



English Project Transport

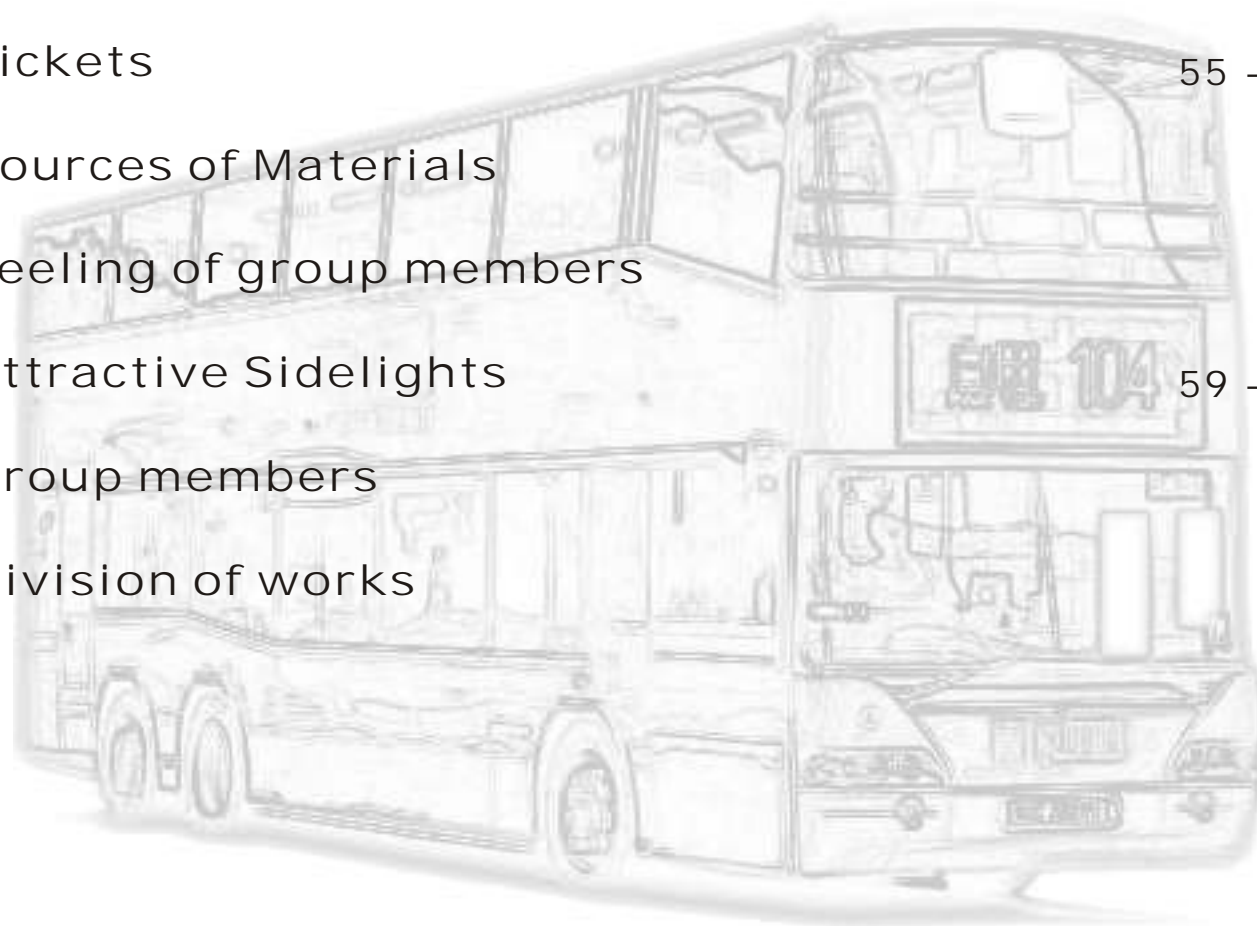
Kowloon Motor Bus

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Background

The three simple questions that we do this topic:

1. Why we want to choose the topic - transport?

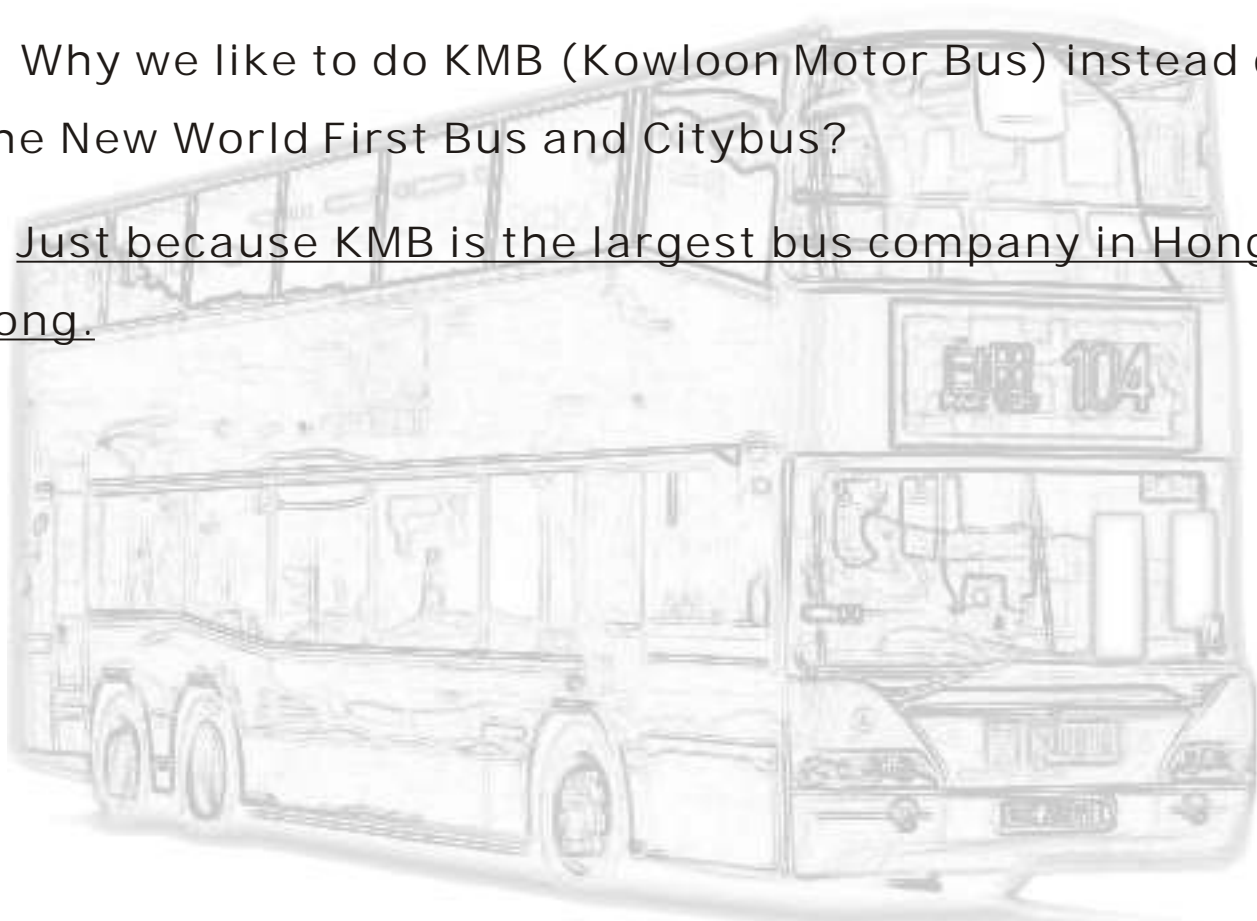
Because we are interested in transport.

