

**1/10STL6/1 AEC REGENT  
FRONT ENTRANCE LONDON TRANSPORT COUNTRY AREA BUS  
PARTS LIST**

<b>PART</b>	<b>QTY</b>	<b>MATERIAL</b>	<b>REMARKS</b>
Cab	1	resin	
Steering Wheel	1	LW	
Handbrake	1	LW	
Bonnet/Dumb Irons	1	resin	
LHS Headlamp	1	LW	
LHS Foglamp	1	LW	
Front Wheel	2	WM	
Rear Inner Wheel	2	WM	
Rear Outer Wheel	2	WM	
LHS Mudguard	1	resin	
Lower Deck Body	1	resin	
Staircase	1	resin	
Fluid Flywheel Cover	1	resin	
Cab Rear Bulkhead	1	resin	
Entrance Platform Ceiling	1	resin	
Driver's Seat	1	resin	Same as "Nearside Single Seat"
Nearside double seat	10	resin	6 upstairs, 4 downstairs
Offside double seat	10	resin	5 upstairs, 5 downstairs
Nearside single seat	3	resin	2 upstairs, 1 downstairs
Upstairs bench seat	1	resin	
Upper Deck [lower part]	1	resin	
Upper Deck with roof	1	resin	
Offside Cab Mirror	1	LW	Rectangular
Nearside Cab Mirror	1	LW	Circular
Windscreen wiper	1	LW	
Emergency exit handle frame	1	LW	
1.6mm brass rod	2	brass	Axles
Glazing Material		Styrene	
1mm brass rod	1	brass	Steering Column
0.7mm Brass Wire		brass	Handrails
12BA Nut, bolt & Washer	1ea	brass	To align cab + cab rear wall

## **HISTORY**

There were two batches of *normal* height front-entrance AEC Regent buses built for what would become the Country Area of London Transport in the early 1930s. The first batch of 89 had wooden framed bodies built at Chiswick and the second batch [built in 1936] had rather more robust metal framed bodies designed by Metro-Cammell but built by Weymanns of Addlestone and these latter were numbered STL 1464-1513 and classified 1/10STL6/1 by LT. They were originally destined for Green Line services and many were employed on reinstated Green Line routes during the War.

After the war, they reverted to bus duties in the country area but between 1951 and 1953, these STLs were replaced by RTs and withdrawn. Only one went on the further service with another operator but five of the metal framed ones were passed over to LT's service vehicle fleet where their upper decks were cut off just above the level of the base of the window pillars and a drop

down trapdoor fitted halfway along the nearside. These five remained in service as mobile bases for overhanging treebranch-pruning teams in both the Central [especially trolleybus routes] and Country areas of LT.

These five tree-loppers remained in service until around 1962-3 when they were replaced by box-bodied Mk2 Thames Trader vans. One of the tree loppers survives in preservation and is also the subject of a kit in the Radley models range.

## BUS PAINT SCHEMES

### REFERENCES:

1. Ian's Bus Stop [www.countrybus.org/STL/STL07.htm](http://www.countrybus.org/STL/STL07.htm)
2. Drawing B25 London Transport Type STL6/6A D/D 2 axle front entrance STL959-1043 & 1464-1513, from [www.terryrusselltrams.co.uk](http://www.terryrusselltrams.co.uk)
3. "Country Buses", Vol 1 by Laurie Akehurst, Capital Transport [2012],
4. "LT Service Vehicles" by Rennie & Aldridge, Capital Transport [2003],
5. London's 1950 Buses- A Class Album by James Whiting, Capital Transport [2009]
6. Issue 396 of the Journal of the Model Bus Federation – extensive details of paint schemes for these vehicles - Extract included.

### GENERAL NOTES

Firstly, I think it makes sense to read the entire set of instructions all the way through before touching any parts of the kit. This is one of the reasons why our newer kits have their instructions available as free downloads in \*.pdf format from [www.radleymodels.com](http://www.radleymodels.com)

Using a 1" paintbrush - wash all resin/WM parts with the mildly abrasive kitchen cleaner "Cif" - The plain **not** the lemon variety. Do **not** use any form of dishwashing detergent as the lanolin oil in the detergent will **permanently** coat the resin surfaces preventing glue and paint from adhering.

Using a very fine wet and dry paper, scalpel and/or a fine file remove all moulding pips/casting flash. Additionally there might be a cast line around the circumference of the WM wheels that would benefit from a quick going over with wet and dry.

I also run a piece of wet and dry over the various bits of brass wire and rod also as clean brass sticks better than tarnished brass.

I used 5minute Devcon epoxy for all of the vehicle's resin parts. Deluxe Thin Rocket Cyano is good for small non-structural parts such as the brass mirrors, indicators and windscreen wipers. Use this sparingly as any excess falling on the glazing material will cause it to "bloom". The plastic glazing was fitted in place using Deluxe "Glue 'N Glaze" as this dries clear and works just as well on painted surfaces.

Open up axle/prop shaft holes and slots so that the axle wire can pass cleanly through the holes and slots. I have found that [www.hobbyholidays.co.uk](http://www.hobbyholidays.co.uk) sell very useful 1mm and 1.5mm drills that are 10cms long and which make opening up axle holes on both sides of a vehicle chassis almost simultaneously very straightforward. They are also useful where two holes several cms. apart need to be drilled e.g., to align vertical handrails.

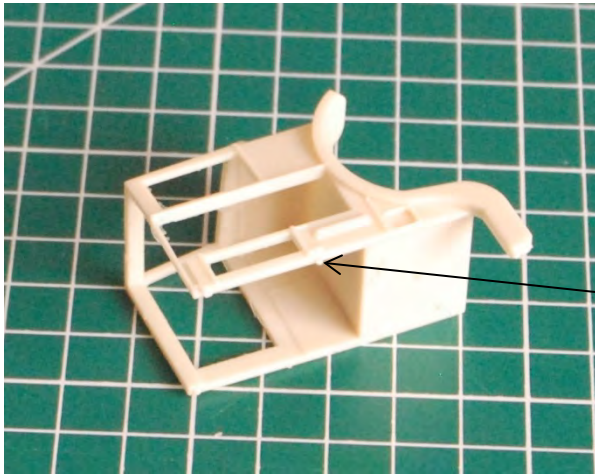
Some small parts [especially those with curved surfaces such as the LHS mudguard] may best be secured using the technique of drilling, pinning and gluing using small scrap pieces of 0.5-0.7 wire. Carry out dry run assemblies and identify which are the mating surfaces for each resin and/or lost wax part. Lightly abrade these using a piece of wet & dry.

