT)	p.8, 59, 66 & 75
London Transport 1933-1962 (IA)	p.27
London's Utility Buses (CT)	p.50
Routes to Recovery (CT)	p.12
The London Motor Bus (LT)	p.75 & 76
The STLs (CT)	p.64

Key to publishers above:

CT – Capital Transport
IA – Ian Allan
LT – London Transport
PSL – Patrick Stevens Ltd



Type variations – what should a model manufacturer do?

The editor explores a manufacturer's dilemma.

An ever popular discussion point amongst model collectors is what prototypes model manufacturers should be considering to produce. There are frequent demands for obscure liveries and obscure prototypes for which commercial returns in volume sales seem highly unlikely. Judging by recent discussion on the Internet, there is even a feeling that these obscure types likely to appeal to only a few buyers should be priced as cheaply as those with a greater market appeal, even though the same or possibly greater research resource is required to ensure accuracy in these rare cases.

Given that the supply of prototypes produced in significant numbers for multiple operators that have not already been produced in model form is fast running out, what is the manufacturer to do? One approach, adopted by EFE with its London Transport STL and OOC with its Midland Red D9, is to go ahead with a model with limited variations, but whose prototype had wide public exposure and which thus might be expected to generate wide nostalgic interest and perhaps sales outside the regular collector market. In both the examples quoted above there are minor casting variations that are possible that may increase the sales potential. A second approach is to select a prototype of significant technical interest or visual appeal, criteria which might apply to EFE's Leyland TD1 and OOC's forthcoming AEC Q double decker. The TD1 was arguably the first modern bus and has a number of livery possibilities, but I have heard that the models have not sold all that well. Perhaps not many people remember the originals. The Q was a very interesting vehicle and the few double deckers that were sold (23) went to a number of operators so there is some scope for livery variation, but not all of them had the same body and even those with the majority MCW body were not all the same. Compare the upper deck rear window of the London version with that of the provincial MCW body. OOC will have to stretch credibility a little, although not as much as

using the Q1 five bay body casting to represent many six bay bodied six wheel trolleybuses. It will be very interesting to learn how well the Q sells.

Providing the manufacturer allows for them, casting variations can significantly extend the sales potential of a base casting. EFE's long wheelbase RM model is a good example of this with its two and four headlamp versions with and without platform doors. The original short wheelbase casting design did not allow for those variations so we are unlikely to see an RMC.

EFE's first venture away from its original RT, the Leyland bodied PD, provides another interesting approach to variation. By producing two top halves and two bottom halves EFE were able to offer four distinct vehicles: low- and high-bridge versions of both the PD1 and the PD2.

Variant sub-assemblies for EFE's Orion bodied vehicles and both EFE's and OOC's utilities have extended the possibilities for the base castings considerably. Although in the latter case credibility has again been stretched by applying the Park Royal body to chassis which never carried it.

A variation which I think would be hard to produce economically is the difference between wide and narrow versions where a chassis was available in 8' and 7'6" variants. So far as I know, this has not been attempted. I have seen it suggested that an approach to the width problem could be to make the model a scale 7'9" wide, but I think this would be a poor solution as there would be no distinction between the two types in the same fleet, such as RTL and RTW in London. The OOC Bristol K scales at 7' 9" and, at least in that aspect, is not a satisfactory model.

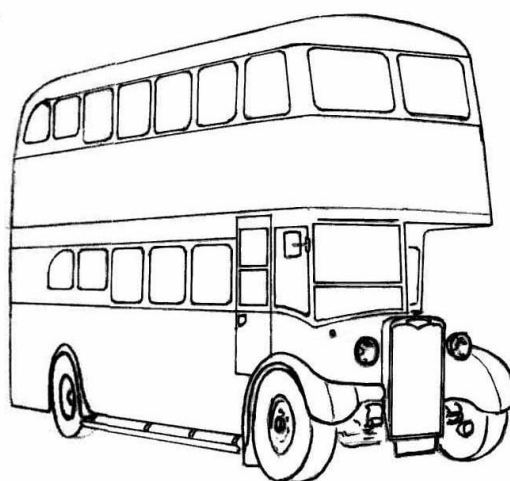
Long and short wheelbase versions and front and rear entrance bodies are also difficult variations to plan into a single casting. These complexities made it necessary, for example, for EFE to choose a specific version of the Bristol F Lodekka. The choice of the FLF was probably guided by the fact that it was the most numerous variant in prototype form.

