



# London Bus

07651-0389

©2011 BY REVELL GmbH & Co. KG

PRINTED IN GERMANY



## London Bus

Der AEC Routemaster wurde in den Jahren 1947 bis 1956 von AEC (Associated Equipment Company) in Zusammenarbeit mit London Transport, der Behörde für das öffentliche Personentransportwesen in London, entwickelt. Gemäß den Vorgaben des Kunden London Transport sollte der neue Doppeldecker-Linienbus deutlich leichter und damit Treibstoff sparer sein als die bestehenden Busse. Das Design für den Doppeldecker lieferte der Auftraggeber London Transport, der Hauptkunde für fast alle hergestellten Routemaster. Produziert wurde der Bus in den AEC Werken in Southall, Middlesex, der Zusammenbau erfolgte bei Park Royal Vehicles, einem Karosseriebauer und Subunternehmen von AEC. Im Verhältnis zu bisherigen Bustypen galt der Routemaster als regelrecht innovativ. Der Routemaster besaß als erster Bus überhaupt ein integrales Design von Chassis und Karosserie, wobei der Bus einen Stahlbodenrahmen mit Frontaufhängung und Motor sowie einen weiteren Rahmen mit hinterer Radaufhängung und Hinterachse besaß, beide verbunden durch die Aluminium-Karosserie. Gezielt wurde der Routemaster für den Gebrauch in London mit seinen häufigen Stopp und der notwendigen Beschleunigung bei jedem Anfahren entwickelt. Das Fahrzeug bot 64 sitzenden Fahrgästen Platz, obwohl es, auch dank der Aluminium Karosserie, 750 Kilogramm leichter als sein Vorgänger war, der nur 56 sitzende Personen befördern konnte.

Der erste gebaute Routemaster (=RML) wurde 1954 auf der Earl's Court Commercial Motor Show öffentlich präsentiert. Wie bei allen Routemastern war der Motor vorne eingebaut und die hintere Einstiegsplattform offen gestaltet, ein typisches Markenzeichen, das aber auch seine Nachteile hatte. Der offene Zugang erlaubte zwar schnelles Zu- und Aussteigen („Hop on and off“), war aber andererseits tagtäglich den schwankenden Weiterbedingungen ausgesetzt, deren Einfluß selbst der speziell entwickelte, gummiartige Bodenbelag – rutschfest und mit holzähnlichem Erscheinungsbild – nicht unterbinden konnte. Die Anwesenheit des Schaffners im Heckbereich erlaubte schnellen Zustieg auch außerhalb regulärer Haltestellen, erforderte aber eine zweite Person im Bus und damit zusätzliche Personalkosten.

Vier Prototypen erhielt London Transport zu Testzwecken, die ab 1956 ihren Dienst versahen, schon 1958 startete die Serienfertigung. Angetrieben wurden die RMLs von einem Sechszylinder-Dieselmotor, entweder von dem AEC AV590 mit 9,6 Liter oder dem Leyland O.600 mit 9,8 Litern Hubraum, beide mit 115 PS Leistung.

Zu Ende der 50er Jahre wurden die Vorschriften für Konstruktion und Bau von Bussen gelockert, so dass auch über 9 Meter lange Busse auf nur zwei Achsen betrieben werden dürfen. So konnten mehr Personen pro Fahrt bewegt und damit die Kosten pro Kilometer und Person gesenkt werden. Um schnell und preiswert entsprechende Typen zu bekommen, wurden RMLs in der Mitte geteilt und ein zusätzlicher Bereich in der Mitte eingefügt, der an der quadratischen Form der Fenster erkennbar war. Der Rodstund wurde entsprechend verlängert und ein schnell zu öffnendes Notausstiegfenster in der unteren Ebene hinzugefügt. Die Veränderungen waren dank des integralen Designs überschaubar und der verlängerte Routemaster, kurz RML (=Routemaster lengthened), unterschied sich kaum von den populären RMs. Der 9,14 Meter lange RML erreichte ein erstaunlich geringes Busgewicht pro Sitz, das selbst neue Typen aus den 1990er Jahren kaum boten, und einen recht geringen Treibstoffverbrauch, was den RML zu dem effizientesten und erfolgreichsten Bustypen werden ließ. Der fulminante Erfolg mit den Testfahrzeugen überzeugte London Transport, weitere 500 Exemplare zu bestellen, die von 1965 bis 1968 produziert wurden (RML Nummern 2261 – 2760).

In den 1970er Jahren wurden viele Linien, insbesondere in der Peripherie der Hauptstadt, auf Einpersonbetrieb umgestellt. Viele RMLs wurden daher in den Innenstadtbereich Londons verlegt und ersetzen zum Teil die bestehenden RMs. Mit der ständigen Präsenz der im typischen Rot gehaltenen Doppeldecker auf fast allen Strecken festigte sich zusehends das Bild als typisches Wahrzeichen Londons, was auch im Zuge der Privatisierung Mitte der 1980er Jahre nicht beeinträchtigt wurde. Dank der soliden Bauweise wurde 1987 der weitere Betrieb gestattet und die Routemaster zu Beginn der 1990er für weitere 10 Jahre zugelassen. Mit Rücksicht auf gesetzliche Emissionsvorgaben erhielten alle Routemaster ab 1996 einen Scania Motor. Die Bestimmungen für den Zustieg gehbehinderter Personen, sich ändernde Umweltnormen, das zunehmende Auftauchen von Fahrerlosenautomaten, aber auch das Alter der Busse führte 2005 zum Einstellen des allgemeinen Betriebes. 17 Jahre sollten die Doppeldecker ursprünglich ihren Dienst versehen, de facto waren es fast 50 Jahre und damit mehr als doppelt so lange wie geplant. Das weltweit bekannte, rote Wahrzeichen Londons, das wie kein anderes Fahrzeug als Aushängeschild für London gilt, wird heute noch auf zwei Heritage Routen für touristische Zwecke gefahren.

**ROUTE MASTER ist eine eingetragene Marke der Transport for London.**

Form hergestellt und im Eigentum von Revell GmbH & Co. KG. Wiederholliche Nachbestellungen werden gerichtlich verfolgt.  
 Ce produsit este proprietate a societății Revell GmbH & Co. KG. Reiter utilizarea sau duplicarea fără autorizația Revell GmbH & Co. KG este interzisă.  
 Modelo yao propiedad de Revell GmbH & Co. KG. Irreproducibles sin su consentimiento por escrito.  
 Forma prodotta dalla Revell GmbH & Co. KG. e di proprietà della stessa impresa, la quale procederà legalmente contro ogni imitazione abusiva.  
 Modell von Revell GmbH & Co. KG. vertriebsmäßig geschützt.  
 Design utviklet av og eies av Revell GmbH & Co. KG. Etterligning uten tillatelse blir påsøkt for rettslig forfølgelse.  
 Model, Revell GmbH & Co. KG. Készítésén megilletve az engedély nélküli másolás jogát fenntartja.  
 A forma abilitată de la producătorul Revell GmbH & Co. KG. A reproducerea fără acordul producătorului este interzisă.  
 Model manufactured by and property of Revell GmbH & Co. KG. Illegal imitations are subject to prosecution.

## London Bus

The AEC Routemaster was developed from 1947 to 1956 by AEC (Associated Equipment Company) in collaboration with London Transport, the authority for public transport in London. To meet the specifications of the customer London Transport the new double-decker service bus was to be lighter and therefore more economical with fuel than the existing buses. The design for the double-decker was supplied by the customer London Transport, the main customer for almost all Routemasters manufactured. The bus was produced in the AEC works in Southall, Middlesex, the assembly was carried out of Park Royal Vehicles, a coachbuilder and subcontractor of AEC. Compared with the previous bus types, the Routemaster was considered to be a real innovation. The Routemaster was the very first bus to have an integral design of chassis and bodywork whereby the bus possessed a steel base frame with front suspension and engine as well as a further frame with rear wheel suspension and rear axle, both connected by the aluminium bodywork. The Routemaster was developed specifically for use in London with its frequent stops and the necessary acceleration for each restart. The vehicle offered space for 64 seated passengers although, thanks to the aluminium bodywork, it was 750 kilograms lighter than its predecessor which could only transport 56 seated passengers.

The first Routemaster (=RML) built was presented to the public in 1954 at the Earl's Court Commercial Motor Show. As in all Routemasters, the engine was installed at the front and the rear boarding platform designed to be open, a typical trademark but which also had its drawbacks. Although the open access allowed quick "hop on and off" it was also exposed day in and day out to the erratic weather conditions the influence of which even the specially developed rubbery floor covering – non-slip and with a wood-like appearance – could not prevent. The presence of the conductor in the rear section allowed rapid boarding even outside normal stops but required a second person on the bus and thus additional staff costs.

London Transport acquired four prototypes for test purposes which were in service from 1956, mass production started in 1958. The RMLs were powered by a six-cylinder diesel engine, either by the 9.6-litre capacity AEC AV590 or the 9.8-litre capacity Leyland O.600, both with 115 PS performance.

At the end of the 50s the regulations for the design and construction of buses were relaxed with the result that the operation of thirty-foot long buses on only two axles was now permitted. So more people per journey could be transported and thus the costs per kilometre and person reduced. To quickly and cheaply obtain corresponding types, RMLs were divided in the middle and a central bay of 2 feet 4 inches inserted in the middle recognisable by square windows. The wheelbase was correspondingly lengthened and a quick-opening emergency window added on the lower deck. The changes were straightforward thanks to the integral design and the lengthened Routemaster in short RML (=Routemaster lengthened) was very little different from the popular RMs. The thirty-foot long RML achieved a surprisingly low bus weight per seat which even the new types from the 1990s scarcely offered and an extremely low fuel consumption, which made the RML the most efficient and successful bus type. The resounding success with the test vehicles persuaded London Transport to order a further 500 of the RMLs, which were produced from 1965 to 1968 (RML numbers 2261 – 2760).

In the 1970s many routes, in particular in the outskirts of the capital were converted to one-man operation. Many RMLs were therefore moved into central London and partly replaced the existing RMs. With the constant presence of the double-deckers, kept in the typical red, on almost all routes the image of the Routemaster as a typical symbol of London was noticeably consolidated and this was not affected even in the course of the privatisation in the mid-1980s. In 1987 thanks to the sound construction continued operation was permitted and at the start of the 1990s the Routemaster was licensed for a further 10 years. In consideration of legal emission limits from 1996 all Routemaster were given a Scania engine. The regulations for access for people with impaired mobility, changing environmental standards, the increasing emergency of ticket machines but also the age of the buses led in 2005 to the discontinuation of general operation. Originally the double-deckers were intended to remain in service for 17 years, in fact it was almost 50 and thus more than double as long as planned. London's symbol, known the world over, which acts as a hallmark for London like no other vehicle is now still driven today on two Heritage Routes for tourism purposes.

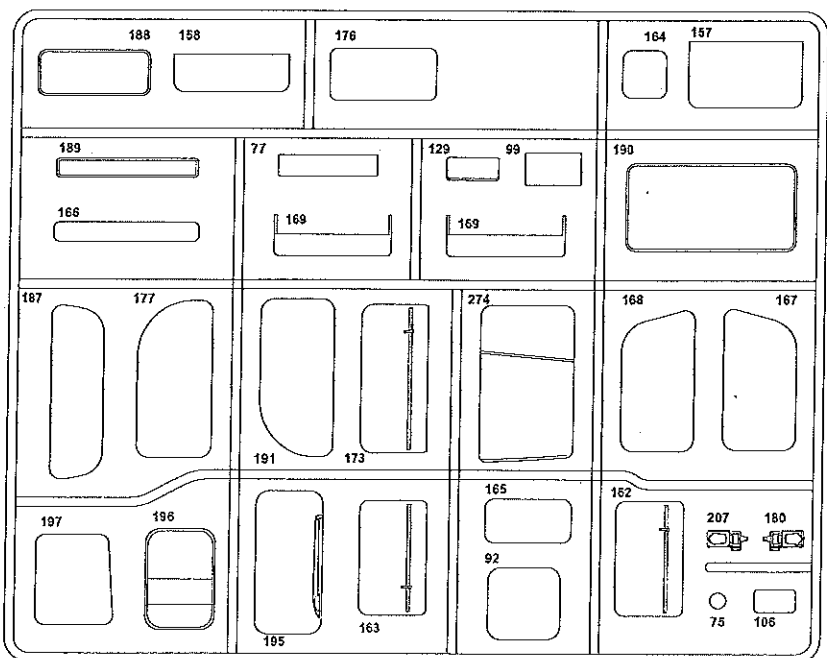
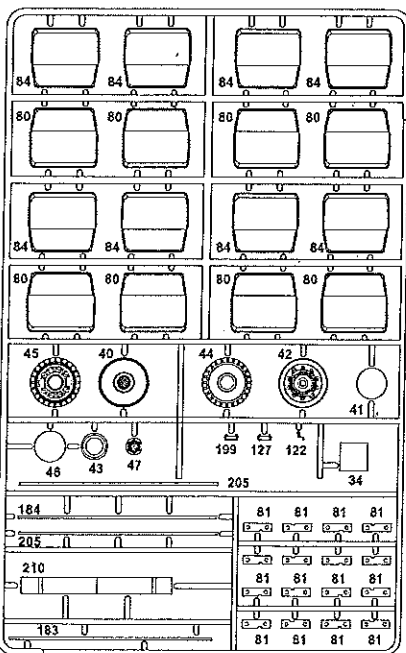
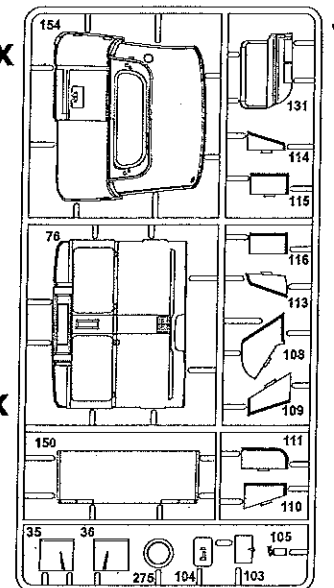
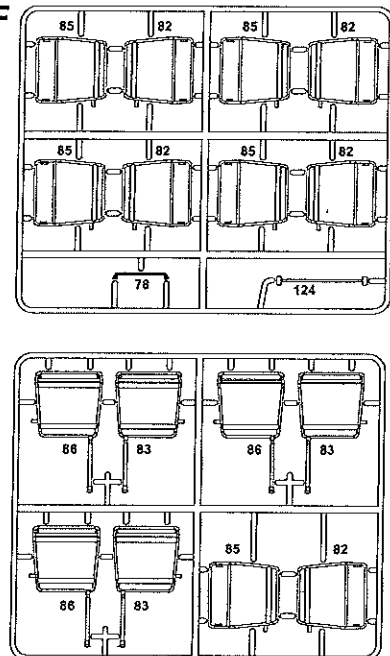
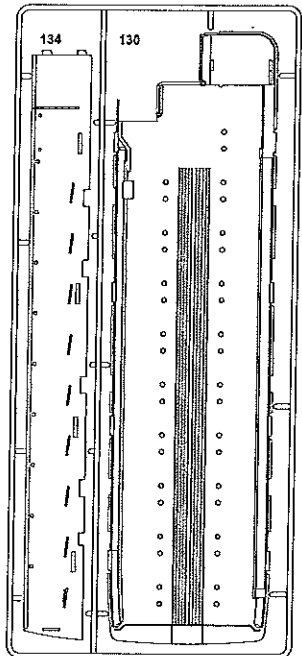
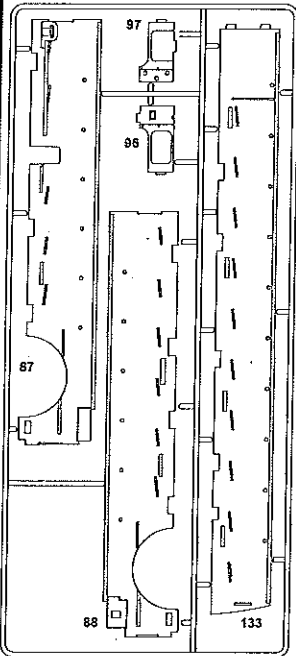
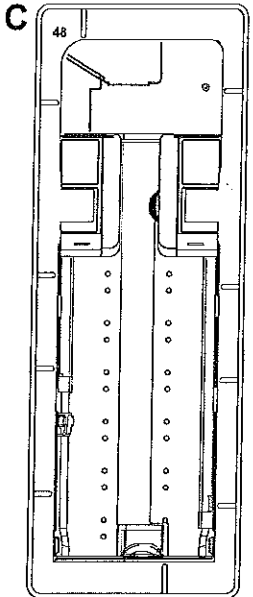
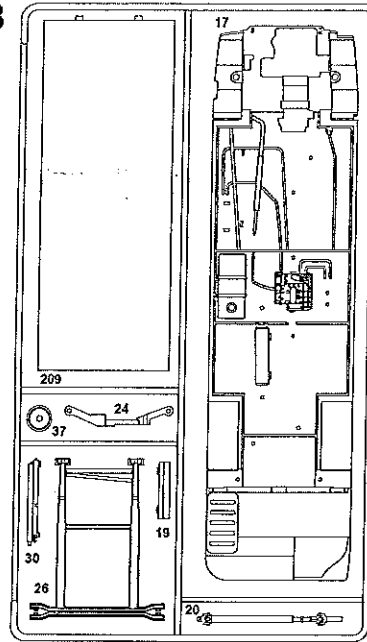
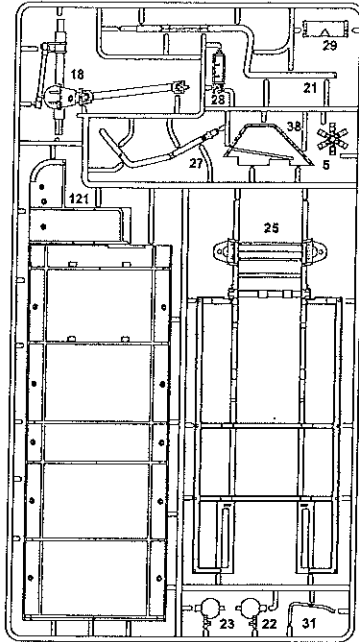
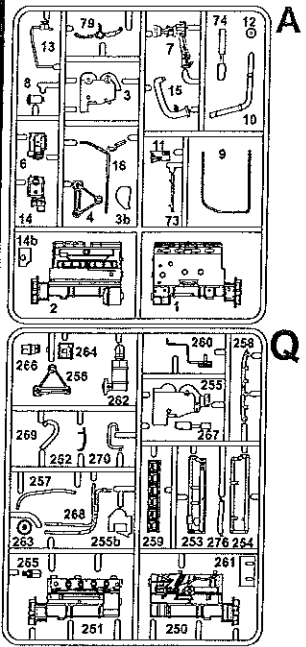
**ROUTE MASTER is a registered trademark of Transport for London.**

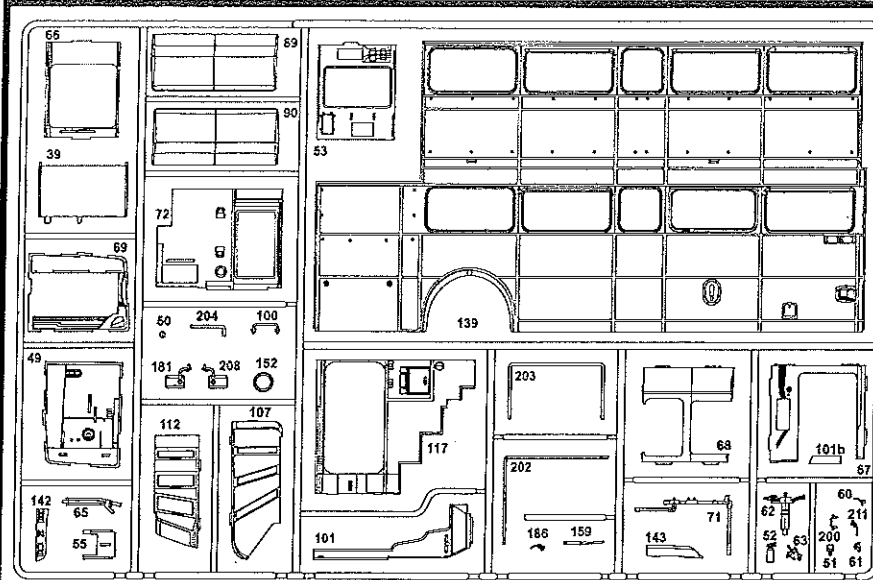
Forma produsată de Revell GmbH & Co. KG. Irreproducibilă fără acordul producătorului.  
 Forma produsida de Revell GmbH & Co. KG. Irreproducibilă fără acordul producătorului.  
 Modelo abilitado de la producătorul Revell GmbH & Co. KG. A reproducerea fără acordul producătorului este interzisă.  
 Formas erstatil og ejet av Revell GmbH & Co. KG. Etterligning uten tillatelse blir påsøkt for rettslig forfølgelse.  
 Model, Revell GmbH & Co. KG. Készítésén megilletve az engedély nélküli másolás jogát fenntartja.  
 A forma abilitată de la producătorul Revell GmbH & Co. KG. A reproducerea fără acordul producătorului este interzisă.  
 Model manufactured by and property of Revell GmbH & Co. KG. Illegal imitations are subject to prosecution.



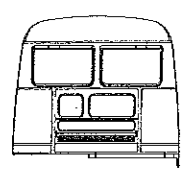




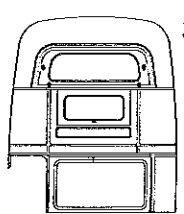




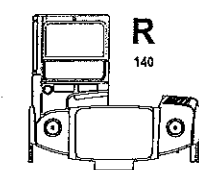
K



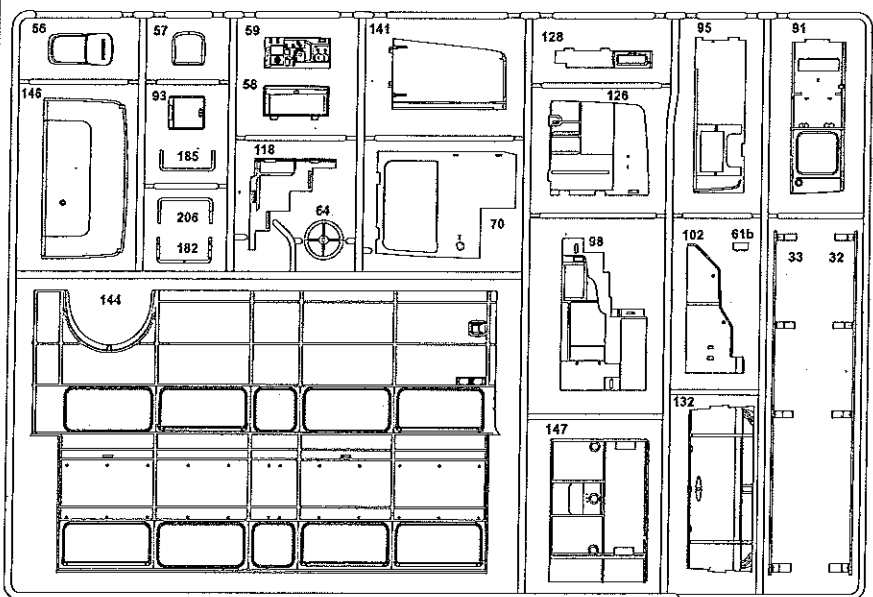
T



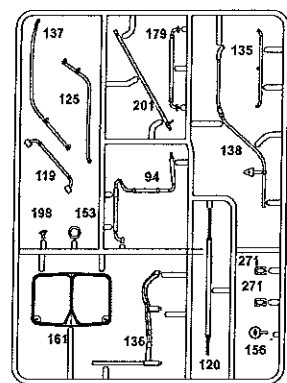
S



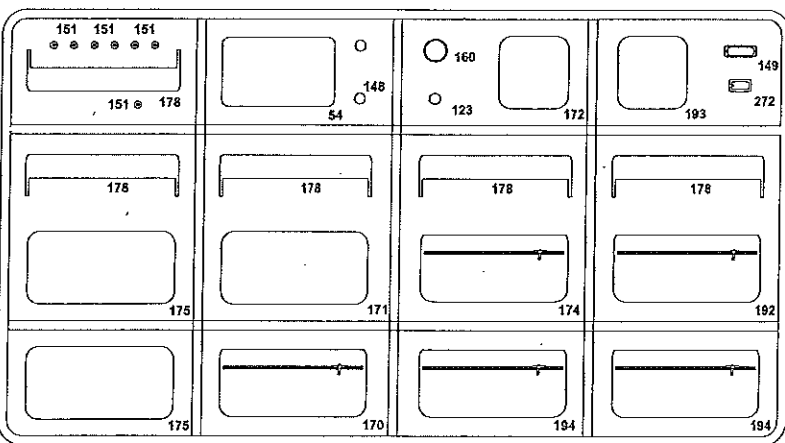
R



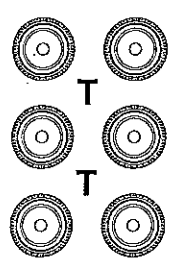
L



P



M  
2x



T

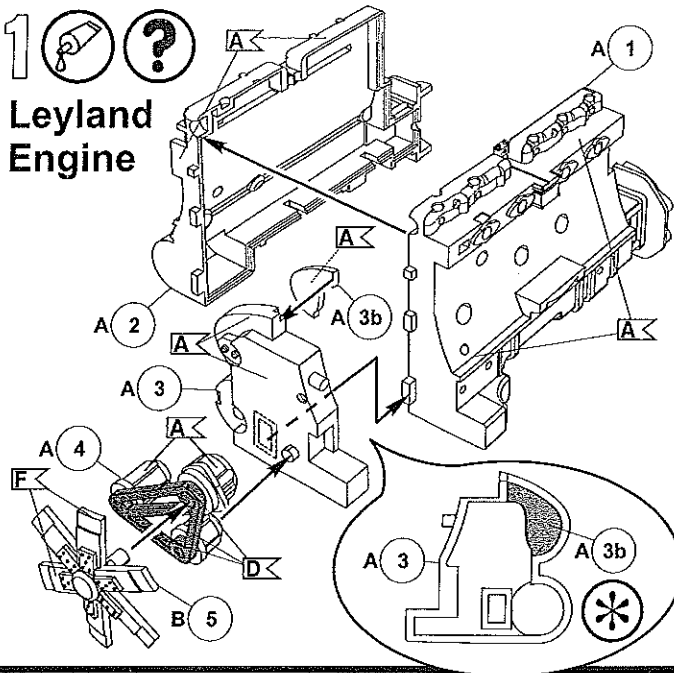
T

Nicht benötigte Teile  
 Parts not used  
 Pièces non utilisées  
 Niet benodigde onderdelen  
 Piezas no necesarias  
 Peças não utilizadas  
 Partii non usate  
 Inte använda delar  
 Tarpeettomat osat  
 Ikke nødvendige dele  
 Deler som ikke er nødvendige  
 Неиспользованные детали  
 Elementy niepotrzebne  
 μη χρησιμοποιούμενα εξαρτήματα  
 Gereksiz parçalar  
 Nepotrebné dily  
 fel nem használt alkatrészek  
 Nepotrební deli