### ORDER OF BUILD

The suggested order of build is tidying up parts, building cab, lower saloon, upper deck and finally adding wheels and small external cab detailing parts. That is not to say that there may not be any

other alternatives – only that I know this particular routine works. Additionally one or more “dry runs” prior to actually gluing a component is an especially good idea.

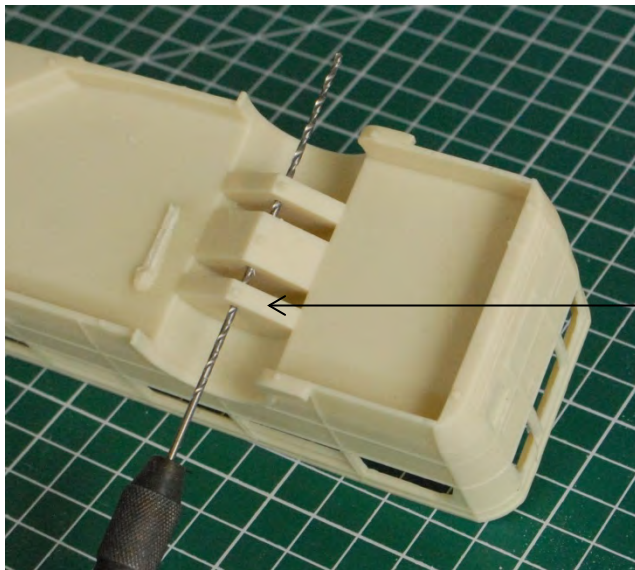
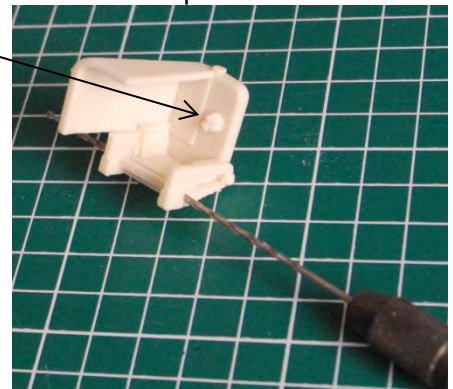
## Tidying up Parts



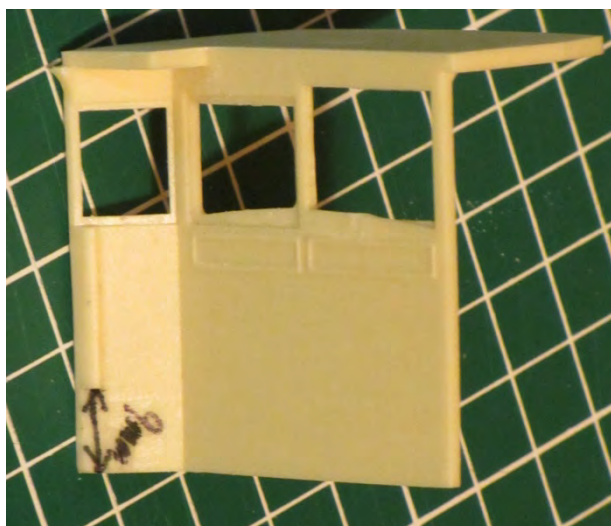
Moulding pip – to be removed

Remove the large dollop of casting flash on the back of the radiator with a sharp knife.

Using a long 1.5mm drill, open out the front axle groove .  
Ensure that an axle rod will pass through cleanly.



Similarly pass a long 1.5mm drill through the axle holes for the rear axle. The axle holes are marked by dimples as a result of the casting process.



Remove by filing, a 9mm section of the passenger saloon side of the cab rear bulkhead as shown. This piece would otherwise interfere with the fit of the saloon floor by the entrance step.



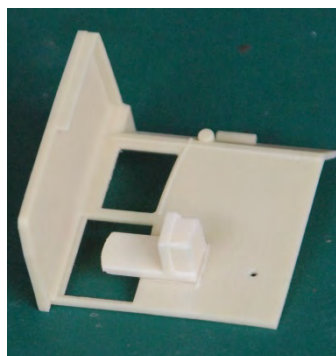
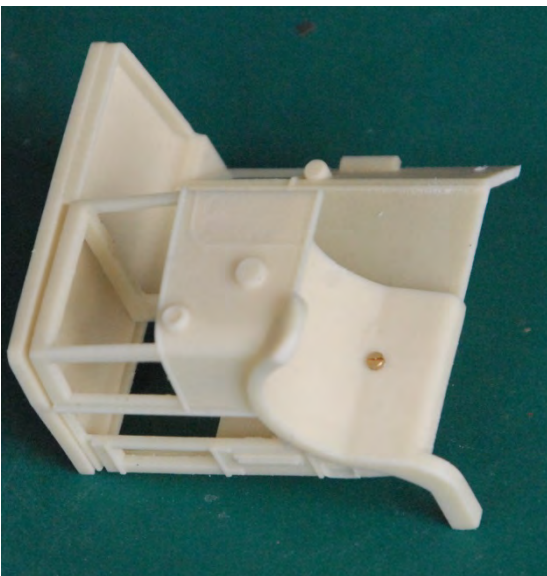


Using a fine flat needle file or wet & dry paper, radius the offside lower body right angle bend as shown. This would otherwise interfere with the fitting of the cab. Using a sharp scalpel-type blade, carefully remove any flash in the window spaces on the lower body.

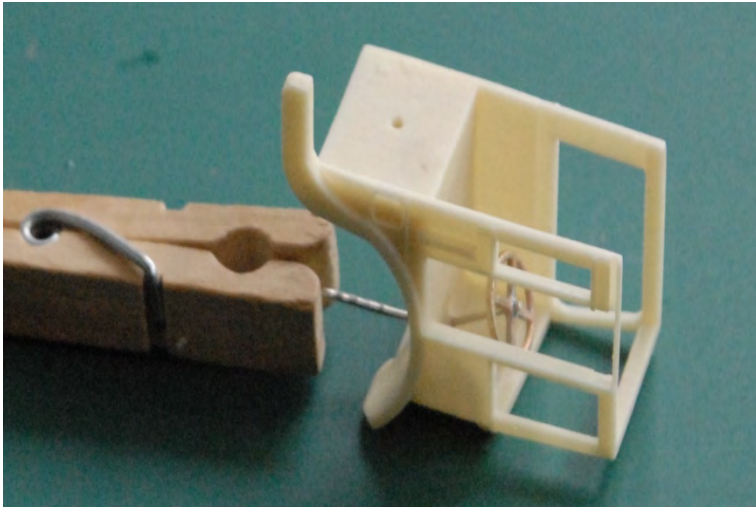


You may find on a dry run that shaving a small piece of the top of the RHS front mudguard rear extension aids fitting of the cab.