A body style that was seen in many parts of the UK and that has not yet been produced by a diecast manufacturer is the immediately post-war Crossley. There were slight variations in the

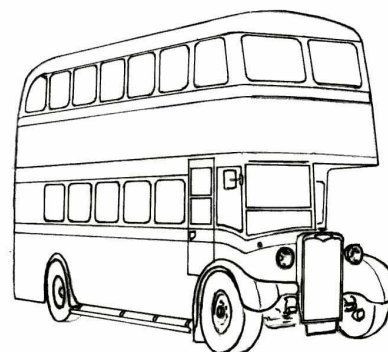
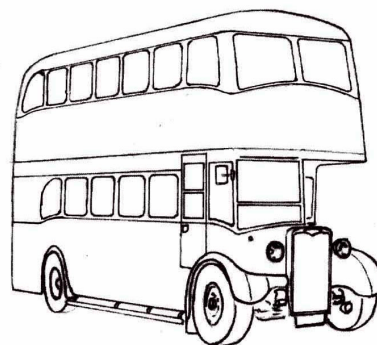
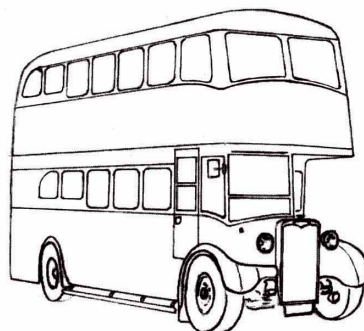
window shapes that would preclude accurate representation with a single casting of all fleets where it appeared, but the Crossley body was produced by other manufacturers, notably MCW, and applied to other chassis, for example Guy and Leyland, which might increase its sales potential as a model.

Some purchasers of models are modellers as well as collectors and I believe that manufacturers could maximise the sale of castings if, when faced with the sort of dilemma outlined above, they were to choose a prototype which offered the maximum scope for modification for the modeller to produce his own variations if desired. For instance, if a Crossley body were to be produced, the window shape associated with the Manchester style cantilevered platform would probably allow the easiest conversion to the two alternative shapes for the rear side windows. On the other hand the two possible variations for the front upper deck windows could probably be addressed by producing the un-swooped windows as were seen on the bodies supplied to Luton, which also had the Manchester stepped style rear windows. This suggests that a model of the Luton vehicle could be converted fairly easily to any of the other versions, but the manufacturer would still have to choose between the low- and high-bridge versions (Luton had both) unless the EFE PD solution was adopted. And some such Crossleys were 8' wide. Perhaps not attractive to a diecast manufacturer for what might not be a very big seller, but certainly a possibility for a resin kit, where some modelling skill might be expected in the purchaser.

Of course, in the end, if your interests lie in producing a model fleet representative of the types that were to be seen in a particular real fleet it is likely that you will have to have recourse to kit building, conversion, or even, dare I suggest it, scratch building. For example, it has certainly given me much more satisfaction to convert a 7'6" EFE RT to an 8' RTW than I would have had if I could only have had incorrect 7'9" RTs, but at the very least application of an alternative livery might increase the number of ready made models that will fit your fleet. If you do it yourself, the variations are in your own hands and the satisfaction is enormous. No need to carp at the manufacturers then.



A generic Crossley, with window outlines as supplied to Luton in the late '40s.



Alternative window layouts. Top: Post-war Manchester style with cantilevered platform. Middle: Pre-war Manchester 'Streamline' pattern. Bottom: As supplied to Stockport.

