

moving the hobby forward

MidlandBus *Kits*

Magazine



June 2024

The Miniature Bus Modellers' NEWSLETTER 32 MOVING THE HOBBY FORWARD

JUNE 2024

It's June, which means it's summer. I think! Well we had some decent warm days beginning of May which was lovely, I thought it would never warm up. I hope you managed to get outside and get some spraying done.

I managed to get a fair bit done on my layout, yes, I reworked it again. I ripped all the tarmac sheets up that I had put down, as the glue and self adhesive didn't really work. It kept peeling up. Well, I am glad I ripped it all up and started again, as it's turned out better this time, so I am very happy. This time, I used self adhesive strong spray to hold down the Tarmac sheets, and it's worked a treat. As you can see from my pic, I have finished Cheapside and South Parade, and I have now moved onto the Old Market Square and Long Row. Looking forward to doing Long Row, as I used to catch my bus home from there when it was a 1964 reg Atlantean and it was the number 60 Bilborough.

On other matters now, the Leyland Leopard kit we brought out, we are now in the process of producing the coach version with grant doors. Mine will be a Lillac Leopard that Nottingham had. So we look forward to bringing you more news when we have it.

Anyway, I have waffled on too long, so time to crack on. Enjoy from the 'Friendly Bus Modellers' - Daryl



How the layout is progressing, I have even added some pigeons!!

Review AEC Reliance – Ken Jones West Midlands N Gauge Club



Ray Rimes continues to expand his range of N gauge 3D models particularly for airports and buses. Visit <https://rayrimesdesigns.com/shop> for his latest models. Recent buses / coaches include LGOC 'Type B' Omnibus, AEC Regal Mk3 with Willowbrook body, and AEC Reliance with Park Royal bodywork

The AEC Reliance was a mid-underfloor mounted engine single-decker bus and coach chassis manufactured by AEC between 1953 and 1979.

Two prototypes were completed in 1953, one with Duple bodywork and one with Park Royal bodywork. Production vehicles entered service from 1954. The last Reliance entered service in 1981.

Following successive changes to Construction & Use regulations, the maximum length of the Reliance was increased twice from the original 30 feet: firstly, to permit an overall length of 36 feet from 1962 and later, to permit a length of 39 feet.

Major users of these vehicles with Park Royal bodies were East Kent and Aldershot & District. Second-hand ones were also used by Beresford's, Shaftesbury & District, and Chiltern Queens.

Malcolm Hall and I acquired a model each from Ray Rimes around the same time and Malcolm offered to paint both in East Kent livery. The bespoke transfers were produced for us by Roy Finney.

Malcolm's picture shows the two finished models.

Eheim trolleybus system By Ken Jones (West Midland N Gauge Club)



cover of trolleybus manual and track plans

It all really started in 1948 when the "merchant" Arthur Braun from Waiblingen started a firm for household articles and toys. The assortment carried the Anker brick construction boxes, landscapes, trees, traffic signs, dolls, teddy bears and a battery-operated merry-go-round. His firm even imported the Dinky Toys cars into Germany, and became a leading distributor.

The inventory also carried a toy miniature railway. This railway was a continuation of the one made by the Löhmann firm, that went broke in 1949. To guarantee the existence of this train the firm "Europa Technische Spielwaren GmbH" was founded, the products of this firm were sold by Arthur Braun. This "Europa" produced, among other things, a 2-axle diesel train (Löhmann-Prozix-Bahn) and a steam engine in TT-gauge (Europa-Fischer Europa busbahn).

A big hit however was the trolleybus in H0 gauge also produced by 'Europa'. It had the same engine as the steam engine from the Europa-bahn and was constructed by the engineer Günther Eheim from Esslingen after a patent with engineer E.W. Fischer from Munich. It was based on a Bussing trolleybus.

This model however did not have a real name yet. The box had the name 'EWF Trolley Bus' on it, in the manual 'Europa-Trolley-Bus' was used. Rare example from late 1940s produced and sold by Günther Eheim are also known to exist and predate distribution by Arthur Braun. These sell for prices in excess of £1000.

Eheim bus

In 1953 once 'Europa' went bankrupt, the production of the trolleybus now completely went into the hands of the 1950 founded firm Eheim.

Arthur Braun again sold the buses for them. At the 1953 Nuremberg toy fair an improved, more to the scale version of the trolleybus was demonstrated. The first buses were ivory-coloured with a red trim. They were made from cellulose acetate, which unfortunately was deformed easily. In the beginning the assemblage found place in a modest way.