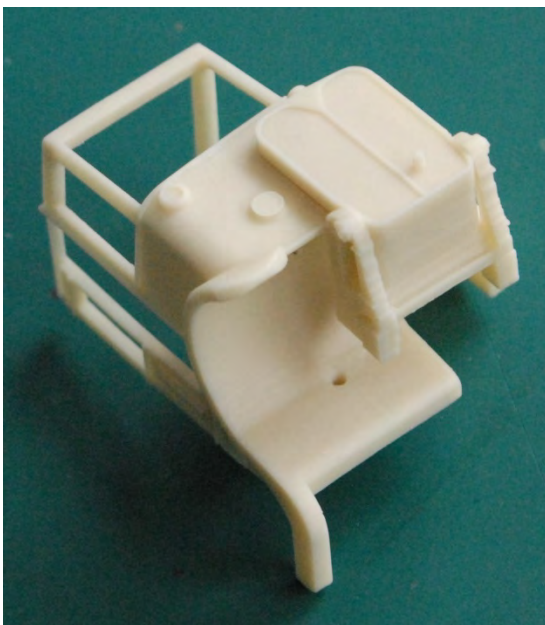
Drill through the dimple in the cab wheel arch, align the cab with the cab rear bulkhead and drill through the rear bulkhead. Attach a 12 BA nut and bolt to the two parts so that they are held together in alignment. With a soft pencil, mark the bottom of the cab floor on the rear bulkhead. Remove the nut and bolt.



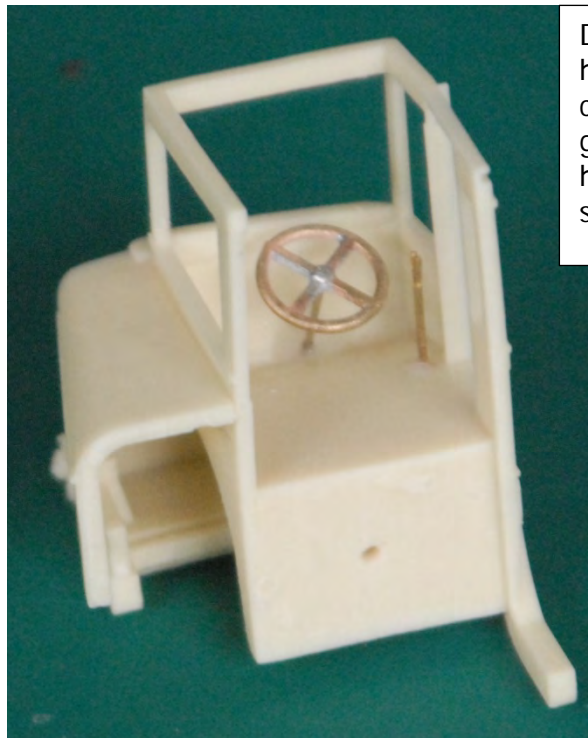
Glue a single seat [driver's seat] in place as shown using the line just drawn to mark the lowermost point of the seat.



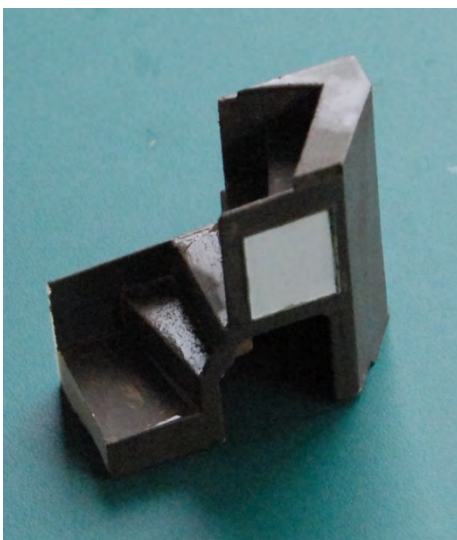
Solder or glue the steering wheel to a piece of 1mm brass wire and drill a 1mm hole through the wheel arch to allow the steering wheel to sit in a suitable position. If you are planning to put a seated figure in the cab, then it is probably better to glue the seat into the cab first, rather than against the rear bulkhead as the figure will dictate how much space there is inside the cab.



Glue the bonnet to the cab as shown – you may need to file away a little of the beading at the base of the cab front behind the radiator.



Drill a 0.5mm hole in the cab floor and glue in the handbrake as shown



Prime and top coat the staircase and the fare chart board [the white panel].

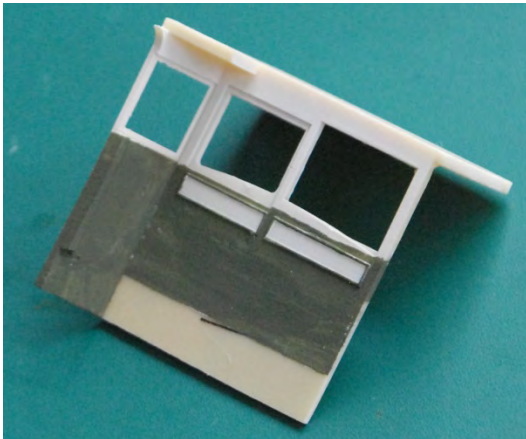




Prime interior and exterior of the lower deck body. I used a white Hycote plastic primer as much of the final vehicle will be white. When dry, topcoat the interior and when dry, glaze the vehicle using the supplied styrene sheet. Recesses have been designed for the glazing sheets to simplify matters.

Glue in place the staircase flush with the

front of the lower body. Apply glue only to the base of the staircase so as to avoid getting any glue on the glazing. Then glue in place the painted fluid flywheel cover [arrowed] – again flush with the forward edge of the floor.