New kit for MBA bodied Foden

Bill Summerell introduces us to the Little Bus Company kit.

This long awaited kit may well prove to be the must popular to date of the Australian series that has recently been produced by The Little Bus Company.

As with all single deck kits made by The Little Bus Company, it has a one-piece resin body shell and resin seating unit, white metal chassis and steering wheel, rubber tyres together with glazing and a comprehensive instruction sheet.

As with many kits some filing may be required on the chassis and under floor seating unit to attain a snug fit and a little flash will need to be removed from around the windows.

Like The Little Bus Company's Australian kit of the 43 seater to suit AEC, Leyland or White chassis, the body modelled is that constructed by Motor Body Assemblers (MBA), but this kit represents the shorter wheelbase chassis and body with 37 seats. It has, of course, that distinctive and very attractive Foden front grille. Initially only 40 kits will be available for the Australian market.

Fewer than 100 Foden bus chassis came to Australia and some had rear engines. Consequently, not many were bodied by MBA and the kit has been based on the vehicle operated by Rutty's Bus Service of Figtree near Wollongong on the beautiful New South Wales south coast.

Interestingly, Rutty's bus was later reframed by MBA. At the same time the wheelbase was extended to 20'6", body lengthened to 33' and remade as a single door bus seating 46. Still later it was refronted by Commonwealth Engineering using their modern grille of that time and in these three forms it gave excellent service to Rutty's for over a quarter of a century. Should an adequate number of members be interested, then consideration may be given to manufacturing a kit of the 46 seat version. Please phone or drop me a line with regard to this matter if interested. All letters will be answered.

Another similar, but not identical, MBA bodied Foden was new to Ranyards Transport Service of Liverpool, NSW, and there certainly were a few others with MBA bodies, one being operated by Proudlove of Albany WA.

During a trip around Australia in 1973 I sighted a Foden still in service in Alice Springs NT which reminded me of Rutty's bus. It certainly had an MBA body, but this vehicle had a coach front door, obviously very much needed to "try" to keep out the bull dust.

A good "Hacker" may be able to convert a kit to represent a Western Australian Government Railways Bus with Commonwealth Engineering body or one with Piper or Symons & Fowler body as operated by Hampton Red Buses in Melbourne, Victoria. All of these buses had front side windows not unlike those in the kit. Another challenge would be a camelback coach with body by J.A.Lawton of Adelaide as operated when new by Murray Valley Coaches of Albury, NSW, but some of these conversions would require two kits.

In conclusion, to obtain or order these great little kits full details are contained in the advertisement in this issue of our Journal.



Puzzle Picture



Now here's a challenge from Iain Drummond's archives. Where is it, what chassis is it and what about the body? Iain hasn't supplied any answers to the editor, so it'll be interesting to see what the membership comes up with. I think I know the general location, but as for the rest...



NSW November meeting

(Continued from page 4)

Models present

Andrew Chechlac had three of the beautifully detailed ABC models: two Hong Kong vehicles (single deck Guy Arab with opening bonnet and roof vents, subsequent double deck conversion of the same vehicle – half cab neatly disguised by a pillar on the nearside front) and the exquisite Stockport Corporation Leyland Lion. They might be expensive, but they are very smart.

Cliff Klerks had a selection of non-4mm scale models including the Corgi Maidstone & District Invictaway set of a black Metrobus and cream and green Plaxton Paramount. The 1/50 Corgi model of a London Transport Utility Guy Arab II was also there.

A reliveried **Les Thomason** produced his usual collection of unexpected models. He showed a Matchbox General AEC S-type, a very smart and modern looking Sydney tour bus modelled by Carven, but otherwise unidentified, and an apparently 1/87 (3.5mm) scale model of a Munich Airport bendy bus by Siku, again with no identifiable chassis make.