The garden house of the family was the production hall and the kitchen table carried the test run. Later buses carried the colours ivory with red, yellow, blue or (rarer) green. 2 lamps formed the headlights. The bus could be extended with a two-axle trailer with the same colours. The overhead wires and masts were produced by the firm Vollmer, who got a patent on the construction in 1949. The assortment of Eheim was extended rapidly. Not also accessories for the trolleybus system were made, they also created different cable cars, a television tower (made from a cable car tower), a model airplane and a city fountain that used real water. Eheim developed a silent water pump for this.

The success of the trolleybus convinced Eheim to build a 3-axle Henschel trolleybus in 1956. This model had more details like a Henschel star and a chrome bumper. To complete the bus a one-axle trailer for luggage was also available. After 10 years the production of this touring car trolleybus was stopped; the consumer, who got more critical, didn't accept a touring car under overhead wires anymore.

In 1962 a new type with smaller concrete masts and real wires succeeded the old overhead system. The headlights were now made of plastic with lights in the bus and the wheel-trolleys were replaced by sliding trolleys. In 1963 the trolley support was moved inside the bus, which made it more realistic. The bus assortment was extended with an articulated Henschel bus, which was also available as diesel bus for the Faller AMS slot car system.

In the USA it had and still is referred to as the Aristo-Craft trolleybus system, Aristo-Craft being an Eheim distributor for North America and carried their name on the boxes.

Another name used in Europe and USA was Eheim minibus system. AHM was also a distributor in the USA



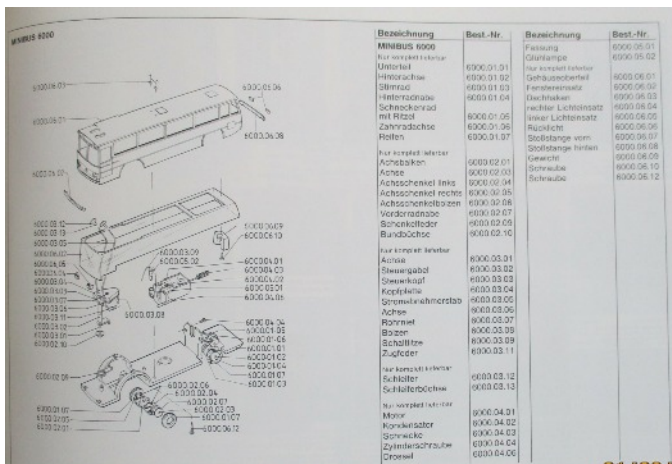
Geschenkpäckung, komplette Anlage betriebsfertig, ohne Transformator: Motorwagen, 8 Masten, 2 Anschlußmasten, 2 Rollen Fahrdraht α 150 cm. Anschluß an 12-14 V = oder bei Wechselstrom über den elektronischen BRAWA-Fahrregler 6150. Der kleinste Radius beträgt 15 cm, wenn die Masten im Kreisinnern aufgestellt werden.

6002 N

Presentation pack, complete system ready to run, without transformer. Contains power car, 8 masts, 2 power supply masts and 2 reels of contact wire (150 cm each). Connect to 12-14 V DC supply or to AC transformer through BRAWA 6150 electronic controller. Minimum radius 15 cm with masts located inside curve.

6002 N

The N gauge trolleybus presentation pack



parts list

Continuation as BraWa

The water pump developed by Günther Eheim bought him closer to his real passion: aquaria. He decided to concentrate on aquarium equipment and sold the production of railway accessories to Arthur Braun. In 1963 Arthur Braun founded the firm 'BraWa' in Waiblingen (this means Braun-Waiblingen). This firm still exists and for many years produced, among other things, in almost unchanged way the Eheim trolleybus from 1963.

Some date after the takeover by BrAwa a N gauge [1:160] version of the trolleybus system was introduced and the marketing changed to BRAWA HO + N Trolleybus. In 1964/5 catalogues included the chairlift and were marketed as BRAWA EHEIM 1964/65 trolleybus chairlift Lorensseilbahn. By 1970 the catalogues were back to Eheim.

Also, in 1970 the company moved to Remshalden. Production of these trolleybuses continued until 2001 but overhead wires, poles and collectors between the Eheim (earlier) and Brawa (later) are generally incompatible with each other even though the trolleybuses and other accessories are the same.

HO Sets, catalogues and individual trolleybuses can be expensive. N gauge ones rarely come up for sale and although I have seen a working N gauge Eheim system in Germany I don't believe many were built. I have one of their red trolleybuses. I've photographed Malcolm Hall's vehicles for this article but again they have never operated since he first had them. They had the later silver roofs, original ones were one colour.

Since writing this in 2020 I now have 4 working Eheim trolleybuses – 2 red – one blue and one yellow with silver roof.

The above history although concentrating on the HO model is needed to understand how the N gauge model evolved. I do have an undated wiring and track plan booklet which was published by Brawa in English and German. It also contains the parts list and drawings for the trolleybus.