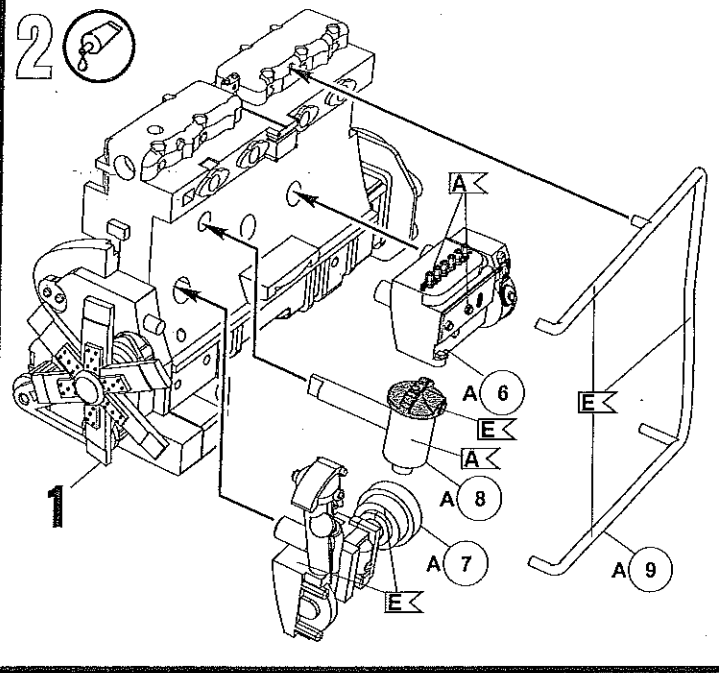
- 1x I 81
- 1x I 84
- 1x H 85
- 1x M 148
- 1x M 151
- 1x M 194
- 1x M 175

# 1 ?

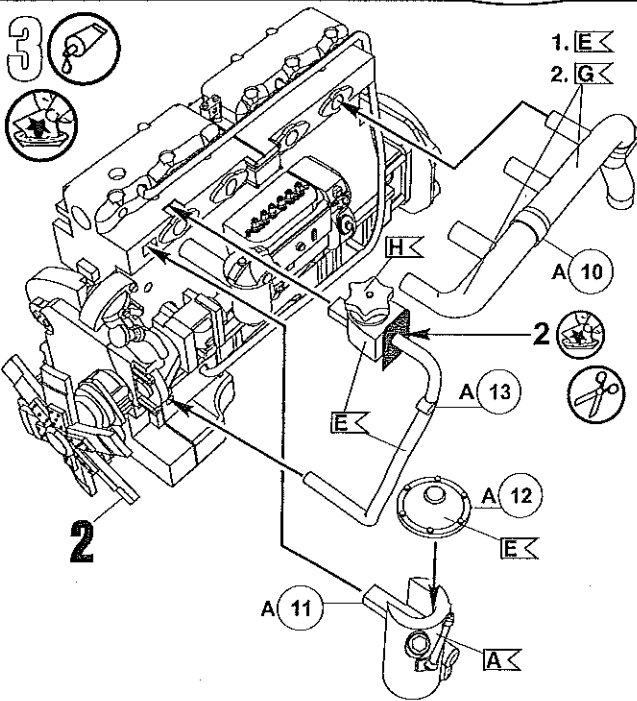
## Leyland Engine



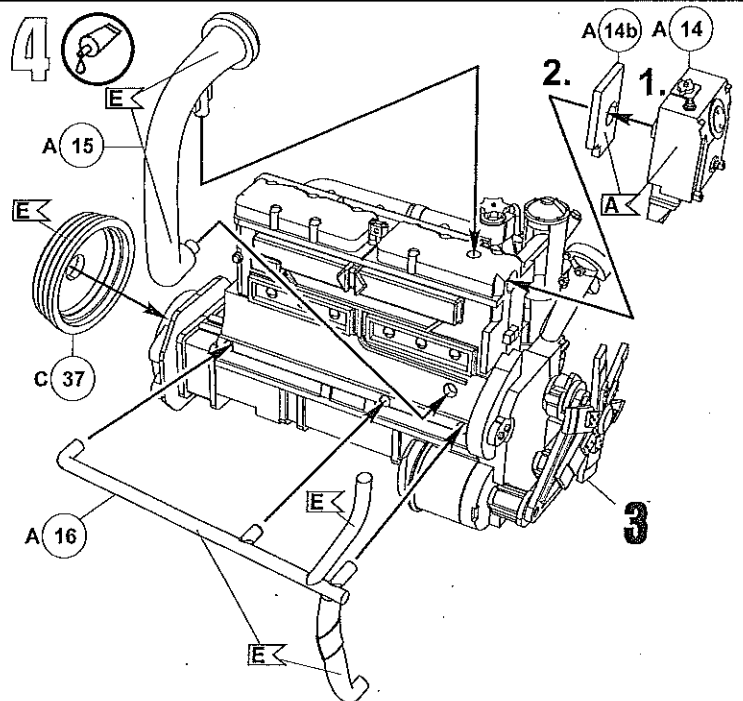
# 2 ?



# 3 ?

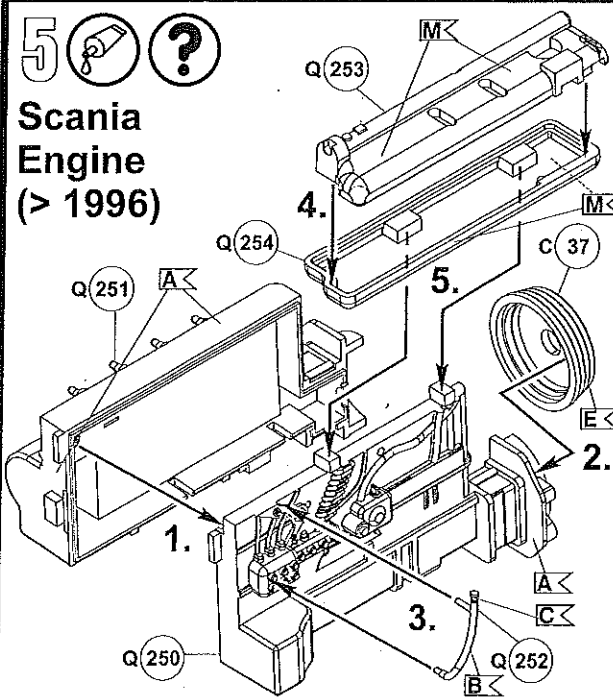


# 4 ?

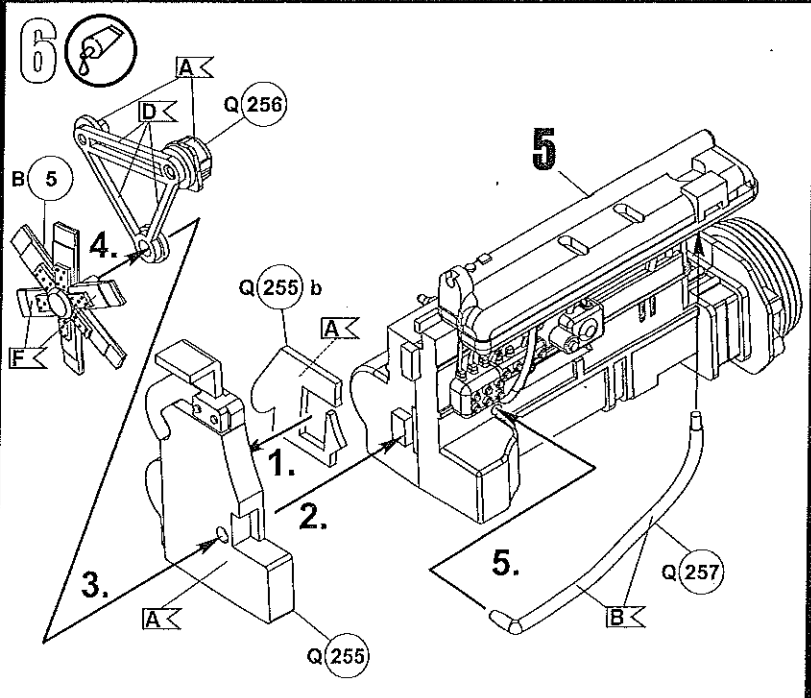


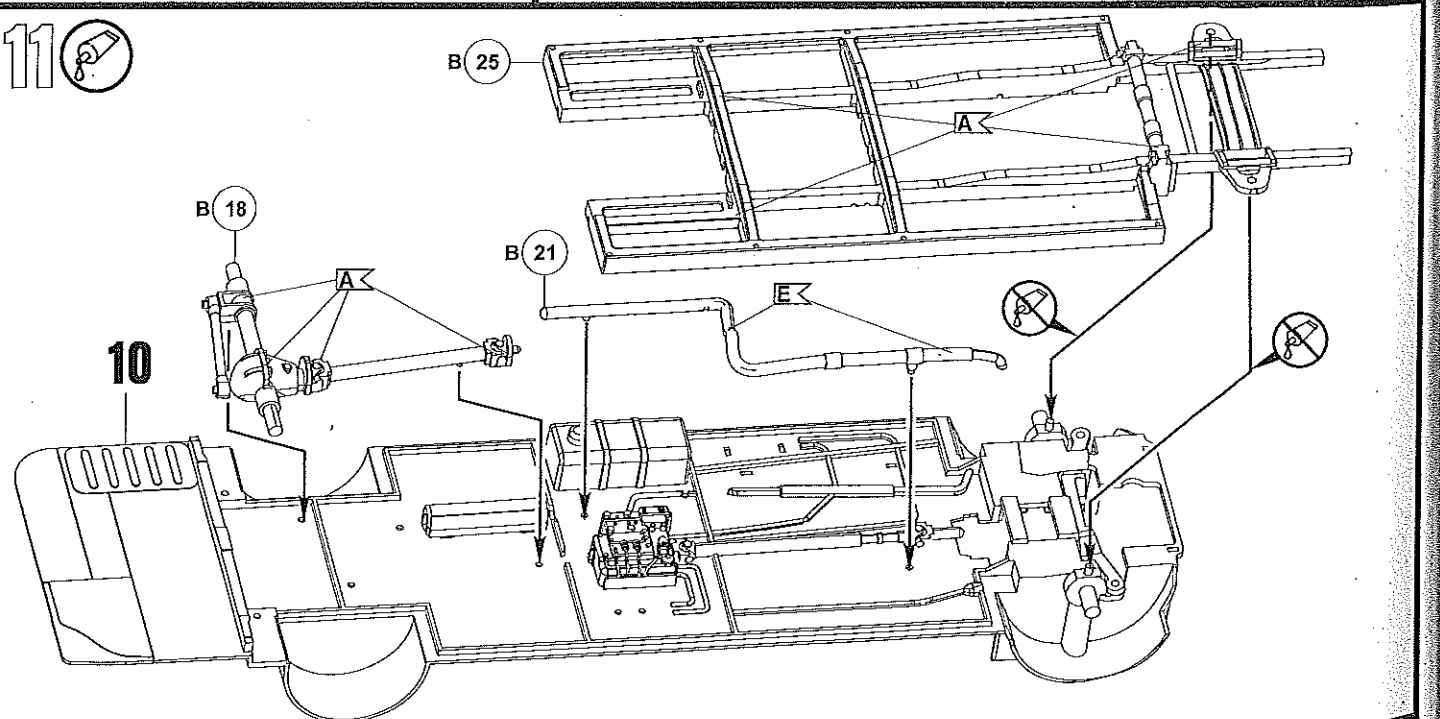
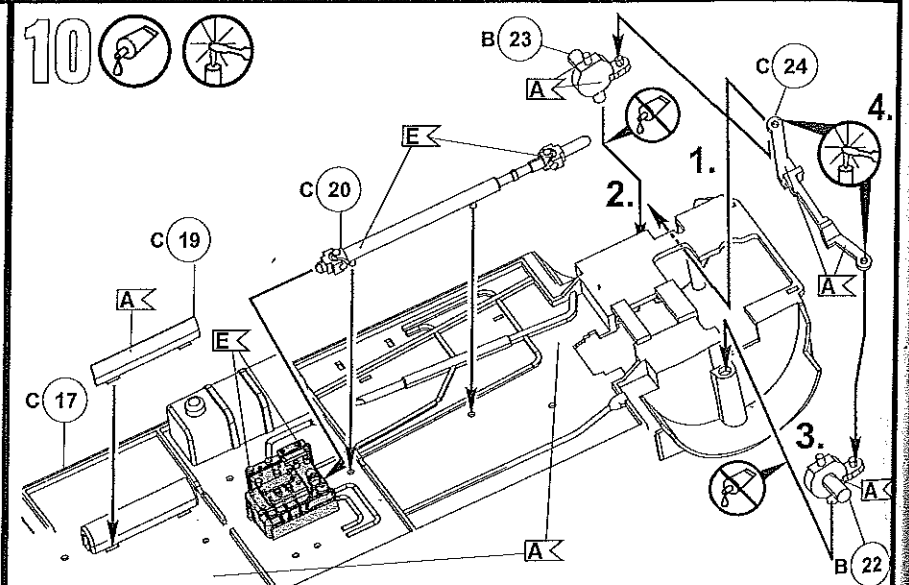
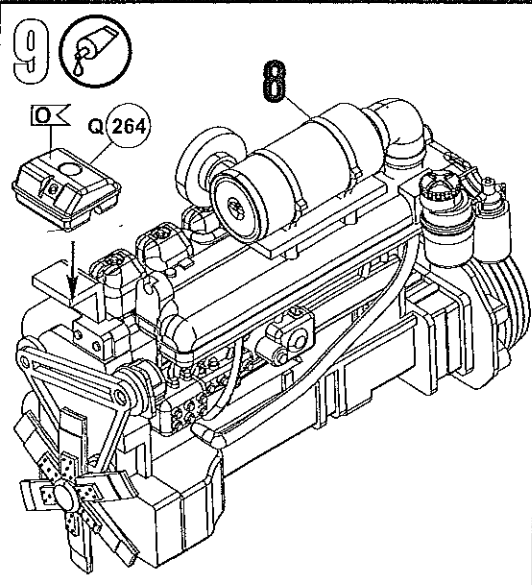
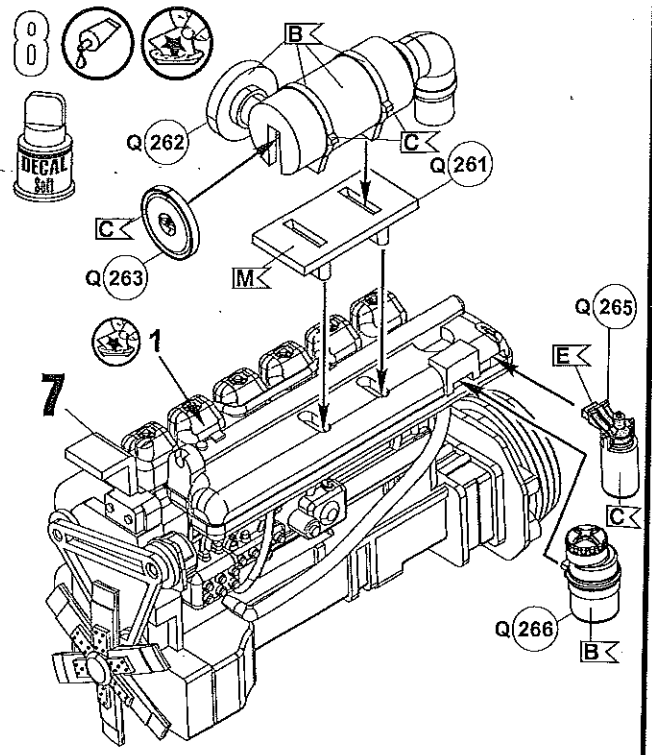
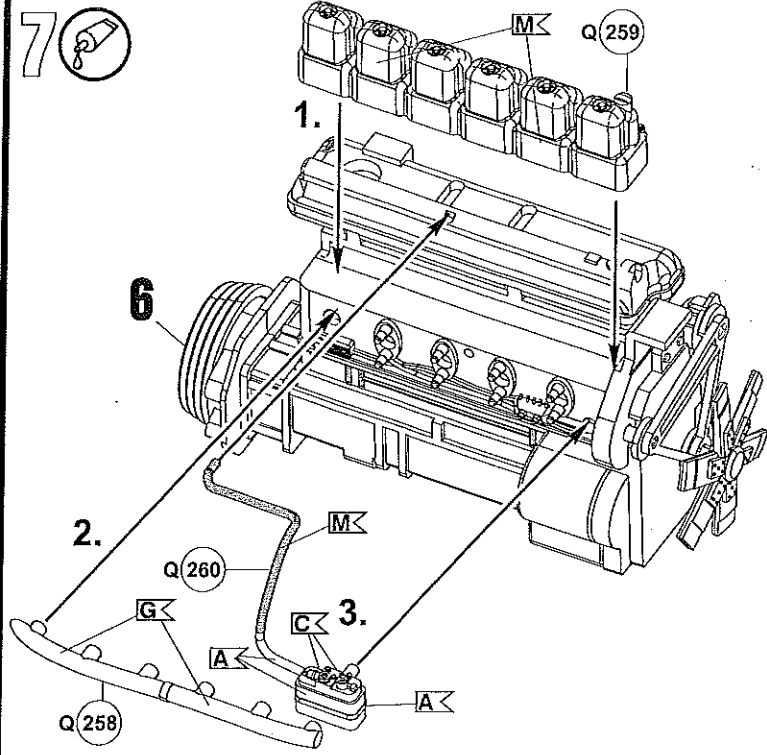
# 5 ?

## Scania Engine (> 1996)

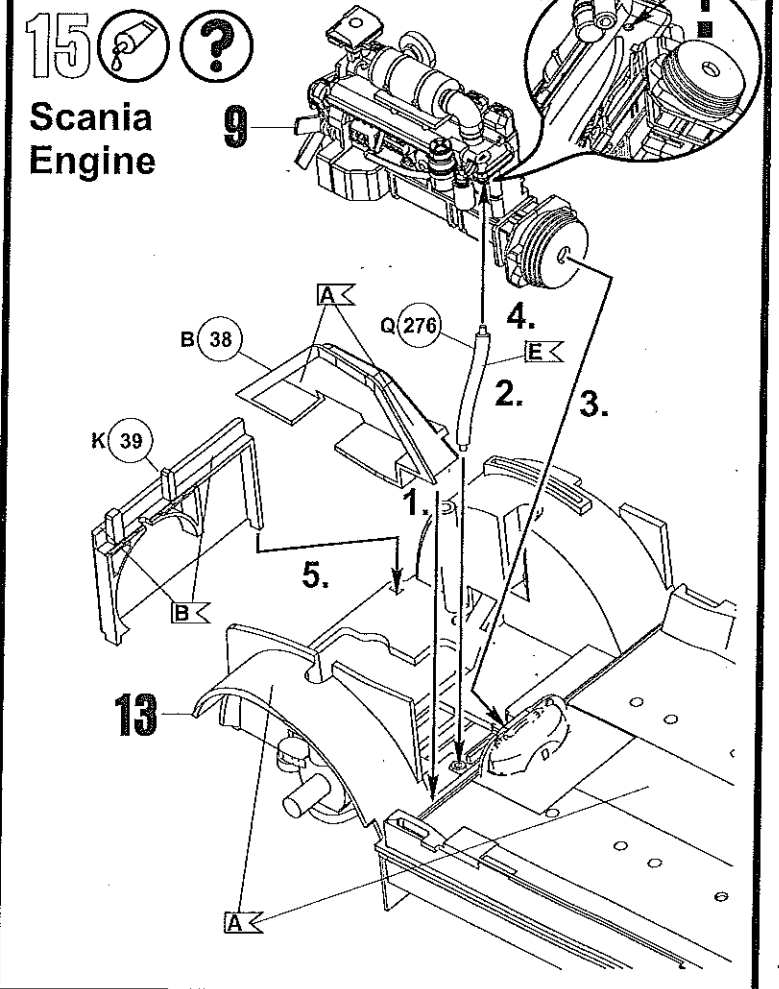
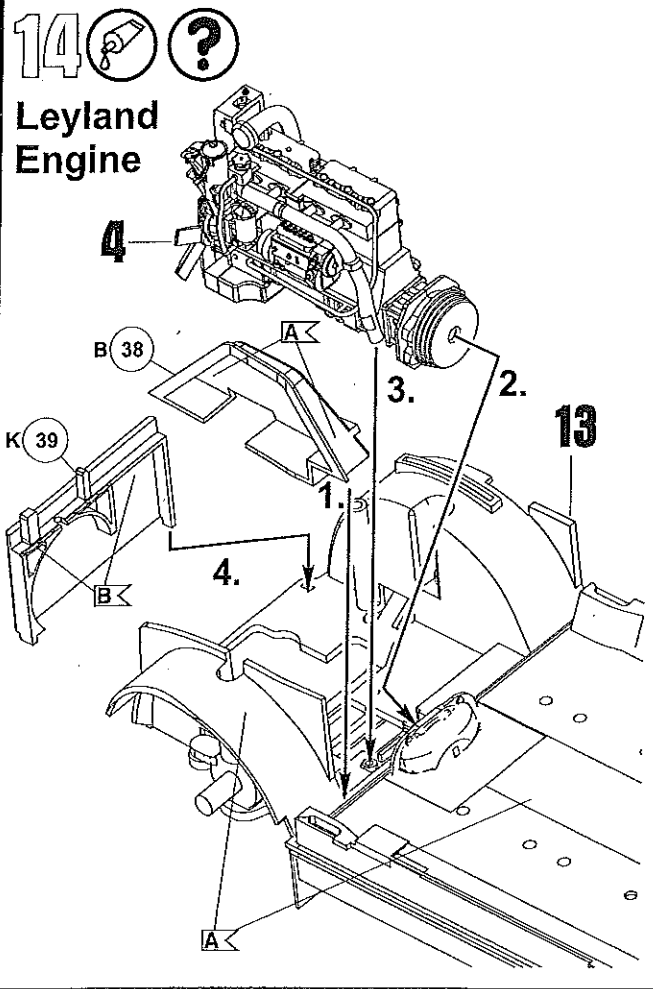
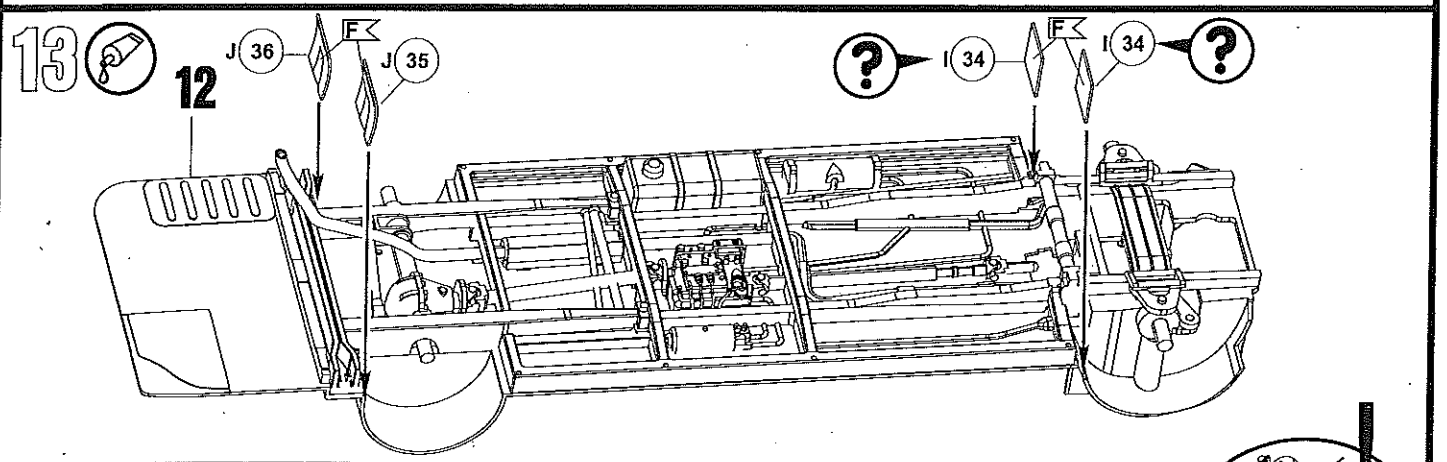
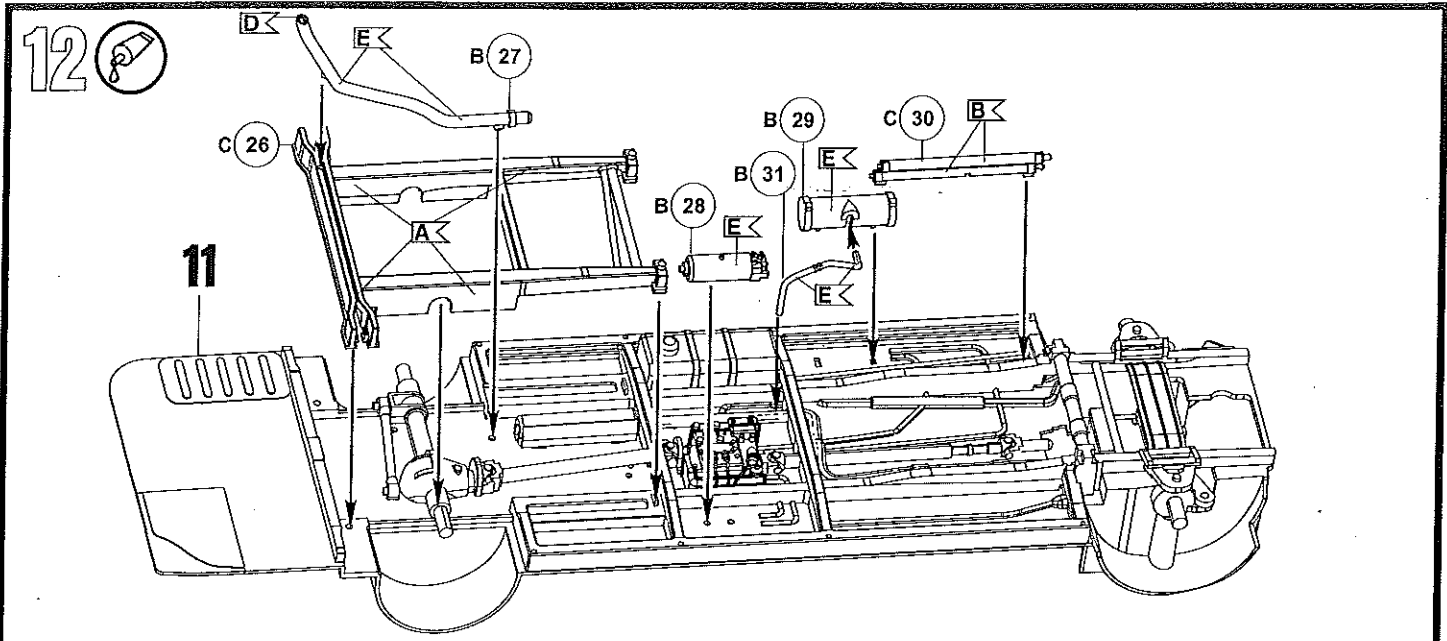