Rob Bender showed one of his large scale double deckers. This time it was a Foden in the livery of Punchbowl Bus Service. He also had an interesting book about Maltese buses. [*The Model Bus Federation web Forum has been discussing Maltese buses recently, which might lead to a theme display at one of their meetings.* – Ed]

Rod Blackburn had a newly acquired OOC King Alfred Bedford VAL to show. It reminds him of the only time he drove a bus: one of the VAL prototypes about 20 feet along the experimental shop floor at Vauxhall Motors. He also brought along his scratchbuilt STL and STD models with an EFE STL and an assembled Little Bus Company STD for comparison.

Victorian member **Roger Gregory**, on holiday from Wangaratta, produced the Puzzle Picture bus from Issue 74 of *AMB*, but, despite being able to see it in the metal, no one present was able to make a better identification.

Finally, **Steve Savage** displayed two more of his Riverside fleet paint conversions. This time an EFE Dennis Dart and a Concept Leyland Lynx.

Rod Blackburn

New Australian Model Bus kit Motor Body Assemblers 37-Seat 2-Door F/C Foden Bus



- * Only 40 Initially available
- * One piece resin body shell
- * One piece resin seating unit
- * White metal chassis
- * Rubber tyres
- * Very easy assembly
- * 1/76 scale – As ABC, EFE & OOC

\$74 Australia (\$145 for two)

\$76 New Zealand \$77 Hong Kong

Transfers to suit \$15

- * 4 Ruttys' Bus Services fleet names
(2 red – 2 yellow)
- * 12 M/O Plates (yellow/black)

All prices Australian \$ and include postage.

Bill Summerell
35 Walmer Street
Sans Souci
NSW, 2219
Ph. 02 9529 6368



The forthcoming OOC AEC Q double decker in London Transport Country Area green.

From the Corgi catalogue

Scale drawings in *Australian Model Bus*

This table lists scale drawings by title in chassis manufacturer sequence giving the issue number where the drawing appeared.

London Transport 6Q6 Coach	4	PMC Mercedes 0305	45
London Transport C1 trolleybus	46	1936 Renault TN4H (Paris type)	10
NSW DGT AEC Q Trolleybus	61	Renault PR100.2	21
Cheetham & Borwick Bedford J2	2	Scania CN113 MaxCi	53
Hawke Bedford VAM75 Bus	18	Park Royal Sunbeam MS2 Bournemouth	67
Hawke Commander Bedford VAM70	43	Weymann Sunbeam MF2B Bournemouth	56
Hawke Commander Bedford VAM70	55	PMC Volvo B59	38
NZ Motor Bodies Bedford SB3	13	1937Transit Motor Coach Model 40R	42
NZ Motor Bodies Bedford SB3	37	AEC/EE NSW trolleybus	50
ECW Bristol LH	40	Ansair Orana Transit Bus & Aerocoach P47-37	28
ECW Bristol LS6G	61	Austral Domino 12.2m Coach	16
ECW Bristol MW	59	Australian Semi-trailer Buses	14
PMC Midi & ECW Bristol SUS/SUL	26	Brush Double Deckers	7
Croydon Bus Chevrolet	9	CSEPEL bus	44
Fageol City Transit Coach	49	Duple Ambassador	15
Foden Double Decker	1	Harrington Grenadier	19
1945 NSW DGT Ford Austerity	5	MCA Marathon	36
Massey Guy Arab	65	NSW DGT Full fronted Single Decker	20
International 3000 School Bus (Chassis only)	27	NSW DGT Half-cab Single Decker	30
Burlingham Leyland PD2	63	NSW DGT Undefined floor engined Single Decker	24
Leyland National	29	NSW P-Type Tram	17
Leyland TD1	11	Philadelphia Trolleybuses	3
Leyland TD4 Full fronted Double Decker	52	Philadelphia Trolleybuses	8
MMTB Leyland TD5	34	PMC High Floor Coach	35
NSW DGT Atlantean	23	Sydney Double Decker	62
Wellington Tramways Leyland Lioness	6	Transit Motor Bodies 11.3m 52 seats	58
Wellington Tramways Leyland Lioness	33	Unidentified Ansair Single Decker	22
Weymann Leyland TD5 Bournemouth	39	Unidentified Volgren body	32
Hornibrook Domino 11m Metroliner & BCC MAN SL200/Denning	12	Van Hool Alizée DH 12m	31