The reference numbers for the N gauge models were

6000 for an individual trolleybus

6002 for a trolleybus presentation set

No N gauge trailers were produced. The N gauge model trolleybuses were designed to run on a 12 Volt DC system only. However, this appears to make the trolleybus move very quickly so perhaps 8 – 9 V DC controller would be better.

The presentation pack 6002, contained a complete RTR system without controller. It contained the power car, 8 masts, 2 power supply masts and 2 reels of contact wire [150cm each]. Recommended radius was 15 cm for the N gauge system with a minimum radius of 12 cm with the masts on the inside.

N gauge parts

6011 mast [pair] – height 53 mm

6012 power supply mast [pair] – height 53 mm

6015 1.8 m of contact wire

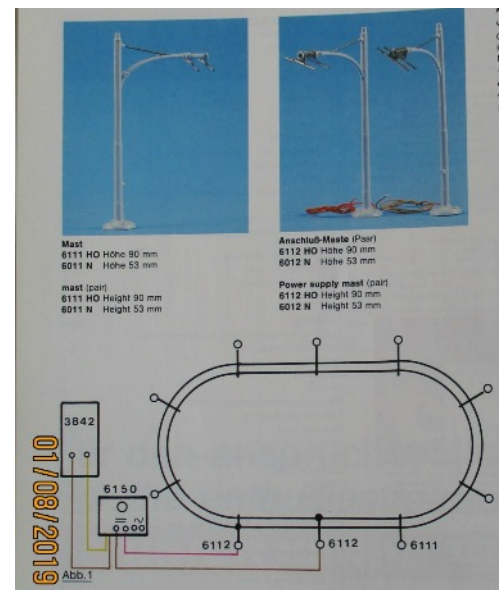
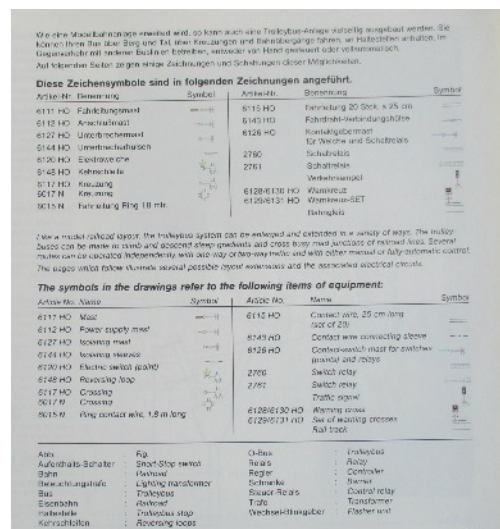
6017 overhead crossing [not offered]

The HO system also had electric switch point, contact switch mast, isolating gap mast, overhead wire crossing between railway and trolley bus wires, and a reversing loop connection. None of these parts were available in N gauge at the time my manual / track plan booklet was printed and I don't think they ever were produced for N gauge which meant the possible systems you could create were limited. It is recommended to oil / service the trolleybus after every 12 hours of running.

The trolleybuses can climb a gradient of up to 40% [1 in 2.5], and to prevent slipping the road surface can be covered with sandpaper or roughened. For correct appearance, the masts must always be vertical, even on gradients. This is achieved by inserting a wedge-shaped block of wood under them before they are attached to the layout. "Since Brawa trolleybuses are exceptionally manoeuvrable and capable of climbing and descending steep hills, the ambitious modelmaker can plan a network of narrow, steep streets and add greatly to the visual effect and entertainment value of the layout" – quote from 1960s manual

In 2018 to celebrate the 70th anniversary of the Eheim trolleybus an HO closed wagon was released in Germany with a picture of the Eheim trolleybus on its front.

I'm interested if anyone has run the Eheim N gauge trolleybus system on their layout. I've now also bought an unused N gauge 6002 presentation pack, which was a pure lucky find.



How to wire a simple loop using Brawa transformers [HO system shown]



The N gauge trolleybuses [loaned by Malcolm Hall]

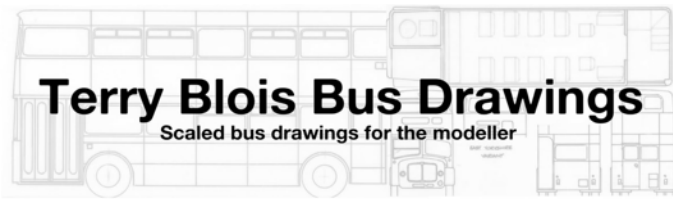
Following the interest

<https://www.87thscale.info/eheim.htm>

There are many "You Tube" clips for the HO system but I have found one using the N gauge system at