# 6 ?



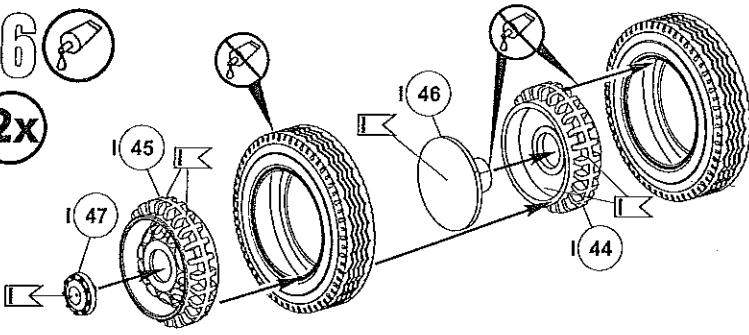






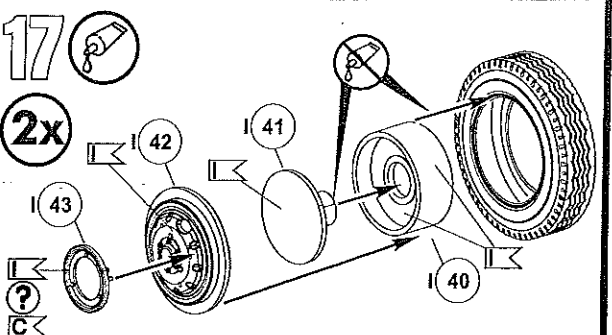
16 

2x



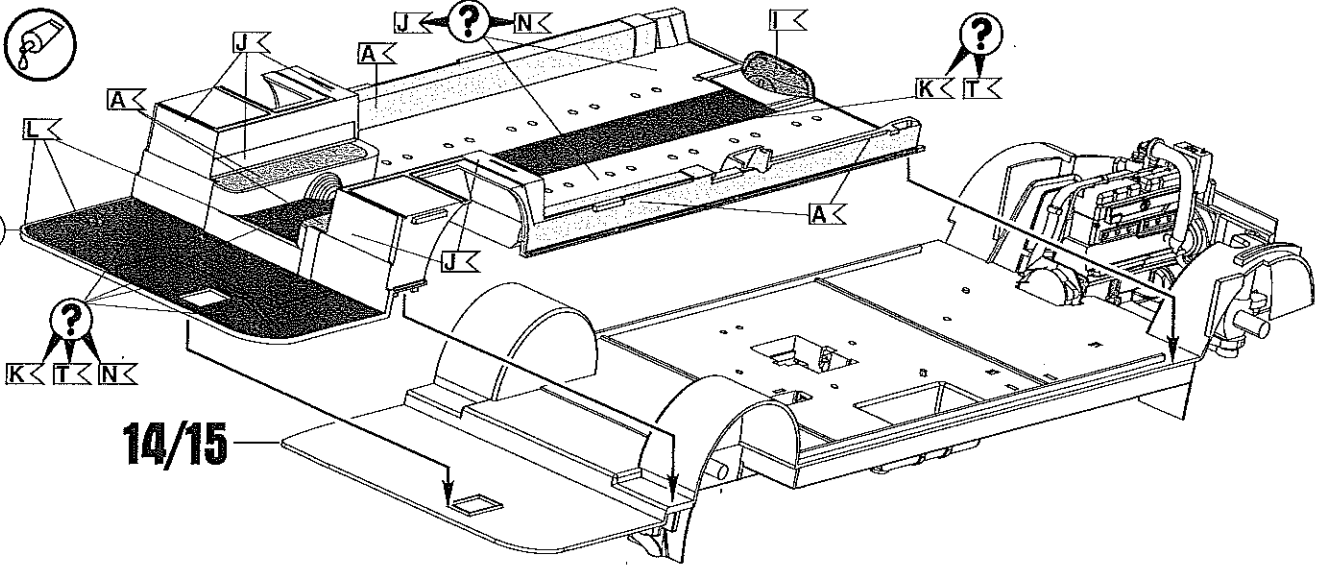
17 

2x



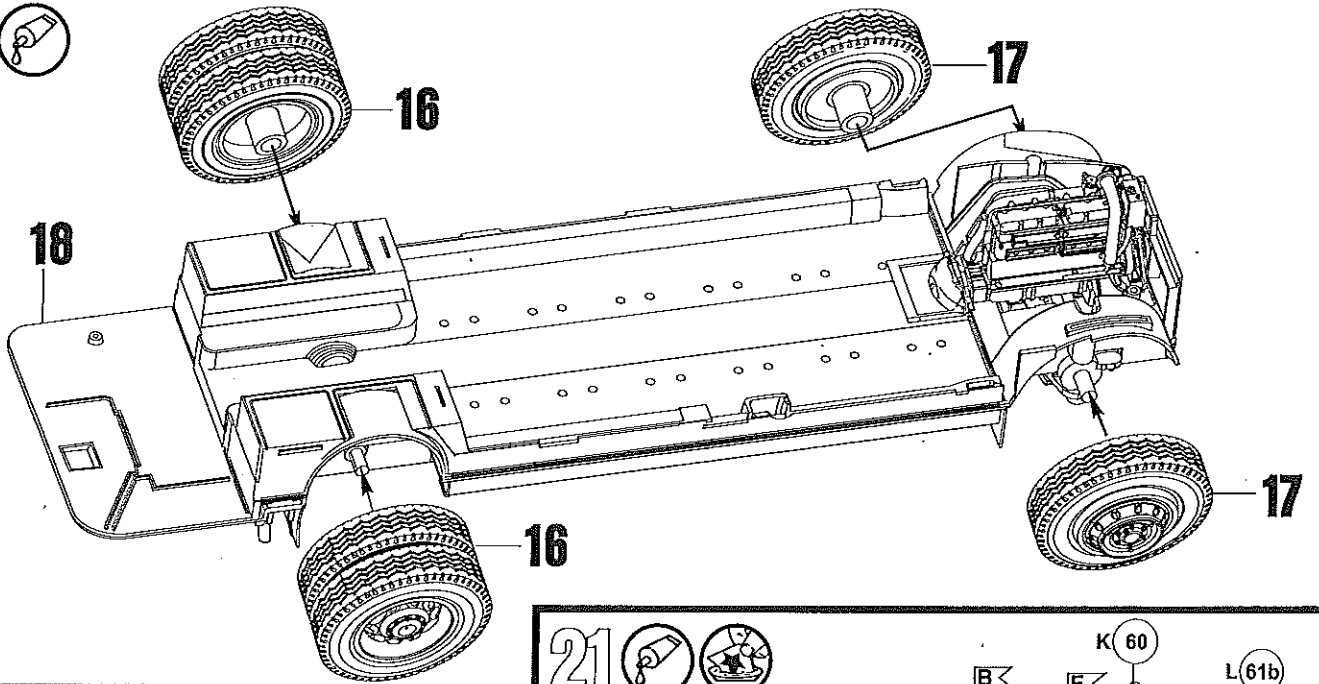
18 

D 48

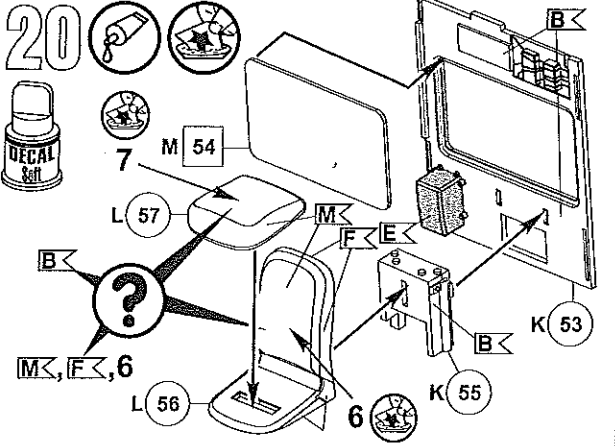


14/15

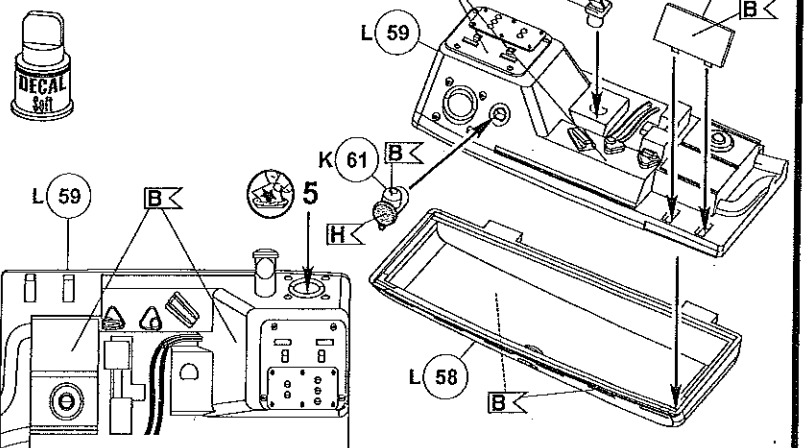
19 

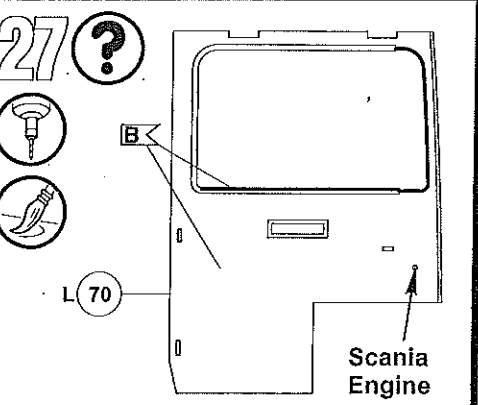
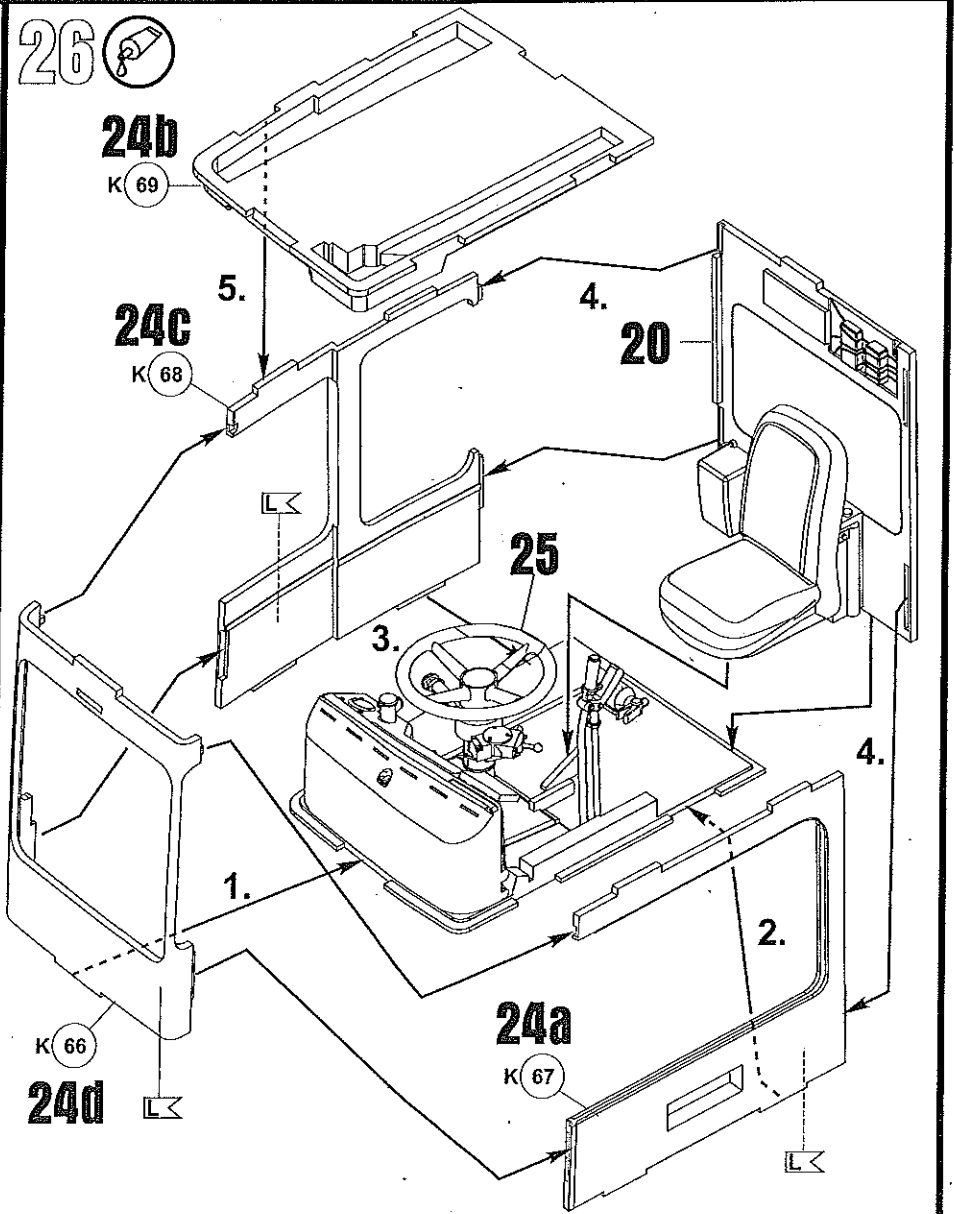
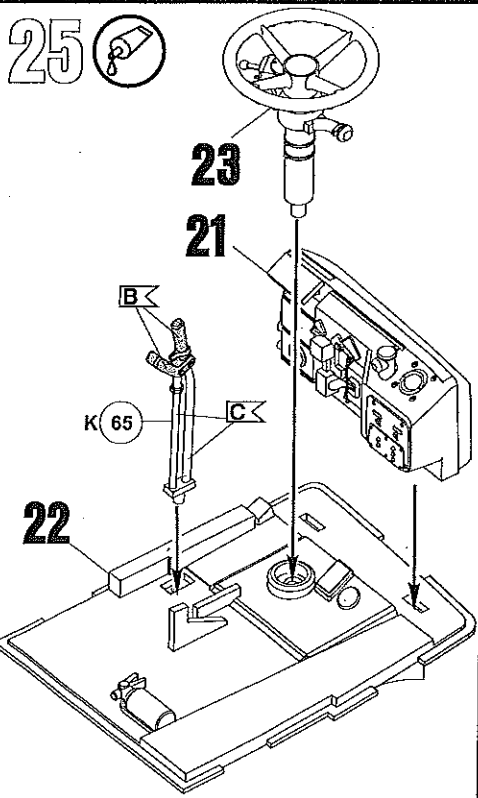
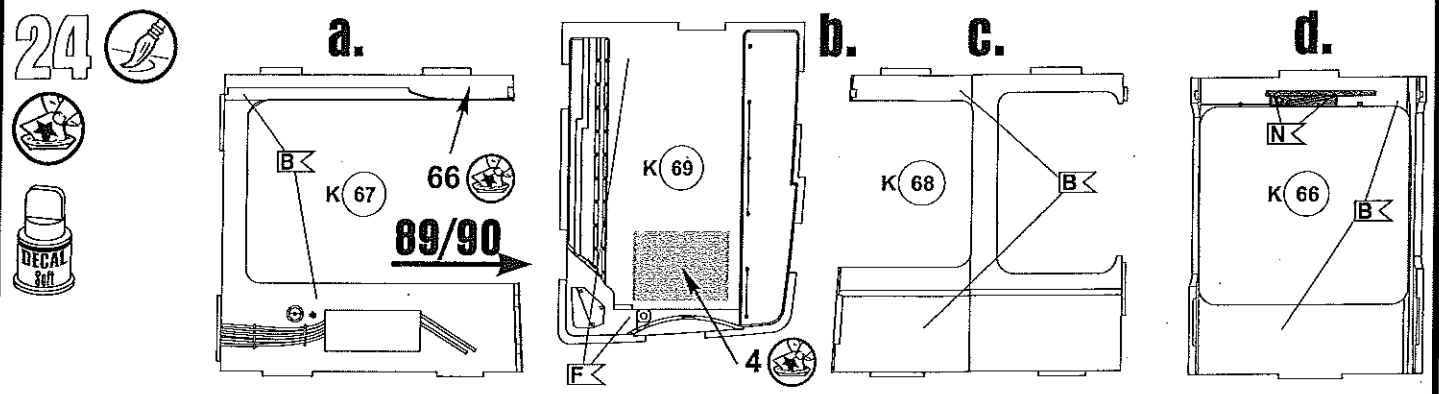
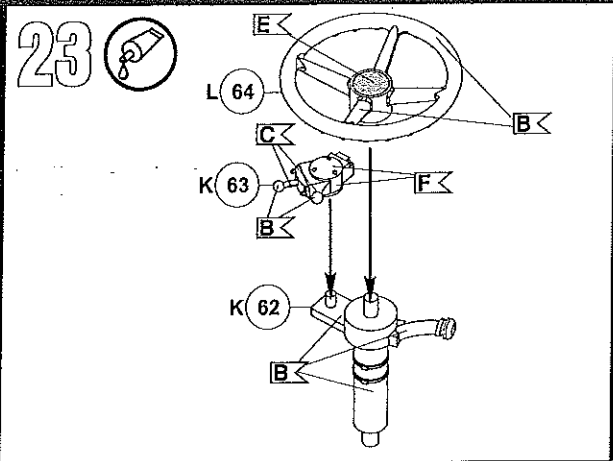
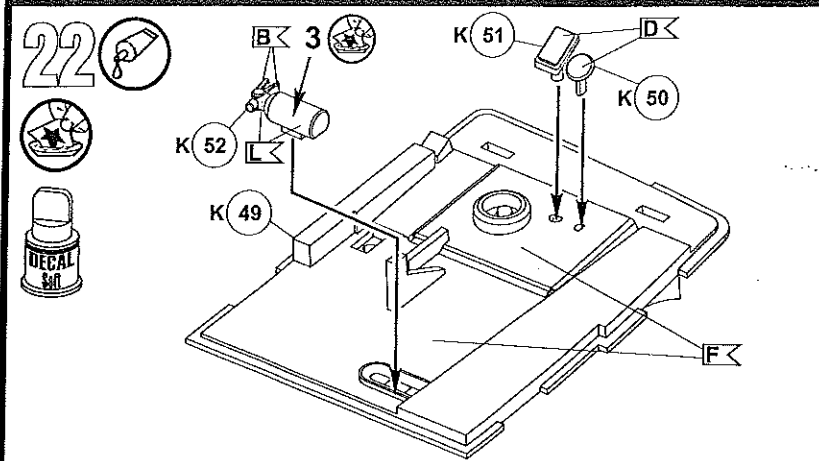