2. Which kind of transport we are going to present in our project?

We are going to present bus in our project.

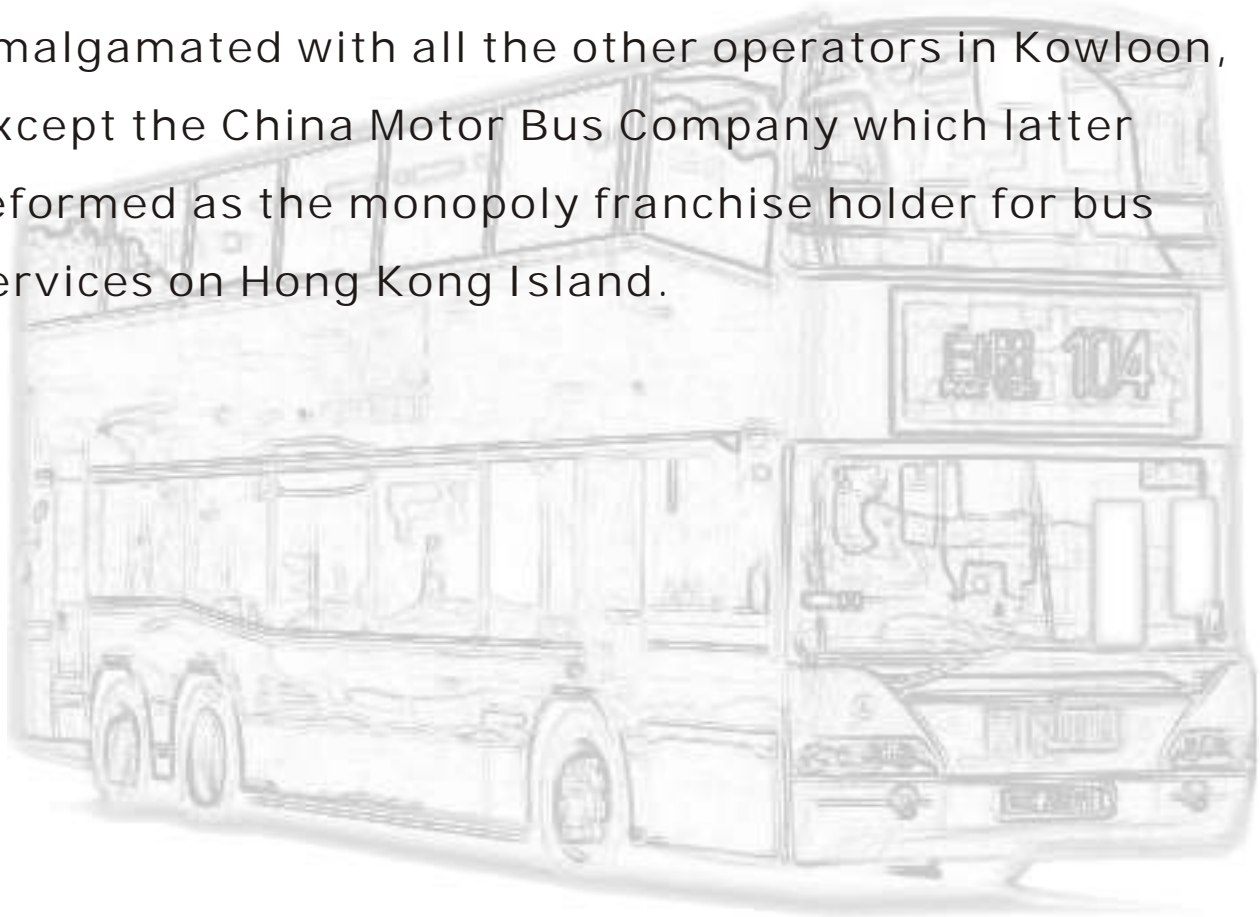
3. Why we like to do KMB (Kowloon Motor Bus) instead of The New World First Bus and Citybus?

Just because KMB is the largest bus company in Hong Kong.