Product News

EFE

November

26310	Guy Arab II utility	Edinburgh Corporation
18607	Bristol VR III	Stagecoach Devon General
14602	Leyland National I	London Country
18713	Bedford SB Vega	Greenslades
16215	Bristol LS coach	Southern National/Royal Blue

December

15630	AEC Routemaster	Reading Mainline
27605	Wright Volvo	Arriva Northumbria
20008	Leyland PD2 Orion	Portsmouth
99640	Leyland PD2 Lowbridge	Todmorden LMS (Gilbow Railway Series)
26605DL	Plaxton Paramount 3500 (DL)	Wallace Arnold

OOO January-June 2002

Feltham Tram

OM40501	Feltham tram	London Transport
OM40502	Feltham tram	Leeds City Transport

Classic Buses

OM40801	Bristol Lodekka FS (Open platform)	Southdown (Brighton)
OM40802	Bristol Lodekka FS (Platform doors)	Brighton Hove & District Omnibus
OM41905	Leyland PD3/Queen Mary Opentop	Southdown (Brighton)
OM42405	Leyland Leopard/Plaxton Panorama I	Ribble
OM42602	Bedford OB	Bibby's of Ingleton
OM43702	AEC Trolleybus	Cardiff (Wartime)
OM43908	Daimler CW utility bus	Belfast Corporation
OM45605	BMMO D9	Midland Red
OM45705	AEC Q Type bus	Westcliff-on-sea Motor services
OM45706	AEC Q Type bus	Kingston-upon-Hull CT

Modern Buses

OM43303	Plaxton Premiere	Blackburn Transport
OM43304	Plaxton Excalibur	Elcock Reisen (Telford)
OM43401	Plaxton Beaver	Stagecoach Ribble (New livery)
OM45109	MCW Metrobus Mk II	West Bromwich Corporation
OM45110	MCW Metrobus Mk I	(SD) West Midlands PTE (Post Office)

Blackpool

OM42901	Optare Delta	Metro Coastlines (Blackpool Transport)
OM43504	Balloon tram	Eclipse (Blackpool Pleasure Beach)
OM44004	Brush Railcoach	Mystique (Blackpool Pleasure Beach)

Next Meetings

VICTORIA: (1.00pm start, except A.G.M. 10.00am start - * Please bring a plate *):

Date	Venue	Theme
2nd December	The Patch	A.G.M. and model competition.

NEW SOUTH WALES: (10.00am start **reverting to Saturdays in 2002**, at the Ramsgate RSL Club, cnr. Chuter Avenue & Ramsgate Road, Sans Souci):

2nd February, 4th May, 3rd August, 2nd November

Swapmeets, Fairs, Exhibitions, etc.

November	22nd	Swapmeet – 7.30pm (Stall Holders 7.00pm)	
December	1st	Model Railway Clearance Sale	Scout Hall, Mahoneys Reserve, Forest Hill Melways Map 62 – C4
	14th	Swapmeet – 6.45pm	The Crest Bingo Hall, cnr. Blaxcell & Redfern Sts. Granville
January	11th	Swapmeet – 6.45pm	The Crest Bingo Hall, cnr. Blaxcell & Redfern Sts. Granville
	24th	Swapmeet – 7.30pm (Stall Holders 7.00pm)	Scout Hall, Mahoneys Reserve, Forest Hill Melways Map 62 – C4

Note: At the time of writing a formal timetable for 2002 Melbourne events was not in the editor's hands. Please confirm the January 24th event.



London Transport Leyland STD family The three varieties of STD as would have been seen about 1949. From the left: 1937 TD4 (Little Bus Company kit), 1941 TD7 (scratchbuilt) and 1947 PD1 (modified EFE diecast). Construction and modification by Rod Blackburn.

Photo: Rod Blackburn