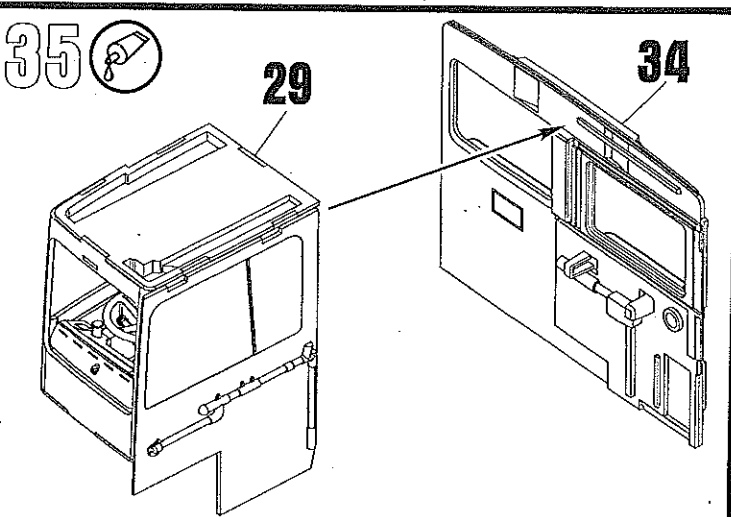
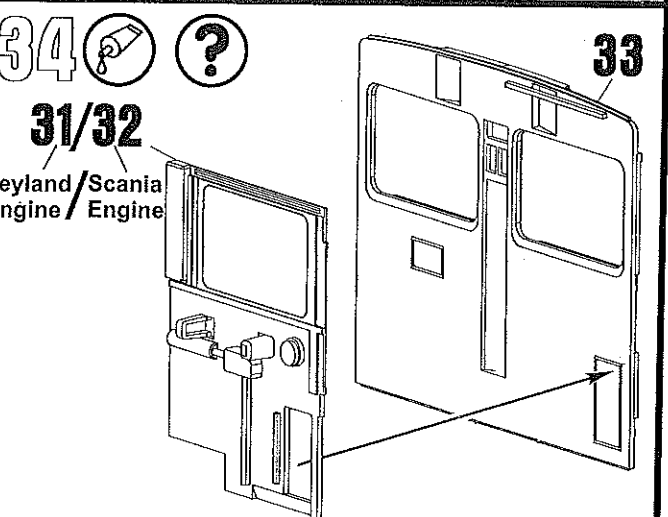
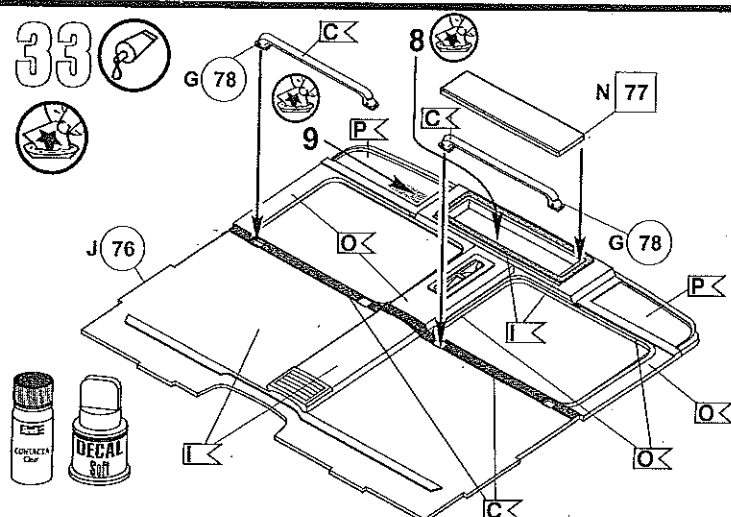
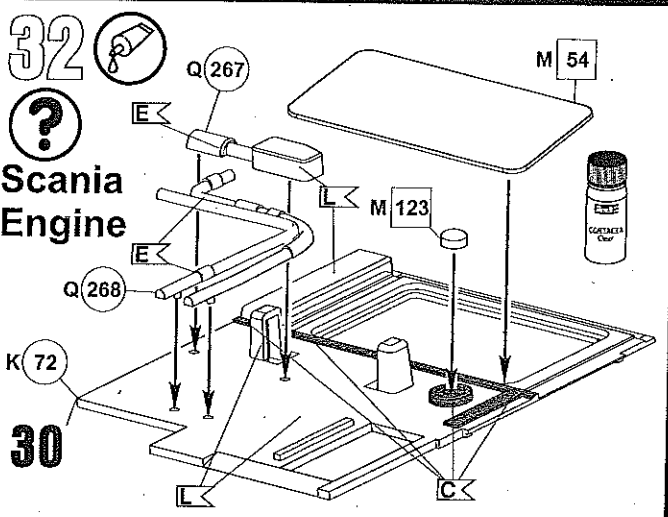
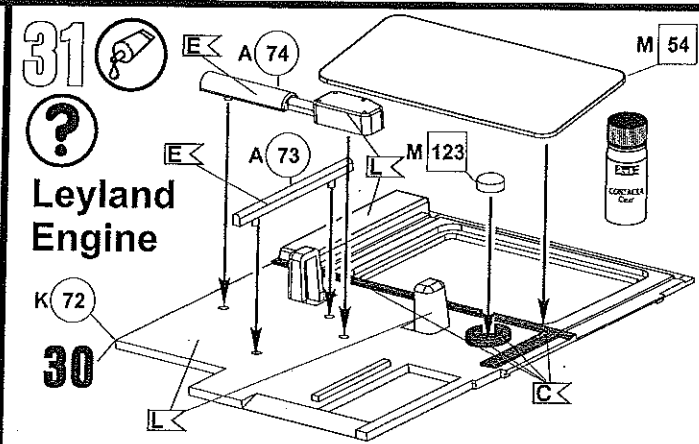
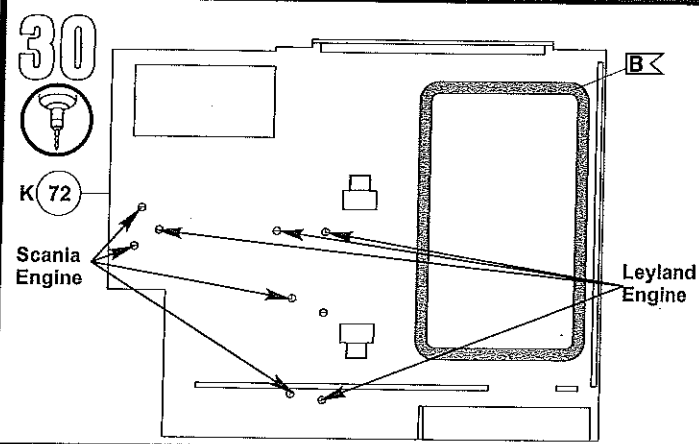
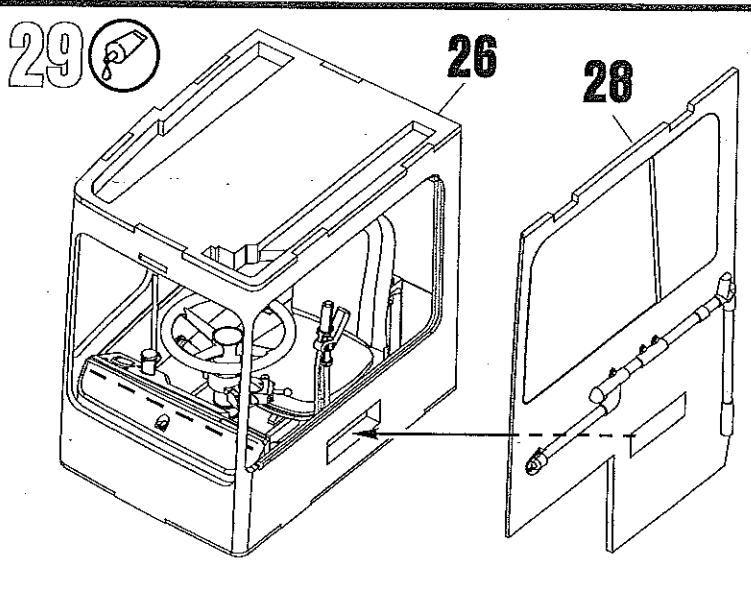
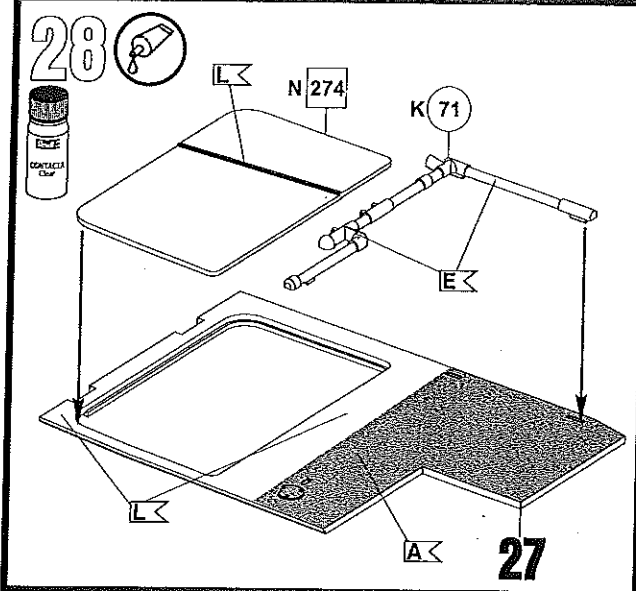
20 

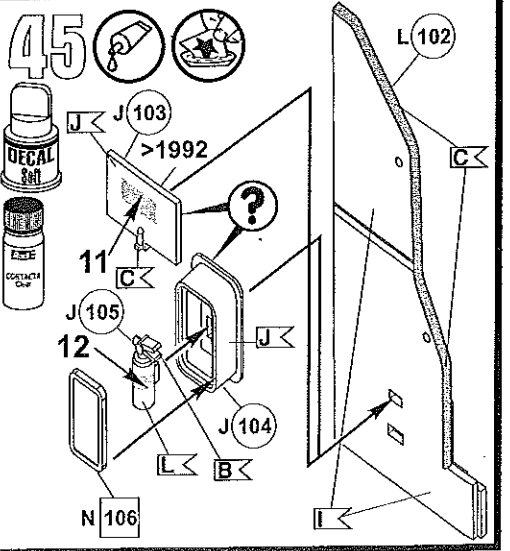
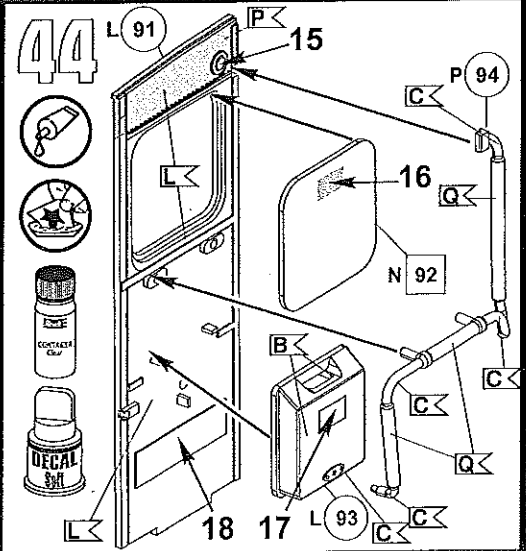
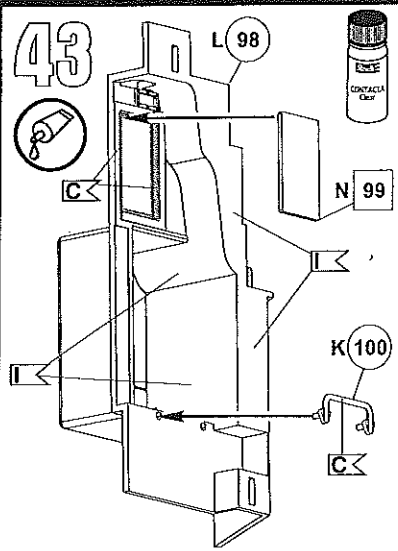
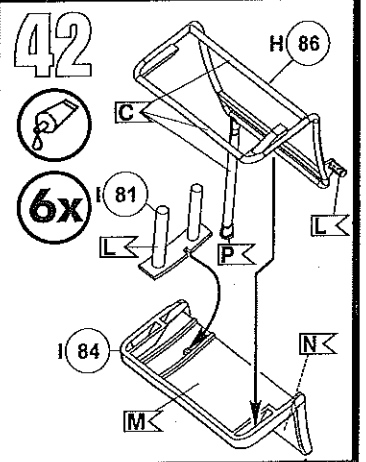
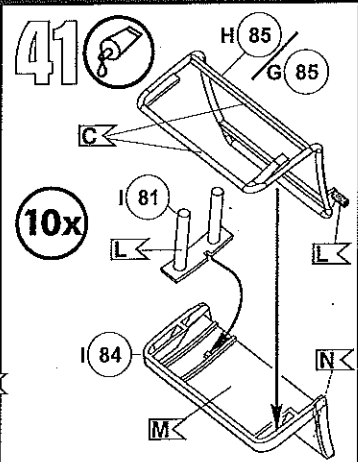
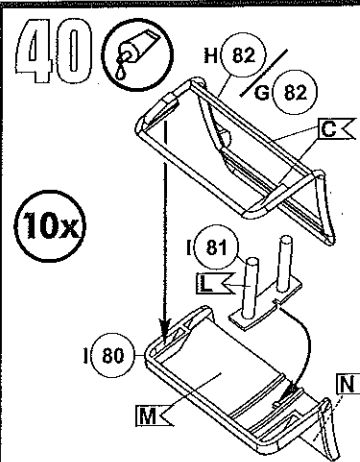
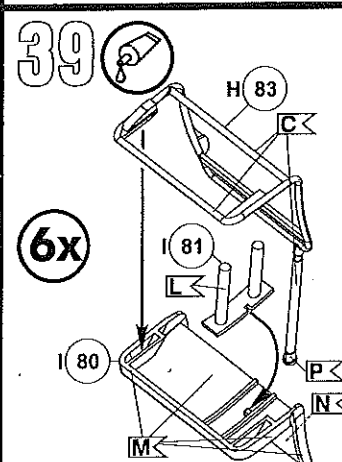
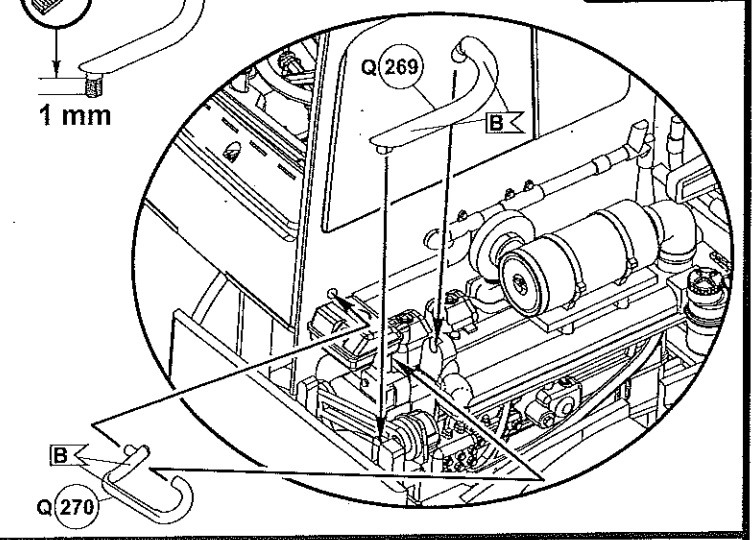
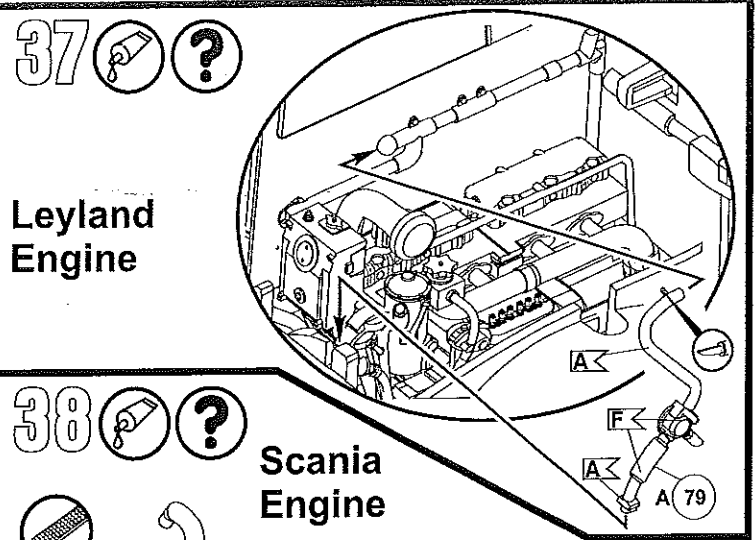
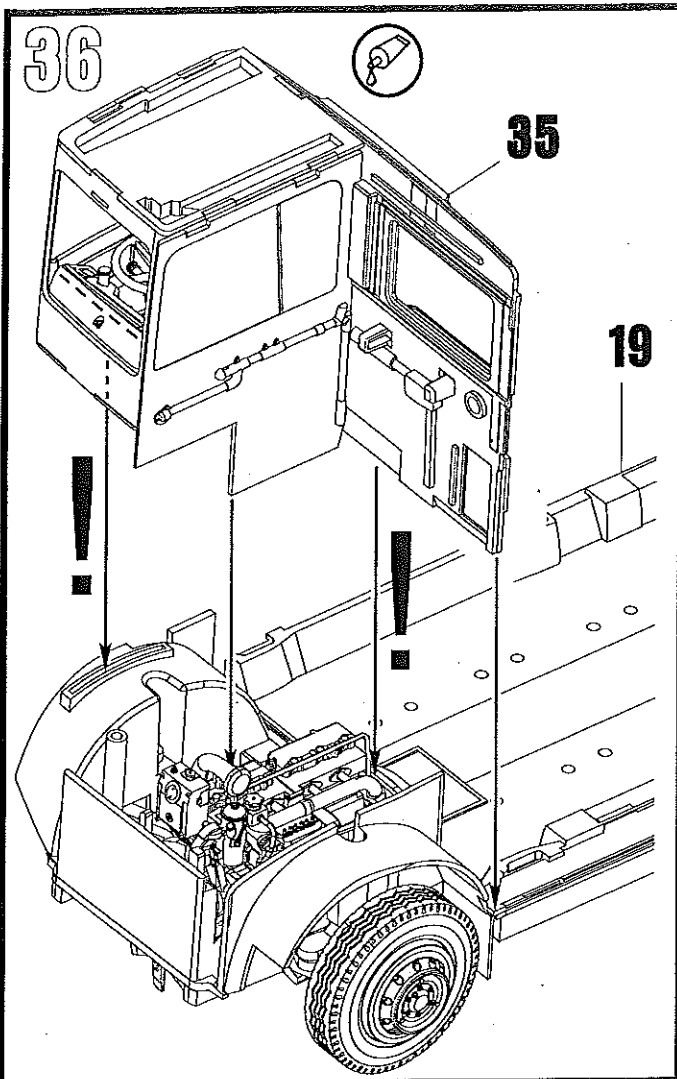


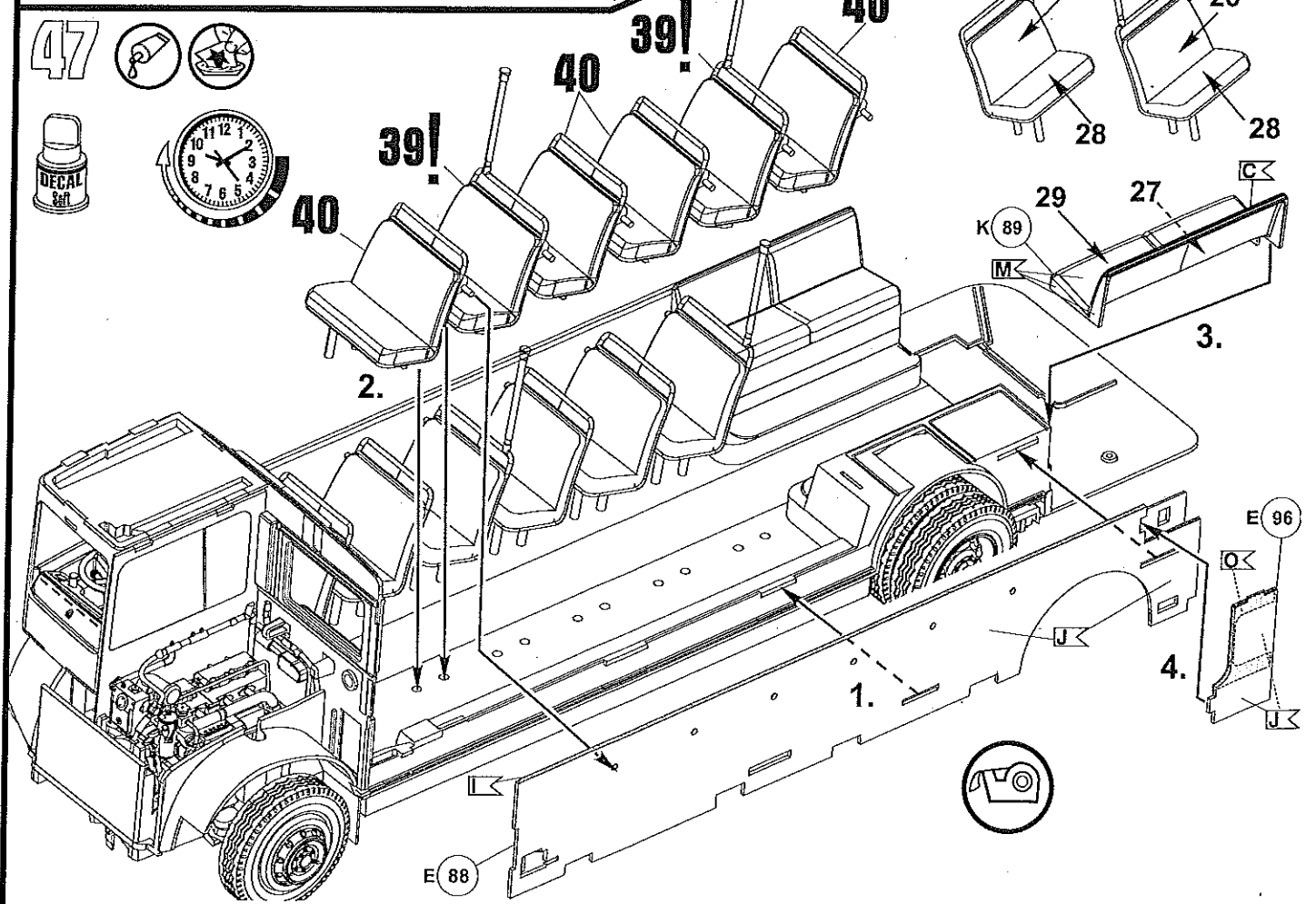
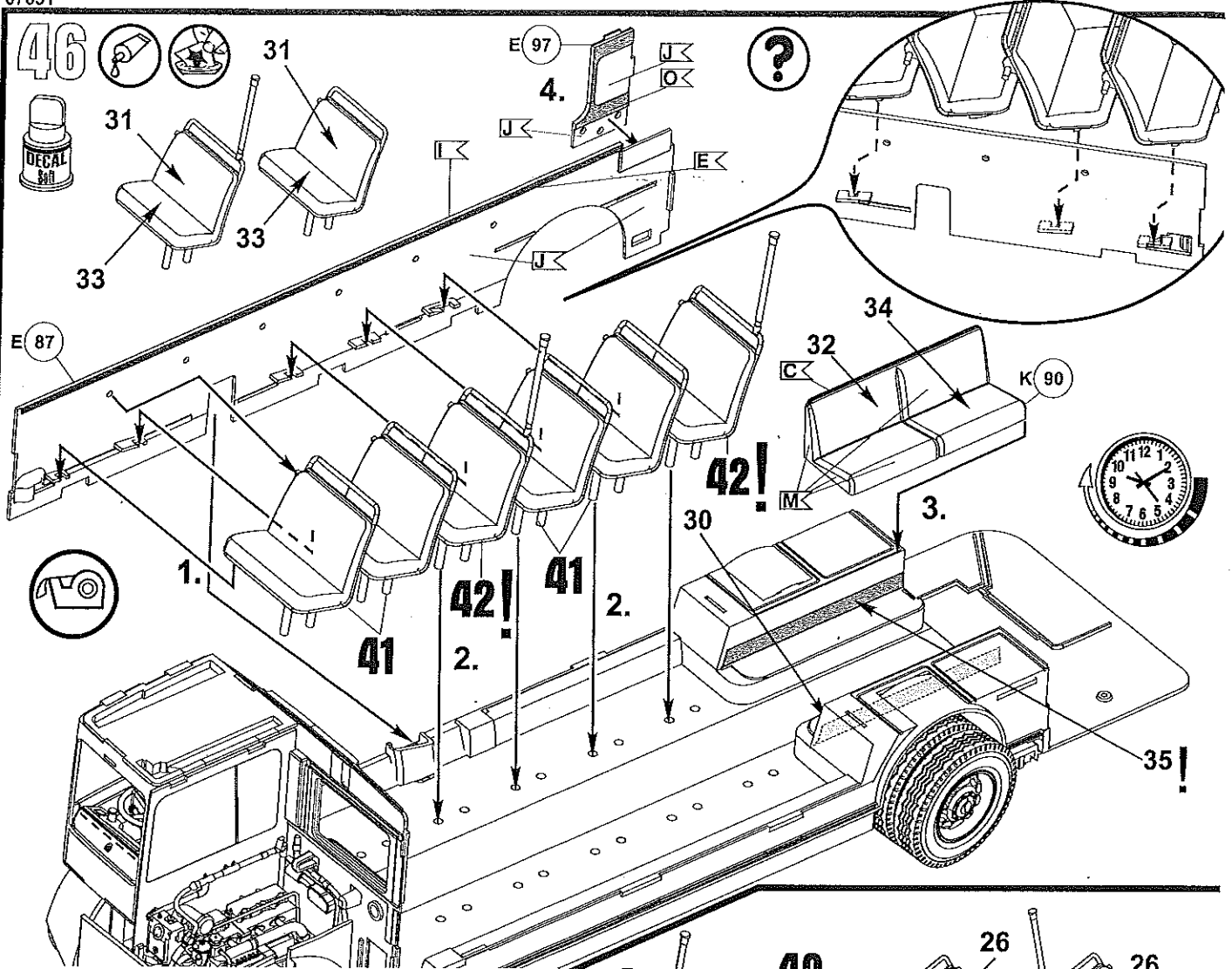
21  