Prime and topcoat both sides of the cab rear bulkhead and then glaze the window areas. Note that these have recesses for the glazing but that the glazing is done from different sides of the bulkhead.

Prime interior and exterior cab and then topcoat the interior parts of the cab.

Glue in the offside lower deck seats starting from the rearmost two and then the one immediately behind the staircase. ***A dry run to satisfy yourself as regards spacing would be time well spent!***

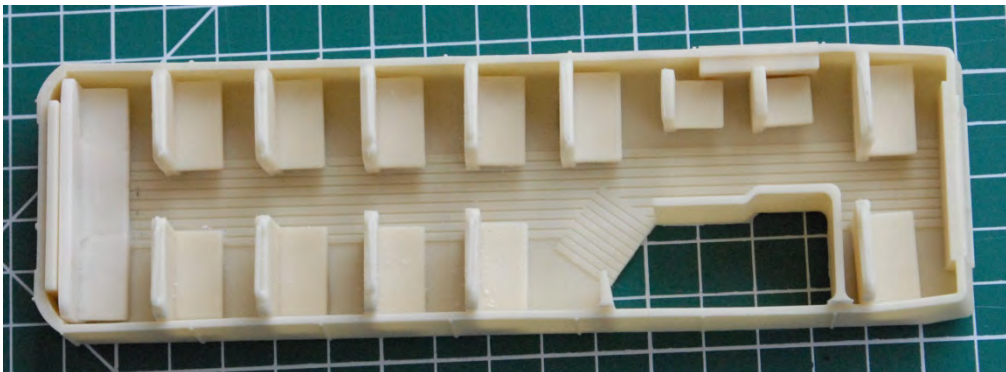


The seat immediately behind the staircase doesn't have a top handrail in all cases.



Glue in the remainder of the lower deck seats – note that the nearside front seat is a single seat. The unusual seating plan is due to the prototype having a luggage frame sitting over both wheel arches from when it was designed for Green Line duties.

I strongly advise that the upper deck seats are painted before being glued in place [unlike here!]

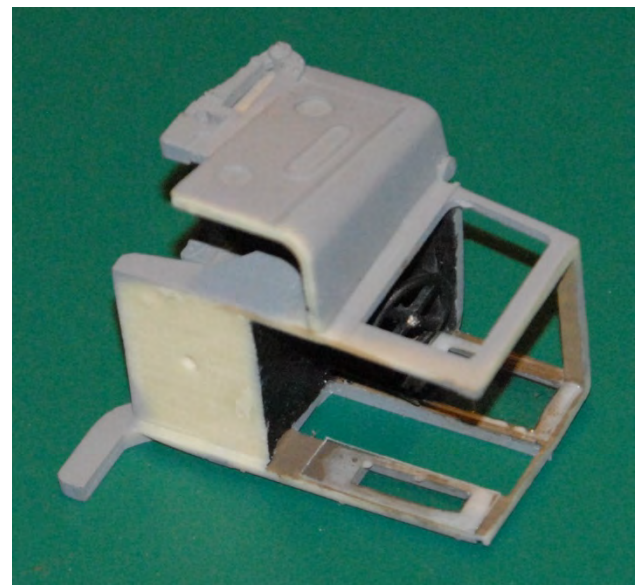


The upper deck should be primed and then the interior topcoated prior to the [painted] seats being glued in place.

Similarly, the roof portion of the upper deck should now be primed and the interior top-coated prior to being glazed.



Note small spring clips being used to hold the glazing in place whilst the glue sets.

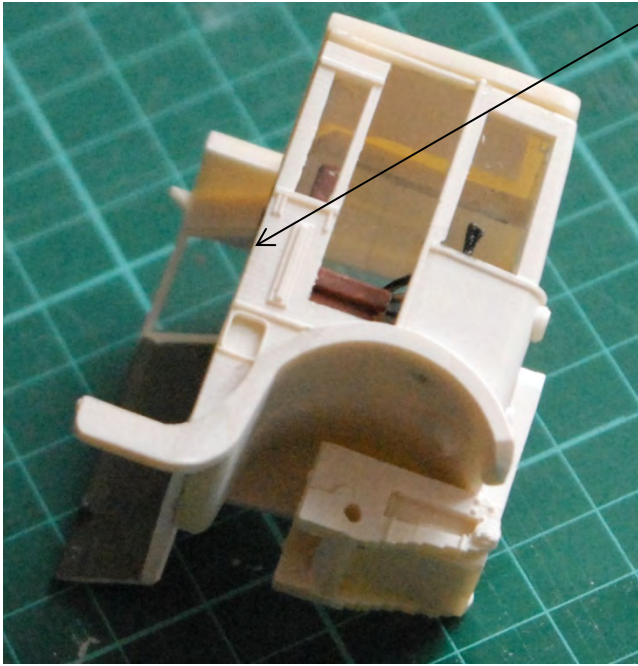


The cab may now be glazed. Note that the vast majority of London double-decker buses designed prior to 1939 did not have a driver's door on the cab offside. Bear this in mind when eventually masking up to paint the exterior!

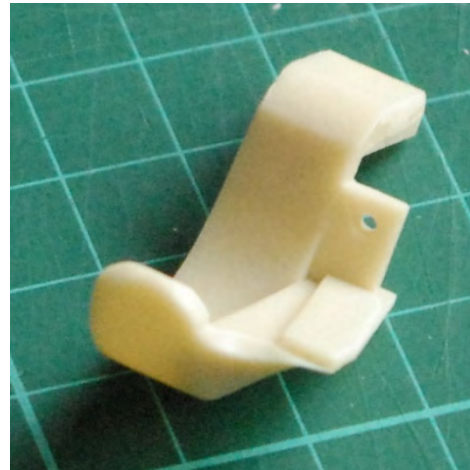
## ATTACHING CAB TO LOWER BODY

Apply glue to the back of the cab only – not the roof and align the cab on the cab rear bulkhead.

