

Double Deck Bus

A Fine Subject for Outfit No. 6

FOR owners of Outfit No. 6, or one larger, we have designed the attractive Double Deck Bus shown on this and the opposite page. The chassis is formed by two built-up girders, each made from two $12\frac{1}{2}$ " Angle Girders overlapped 17 holes. These girders are connected at each end by a $2\frac{1}{2}$ " \times $\frac{1}{2}$ " Double Angle Strip. The rear axle is mounted directly in holes in the chassis and is held in place by Spring Clips. The front axle is supported in Fishplates that cover the slotted holes in the chassis members, and Collars are used to hold the axle in position.

The side of the lower saloon seen in Fig. 2 is assembled on a $12\frac{1}{2}$ " Strip and a $5\frac{1}{2}$ " Strip overlapped five holes to form a made up strip 1. The side consists of a $5\frac{1}{2}$ " \times $2\frac{1}{2}$ " and a $2\frac{1}{2}$ " \times $2\frac{1}{2}$ " Flexible Plate, one half of a Hinged Flat Plate 2 and two $2\frac{1}{2}$ " \times $1\frac{1}{2}$ " Triangular Flexible Plates 3 over the rear wheel arch. The wheel arch is edged as shown by two $2\frac{1}{2}$ " Stepped Curved Strips. A

$12\frac{1}{2}$ " Strip 5 and a $12\frac{1}{2}$ " \times $2\frac{1}{2}$ " Strip Plate are bolted to the upper edge of Plate 2 and to a $5\frac{1}{2}$ " Strip 4 at the front. The Strip Plate is extended forward by a 3" Strip 6 and a $2\frac{1}{2}$ " \times $1\frac{1}{2}$ " Flexible Plate.

The side shown in Fig. 1 is similar to the one already described, except that the half of the Hinged Flat Plate 2 is omitted and strip 1 is replaced by a strip 7. Strip 7 consists of a $12\frac{1}{2}$ " and a $5\frac{1}{2}$ " Strip overlapped nine holes. The sides are connected at the front by the other half of the Hinged Flat Plate, which is attached to Angle Brackets bolted to strips 1 and 7, and by a $4\frac{1}{2}$ " \times $2\frac{1}{2}$ "

Flexible Plate edged by two $2\frac{1}{2}$ " Strips 8 and attached to the Strips 6 by Angle Brackets. A built-up strip, made from a $3\frac{1}{2}$ " and a $1\frac{1}{2}$ " Strip, is bolted at an angle as shown to the front end of the Strip 6 on the side seen in Fig. 1.

The side of the driver's cab and the side of the bonnet are each made by bolting a $2\frac{1}{2}$ " \times $\frac{1}{2}$ " Double Angle Strip to the half of the Hinged Flat Plate, by fixing a $2\frac{1}{2}$ " \times 2" Triangular Flexible Plate

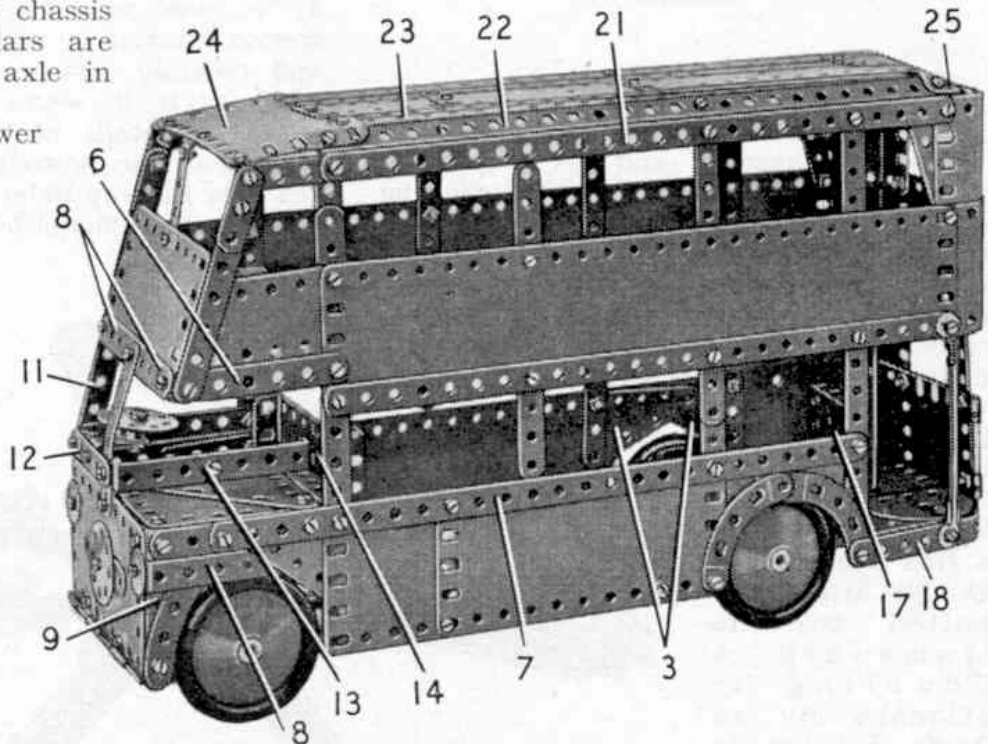


Fig. 1. A shapely Double Deck Bus that provides a new subject for Outfit No. 6.