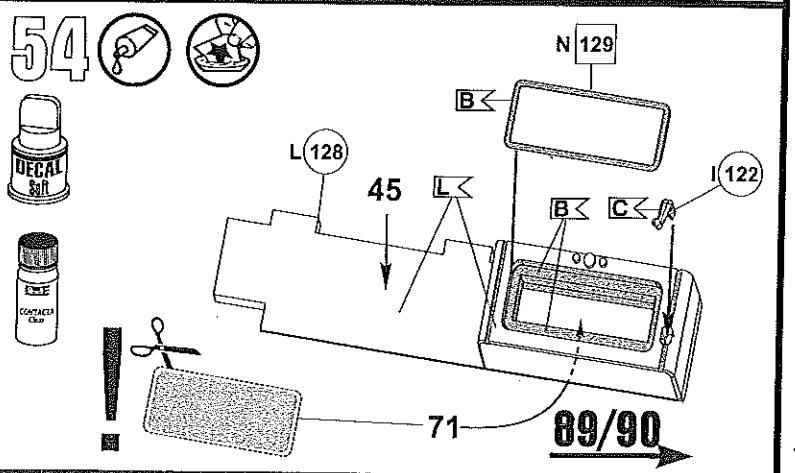
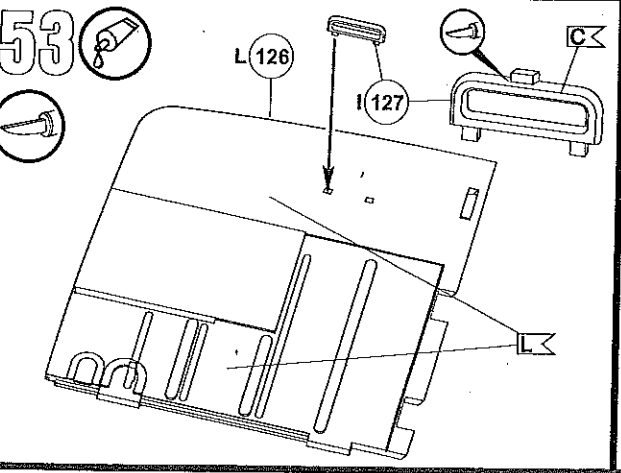
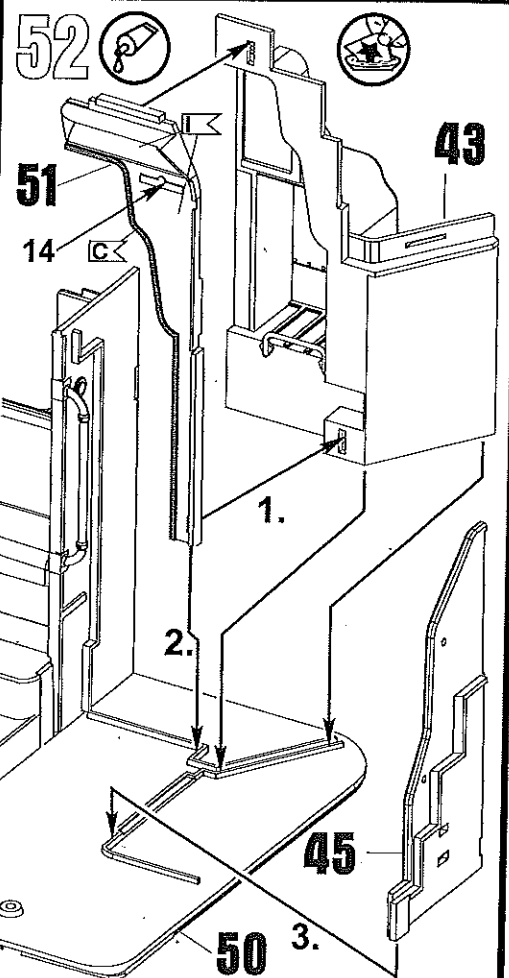
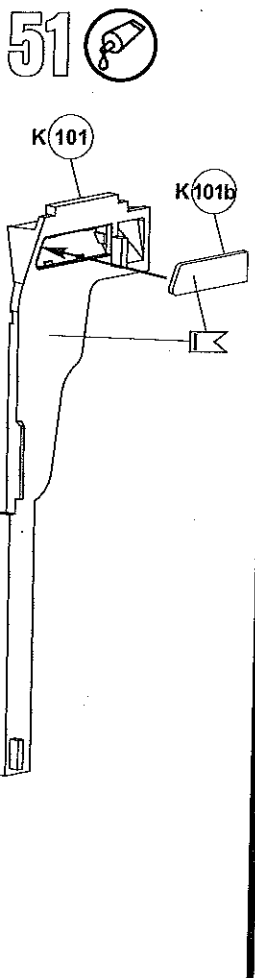
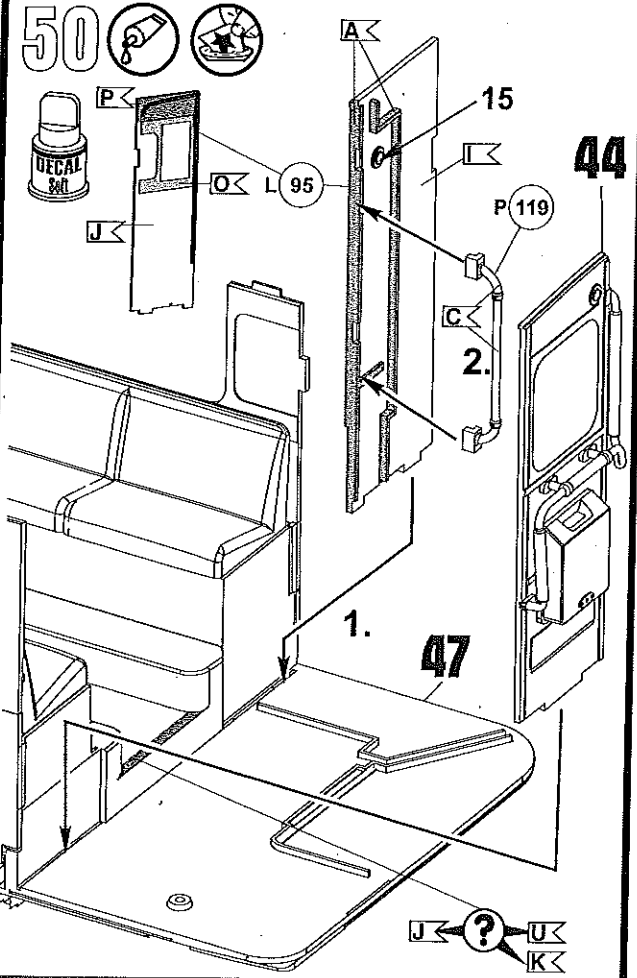
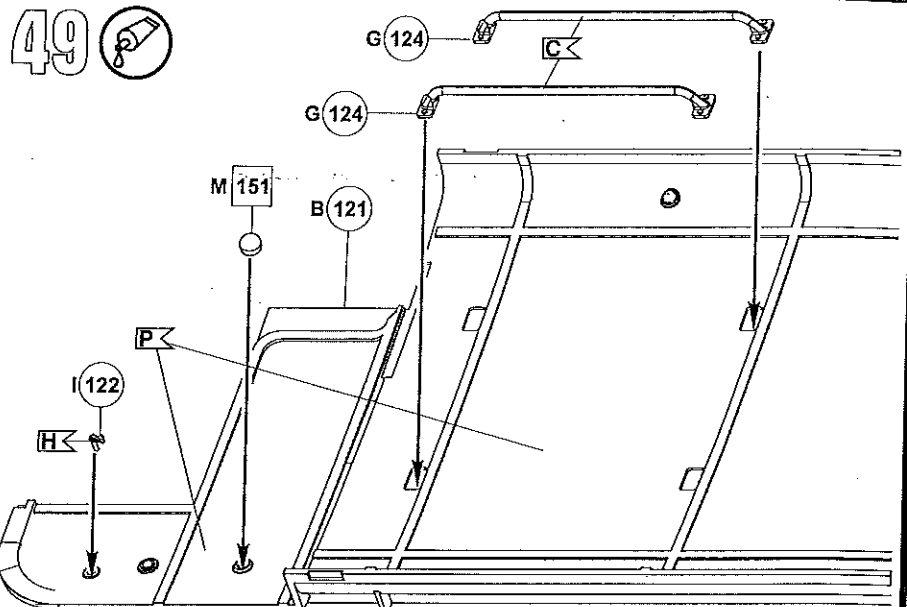
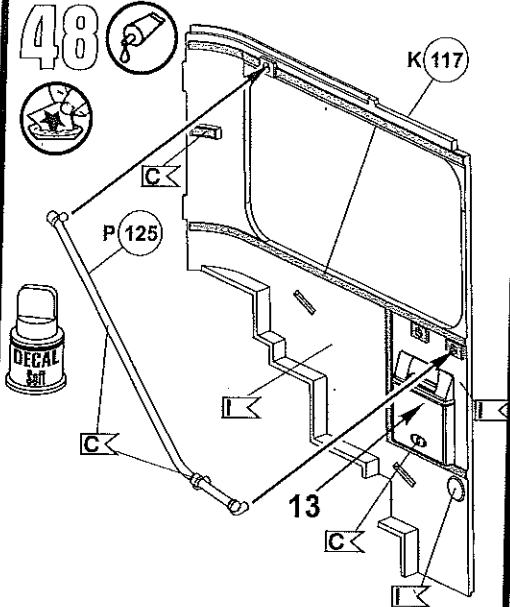


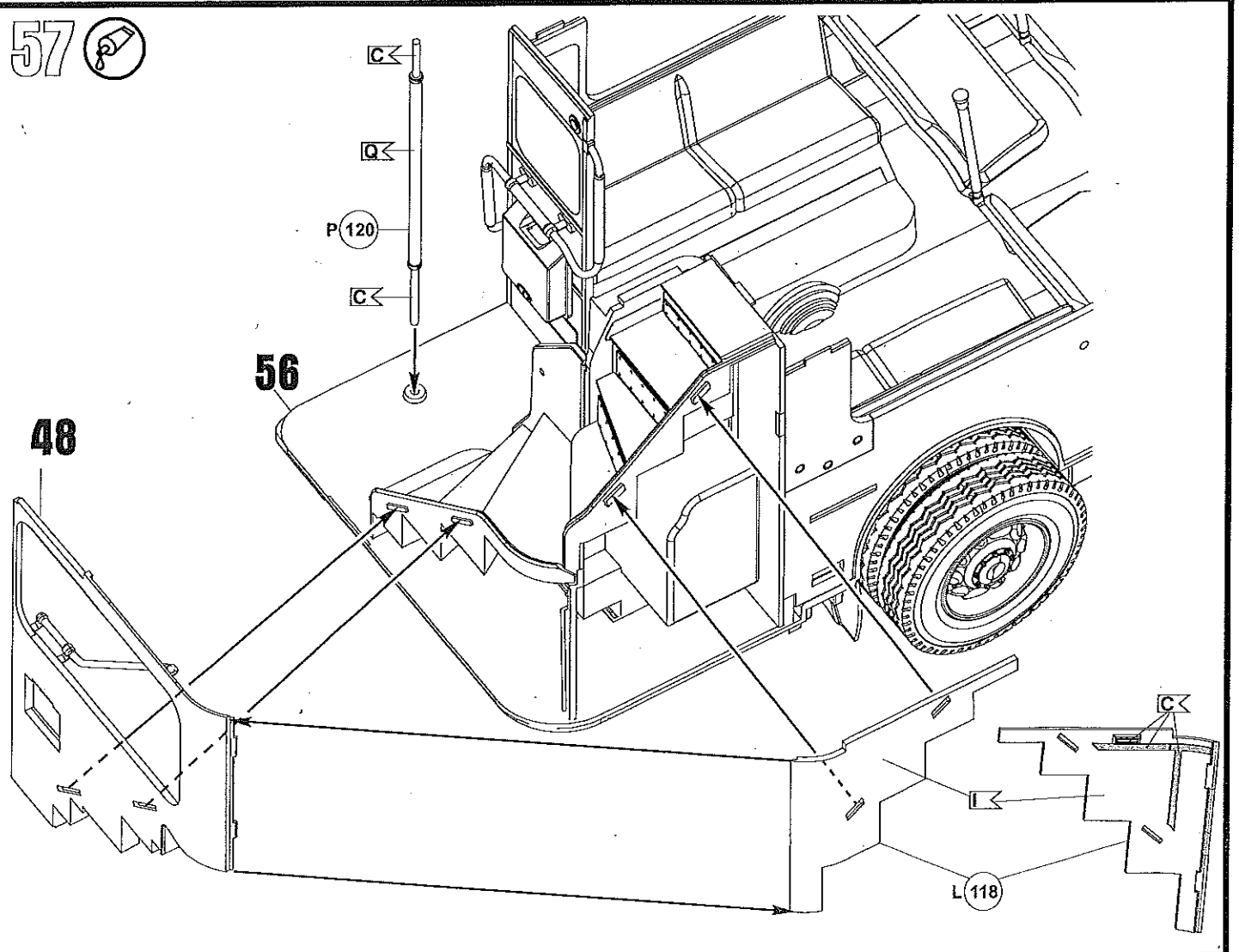
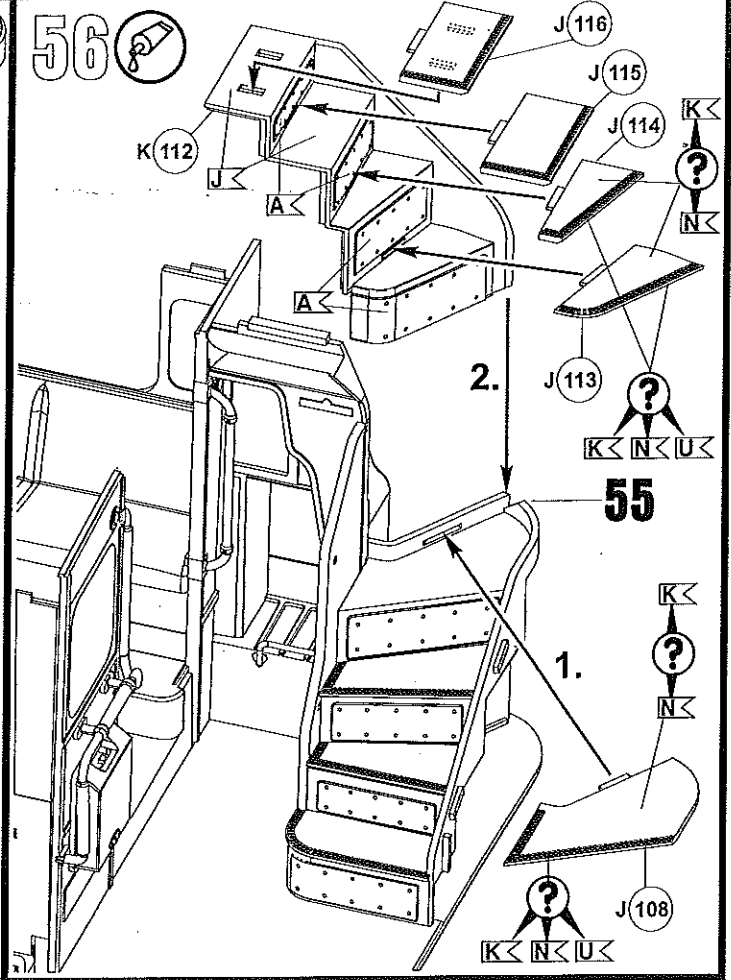
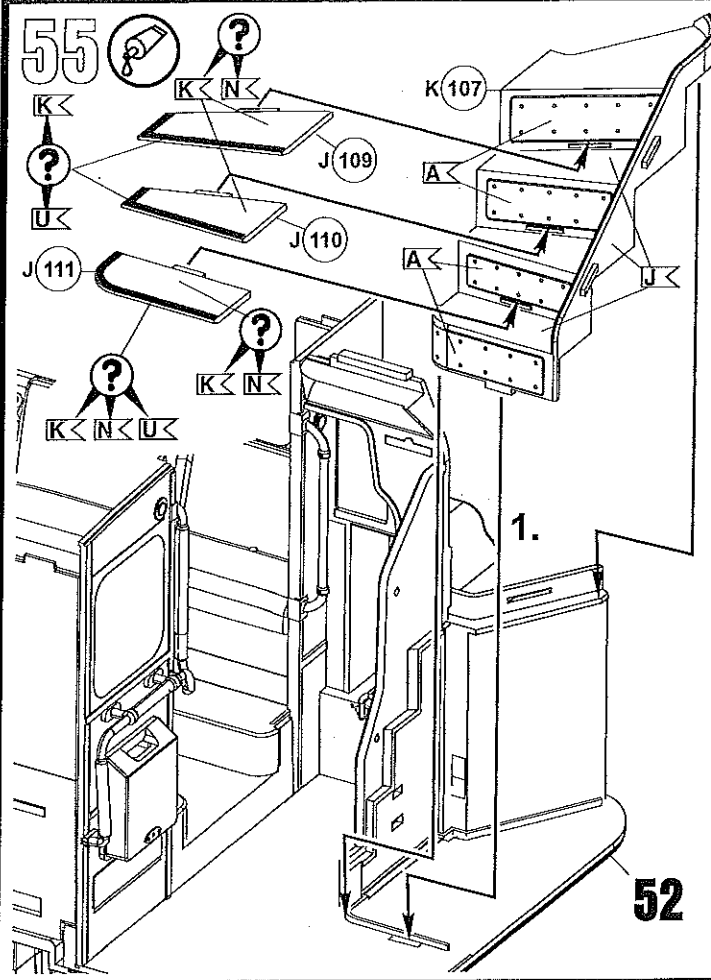






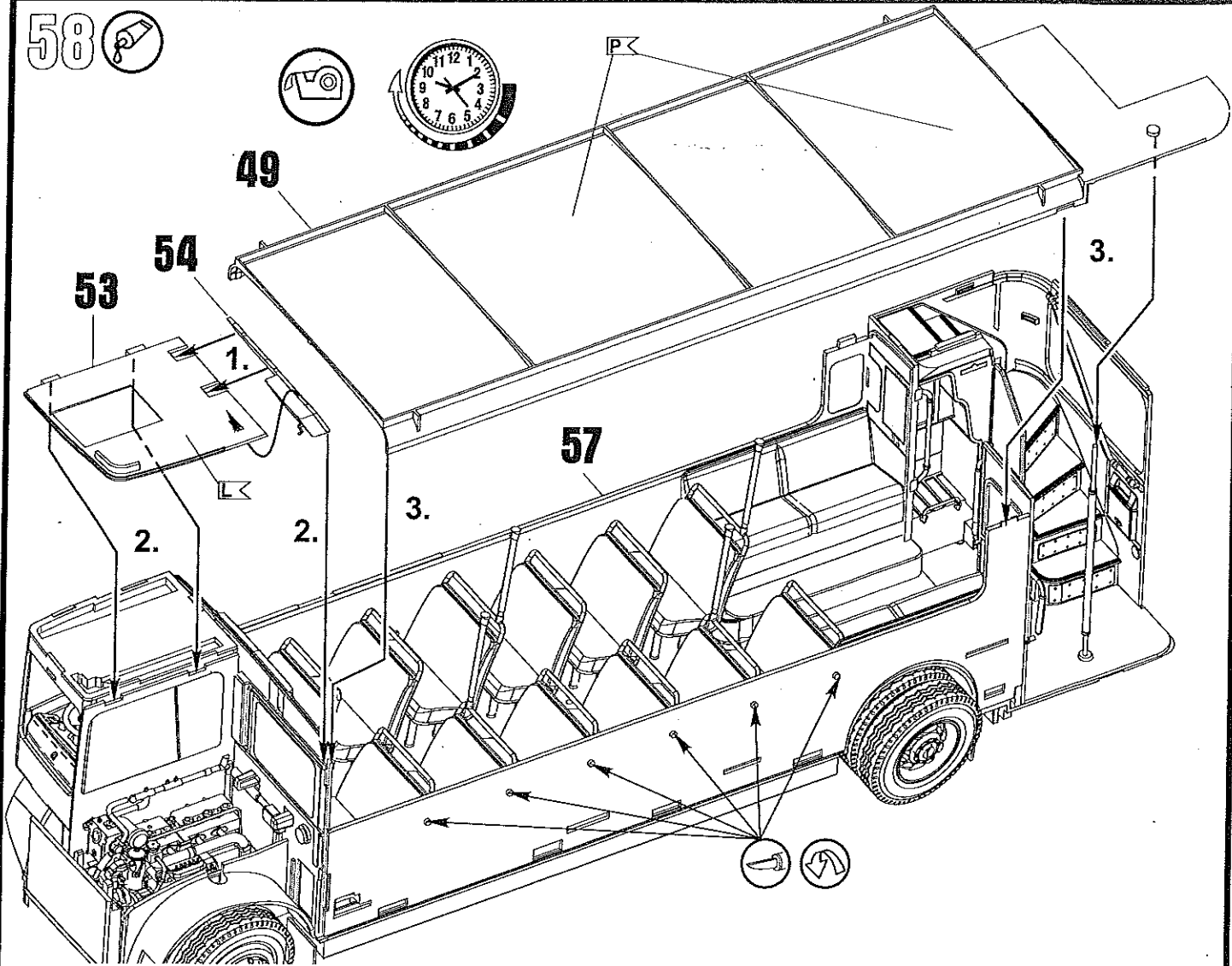




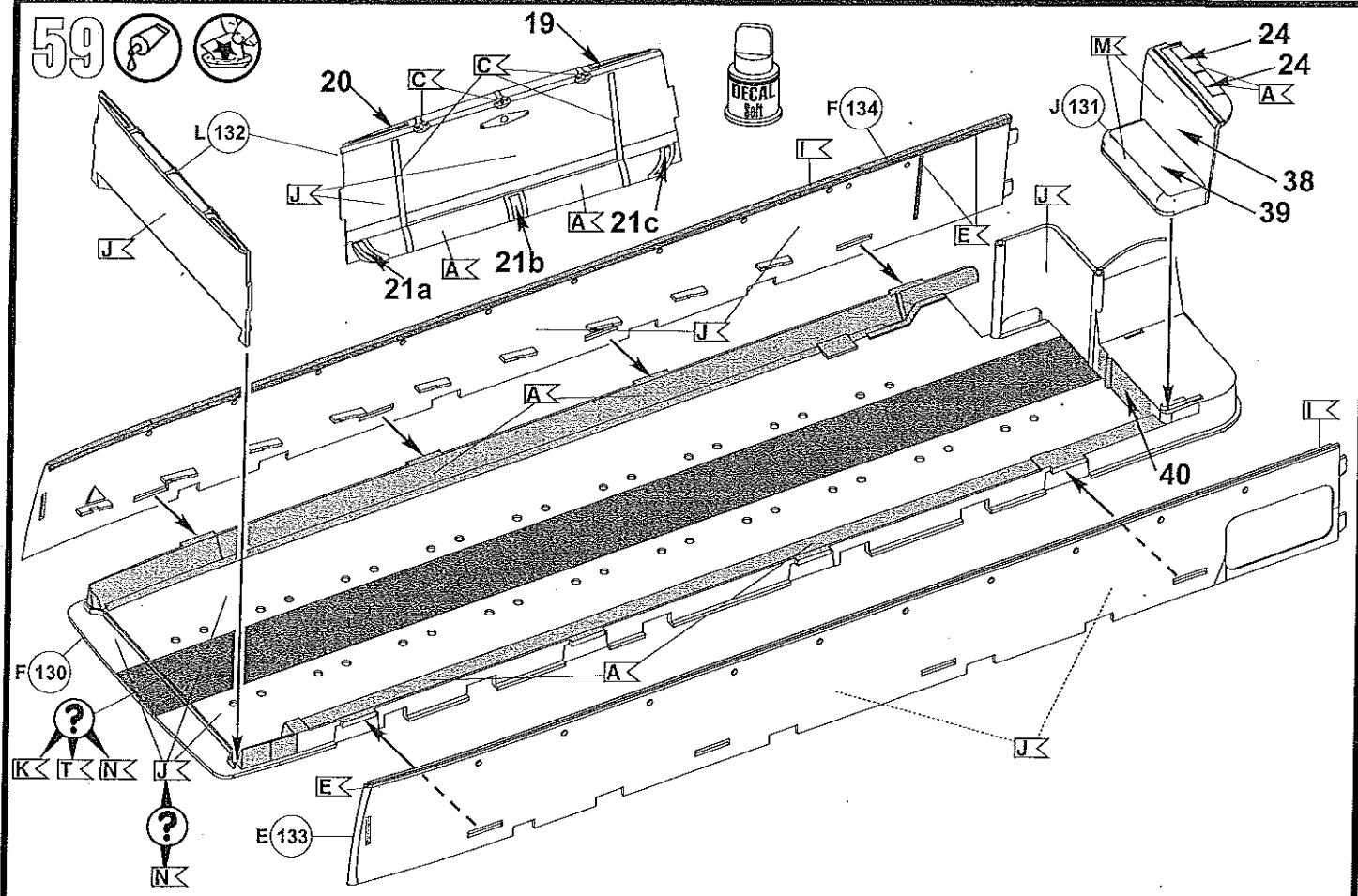


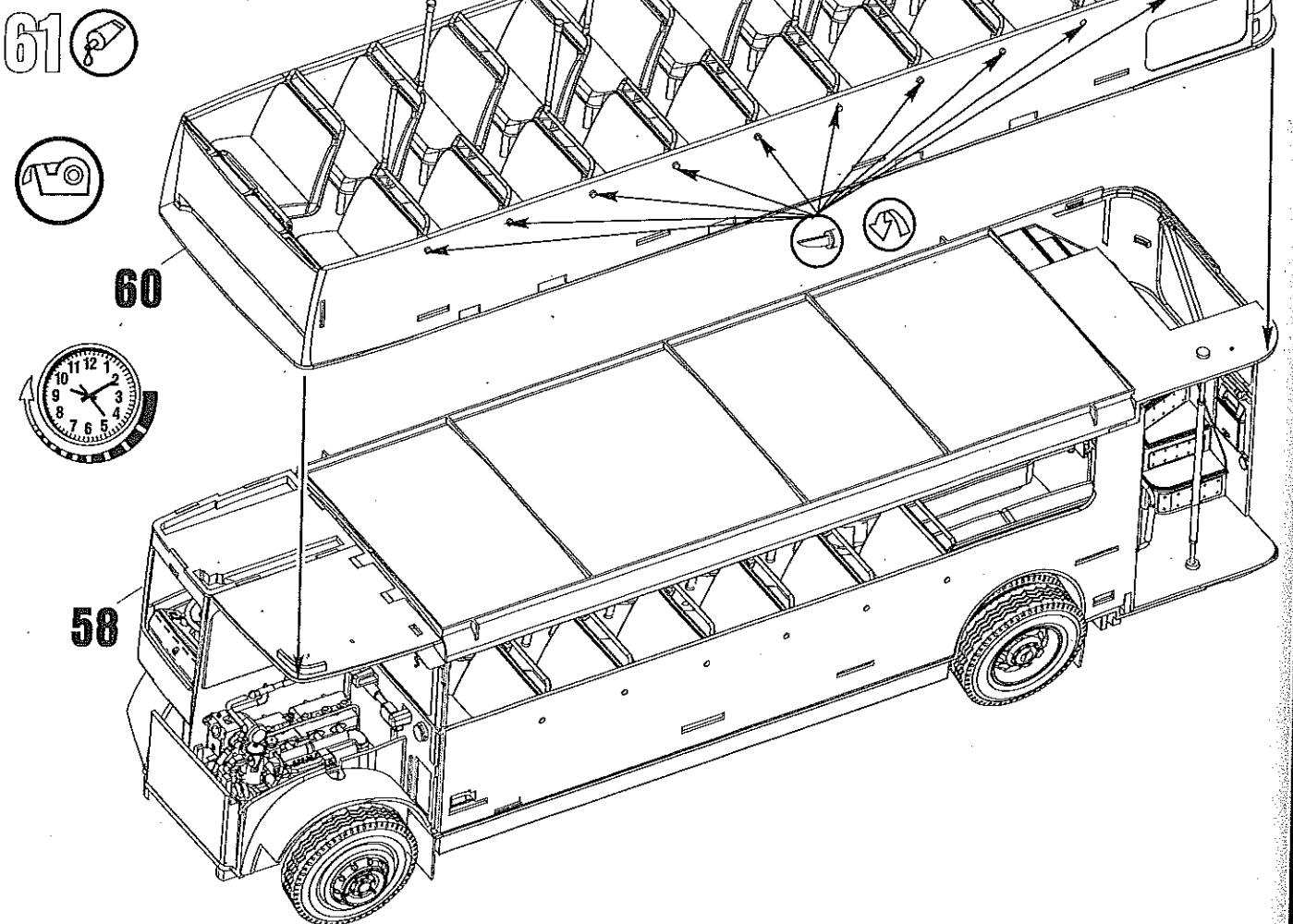
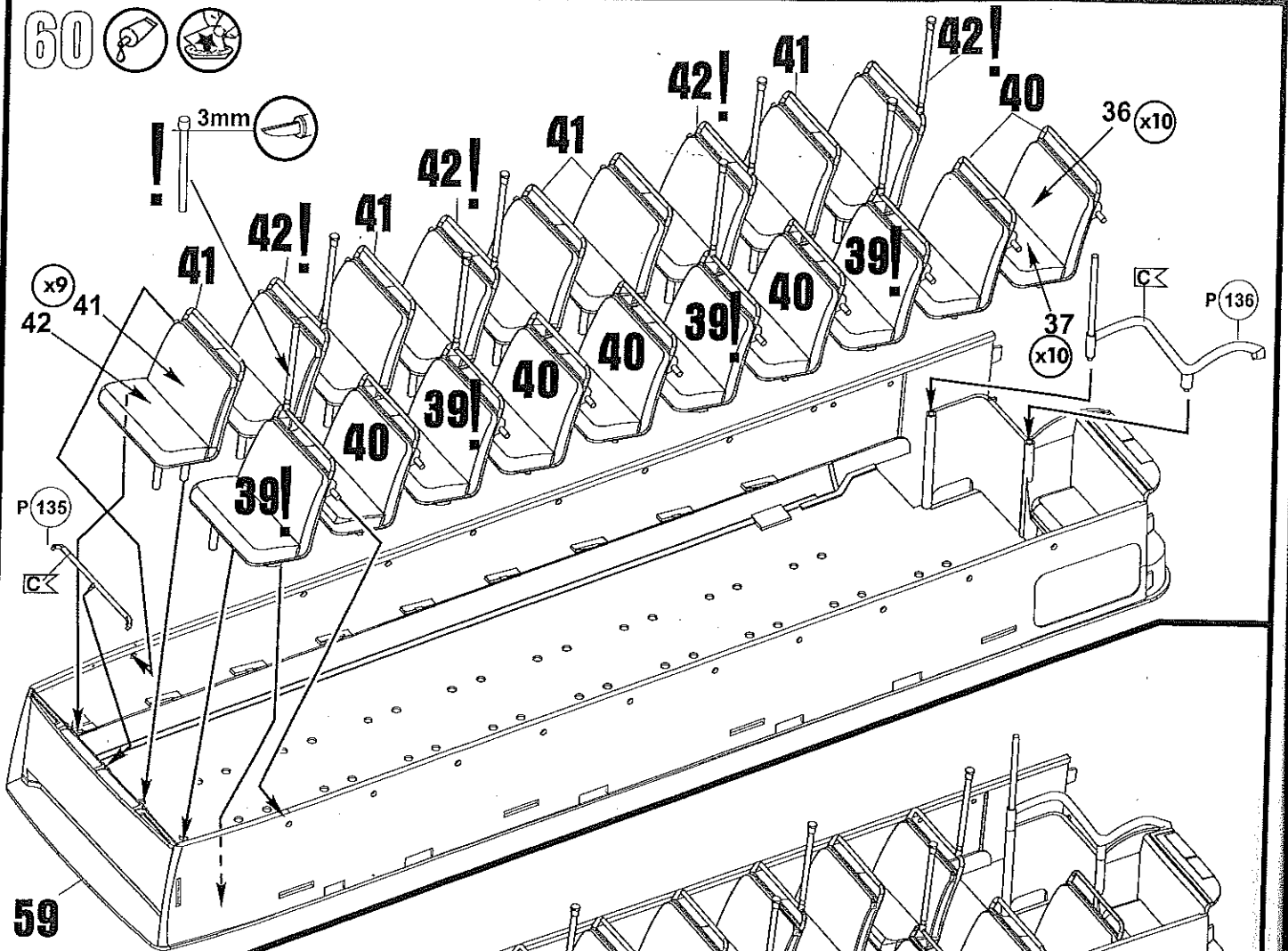