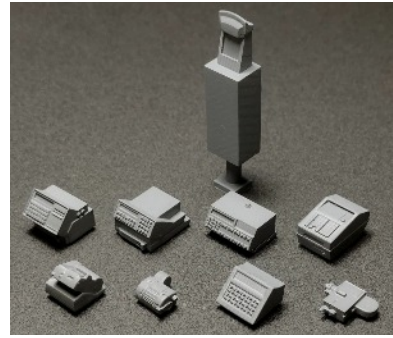
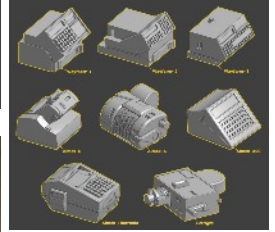
<https://www.youtube.com/watch?v=evHv84NS9IU>

Kits & Accessories



Terry Blois 4mm scale Bus and Coach Plans

For those who like to scratch build their own model buses, Terry Blois's website is a great addition to help with your model building. Each drawing is priced at £3.00 and postage is £2 per order. Payment options are cheque's you can use the ORDER CONTACT PAGE to get in touch with me to arrange a bank transfer or to pay via Paypal. www.terrybloisbusdrawings.co.uk



1, Almex A and Setright ticket machines.
Ticket machines (pack of 5) - £2.00 plus £1.50p&p
Fare vaults (pack of 5) - £3.50 plus £1.50p&p

NEW Item! Engine cover upgrade for EFE Leyland Nationals. Detailed resin printed part including panel lines, slanted number plate recess and lamp. As shown in photo this is only the engine cover and original EFE lights are retained. Priced - £2.00 plus £1.50 P&P please **CONTACT ME**

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In Every Detail- Mark Budd

In every detail

A range of exquisite 1:76 scale model bus parts etched in Nickel Silver, designed to enhance existing models or add some fine detail to your builds. These parts are produced in small numbers so some orders may take a little while to deliver or be placed on pre-order. Many of these parts are extremely fine and you will require some skill to work with them. Many thanks for taking the time to look.

Mark.

Please note, these images are not all to the same scale for better illustration, but the parts are 1:76 scale.

RW1	Mirror Image / Sunrise Alexander R-Type Window openers	EFE Alexander V Type Front grilles, £1	YG1
RW2	Set of 10, £4. 12, £4.50	Later lower conversion, £1.30 (requires filing down the casting)	YG2
RW3			YG3
RW4			YG4
RW5			YG6
RC1	Cab windows, 90p	Side grille, 80p	YW1
RC2		Set of 6 window hoppers also fits Atlantean/Fleetline, £1.75	YD1
RC3		Full width 4-leaf door, £2	
PC			
RG1	Early front grille, £1.75	ABC Alexander Ailsa Set of 11 5BG style opening windows and 2 cab sliders, £3.75	AV1
RG2	Rear dome grille, 80p	Pair of side grilles for Glasgow AVT-3, £1.75	B10, 60p
RG3	80p/pair (Also suits AV Ailsa etc)	EFE Alexander Atlantean Conversion Set of 8 panoramic hoppers, £4	AG6
RG4	Large side intake, £1.75 Also suits late Atlantean	Set of 8 short panoramic sliders, £2 Also suits ABC Ailsa conversion	AW1
L1	BMAC lights and signs		AW2
L2	Big rear lights, 80p / pair		AC1
L3	Smaller lights, 40p / pair		AC2
L4			AC3
L5			AC4
L7	PAYE sign/blank, 40p		AC5
L8			AG1
L9			AG2
L6			AG3
L10			AG4
M1	Mirrors, 60p pair		AG5
M2			B1, 60p
M3			B2, 40p
M4			B3, 40p
M5			B4, 60p
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M7			B6, 60p
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Barton Bedford VAL bus model - PREORDER 11/7/24



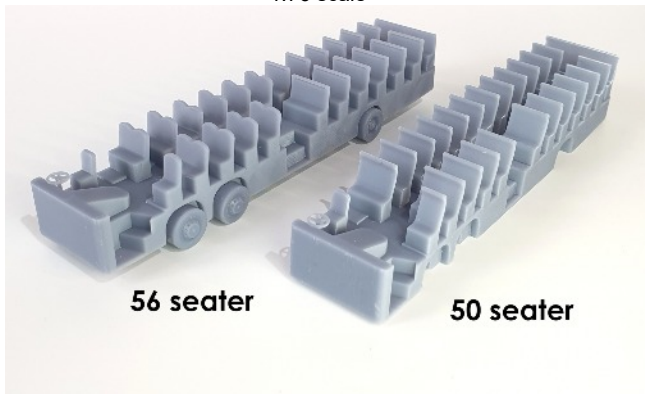
We are pleased to have opened pre-orders for our Barton Bedford VAL bus model, with shipping from 11 July, which can be ordered via our website: <https://bit.ly/3VeOnbn>