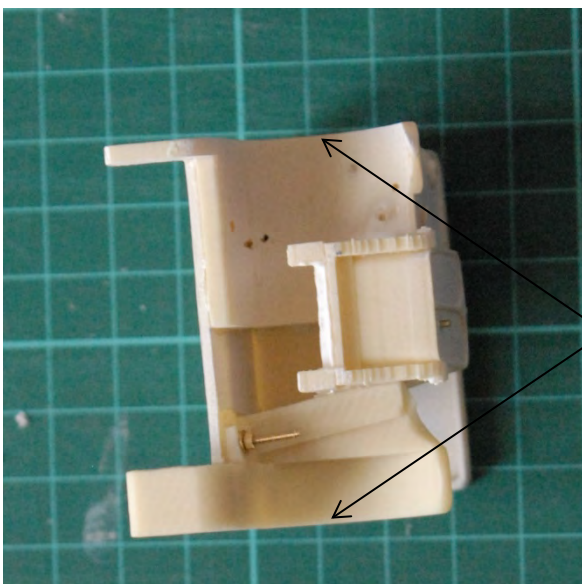
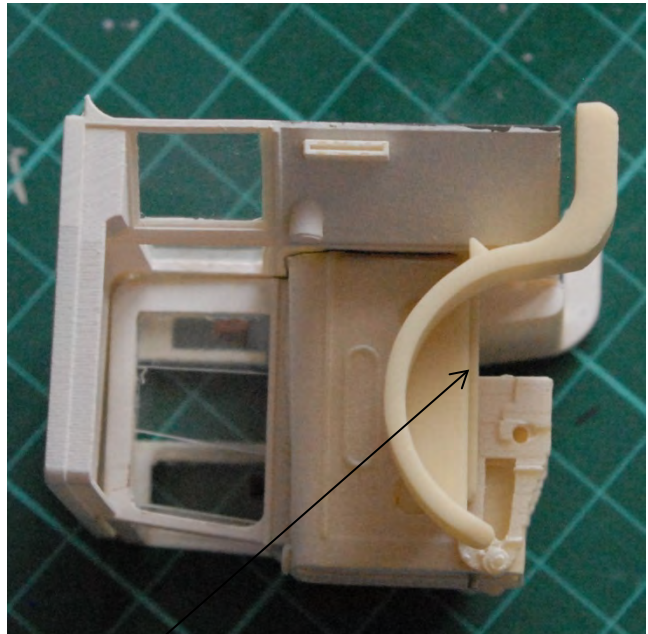
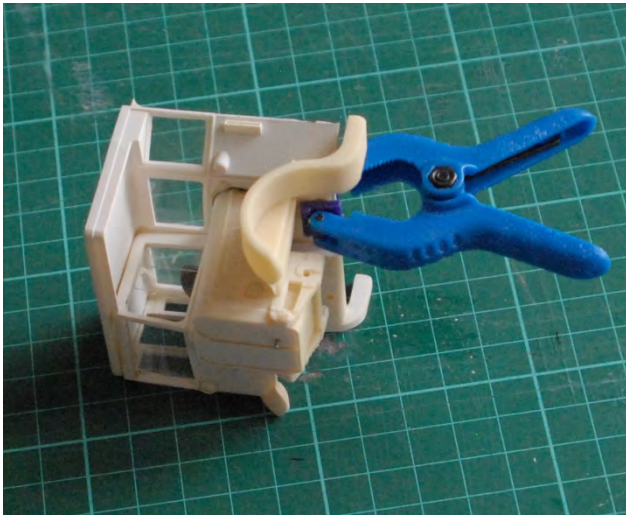




Note that this part of the cab is flush with the cab rear bulkhead.



Drill a 1.5mm hole in the LHS mudguard as shown.



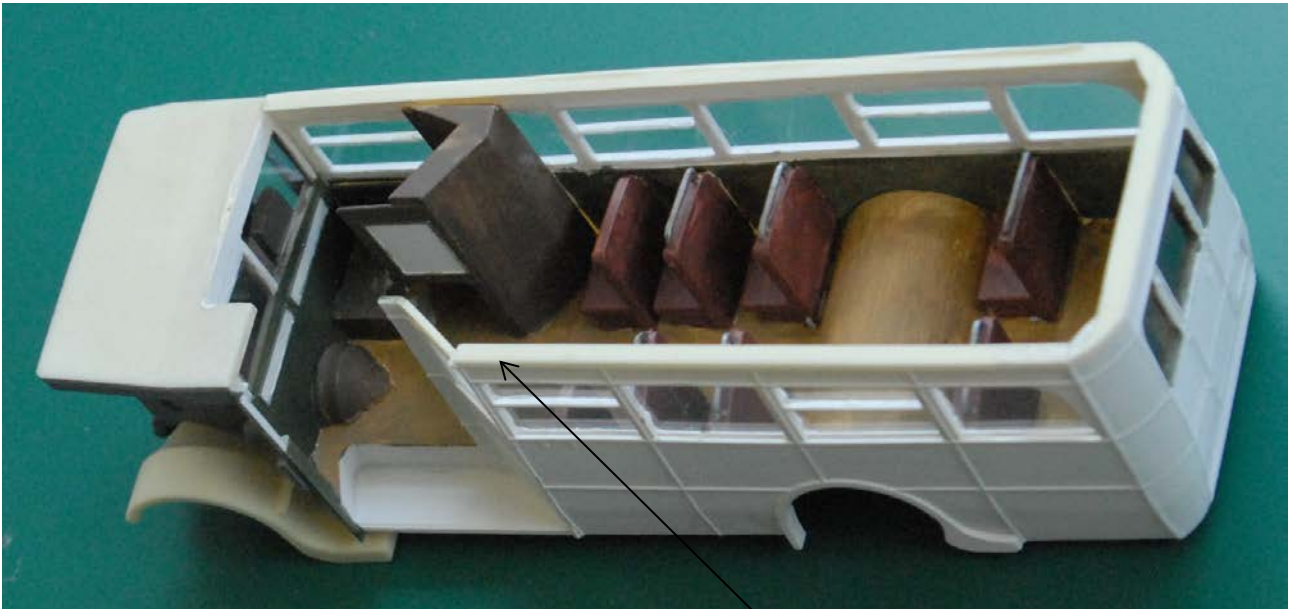
A sequence of three photographs showing the LHS mudguard parallel to the base of the bonnet engine cover and the use of the drilled hole in the mudguard to take a 12BA nut and bolt to hold the mudguard in position. Note the underside view where the LHS and RHS mudguards are intentionally parallel.

Again this is a fitting where time spent in dry runs will pay dividends.