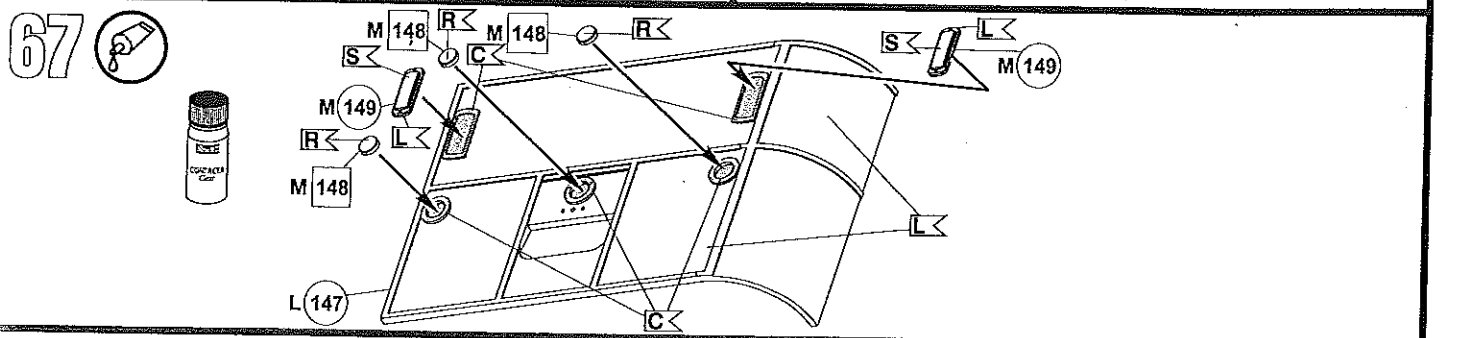
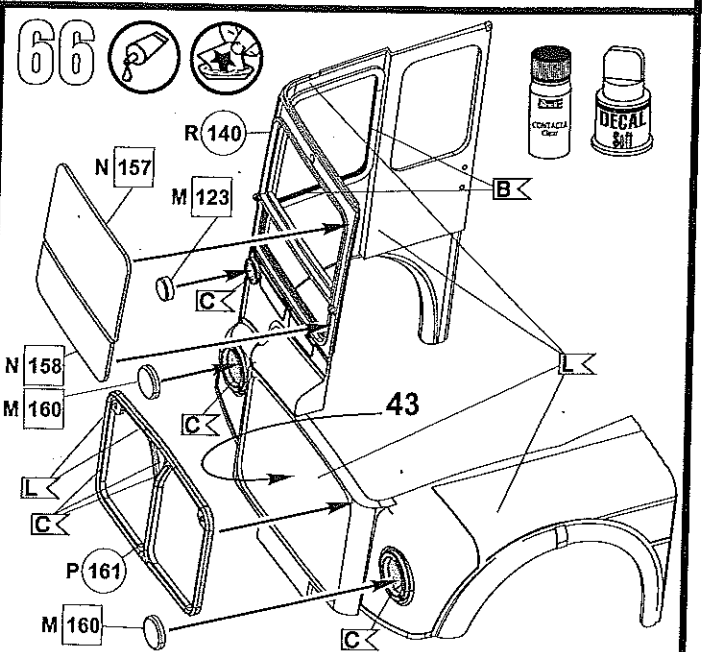
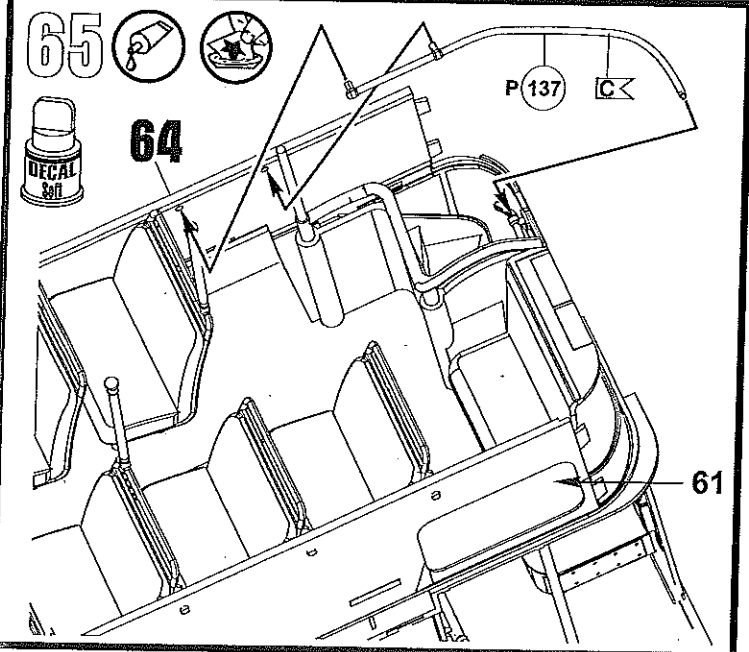
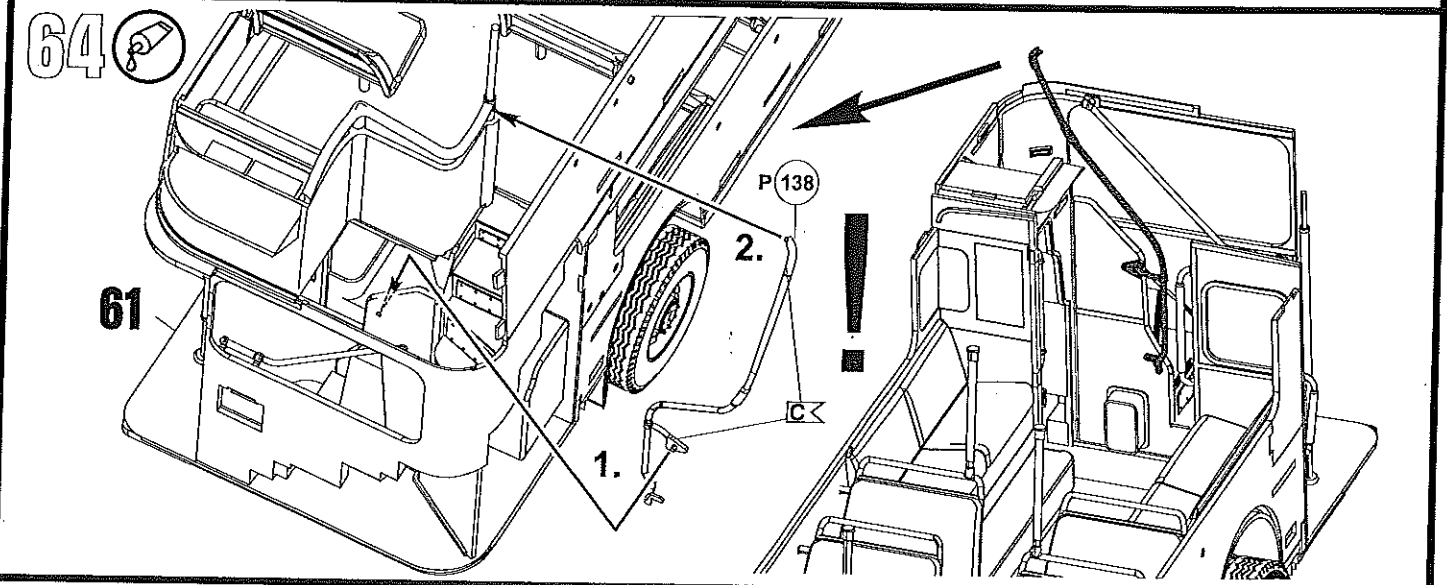
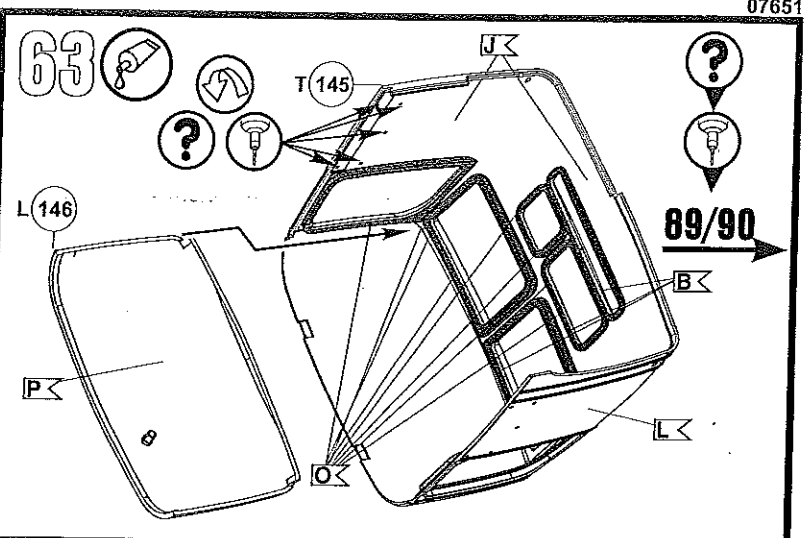
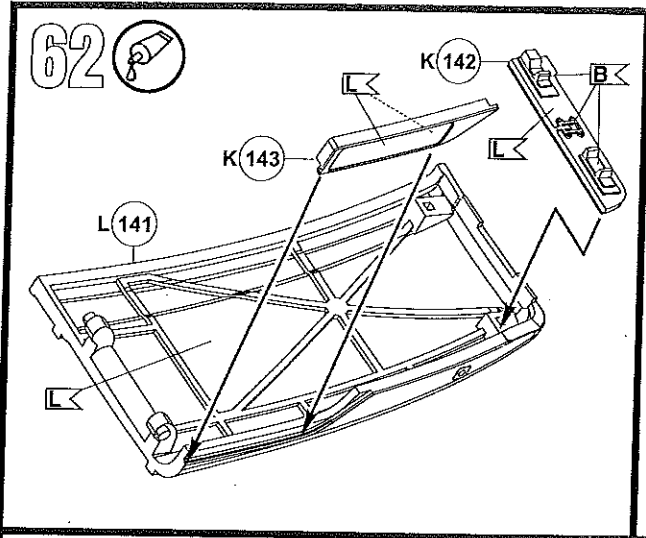
# 58

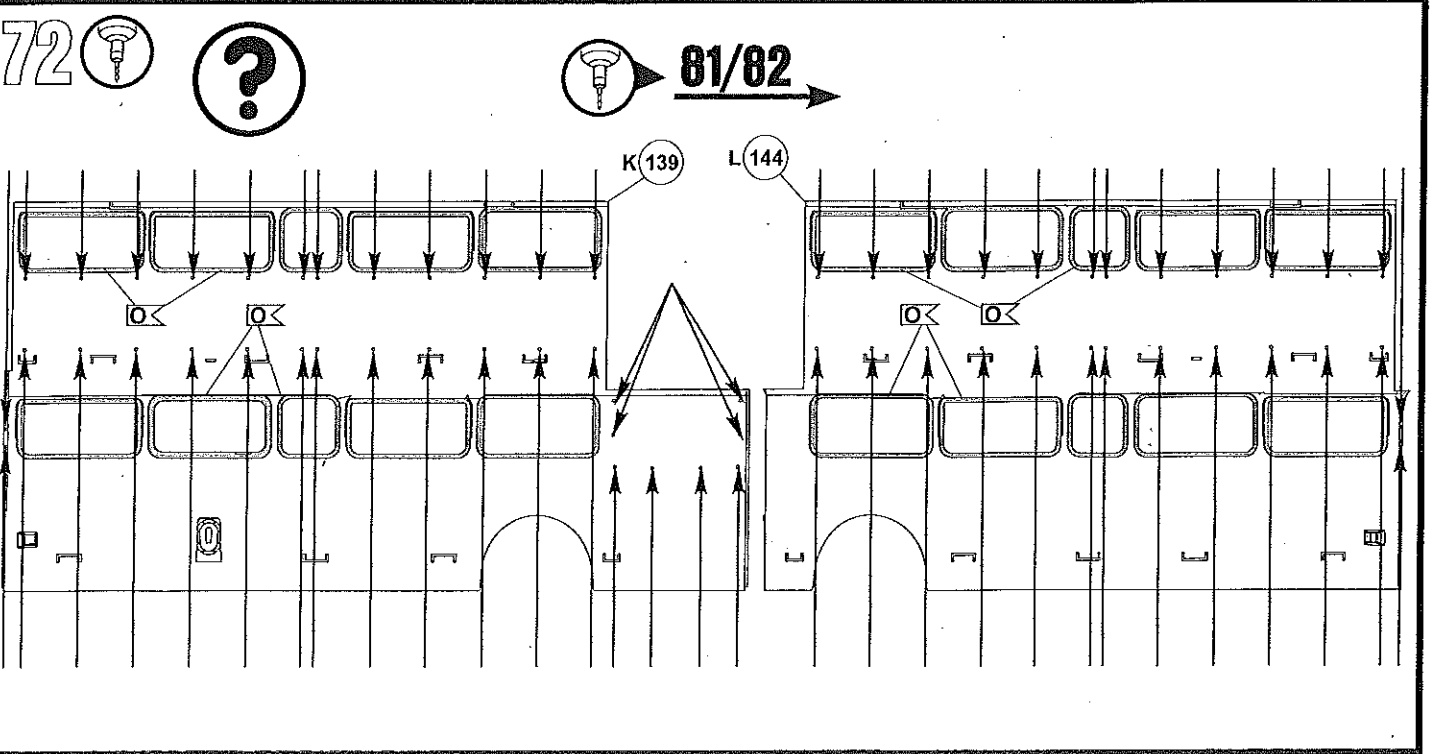
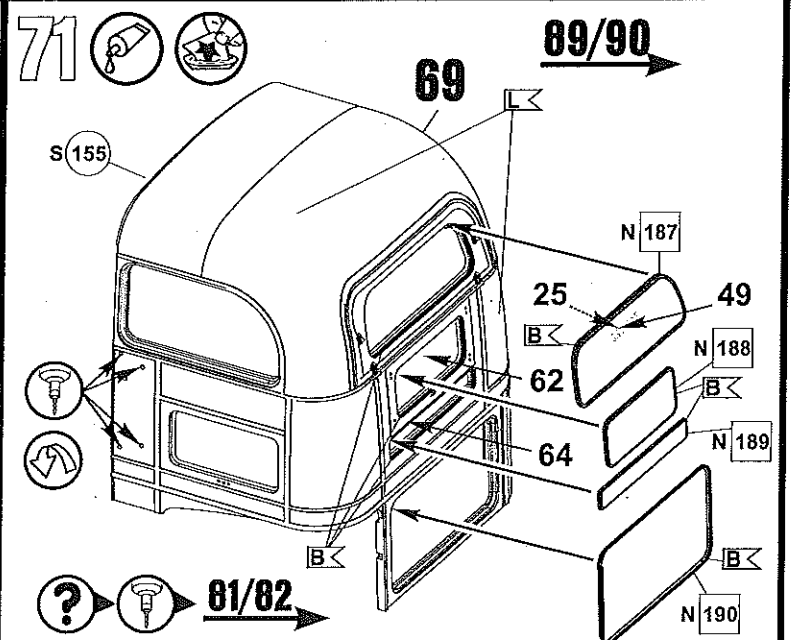
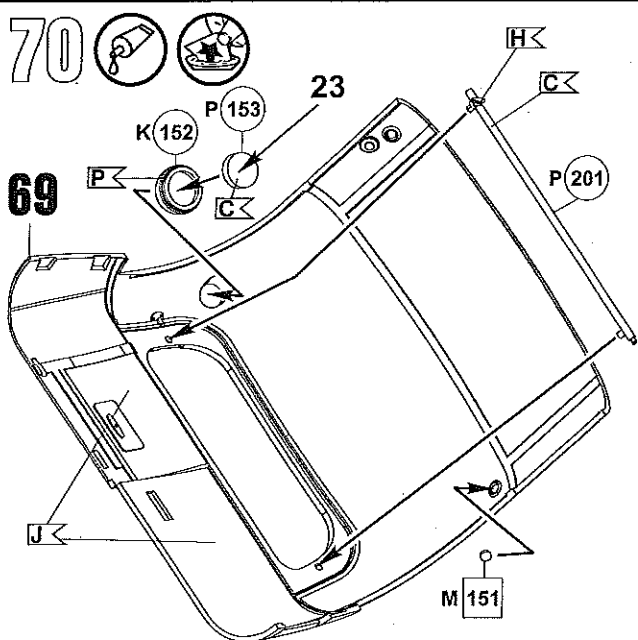
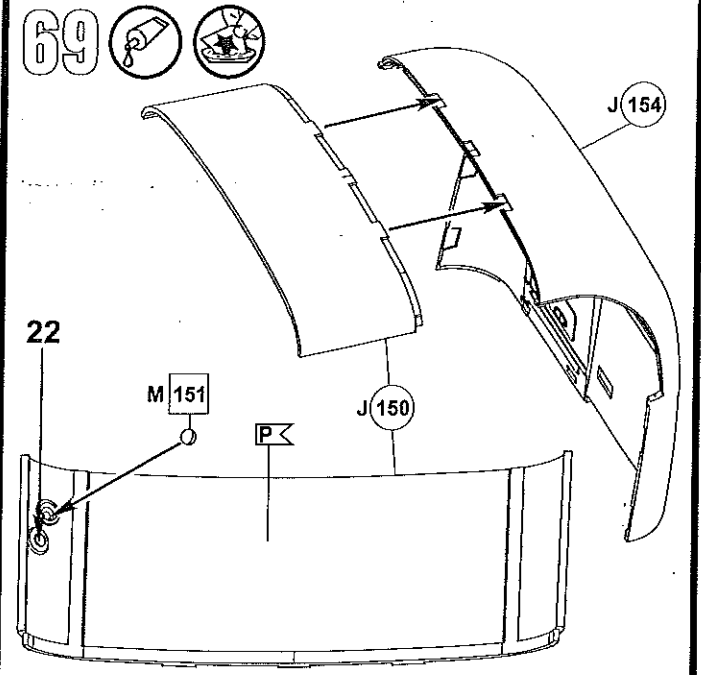
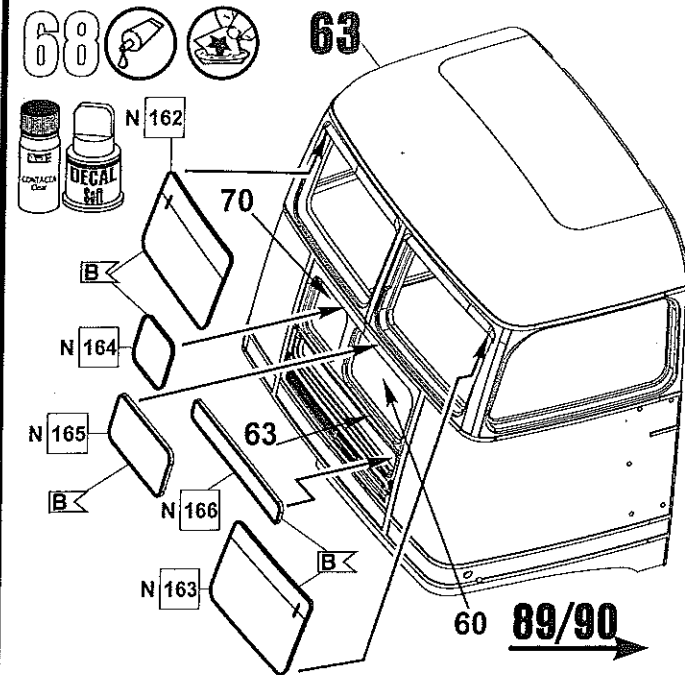