This model is based on the seven buses of this type operated by Barton Transport from 1963 onwards. Both 50 and 56 seat variants are available. Moulded plastic front and rear windscreens are available with the model. Additionally, for the first time, we are offering an accessory pack with the kit, which will include:

- Glazing for the remaining windows
 - Brass rodding for free-rolling axles
 - A full set of waterslide transfers for the bus, including numbers for all seven buses used by Barton and 16 different destination boards
- The accessory pack can be ordered here: <https://bit.ly/3wUJIHF>



1:76 scale



56 seater

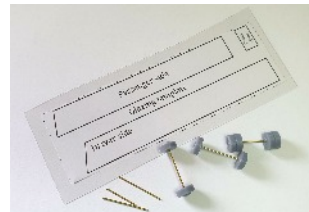
50 seater



1:148 scale



1:50 scale



Accessory pack containing extra items to accompany our Bedford VAL bus model allowing you complete your kit without needing to search for them separately.



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1:76th scale model kits of Buses and Coaches



New kits in stock are B/6 Leyland Tiger Wright Endeavour DP53F @ £44.00 each plus £4.50 post and MB/5 Mercedes Benz Citaro B37F @ £45.00 each plus £4.50 post or 4 x kits for £170.00 post free. I am now taking pre orders for B/22 ADL Enviro 100EV @ £43.00 each plus £4.50 post or 4 x kits for £165.00 post free.

EMAIL info@paulpsgmodels.co.uk
 Website

Cymru Bus Kits Iveco Tourys 22 seat mini coach
 1/76 scale resin kit with white metal wheels



Just an update on Cymru Bus Kits forthcoming new kit, Iveco Tourys 22 seat minicoach. It has not yet gone for casting, but hopefully will very soon.

I will announce on this group and other fb groups when I have more information such as price and time scale.

Enquiries or pre-orders to my e-mail address only please owenarfon@gmail.com



Leyland Daf Van and Minibus resin kits



£15 each Enquiries or pre-orders to my e-mail address only please owenarfon@gmail.com



Kit 21 Volvo B11R, Volvo B11R Plaxton Elite Tri-axle will be sent away for casting in the next couple of months. Pre orders are available for this kit email modelbusscotland@gmail.com



'One ten buses' are British designed and made and are based on over 50 years of bus enthusiasm taking in operating, maintaining and driving buses and coaches and for a general 'love of buses'. Visit our [web page](#)

Model Bus Events



6th July: Nelson Independent Methodist Church, Netherfield Road, **Nelson** BB9 9AW

7th September: The Crossing Church, Newcastle St., **Worksop**, Notts., S80 2AT

3rd November: Bishopton Community Centre, Greenock Rd., **Bishopton**, Scotland, PA7 5AU

Visit their [website](#)

Model Bus SCOTLAND	MEETINGS & EVENTS
MBS	2024
MAY	TBA
JUNE	8 th (SATURDAY)
JULY	13 th (SATURDAY)
AUGUST	SVBM OPEN WEEKEND
SEPTEMBER	8 th (SUNDAY)
OCTOBER	6 th (SUNDAY)
NOVEMBER	2 nd ANNUAL SHOW
DECEMBER	7 th (SATURDAY)

Location: Pollokshields Burgh Hall
*70 Glencairn Dr, Glasgow G41 4LL •
Time: 11AM till 4PM Entry: Free!

MBC AND CORGI ANNOUNCE THE RELEASE OF THE KING'S CORONATION COMMEMORATIVE MODEL

EXCLUSIVELY AVAILABLE FROM WWW.MODELBUS.UK

Model Buses Collections are proud to offer an extensive range of limited edition model buses produced by their in-house projects team, Model Buses Creations. MBC currently have six amazing models on offer, which are perfect for all collectors and enthusiasts. All models are in stock and ready to ship, but be quick as there is a very limited amount of the Selkent Ambassador (ukbus 0070) and Go Ahead Driver Trainer (ukbus 0072).



CP46503A/B Wright Gemini 2 Brighton and Hove "Love Fun Love Brighton" Our first Corgi Diecast release is the Brighton and Hove 419 in absolutely stunning livery dedicated to Sir Harry Ricardo who established the world famous engineering consultancy near the old Toll Bridge in Shoreham in 1927, after inventing the 2 stroke engine for the Dolphin car also used for boats and power plants. Ricardo also designed a series of engines for tanks in World War One, also inventing the IDI Diesel engine used around the world with versions still used today, attracting interest from Napier

Bristol and Rolls Royce and developing the Rolls Merlin engines used in World War Two and assisting Sir Frank Whittle with his jet engine. The livery on this unique model is a well known bright and beautiful around Brighton today.