to the strip 1 or the strip 7, and by attaching a $2\frac{1}{2}$ " \times $\frac{1}{2}$ " Double Angle Strip 9 and a $2\frac{1}{2}$ " Curved Strip to an Angle Bracket bolted to the half of the Hinged Flat Plate.

The side of the driver's cab is extended upward by a $3\frac{1}{2}$ " Strip 10, and a built-up strip 11 made from a $5\frac{1}{2}$ " and a $1\frac{1}{2}$ " Strip, is bolted in place. A $2\frac{1}{2}$ " Strip 12 is fixed to an Angle Bracket attached to the front end of Strip 10, and is connected to the Strips 8 by a $2\frac{1}{2}$ " Strip. Strip 12 supports a $3\frac{1}{2}$ " \times $\frac{1}{2}$ " Double Angle Strip 13. The top of the bonnet is filled in by two $2\frac{1}{2}$ " \times $2\frac{1}{2}$ " Triangular Flexible Plates

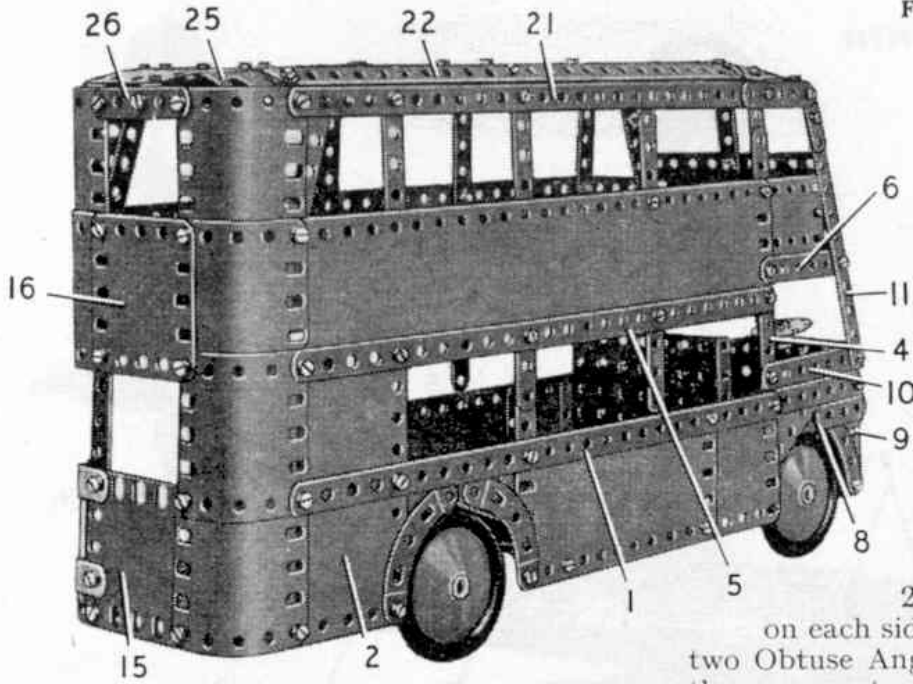


Fig. 2. The off-side and rear of the Double Deck Bus.

arranged as shown and supported by Angle Brackets. A $3\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plate 14 is bolted to Double Angle Strip 13 and to strip 7. The radiator is represented by a Wheel Disc and a $2\frac{1}{2}''$ Strip, and the headlights are $\frac{3}{4}''$ Washers. The steering wheel is a Bush Wheel on a Pivot Bolt, which is fixed to a $1'' \times 1''$ Angle Bracket bolted to the front of the cab.