# 59

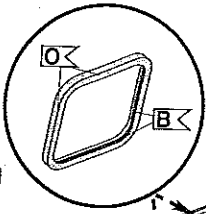






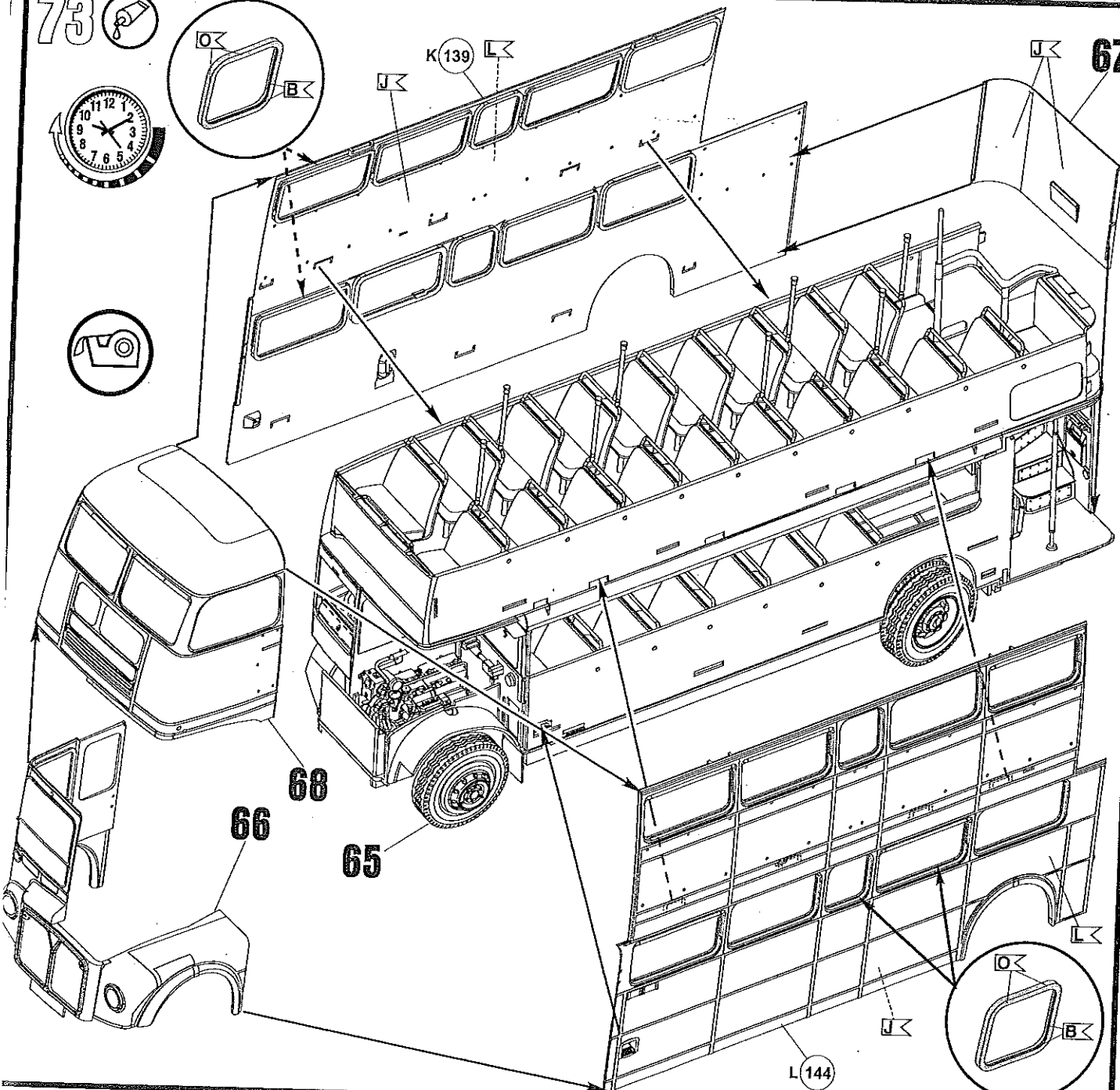


73



K 139

67

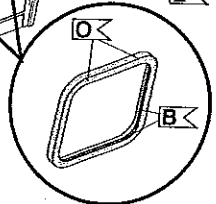


66

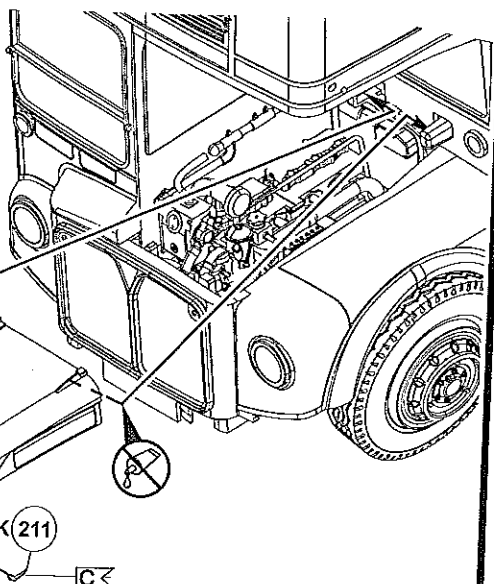
68

65

L 144



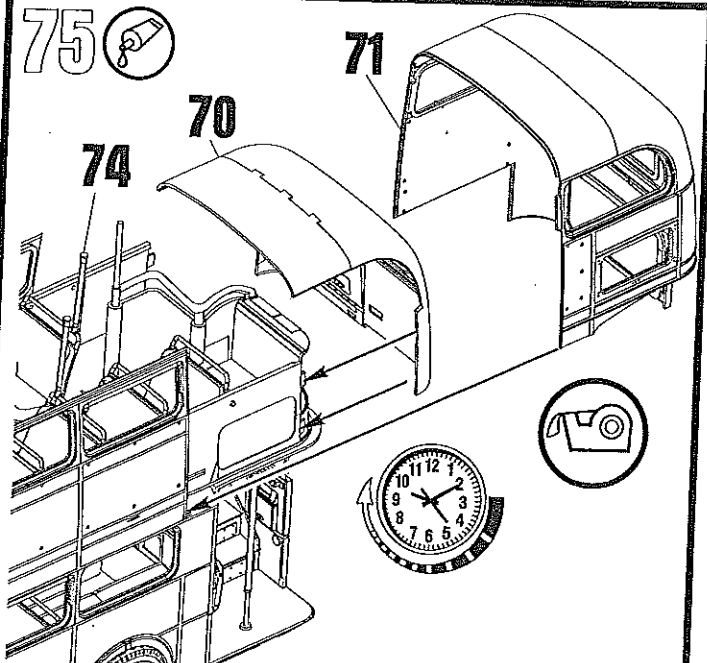
74



62

K 211

75



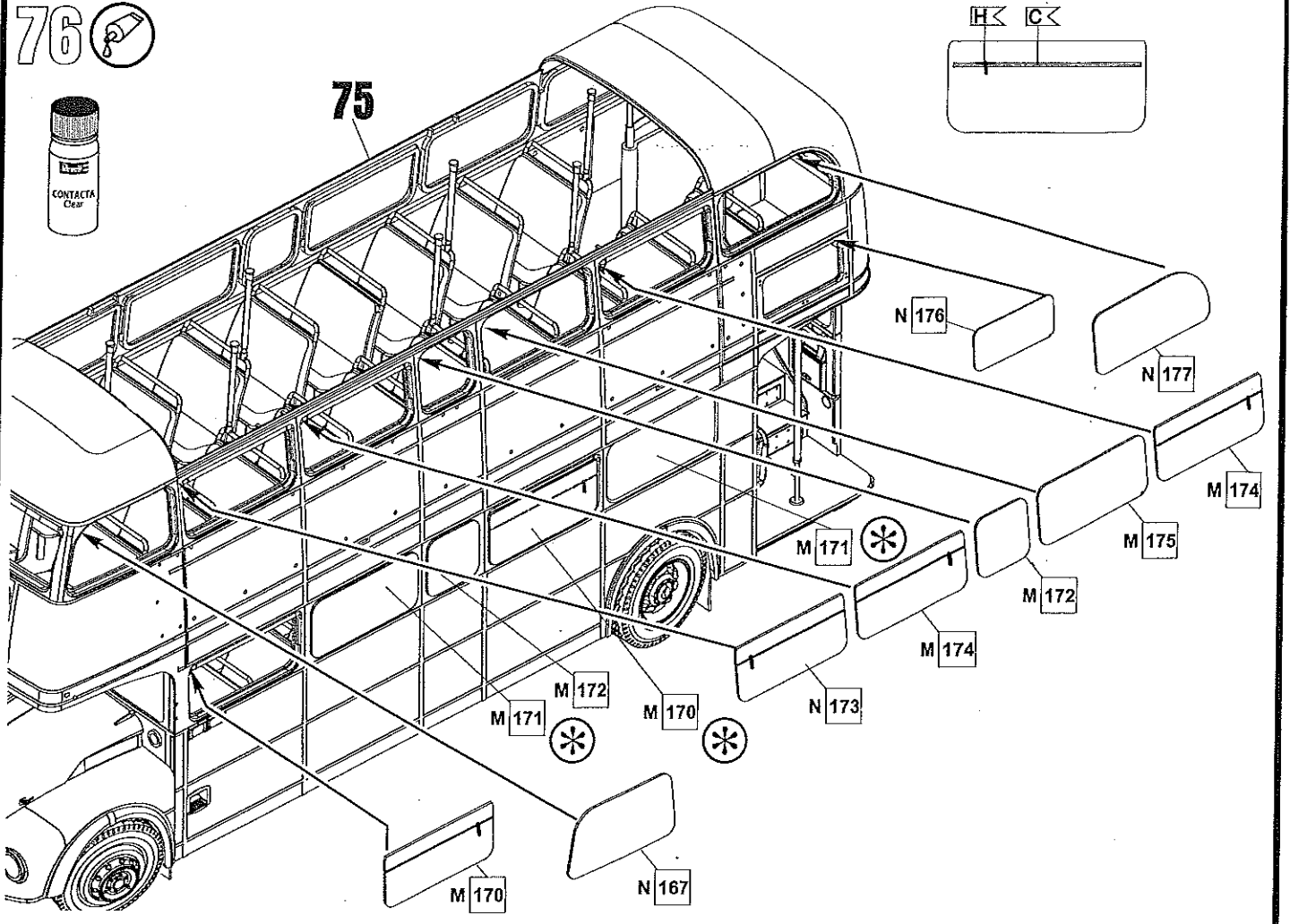
71

74

70

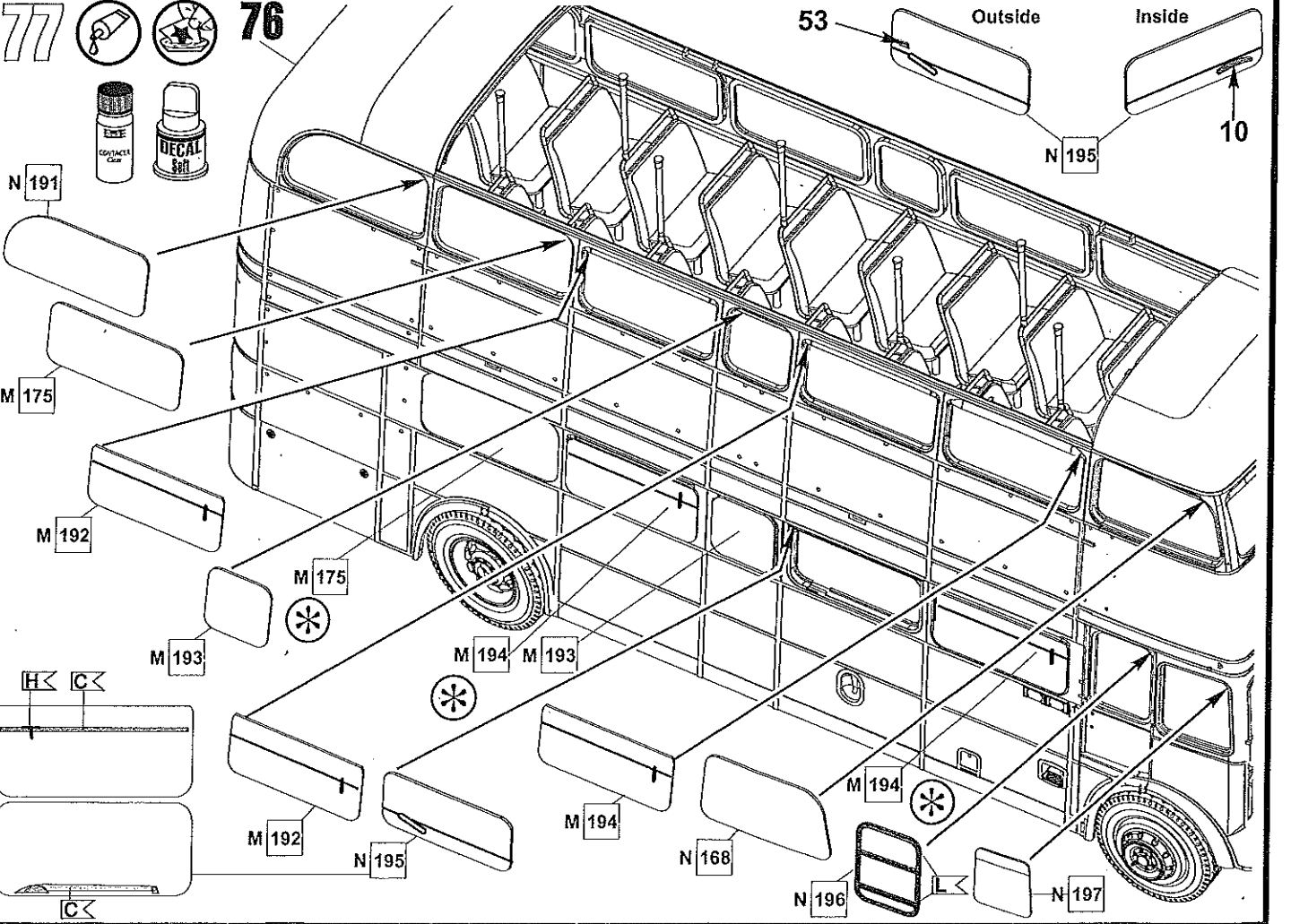


# 76

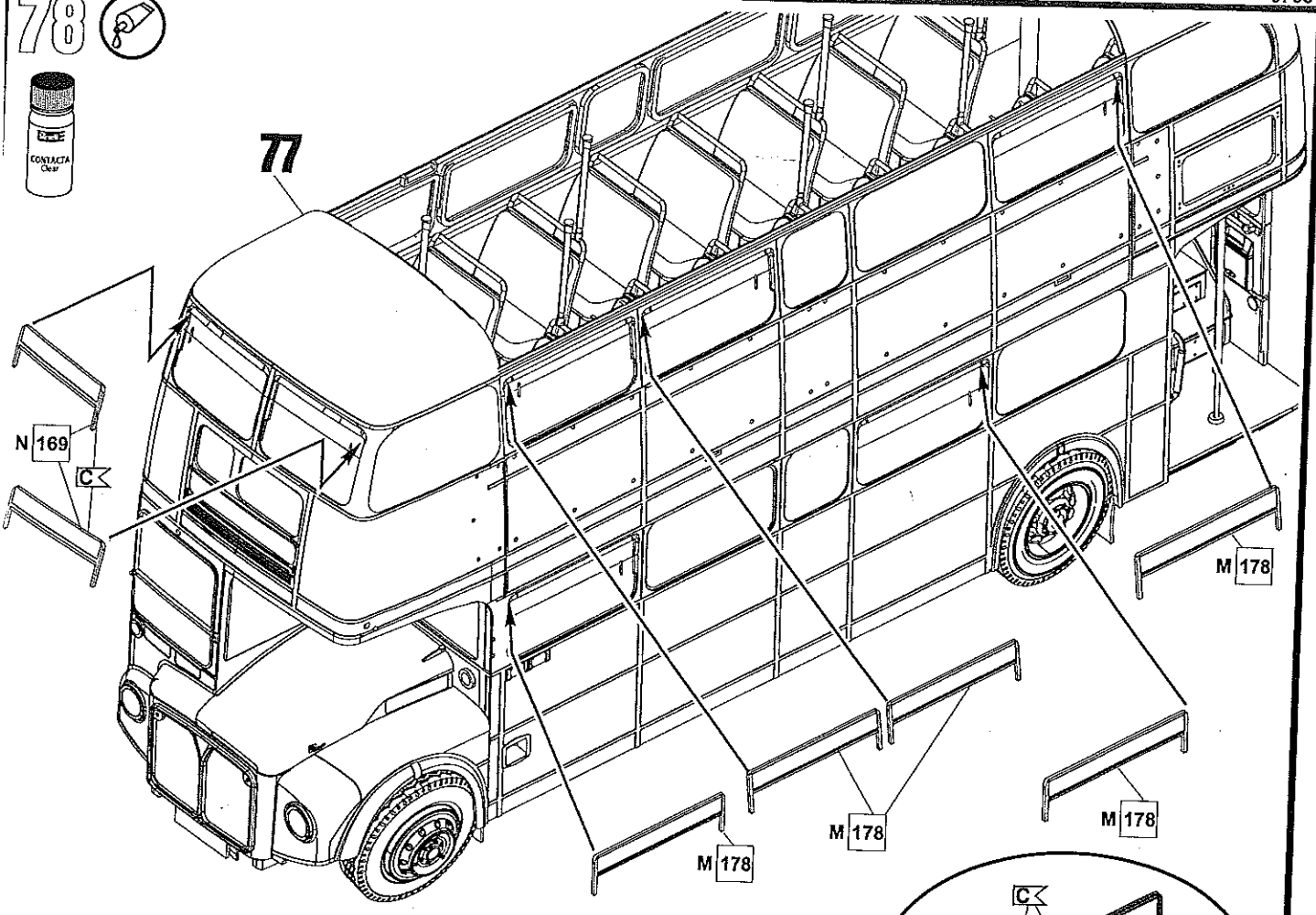


# 77

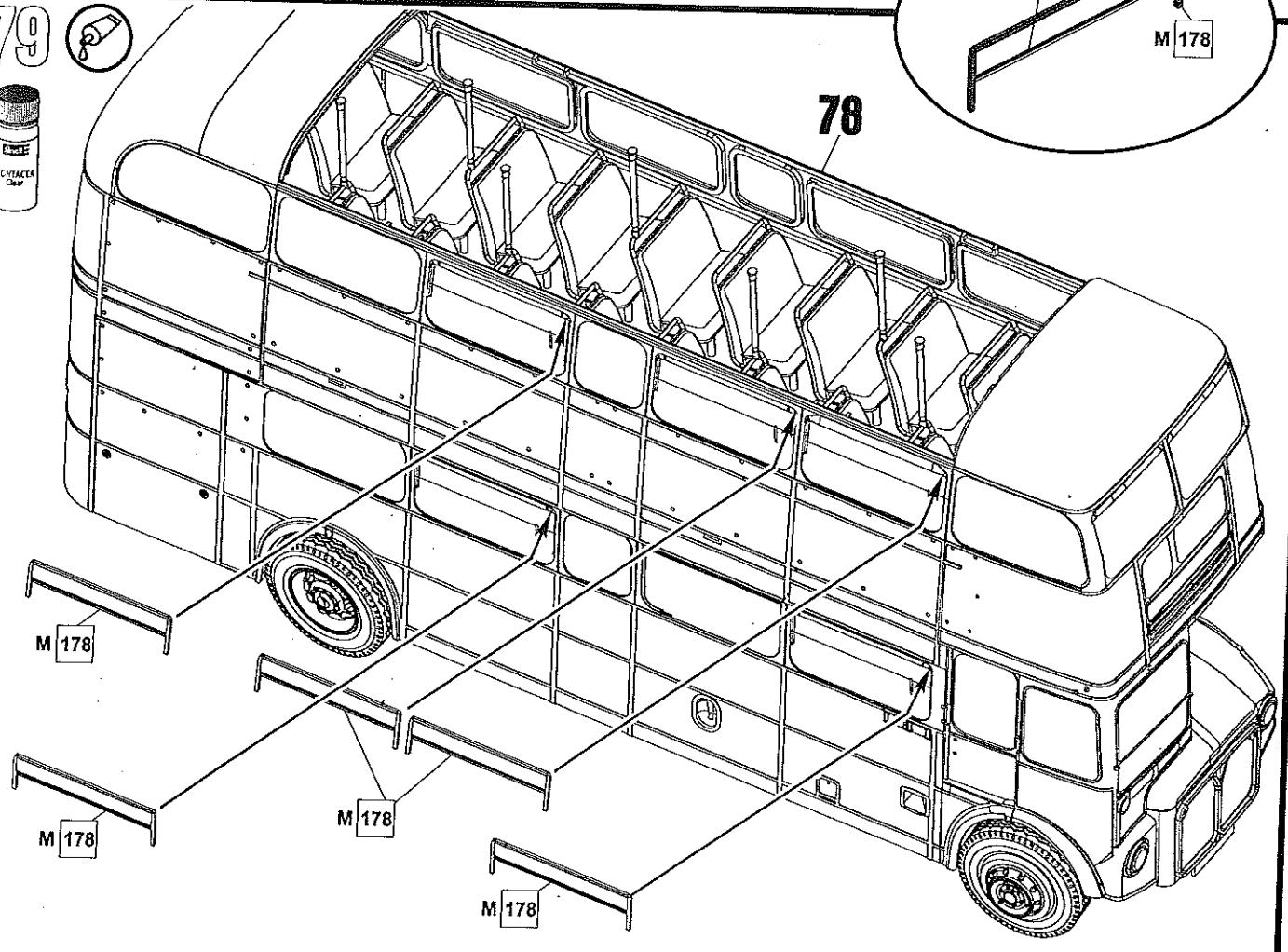
# 76



78

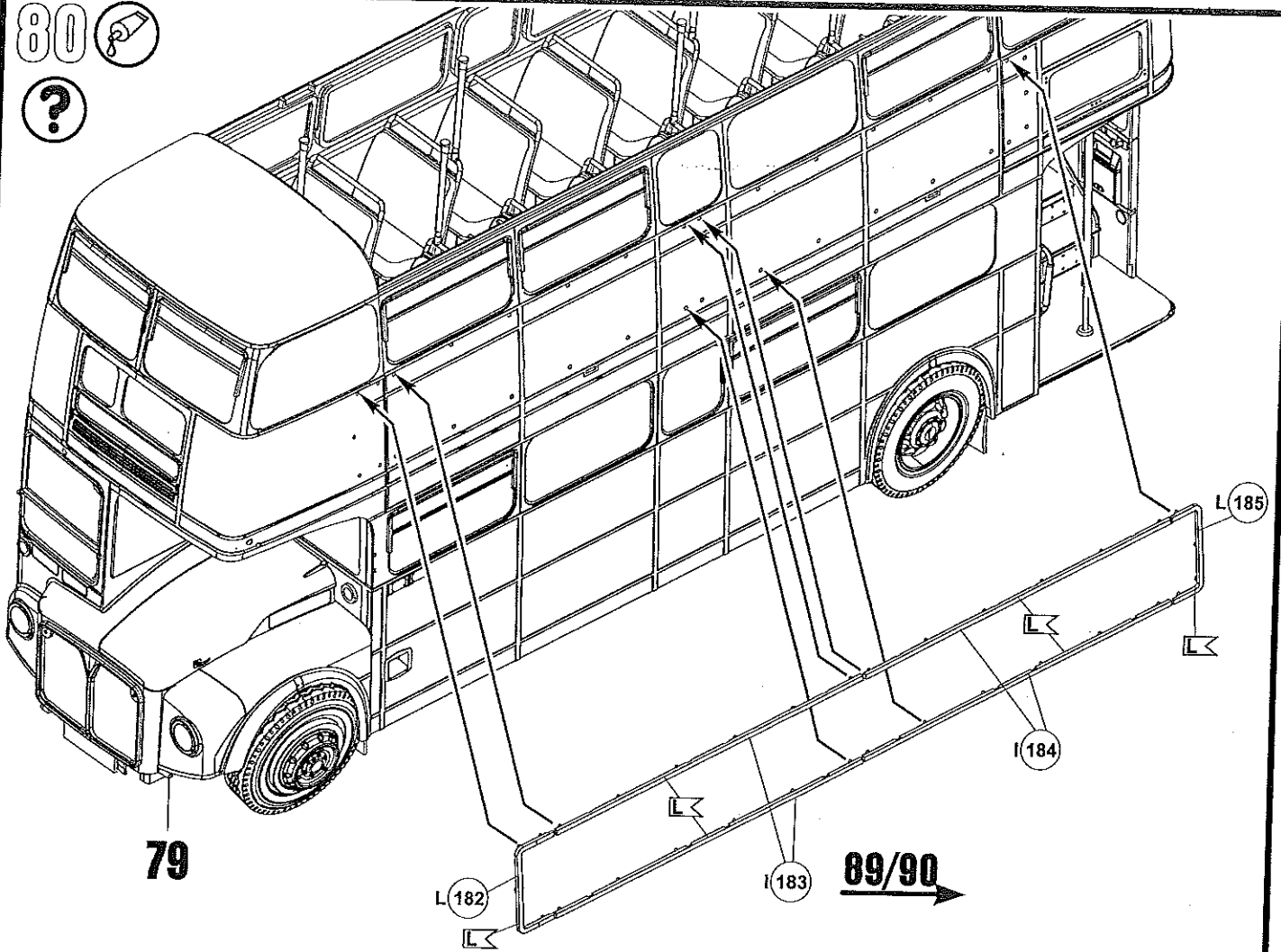


79



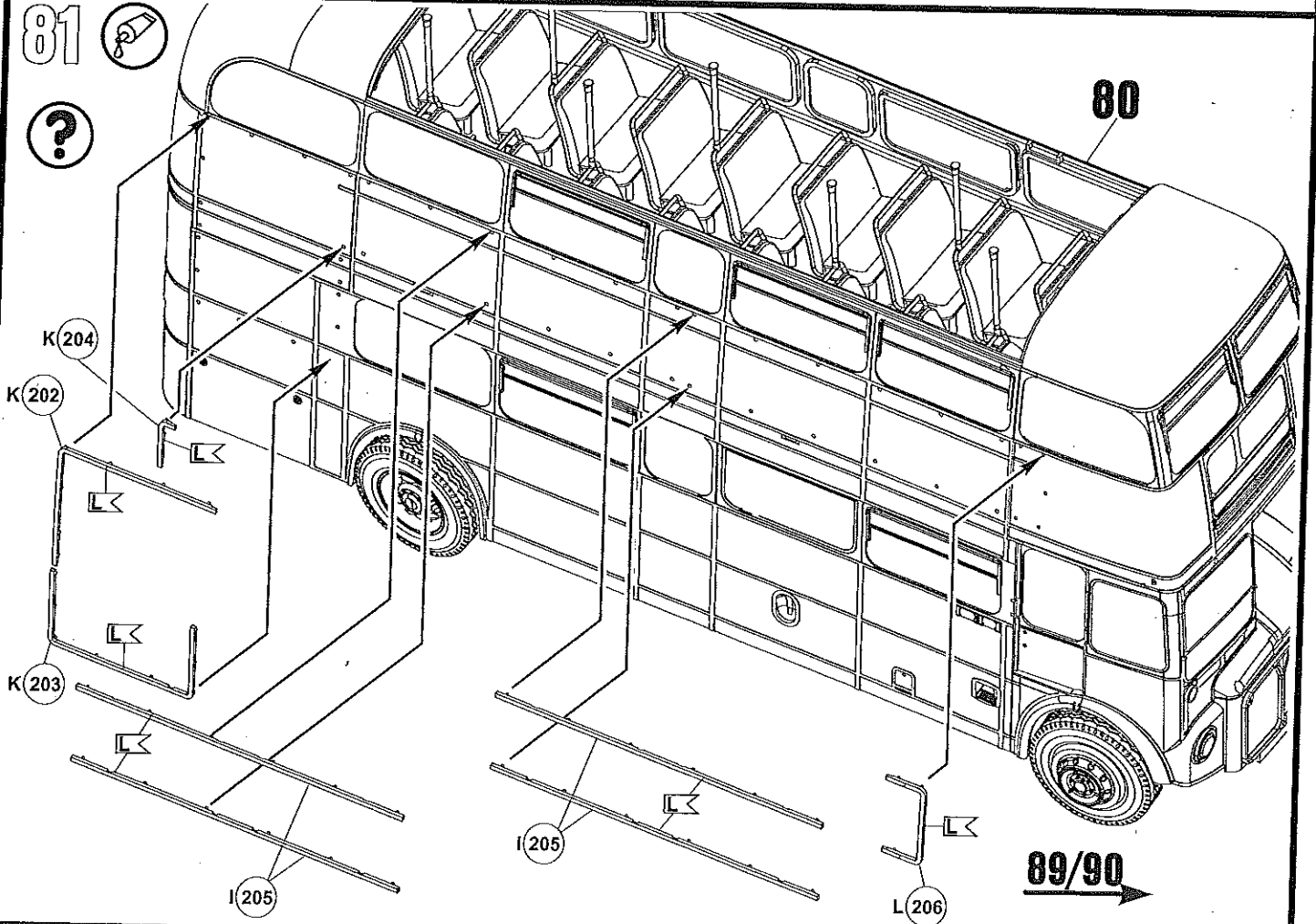
80 

?