These models are a limited edition of 500 each and this twin pack includes both the 77 DEVILS DYKE and 77 PALACE PIER destinations.



CP46504A/B Wright Gemini 2 Go Ahead London "Elizabeth Line" Representing Go Ahead London WVL454 in The Elizabeth Line livery. This striking livery is promoting Transport for London's latest cross London train service. The Elizabeth Line all-over decoration depicts a host of stops on the line.

These models are a limited edition of 500 each and this twin pack features both the 104 BECKTON STATION and the 104 STRATFORD destinations.



Corgi CP46601A / Wright New Routemaster / Go-Ahead London / King Charles III Coronation 87 Aldwych / 1:76 Scale. In Early May 2023, the bus chosen as one of five buses across London to receive a special livery to help celebrate the Kings Coronation happening in June 2023. LT511 carried the red version of the special livery for around two months before in July 2023, it was returned back to TFL red.

MBC Northcord Models



Ukbus 0068 Alexander Dennis Enviro 400 MMC "ADL Demonstrator" Our next release is the very special edition, the original Enviro 400 MMC Demonstrator as appeared and used for the launch of the ADL Enviro 400 MMC.



ukbus 0070 represents Stagecoach London 12345 "Selkent Ambassador". The model displays Route 180 to North Greenwich & also features a custom designed box and MBC Numbered Certificate.



ukbus 0072 represents Go-Ahead London Driver Training Bus E81. This model is the first Northcord model to feature a driver training livery. Go-Ahead London currently have a big driver recruitment programme in place and this livery helps the company stand out on the streets of London.

To keep up to date with the latest releases or to follow MBC on [Facebook](#), [Instagram](#) and online to place orders at www.modelbus.uk.

RayRimes Designs N Gauge



AEC Reliance with Park Royal bodywork £11.00



Sunbeam BTH/Northern Coachbuilders Trolleybus £10.00

CLICK HERE FOR RayRimes Designs

CITIBUS Models



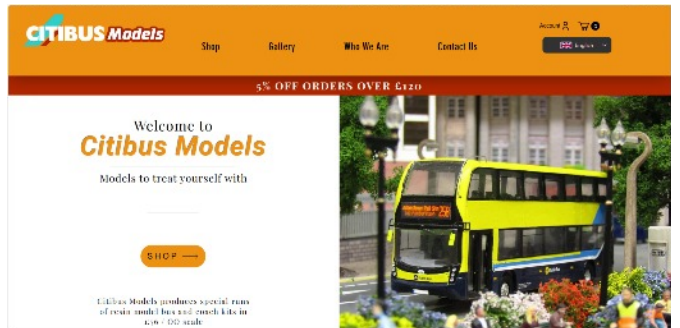
CM015 Streetlite LWB 10.8m model bus kit £45.00 plus postage.



CM008 Daimler Streetdeck SWB 10.6M £49.00 plus postage



CM032 Leyland Atlantean PDR1 East Lancs flat front £55.00 plus postage





As well as our Fleetline prototypes, we received a selection of completed painted prototypes alongside other painted bodysells for the Bedford OB Coach, including the infamous Pearce and Crump livery.

Your Model Buses

STEPHEN OWEN



Shared courtesy of Rapido Trains -We are pleased to say that Batch 2 of the **Leyland Fleetline** buses has been completed, and was recently loaded onto a shipping container bound for the UK. As it stands, we cannot give you an exact date for dispatch until we have the models in hand and are able to carefully check them over. Based on these absolutely gorgeous painted prototypes that we were sent recently, we are confident they are going to go down very well.



This West Midlands Driver Under Instruction version has been produced as an exclusive for **TTC Diecast**.



Another exclusive for TTC Diecast - a rather splendid Southdown livery Bedford OB.



Something for the future of kit building is 3D printing and this was done by a Manchester MBF member and then passed on to me to see what I could do, so back to the Hayday of bus travel is the X60 Manchester to Blackpool and North Western did this short lived livery based on Ribbles white lady's Alexander low height Daimler Fleetline.



Merseyside Transport Volvo Ailsa, resin Sunrise kit Leyland Atlantean which started out as a lower deck of a MCW EFE, with a updated bonnet and a top deck of a Hong Kong Fleetline to give you a Alexander Bodywork. These will be on display at the MBF Lancashire area show on Saturday 6th July 2024.

Andy McLelland



Thanks to Andy McLelland for sending in these amazing photos.