History of the company

The Kowloon Motor Bus Company (1993) Limited, usually known as 'KMB', was formed on 13th April 1993 under enlarged management, headed by Tang Shui Kin (later Sir Shui Kin Tang), a banker, and four partners, including officers of the existing Kowloon operators. The object was to successfully tender for and take-over bus services in Kowloon and the New Territories. The new Company was successfully and become the exclusive franchise holder for bus services within the prescribed area from 11th June 1993. The basis of the new company was the original Kowloon Motor Bus Company, which amalgamated with all the other operators in Kowloon, except the China Motor Bus Company which latter reformed as the monopoly franchise holder for bus services on Hong Kong Island.



Growth and Development of the company



A. Single-deck buses.

The post-war style of single deck bus livery remained in use on the majority of such buses until the mid-1980's

and on the older types until their eventual demise.

Exceptions were the Albion coach fleet and some late Albion buses. Later, air-conditioned coaches and small buses were to introduce another special livery. The main livery was as follows:

Cream roof and window surrounds;

Green heading band, approx. 2.5cm (1in) wide, later omitted;

Cream moulding band, approx. 15cm (6in) wide, later omitted;

Green heading as above, also later omitted;

Red side, rear and front panels;

Black mudguards.

Growth and Development of the company



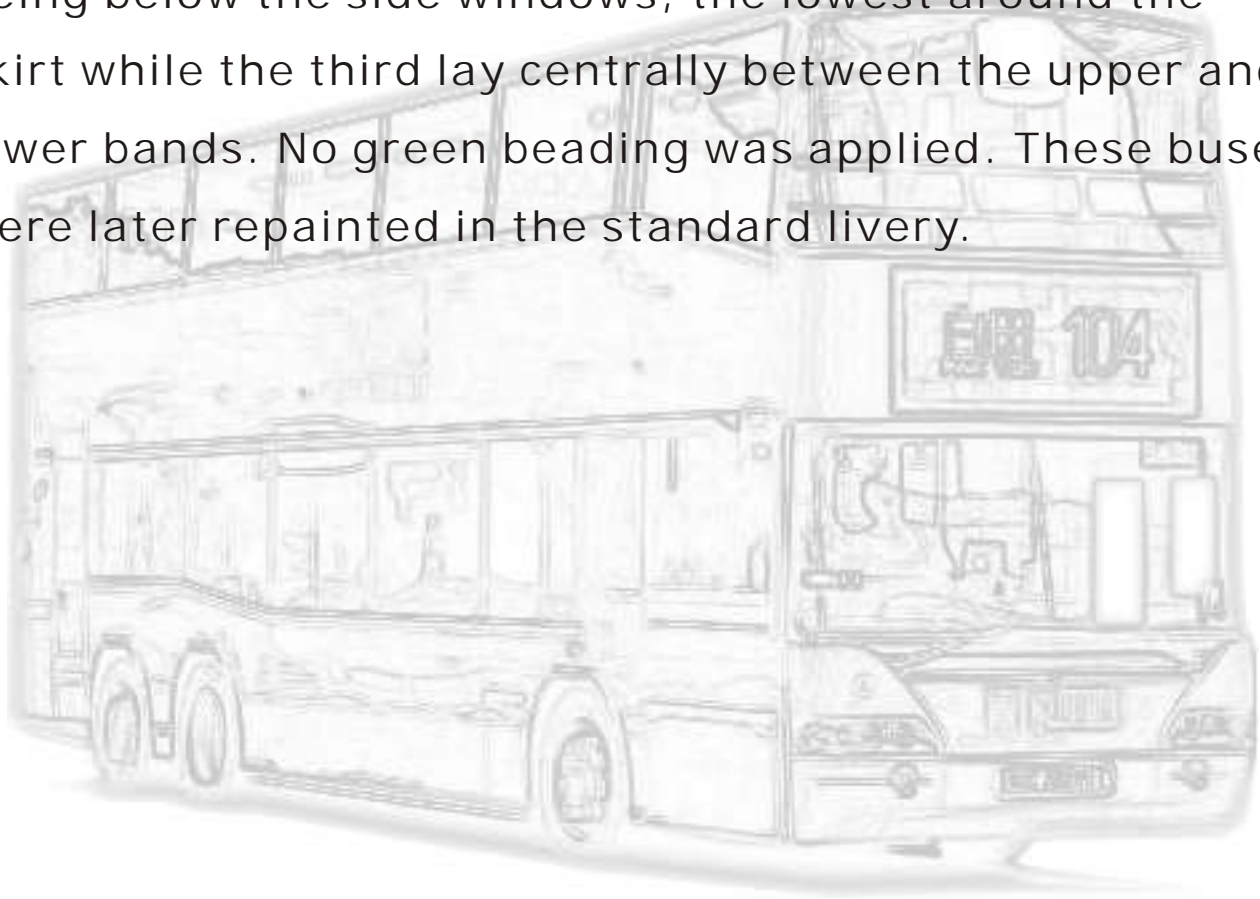
The Company crest was displayed on each side, between the wheel-arches, on the red side panels. Below the crest there was, at one time, a repeat of the

registration number in cream; this latter served as a fleet number until 1973-1974, since when fleet numbers have been applied on the cream moulding in red stencilled characters or in cream, similarly applied on red panels. In 1974, the green heading was omitted for a time but was reinstated at the request of the Chairman of the Company, only to disappear again by the early 1980's, when the double-deck livery was revised.

Growth and Development of the company

A minor departure from the standard practice was the painting of the front dash panels of the 1970-1971 delivery of Seddon Pennine 4's and Albion Vikings (L220-269) which, for an unascertained reason, were painted cream.

A totally revised style appeared in 1976, with the introduction of the last series, L279-312, Albion Viking buses. These were basically cream with three broad bands of red around the side panels, the uppermost being below the side windows, the lowest around the skirt while the third lay centrally between the upper and lower bands. No green beading was applied. These buses were later repainted in the standard livery.