The back of the body is made by bolting two $1\frac{1}{16}''$ radius Curved Plates and two U-section Curved Plates to the side shown in Fig. 2. The U-section Curved Plates should be opened out slightly. The Curved Plates support two $2\frac{1}{2}'' \times 2\frac{1}{2}''$ Flexible Plates 15 and 16 connected by a $2\frac{1}{2}''$ Strip. Plate 15 is bolted to the rear of the chassis, and Plate 16 is connected to the side seen in Fig. 1 by two curved $2\frac{1}{2}'' \times 2\frac{1}{2}''$ Flexible Plates. The handrails are Rods held in Rod and Strip Connectors and Right Angle Rod and Strip Connectors. A $2\frac{1}{2}'' \times 1\frac{1}{2}''$ Flanged Plate 17 is fixed to an Angle Bracket bolted to the strip 7, and a $2\frac{1}{2}''$ Strip 18 is connected to the rear

of the body by a Formed Slotted Strip. The floor at the rear consists of two $5\frac{1}{2}'' \times 2\frac{1}{2}''$ Flexible Plates fixed to the chassis and two Semi-Circular Plates 19 attached to Strip 18 by an Angle Bracket. A $3\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plate 20 is bolted by its flange to the chassis.

A $12\frac{1}{2}''$ Strip 21 extended forward by a $2\frac{1}{2}''$ Strip is fixed in position on each side. To each of the Strips 21 two Obtuse Angle Brackets are fixed, and these support a $12\frac{1}{2}''$ Strip 22 and another Obtuse Angle Bracket that carries a $12\frac{1}{2}''$ Strip 23. A $4\frac{1}{2}'' \times 2\frac{1}{2}''$ Flexible Plate 24 is bolted to the Obtuse Angle Brackets and to Angle Brackets at the front. Two $2\frac{1}{2}'' \times 1\frac{1}{2}''$ Flexible Plates 25 are fixed to the rear ends of the Strips 22 and 23, and are connected to a $2\frac{1}{2}''$ Strip 26 by an Angle Bracket. The roof is completed by two $12\frac{1}{2}''$ Strips and three $5\frac{1}{2}'' \times 1\frac{1}{2}''$ Flexible Plates bolted to Plates 24 and 25.

The window frames of the model are formed by $5\frac{1}{2}''$ Strips, $2\frac{1}{2}''$ Strips and $2\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strips.

Parts required to build the Double Deck Bus: 12 of No. 1; 14 of No. 2; 4 of No. 3; 2 of No. 4; 12 of No. 5; 2 of No. 6a; 4 of No. 8; 5 of No. 10; 14 of No. 12; 1 of No. 12a; 8 of No. 12c; 2 of No. 15b; 1 of No. 16; 1 of No. 17; 1 of No. 24; 1 of No. 24a; 2 of No. 35; 132 of No. 37a; 130 of No. 37b; 2 of No. 38; 2 of No. 38d; 8 of No. 48a; 2 of No. 48b; 1 of No. 51; 2 of No. 53; 2 of No. 59; 2 of No. 90; 4 of No. 90a; 2 of No. 111c; 2 of No. 126; 1 of No. 147b; 4 of No. 187; 4 of No. 188; 3 of No. 189; 6 of No. 190; 2 of No. 191; 4 of No. 192; 2 of No. 197; 1 of No. 198; 2 of No. 199; 2 of No. 200; 2 of No. 212; 2 of No. 212a; 2 of No. 214; 1 of No. 215; 4 of No. 221; 2 of No. 222; 2 of No. 223.

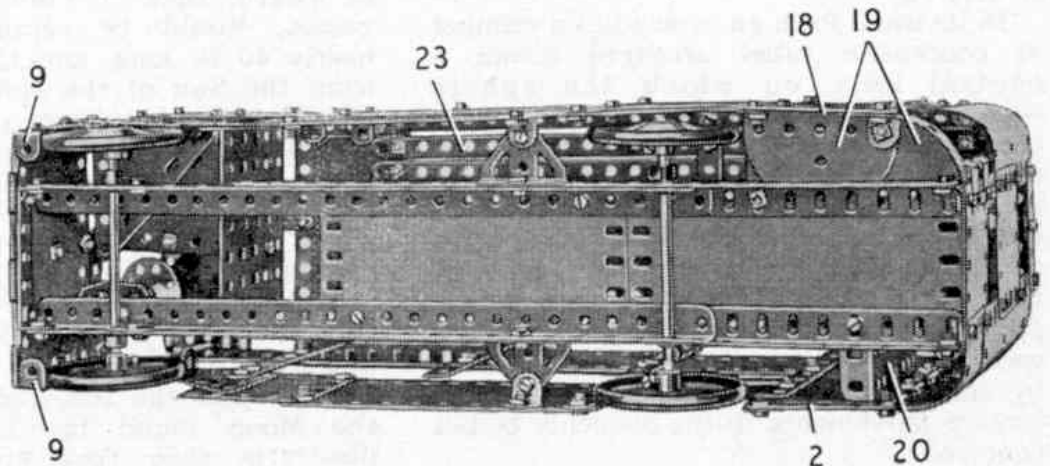


Fig. 3. The Bus seen from underneath.