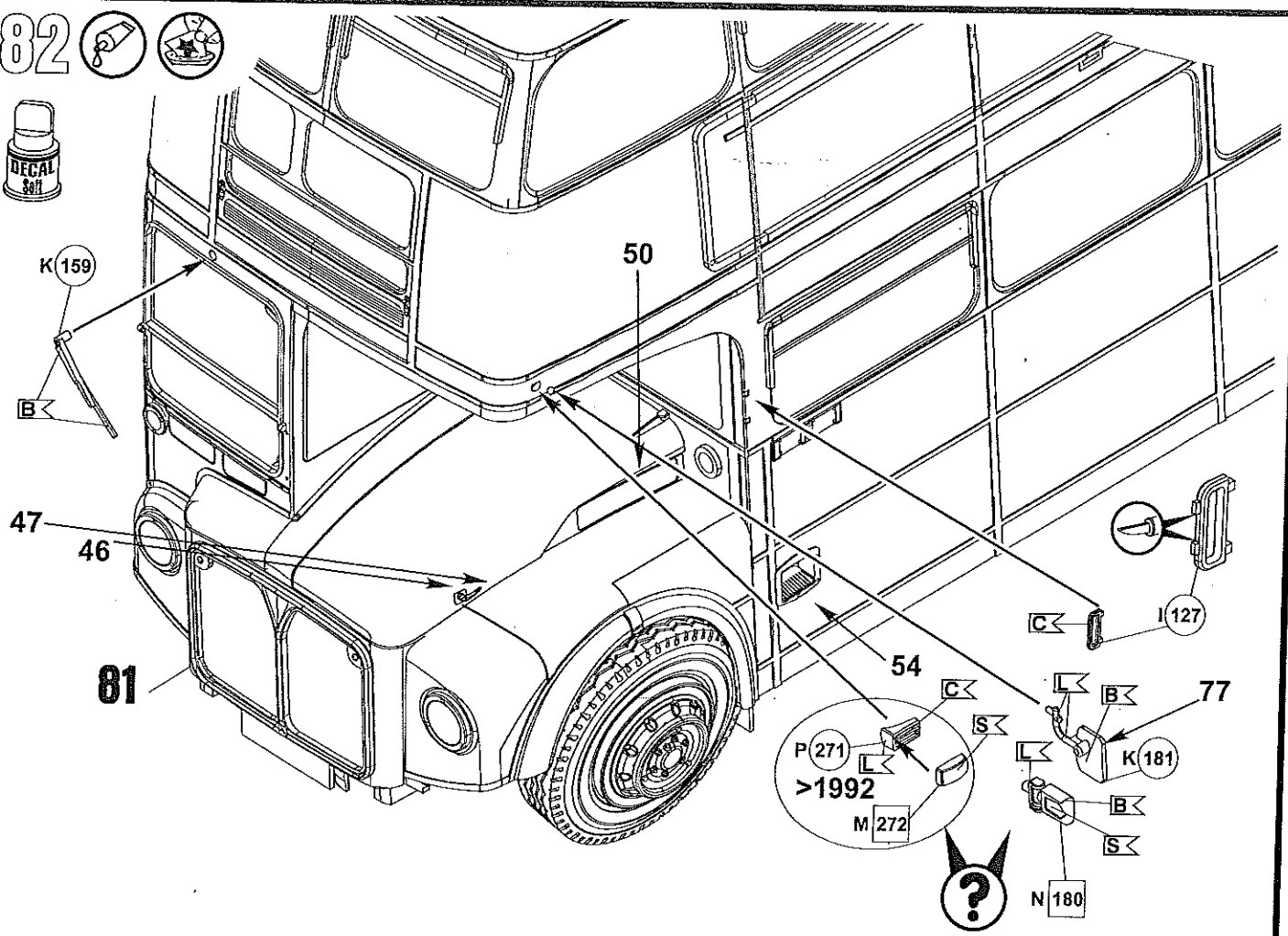
81 

?

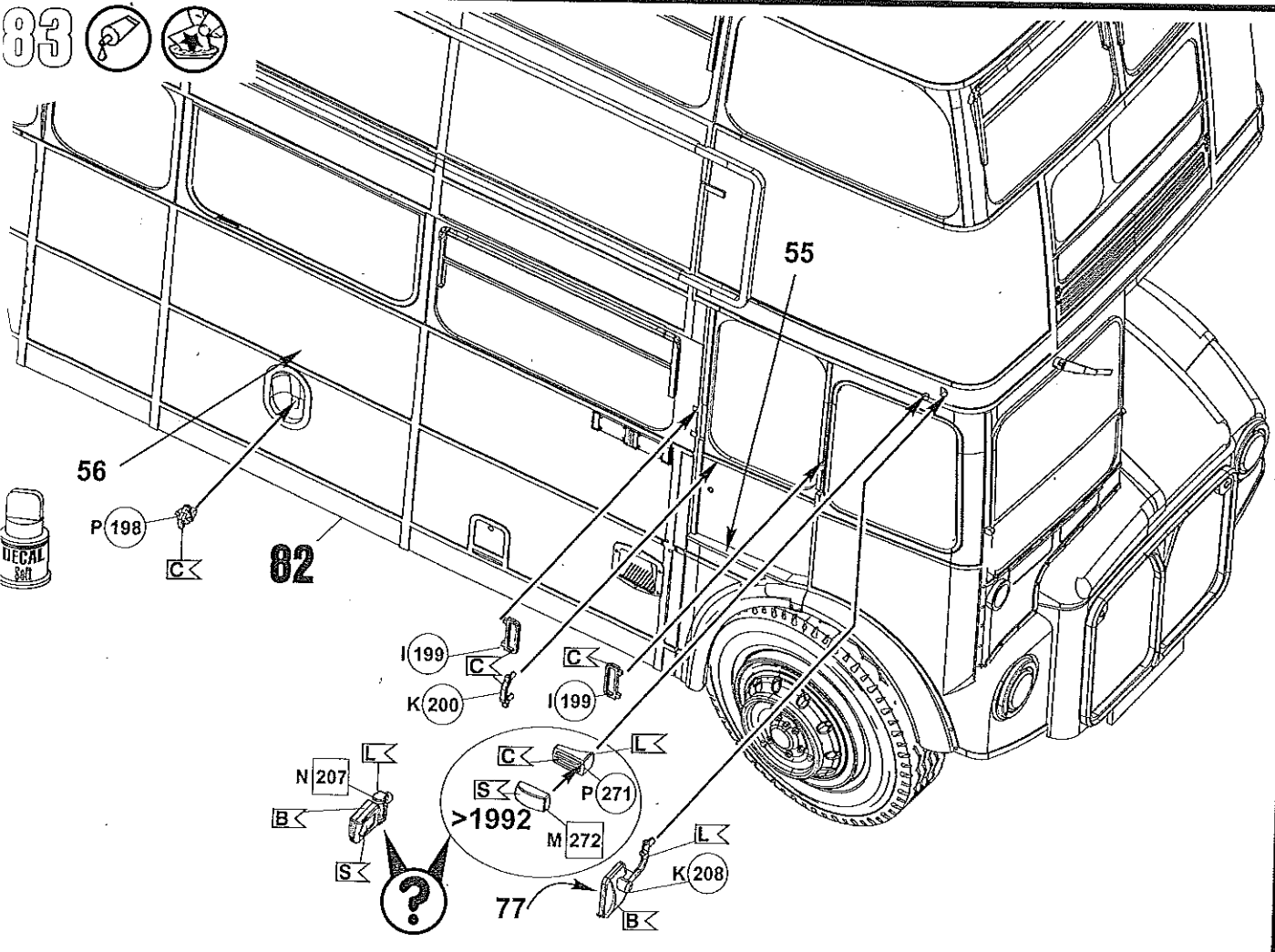


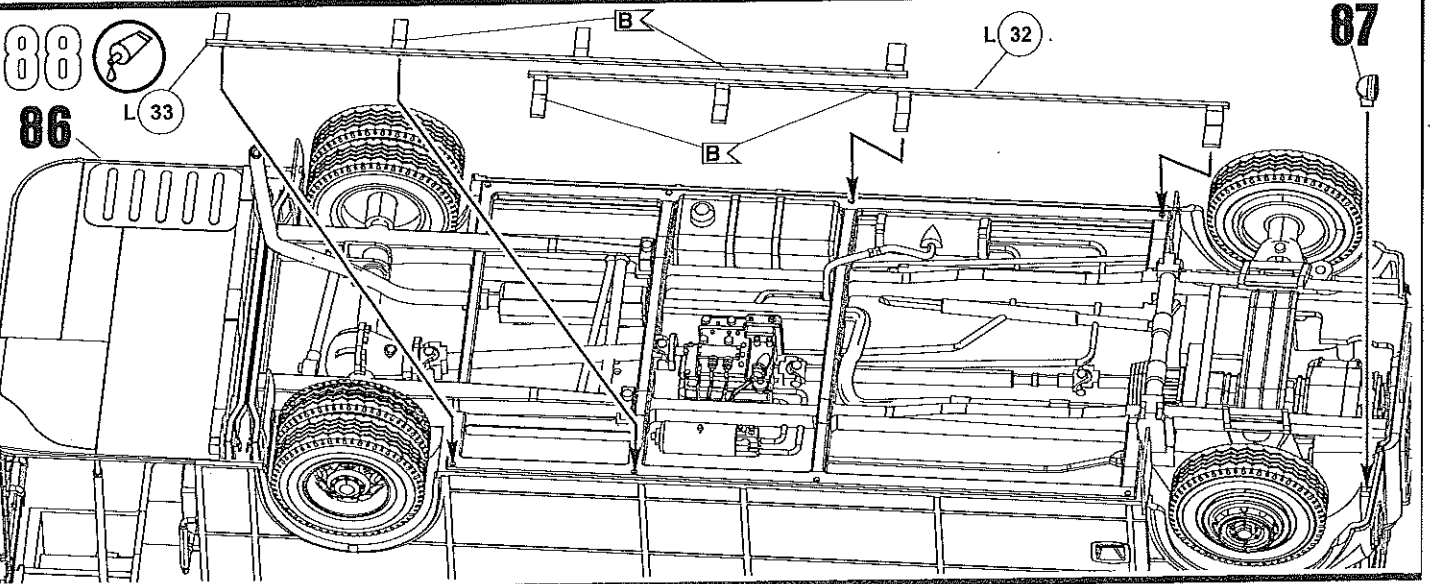
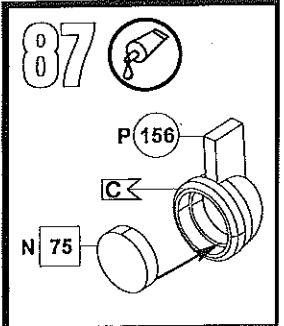
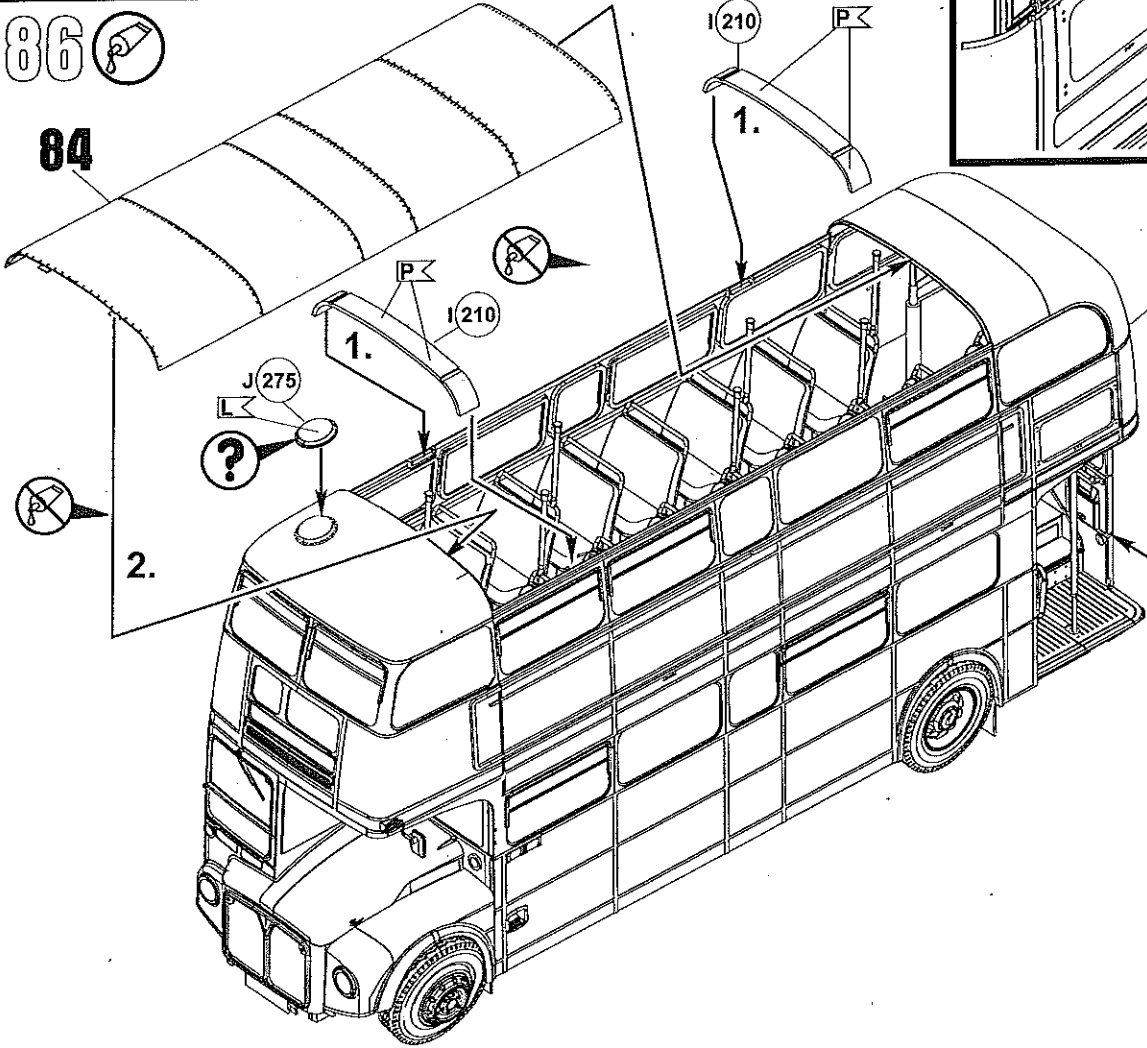
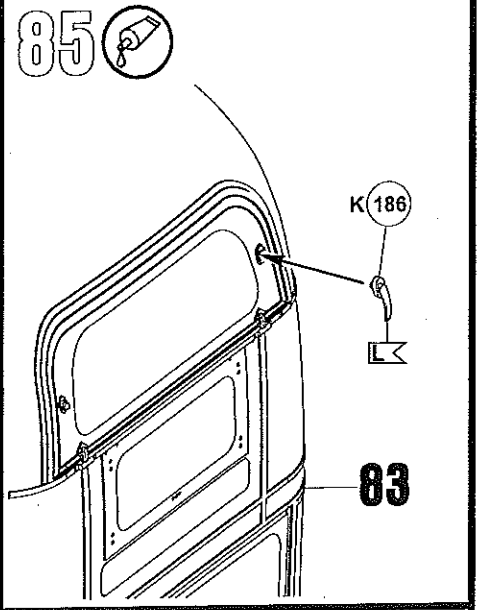
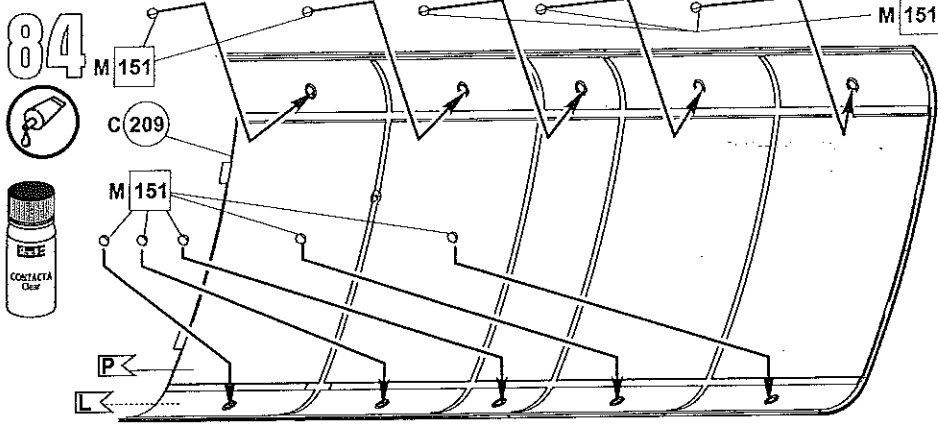


# 82



# 83

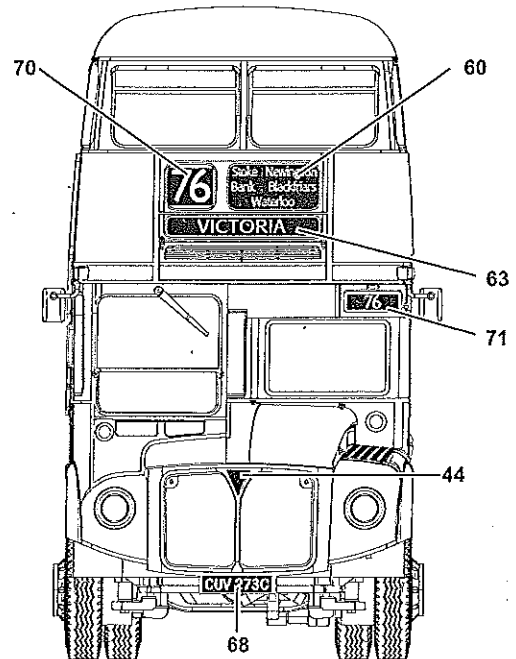
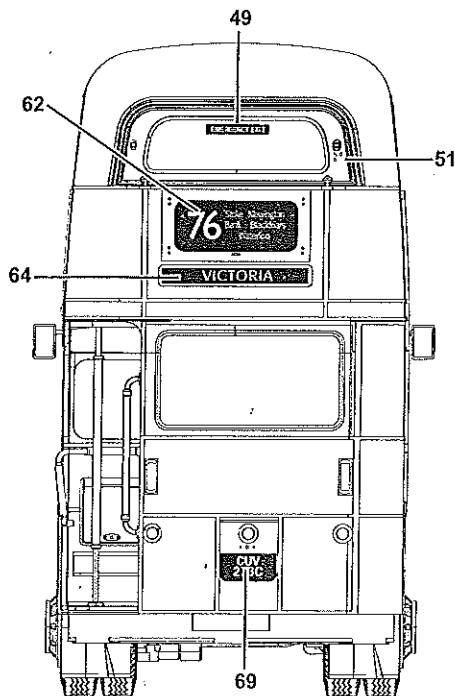
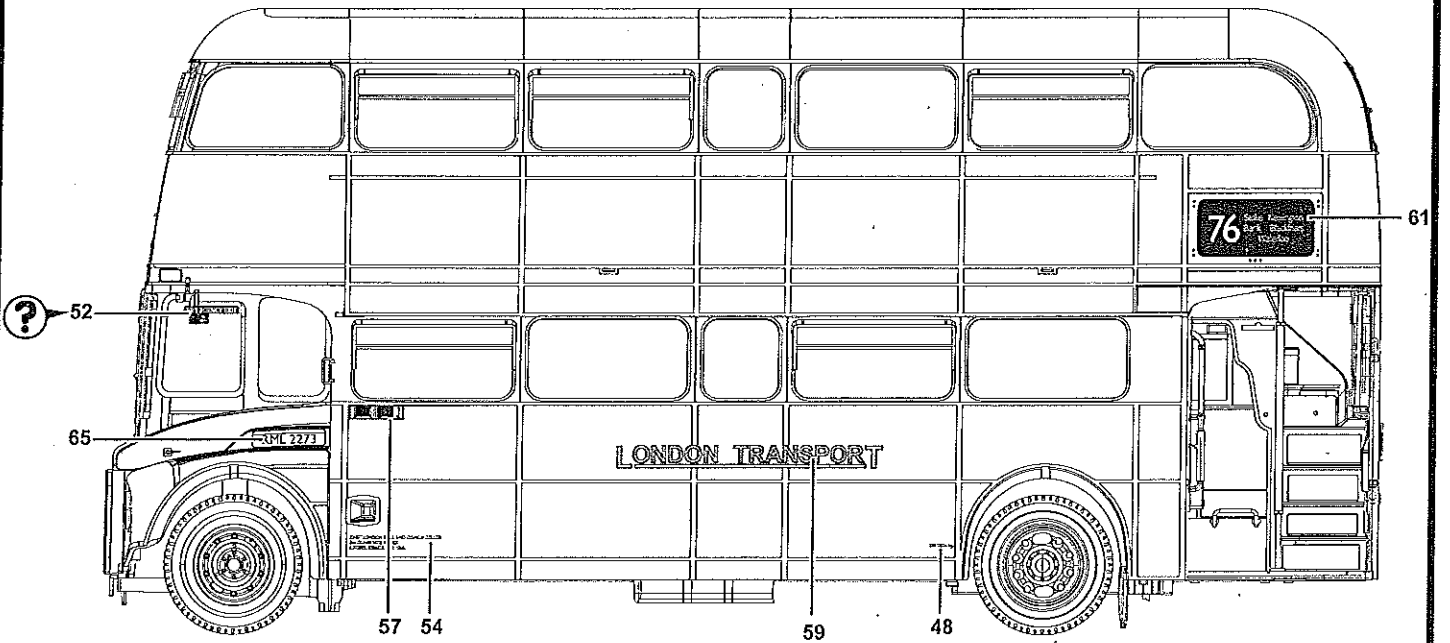
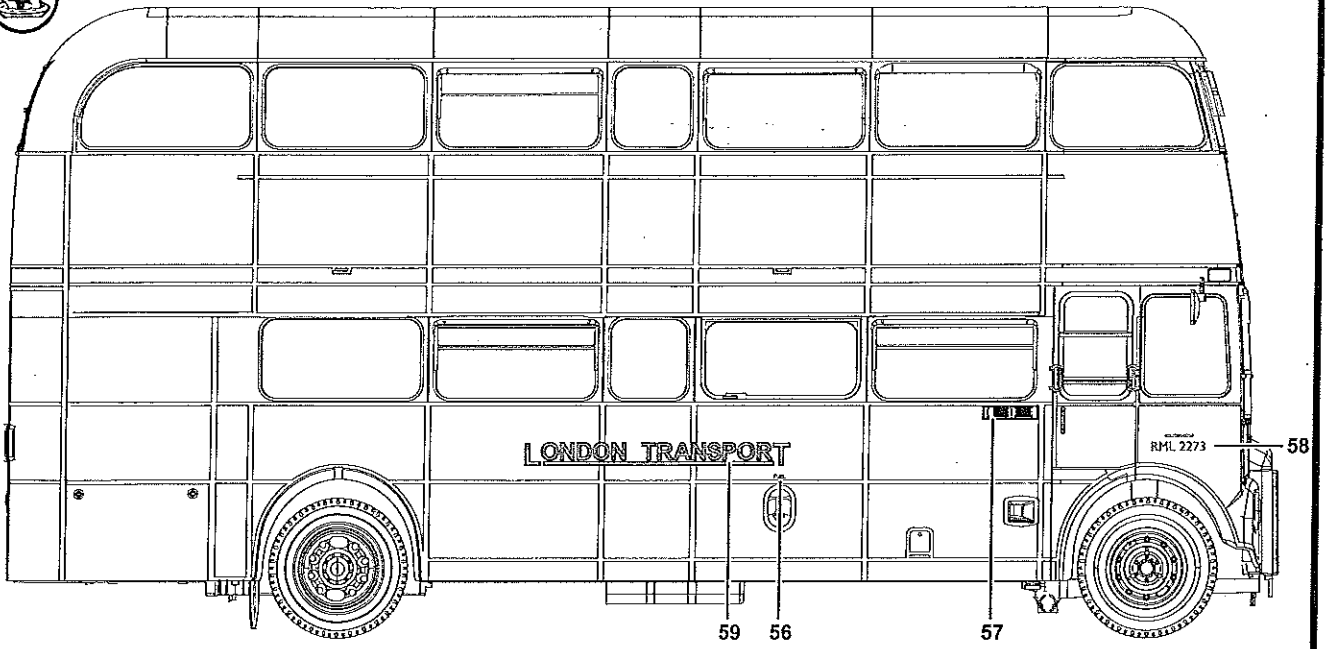




89



Version 1, RML 2273



90



### Version 2, RML 2757