Growth and Development of the company



B. Double-deck buses.

From 1949-1972, all new deliveries of double-deck buses were painted in a similar style to the single-deckers but

extended to these vehicles as follows:

Cream roof and upper-deck window surrounds;

Green beading;

Cream moulding beneath upper-deck windows;

Green beading;

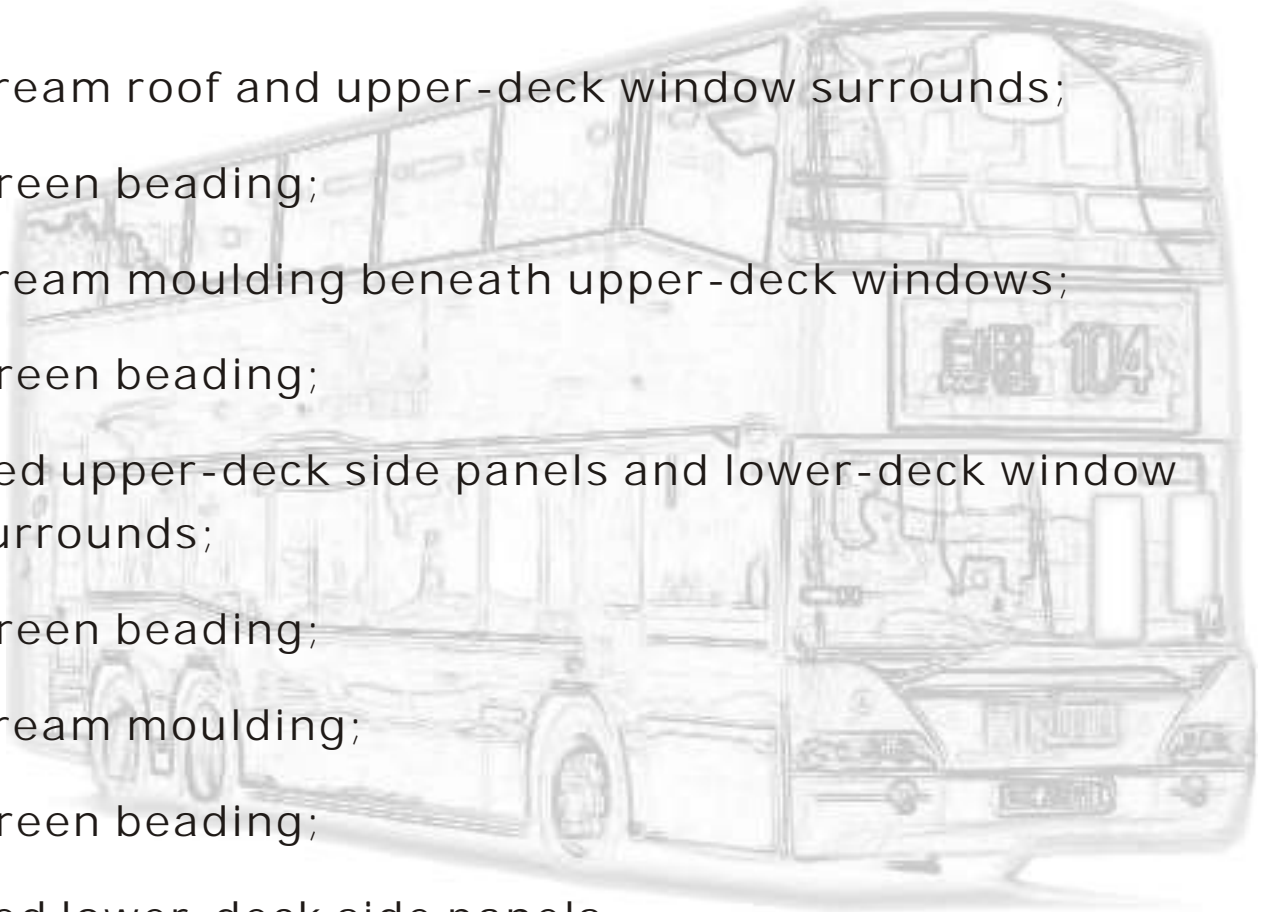
Red upper-deck side panels and lower-deck window surrounds;

Green beading;

Cream moulding;

Green beading;

Red lower-deck side panels.



Growth and Development of the company



Crests, registration numbers and fleet numbers were carried as for the single-deckers, qv.