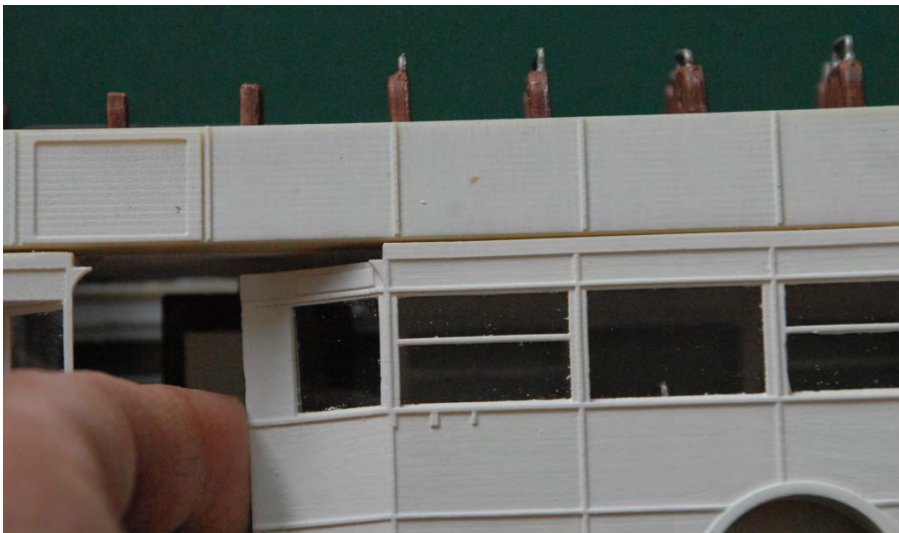
Glue the completed cab and rear bulkhead module to the lower deck body module. Go slowly and glue one edge at a time.



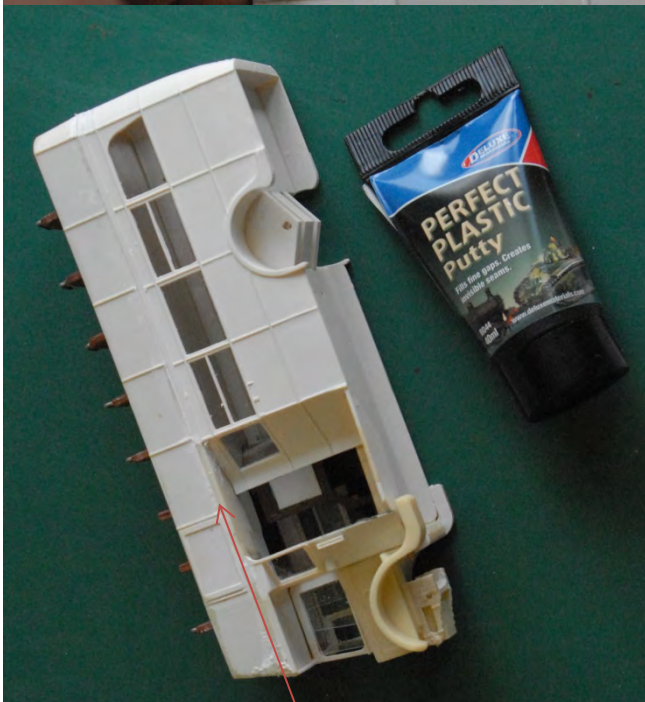
Note that the unsupported top of the nearside ————— tends to droop in a bit at this stage.



Line up the bottom of the lower portion of the upper deck with the top of the lower body – use the vertical panel lines as a guide **and glue down only at the rear and the offside edges.**



Glue the nearside area next – note that because of the previously mentioned indrawing, a finger tension keeping the nearside pulled out to the same width as the bottom of the upper deck will be useful.



Fill 'tween deck gaps with a filler of your choice and smooth.

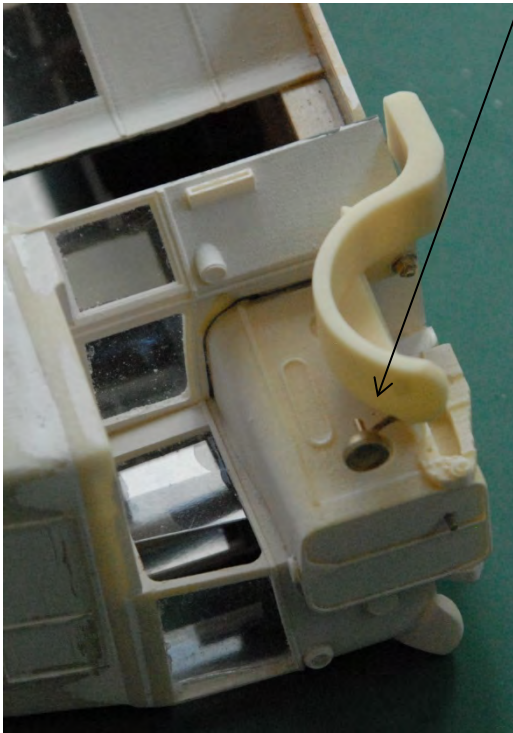


Similarly attach the upper part of the upper deck by gluing a portion at a time starting again at the rear. Should you need to pull the sides out to match the profile of the top of the lower part of the upper deck, then the easiest way is to drill a small hole in the side wall and insert a piece of bent stiff wire inside and pull gently until the edges are opposed.

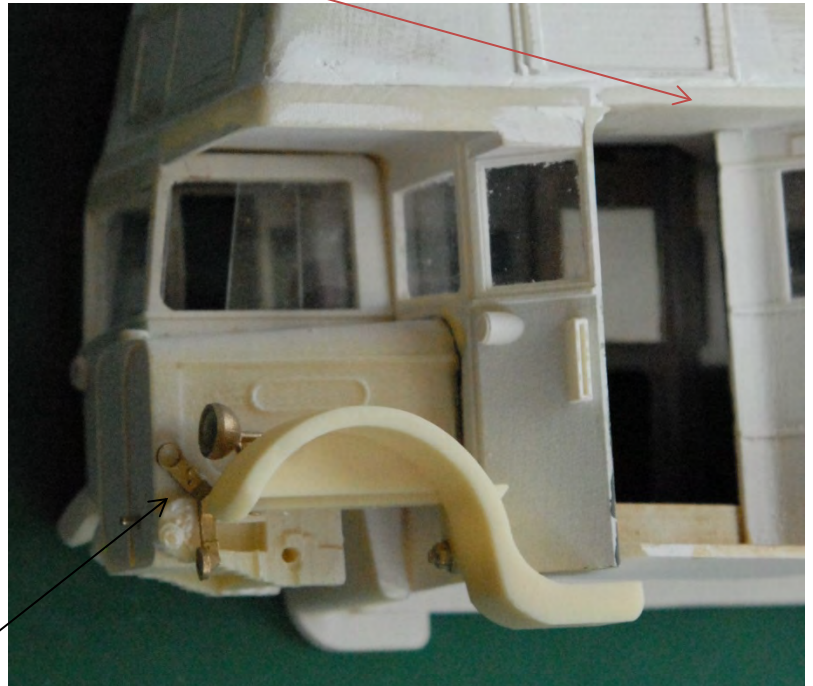
Drill a 1mm hole in the flattish inner part of the LHS mudguard and glue in the LHS headlamp on a stalk as shown. The horizontal centreline of this lamp should be on the same level as the RHS headlamp centreline.