Derby Corporation - Brian Yeomans



A lovely representation of Derby City Transport's UCH 214G 214 Daimler Fleetline CRG6LX with Roe body,



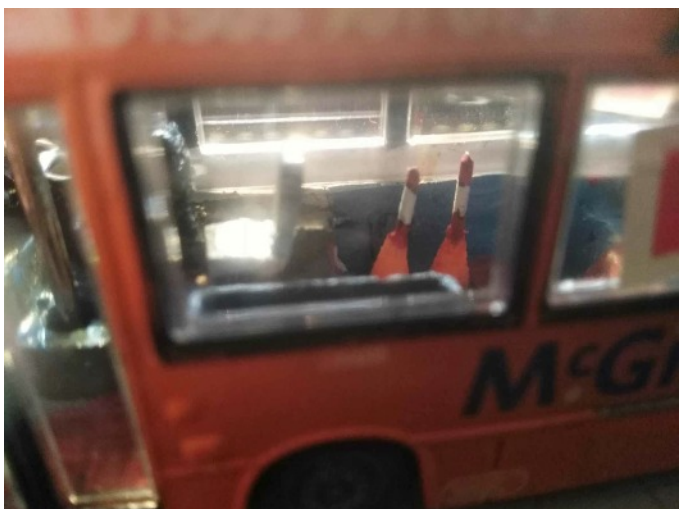


Derby City Transport's DCP 850 50, Daimler CVG6 DD with Metro Cammell Body.

I repainted these two EFE models to represent Derby Corporation Daimlers probably 25 years ago. Not long after EFE produced their own versions of the buses, but I still prefer mine. Almost all the lettering and numbers were made up from individual letter and number decals including the fleetnames. The Derby Crests were hand painted on clear sections of a decal sheet, they don't stand up to close inspection. The colours are based on my memory of the buses as I battled with them in the Derby morning and evening rush hours on my motorcycle, and the availability of colours at Halfords, but they are reasonably accurate I think. The Fleetline is missing the Daimler badge as I couldn't recreate that. Perhaps I should have dusted them before taking the photos.



Steven Craig





LEON RICHARDSON



Leon applying the white backing for his latest Seaside open top Enviro 'TEDDY'



The colour transfer are then applied over the top, and 'Teddys' Livery comes to life.

T520EUB Plaxton Premiere bodied Volvo B10M McGill's smoothie cruiser "scarlett"



The passenger side of 'TEDDY' coming along.



'SANDY and 'TEDDY' together

DARYL HEMSELL



For my layout, I decided I wanted a tow truck and something to be Towed. So I bought the Oxford Diecast Matador, stripped it down and Repainted it in to Nottingham City Transport Light Brunswick Green.

To make the broken down bus more realistic. I cut the front panel out of a Daimler Fleetline I had recently put into Nottingham Green and Cream with a jeweller's saw. I then glued a piece of plasticard behind the area I cut out, then painted it Silver and painted a bit of black parts in.



The Fleetline being towed back to Bilborough Depot in Nottingham Just adds that little extra detail. The towing bar is actually a cut down Cotton bud just painted black and stuck into the front panel of the Fleetline and resting against the tow ball of the Tow truck.



BOB BELCHER



Midland Bus Kits MB013 - ARC666T Leyland Atlantean

IAN BAMFORD



Trent's AEC Reliance with willowbrook body, Trent rebodied this bus in 1958 from B35F to FD39F



Trent's Daimler CWA6, with ROE body



Volvo B10m Plaxton Premiere



A representation of Trent's Plaxton bodied Dennis Dart SLF



Trent's Optare Versa



A couple of what if Routemasters painted by Stephen Carlin in highland Scottish livery, and belonging to Steven McDowell. Painted by transform bus works What could have been if highland took them on after the use of the Strathtay borrowed one for route evaluation.



Former LT RM1607 seen after sale to Stagecoach operating for Glasgow's Magic Bus unit, in a less than Glaswegian setting! - Chris Wilcock



Model Bus Scotland had a themed weekend titled 'Routemasters after London' on their Facebook page a few weekends ago, and Here's a selection for you.



Pic courtesy of Paul Cambridge





McGILL'S OF BARRHEAD VYJ893 (VLT89) Pic by William Grady



Ex London Transport RM2060, here in Black Prince livery.



Three of them are Code 3s in an old Castleford based firm I worked for in 1995, White Rose Coaches - Martin Balmforth



White Rose ran 5 for 6 months between Castleford and Leeds

Doxford Park, a very low budget remake of 2001 film, Gosford Park
Stephen Oxbrow

It all started in July 2023 at the MBF North West area show in Nelson. Whilst I was perusing the various displays at the event I was also drawn to what was for sale. There was a lot. As an honorary Yorkshireman I'm particularly sensitive on prices these days so I have a ceiling on vehicle purchases. Well, individual vehicle purchases.