From 1972,

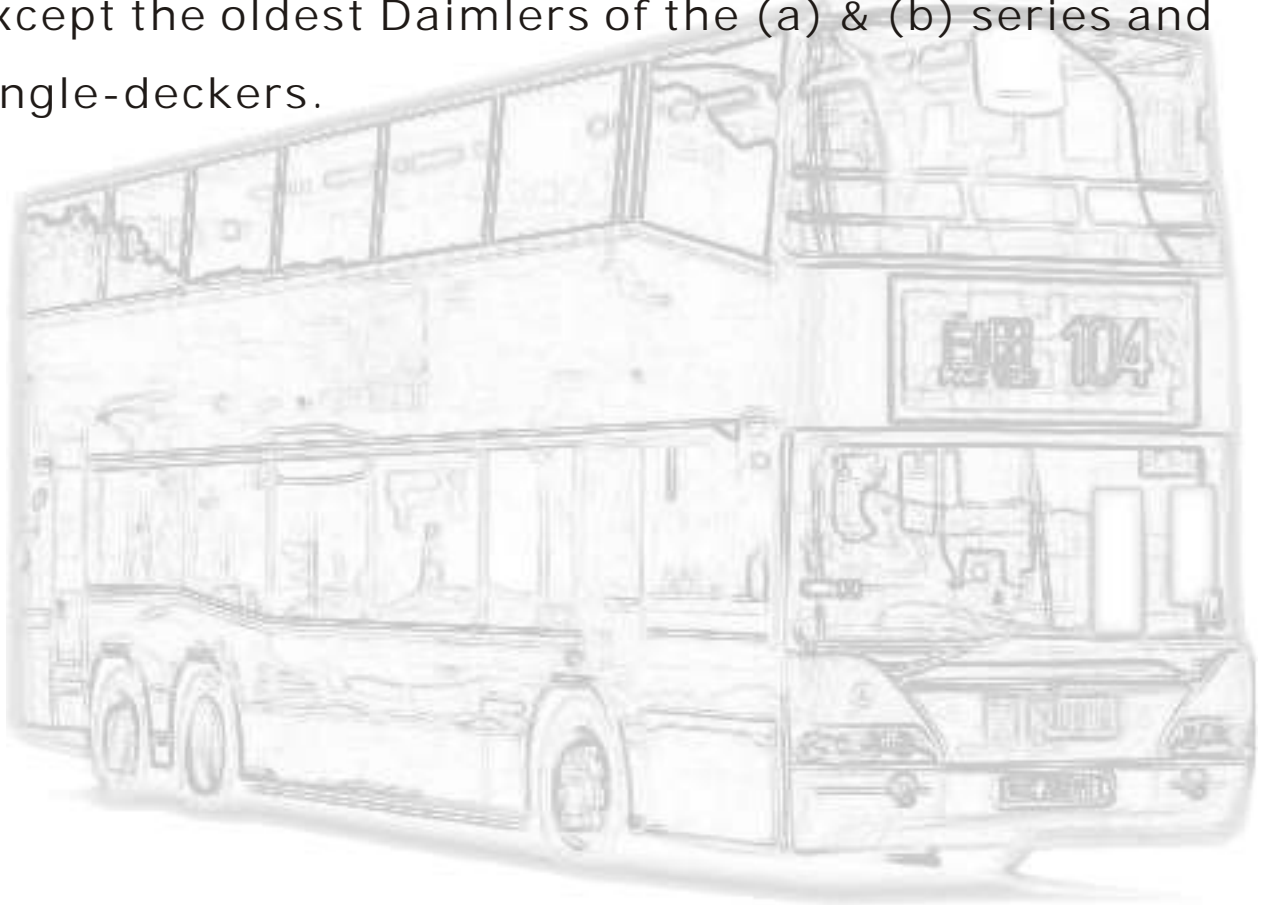
with the introduction of seated conductors, three yellow bands were applied to the red upper-deck front panels to warn intending passengers of the need to have the correct fare ready and that they should board by the entrance indicated on the side panel marked by the English word "ENTRANCE" and the equivalent Chinese character.

With the subsequent introduction of Driver Only Operation (then called OMO), the livery was revised, on those buses so operating, to a 'half-and-half' livery and all upper-deck red disappeared. Green beading was retained for a time but was dropped, reinstated and finally dropped in 1981. The cream moulding was

Growth and Development of the company

retained below the lower deck windows on older buses, but the Fleetlines, introduced in the 1970's, were in a very basic 'half-and-half' livery with red to the top of the lower-deck windows and all cream above with no lining. At this time the Company's initials first appeared on the offside on the staircase panels and, on Fleetlines, on the rear engine lid.

All-over advertisements were introduced to the KMB fleet in 1972 and was extended to buses of most types, except the oldest Daimlers of the (a) & (b) series and single-deckers.