Carefully align and glue in the piece of entrance platform ceiling into the gap below the upper deck over the entrance platform.

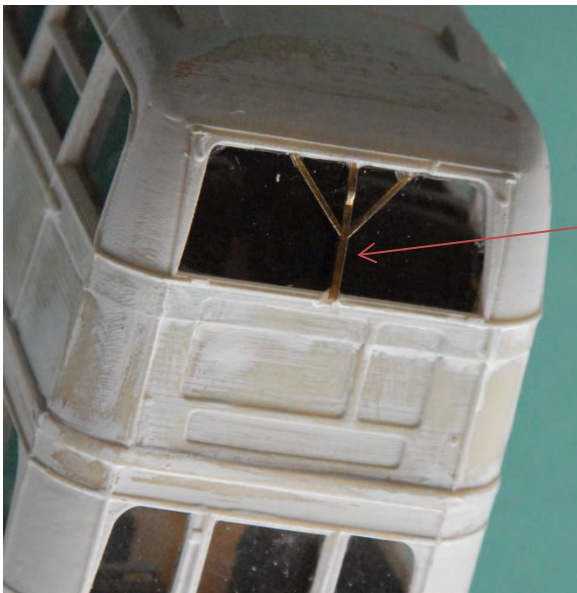




Side view of LHS headlamp. Entrance platform ceiling segment



Glue in a spot lamp as shown The spotlamp is glued to the side of the leafsprings on the LHS.



Glue the lost wax emergency exit frame to the rear upper deck window frame as shown.

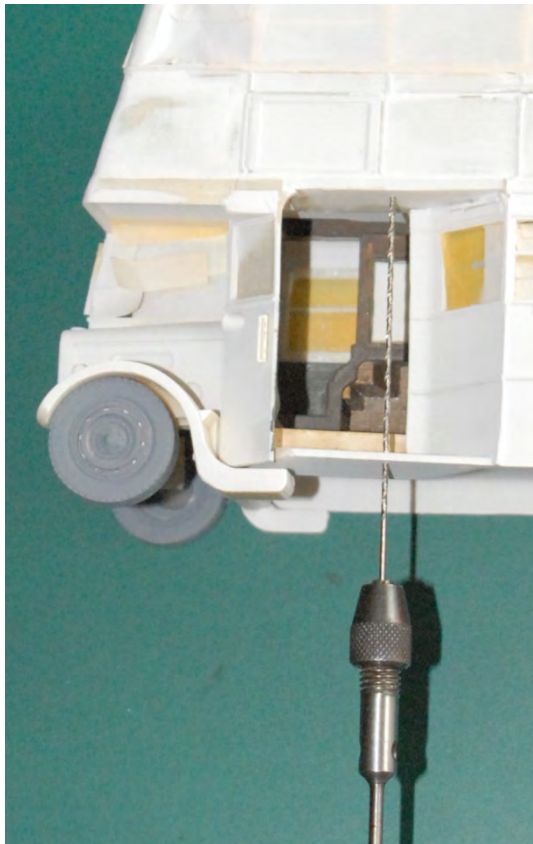
### WHEELS

Attach [glue or solder] one pair of rear wheels to a length of the 1.6mm brass rod supplied and pass the axle through the previously drilled out holes. Attach the remaining pair of rear wheels to the bare opposite end of the axle – the back to back dimension should be around 33mm.





Similarly glue a front wheel onto the remaining piece of 1.6mm brass rod and pass through the front axle mounting as shown on the left. When set, stick on the opposite front wheel – the back to back distance should be about 42mm.



Using a long 1mm drill, drill a vertical hole as shown through the entrance platform and into the entrance ceiling area.

Glue a length of 1mm brass rod into the holes to form a platform stanchion.



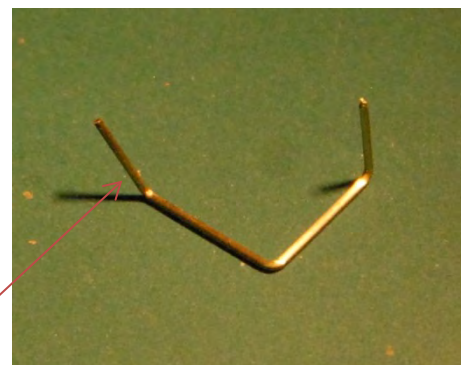
Finish off cab detailing before or after painting as suits.

Glue in:

A circular under canopy mirror

A windscreen wiper.

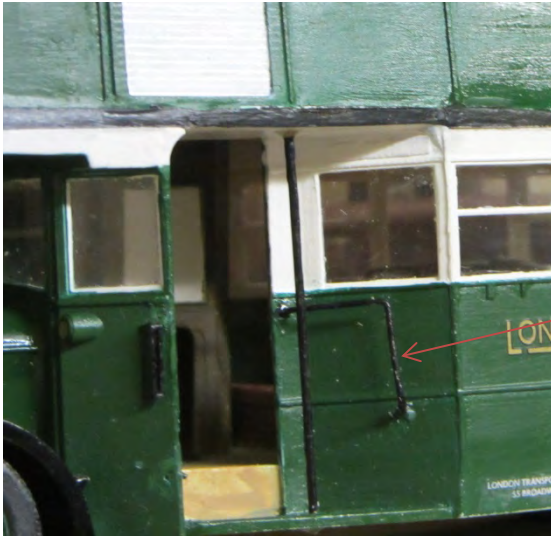
A rectangular offside cab mirror



Bend a piece of 0.7mm brass wire like so – measurements

8mm x 12mm x 12mm x 8mm. The first bend being at 45deg – all the others being at 90deg. This is the entrance platform handrail and the picture below shows it in situ.