I was particularly drawn to one vehicle on a table - a CNML Dart MPD in plain silver in it's Doxford Park guise as a Go North East bus. This was available for £10. I thought this is a very good price for a project and with a little bit of work it would make a nice pre enjoyed addition to my Dennis Dart sanctuary. So I handed over the £10 to a good friend I knew from my days living in Lancashire and introduced her to the other buses on the display for the day.

There was only one nagging doubt on my purchase - the bubbling paintwork to the roof section. I had owned another of this batch some time ago and this also had the same paint bubbling to the roof - so clearly this release of Dart MPD suffers this problem. Some model buses are known for dissolving (like their real brethren) owing to a batch of metal which did the rounds of the factories in China.

So, some EFE/Corgi OOC/Britbus/CNML models suffer from Mazak rot. A number of Britbus Omnidekkas seem to suffer from it, as do some of their other releases yet I have a few Omnidekka's in fleet which are perfectly fine. But you can't pin the issue on one manufacturer when it affects a number of specific models across the model bus world. I've lost an Oxford Diecast Routemaster to mazak rot too.

I want to point out before we start the series of photos that I did purchase a complete model, though I seem not to have taken a photo of the purchased model on delivery - so those of you still reading this will assume I bought something in bits..... I didn't!



Photo 1 and 2 show the results of gentle probing of the bodyshell. The lower left section was in my hands at this point and so I realised that the bodyshell would not stand much rubbing down and work. What I did have here however was all I required to add to a bodyshell that wasn't suffering from Mazak rot.

Back in 2018 I ended up acquiring a Britbus Metropolitan as part of a box full of spare parts. In this box were two Wright Eclipses, a number Of CMNL MPD Dart bodyshells and an MCW Metropolitan without a front axle and a cracked chassis. The box consisted of what the seller didn't require - the models within having been bought for their parts.

Later in 2018 I bought a Trathens MCW Metropolitan and discovered the bodyshell was dubious. We went to this box of parts and of course our Rennies Metropolitan missing parts had a perfect bodyshell but other bits were missing. That model showed me that you potentially have options to revive something you'd think couldn't be if you're prepared to switch over bits. Hence why this CMNL MPD didn't scare me off.

Going through the box of parts (still here as like most males you chuck nothing away because it's got a future intended use but you don't know what just yet!) I figured one of these bodyshells might be structurally sound. Photo 3 shows the result of the rooting around in this box - a perfectly preserved Bluebird MPD bodyshell covered with black enamel paint. Solution to my problem? Remove this black paint and sand down the blue paint in areas where it's needed.



I'm assuming I am like most modellers in being off and on with my work output. So I can buy in projects sometime before I commence any work, and once I start working there can be time gaps where I do nothing for weeks then restart the work. One reason why no outside work is done here is my mood fluctuates like this so it'd be a nightmare having customers!



Photos 5/6 show the work done around the end of 2023/start of 2024. We've now added the parts of the model to the 'new' body and Photo 7 shows the chassis and interior refitted.



In my haste to remove the plastic front/rear of the bus I managed to chip off the rear left bumper corner leaving a hole where there should be panelwork. This was kept together but in the gap between starting/progressing the work this piece of plastic disappeared in the night and at the time of writing hasn't been rediscovered.

I elected to fill in this panel gap with milliput. Here came another problem. Milliput tends to harden up if you leave it a while and the product has a use by date. So I had a spare unopened one here which I hadn't got to. Having discovered the first pack was unusable I turned to the second (spare) pack. And guess what, that was unusable too! I concluded at this point that today wasn't going to be my day and the model was just going to have to wait.

So one internet order later a fresh pack arrived in the post. The arrival didn't coincide with enthusiasm to complete this project so that took a little longer before we started filling the gaps in the model. Some scribing was needed for the bumper corner too, this was added in before the milliput set. I then allowed all this to harden up before painting. That takes us to Photos 8 and 9.



Photos 11 shows the livery application I arrived at after an initial attempt to emulate '2000s Blackburn Transport livery' on the bus. The final version uses the colours but in a different style of application.

After allowing the paint to dry it was time to fit the fleetnames to the model and that takes us to Photos 12 and 13.

My £10 Dart MPD is now revived and ready for passenger service once more.

To conclude - a very enjoyable and satisfying project taking something and making it work again. It just goes to show you don't need to spend £60/70 on a model to derive pleasure from this hobby.

So, if you happen to have some Dart MPDs in dodgy structural condition feel free to get in touch with me. "



If you have any pictures or articles you would like to share in our Newsletter, Please email them to midlandbuskits@outlook.com for all our available kits and releases, please visit our website www.midlandbuskits.co.uk

Deadline for the May Newsletter is the 30th June
Newsletter day is midday On the first of every month

Your Midland Bus Kits Team are:
Leon Richardson
Daryl Hemsell