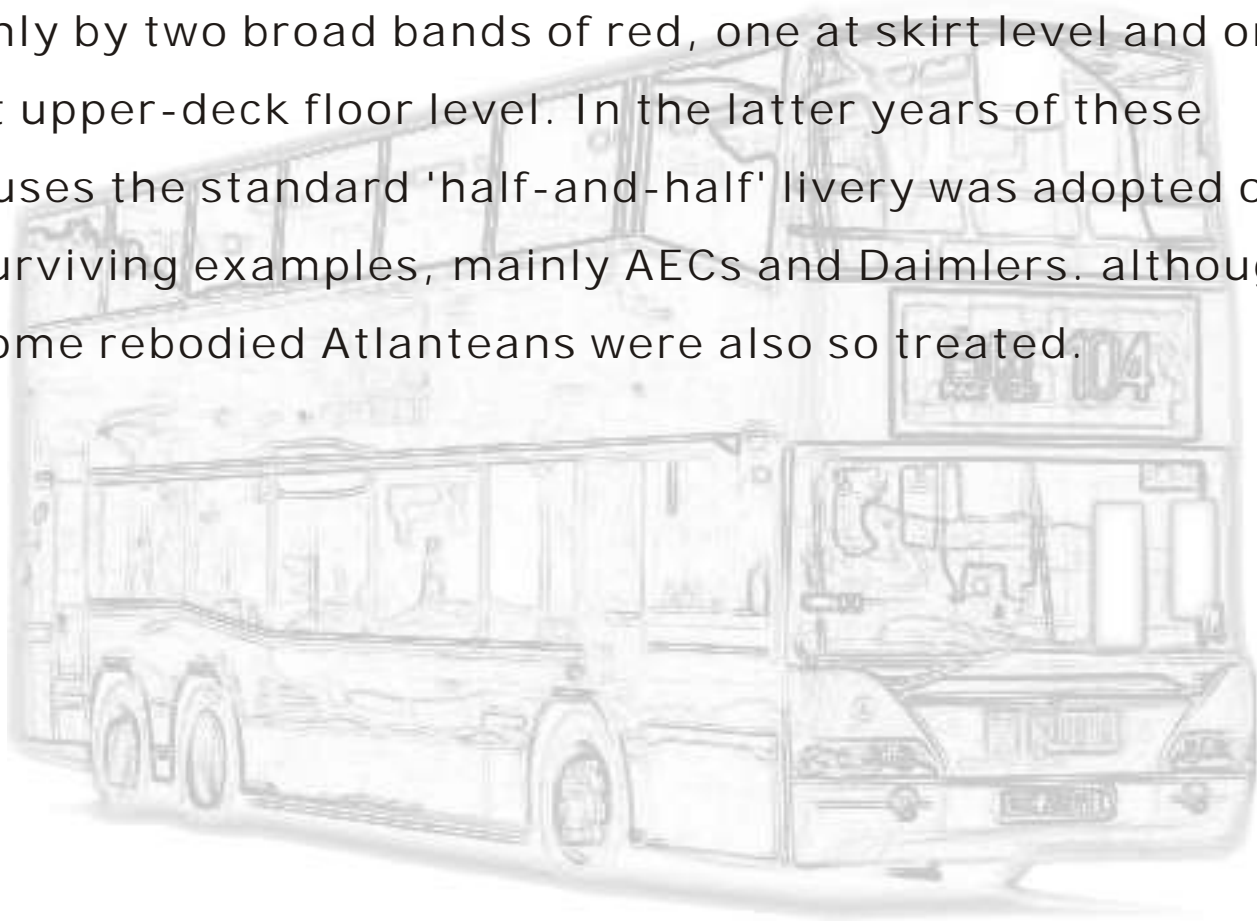
Growth and Development of the company



C. Second-hand buses (1973).

From 1973 (one bus Dec '72) many double-deckers were introduced second-hand from UK operators and

these were given a new, mainly cream, livery relieved only by two broad bands of red, one at skirt level and one at upper-deck floor level. In the latter years of these buses the standard 'half-and-half' livery was adopted on surviving examples, mainly AECs and Daimlers. although some rebodied Atlanteans were also so treated.



Growth and Development of the company



D. '1982' livery.

A new livery was adopted in 1982 where only the roof and skirt panels were red, the remainder of the bus being in a

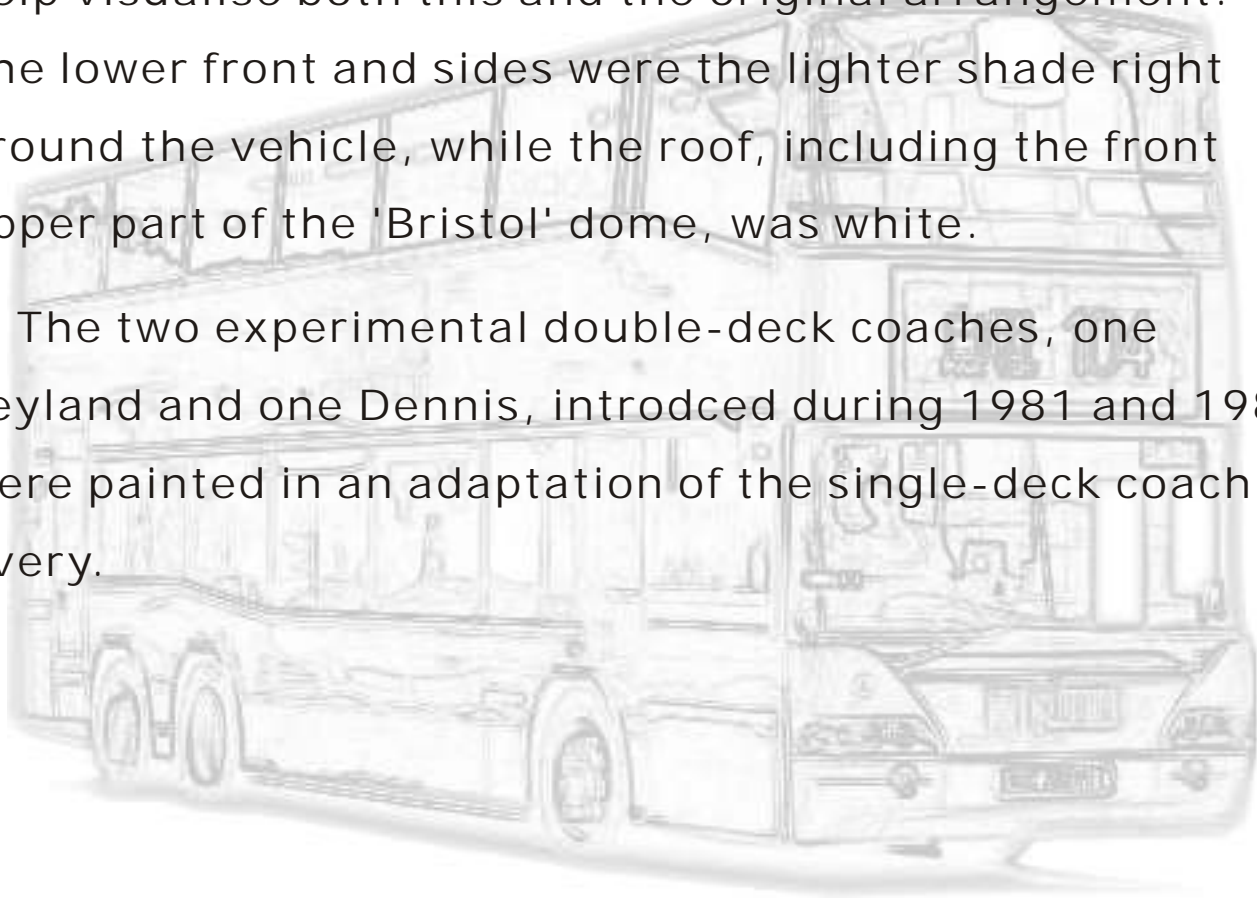
rich cream colour with KMB in large block letters between decks. For the Company's Jubilee in 1983, appropriate slogans were carried between decks together with a new logo in the form of a stylised 'KMB'. At this stage the traditional KMB 'nine dragons' crest was dropped, together with the registration number painted on each side. The new logo was based on the Chinese character for nine. (kau or gau) - nine as in Kowloon, or, more correctly. 'Kau Leung' - Nine Dragons.

Growth and Development of the company

E. Coaches - 1970's

The single-deck Bedford and Albion coaches were painted in a completely different livery devised especially for them, where the main body colour of golden-brown at the front, was changed to a sandy cream towards the rear, the change being effected by means of intermingled lines or bands. After repaints, the change from dark to light paint was achieved by a simple diagonal break. The reader is directed to photographs to help visualise both this and the original arrangement. The lower front and sides were the lighter shade right around the vehicle, while the roof, including the front upper part of the 'Bristol' dome, was white.