Bent entrance handrail.

#### LPTB Country area double deck liveries 1935-50 by Grahame Lockyer

Amongst others, I have been trying to pin down the confusing variation in these schemes, particularly those of the 1930's of which I have no actual memory but fortunately have collected a few

photographs. These are all in black and white and vary considerably in lightness and darkness which, of course, does not exactly help determine how light or dark the paintwork was in reality.



The original 1935 livery is the most difficult one in this respect to ascertain which made it for me, as it also looked to be an attractive scheme, the one I was most eager to see on a model of one of the LPTB's best looking buses, the front entrance standard STL.

Though it's looks hold the eye, particularly the nearside, it is now well known that the supposedly, draught free entrance was a failure. Possibly the only seats that offered a relatively draught free entrance ride on a cold day would have been those forward of the stairs at the front of the top deck. On hot days though they must have been pleasantly breezy, and with their adequate supply of half drop windows, were they around last summer (2003) would have provided a welcome respite from the ill ventilated sweat box conditions (noticeable even at 20c) of most modern London double deckers that in August drove passengers to seek a cooler alternative, the Tube!

The kit for this type of STL was originally produced by the Model Bus Company and is now part of the



ABS Streetscene range (307 & 308) but is not an easy one to build from the floor up (not the advised method) necessitated by my desire to super detail the plethora of entrance and staircase handrails.

As I had already built two of these in later liveries, I felt reasonably confident, so with some advice from Brian Minter, whose colour researches had suggested Humbrol 120 as a possibly nearest for

the main body colour, five year ago I made the model. (See side view and left end of line up)

I mixed the Humbrol 120 with some 64 grey to lighten it slightly. The window area lighter 'apple' green was more of a problem, and was re-coated a few times before it looked about right, to me at any rate! For this I ended up using Compucolour CR52 Doncaster Loco Green mixed with Humbrol 71. Displayed at Whitton in 2000, the only comment I heard, second hand, was that it looked too light! Maybe so, but the livery layout is right and coloured photos of it as they tend to do, vary enough to maybe accidentally look nearer to actual appearance.

Since then I consulted Alan Cross on this livery, when embarking on a scratchbuild double deck Q in the scheme. He suggested that a view of preserved Q83 in pre-war Green Line livery on the cover of the 'AEC Q Family' in Alan Townsin's Best of British Buses series looked a good likeness to his own memory of it. Recently a rare colour slide of an ST taken in the 1930's has come to light. I was shown it at a London Area meeting, and was relieved to see that my models are not far off the mark.

This livery did not wear well and Frank Pick ordered design staff in early 1938 to seek a more durable alternative, resulting in a modified scheme replacing the main body colour with dark green (approximately 'Lincoln') with the apple green window area reduced to just above lower deck windows and extended around the cab. I have only come across two views of this scheme on the front entrance STL, both offside, the best of which is in 'The STL's' by Ken Blacker, unfortunately now no longer in print. Curious to see it in the round I made another model (second from left in line up) and agree with Ken Blacker that it did nothing to enhance the appearance of this type. The livery was modified again when applied to the Country Area rear entrance STL 16 type, when new in 1939, which had the window green extended up to the between decks (cant) band to improved effect, and may have been applied to some earlier types.

The remaining two schemes, wartime and postwar (to right of the line up) are more familiar.

The liveries from left to right in detail are as follows:

1. Original 1935-38. (left end of line up and side view) Mid green body and wheels, including cab and front bulkhead. Apple green window areas, black roof gutter, cant band, lamps mudguards, guardrails, rear bumper strips and lining to upper and lower deck window cills. Silver roof including rear dome and emergency exit window.

2. Revised 1938-9. (Second from left in line up)

Dark green body and wheels and window cills. Apple green window areas (reduced height to lower deck) extended around cab and front bulkhead. Apple green most likely extends around upper deck rear to include emergency window. (like off white on contemporary Central livery on standard STL's) Black roof gutter, cant band, lamps, mudguards, guardrails, and rear bumper strips.

3. Wartime/Early post war 1939-46. (Second from right and nearside rear view of Weymann version) Dark (Lincoln) green body, wheels and lower deck window cills. Dark green includes cab and front bulkhead. Off white window areas including around rear upper deck and emergency rear window and taking in upper deck cills. Black roof gutter, cant band, lamps, mudguards, guardrails and rear bumper strips. Black to unused areas of destination displays, changed to green on some postwar. Roof at first matt grey, later replaced by various matt brown shades (gloss postwar, but soon dulled). White blackout marking until May 1945: front wing tips, edges of entrance, entrance step edges, stair edges and between rear bumper strips. White disc to rear until around 1948. N.B. Wheel nut guard rings were retained for a while but soon painted over in wheel colour and remained so until withdrawal, whatever subsequent livery was carried. Bumper strips dark green postwar.

4. Post war 1946-50 (right end of line up and nearside front view). Dark (Lincoln) green body including roof, rear dome and exit window, lower deck window areas, mudguards, guard rails, rear bumper strips, unused areas of destination displays, lamps and wheels. Cream to upper deck windows including cills and cant band. White disc to rear until around 1948. This scheme was later modified by L.T.E. in 1950 substituting the dark green for cream to upper deck windows and was applied to only five of the standard front entrance type in 1952 (STL's 962,1016,1033,1040 and 1511) which were put back in store and only allocated for use for the Coronation month of June 1953. These were among several others in the earlier livery which were prepared to receive full blind displays which, apart from one, none had when previously withdrawn in 1951. The model represents one of those so fitted, but don't try to decipher which one as the model is incorrectly numbered, the one shown having received a rear entrance body!

In conclusion I hope modellers find this information helps make things clearer. Please note that these liveries were the standard schemes and were generally applied, there were, of course, as ever a few oddities, possibly from garage repaints. Also some schemes possibly varied slightly to suit other double deck types.

We hope you have enjoyed building this kit. Any comments positive or negative would be gratefully received by Phil Radley – either via the website [www.radleymodel.com](http://www.radleymodel.com) or by telephone to 01425-479377.