The two experimental double-deck coaches, one Leyland and one Dennis, introduced during 1981 and 1982, were painted in an adaptation of the single-deck coach livery.



Growth and Development of the company



F. Air-conditioned vehicles.

With the entry into service in 1985 of the Dennis Falcon airport coaches, in replacement of the Albions, a new 'all-white' livery was introduced and later extended to other air-conditioned types, including midi-coaches and three-axle double-deckers.

Growth and Development of the company

Although the description of 'all-white' is used, relief is applied, the complete scheme being, from roof downwards:

White roof;

Black window surrounds;

White between-decks panel;

Red stripe at upper-deck floor level, kicking-up towards the rear and crossing the back of the bus below the upper-deck windows;

Black lower-deck window surrounds;

White front side and rear lower panels;

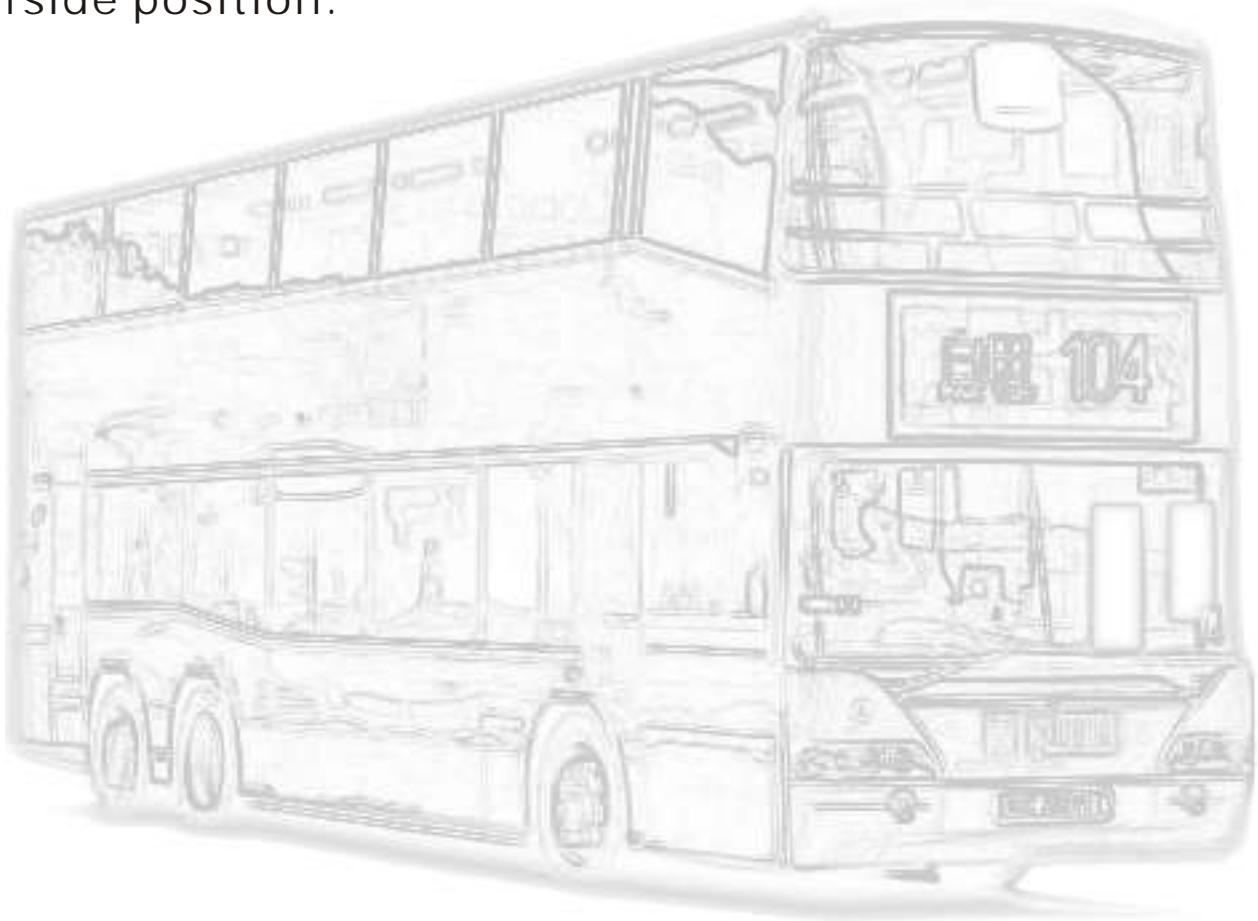
12-inch grey lower skirt panels;

Black bumpers front and rear.



Growth and Development of the company

The words 'AIR CONDITIONED' are applied in blue lettering, in English and Chinese, above the front destination screen, towards the rear between decks, below the up-raised red band and below the nearside of the windscreen on the dash panel. The KMB logo appears on the side panels, above the exit doors and in the equivalent offside position.



Bus type and model of the company

Dennis Dart



Class: AA1-AA60

Engine: Cummins 6BT(145hp)

Cylinder Capacity: 5,900cc

Gearbox: Allison AT545

Body Builder:

A: AA1-2: Carlyle(L9,438mm/W2,290mm/H3,000mm)

B: AA3-42: Duple

Metsec (L9,913mm/W2,290mm/H3.000mm)

C: AA43-48: Northern

Counties (L10,113mm/W2,450mm/H3,024mm)

D: AA49-60: Plaxton

Pointer(L10,113mm/W2,450mm/H3,024mm)

Bus type and model of the company

Country of Origin Chassis/Body: UK

Body Layout: A: L35 + 1

B: L43 + 17/L37 + 12

C: L43 + 16

D: L29 + 32

Year of Manufacture: 1990-1997

Year of Registration by KMB: A: 1992

B: 1993

C: 1995

D: 1996-1997



Bus type and model of the company

Dennis Dominator



Class: DM1-DM40

Engine: Gardner 6LXB(180hp/1,850rpm)

Cylinder Capacity: 10,450cc

Gearbox: Voith DIWA 851

Body Builder: Duple Metsec

(L9,480mm/W2,450mm/H4,415mm)

Country of Origin Chassis/Body: UK

Body Layout: U57/ L35 + S11

Year of Manufacture: 1983-1984

Year of Registration by KMB: 1983-1984

Bus type and model of the company

Dennis Dragon 11-metre



Class: 3SBL1-174

- A. S3N1-S3N220
- B. S3N51-S3N55, S3N222-S3N270, S3N321-S3N370
- C. S3M271-S3N295
- D. S3N296-S3N320

Engine:

- A. Gardner 6LXCT(220hp/1900rpm)
- B. Cummins LT10(245hp/1900rpm)
- C. Gardner LGI200(235hp/1900rpm)
- D. Cummins LT10(245hp/1900rpm)

Bus type and model of the company

Cylinder Capacity: A. 10,450cc
B. 10,000cc
C. 12,700cc
D. 10,000cc

Gearbox: A. Voith DIWA 851
B. Voith DIWA 863
C. Voith DIWA 863
D. ZF 4HP500

Body Builder: Duple Metsec
(L11,150mm/W2,450mm/H4,395mm)

Country of Origin Chassis/Body: UK



Bus type and model of the company

Body Layout: S3N1-S3N55(U67/L29/S55)
S3N56-S3N140(U67/L39/S31)
S3N41-S3N220(U67/L41/S33)
S3N222-S3N270(U69/L41/S33)
S3N271-S3N319(U65/L37/S35)
S3N320-S3N370(U67/L41/S35)

Year of Manufacture: 1986-1994

Year of Registration by KMB: 1986-1994



Bus type and model of the company

Dennis Dragon 12-metre



Class: 3N1-3N191

Engine: Gardner 6LXCT (220hp/1,900rpm)

Cylinder Capacity: 10,450cc

Gearbox: Voith DIWA 851

Body Builder: Walter Alexander & Duple Metsec
(L12,000mm/W2,450mm/H4,369mm)

Country of Origin Chassis/Body: UK

Layout: Walter Alexander: U73/L52 + S27

Duple MetSec: U75/L35 + S40

Year of Manufacture: 1982-1986

Year of Registration by KMB: 1982-1986

Bus type and model of the company

Dennis Dragon 9.9-metre (Air-con)



Class: ADS1-ADS185

Engine: Cummins LT10A (280hp/1.950rpm)

Cylinder Capacity: 10,000cc

Gearbox: Voith DIWA 863

Body Builder: Duple Metsec

(L9,983mm/W2,450mm/H4,396mm)

Country of Origin Chassis/Body: UK

Body Layout: U55/L34/S28

U51/L34/S26

U43/L32/S29

Year of Manufacture: 1993-1996

Year of Registration by KMB: 1993-1996



Bus type and model of the company

Dennis Dragon 11-metre (Air-con)



Class: AD1, AD3-AD360

Engine: Cummins LT10A(280hp/1,950rpm)

Cylinder Capacity: 10,000cc

Gearbox: AD1: ZF 4HP590

AD3-AD360: Voith DIWA 863

Body Builder: Duple Metsec

(L11,000mm/W2,450mm/H4,396mm)

Country of Origin Chassis/Body: UK

Body Layout: U67/L47/S34

U62/L40/S34

U49/L37/S33

Year of Manufacture: 1989/1991-1997

Year of Registration by KMB: 1990/1991-1997

Bus type and model of the company

Dennis Dragon 12-metre (Air-con)



Class: 3AD1-3AD90

Engine: Cummins M11-235E (230hp/1,900rpm)

Cylinder Capacity: 11,000cc

Gearbox: Voith DIWA 863.2

Body Builder: Duple Metsec

(L12,000mm/W2,450fmm/H4,396mm)

Country of Origin Chassis/Body: UK

Body Layout: U57/L42/S33

Year of Manufacture: 1997

Year of Registration by KMB:
1997-1998



Bus type and model of the company

Dennis Falcon



Class: AF1-AF19

Engine: Gardner 6HLXCT (220hp/1,900rpm)

Cylinder Capacity: 10,450cc

Gearbox: Voith DIWA 851

Body Builder: Duple Metsec

(L11,277mm/W2,450mm/H3,200mm)

Country of Origin Chassis /Body: UK

Body Layout: L45, L41 + S11

Year of Manufacture:

1985-1986

Year of Registration by KMB:

1985-1986



Bus type and model of the company

Dennis Jubilant



Class: N1-N364

Engine: Gardner 6LXB
(180hp/1,850rpm)

Cylinder Capacity: 10,450cc

Gearbox: Voith DIWA 851

Body Builder: Walter Alexander & Duple Metsec
(L9,500mm/W2,450mm/H4,475mm)

Country of Origin Chassis /Body: UK

Body Layout: Walter Alexander(U60/L42/S12)
Duple Metsec(U53/L35/S16)

Year of Manufacture: 1977-1982

Year of Registration by KMB: 1977-1982



Bus type and model of the company

Dennis Lance



Class: AN1-AN24

Engine: Cummins 6CT (211hp/1,950rpm)

Cylinder Capacity: 8,270cc

Gearbox: ZF 4HP500

Body Builder: Walter Alexander

(L11,700mm/W2,450mm/H3,010mm)

Country of Origin Chassis /Body: UK

Body Layout: AN1-AN10 & AN12-AN13 (L45/S33)

An11 & AN14-AN24 (L41/S18)

Year of Manufacture: 1993

Year of Registration by KMB:
1993



Bus type and model of the company

Leyland Olympian



Class: A. BL1-BL3

B. BL4-BL53

C. BL54-BL93

D. BL94-BL120

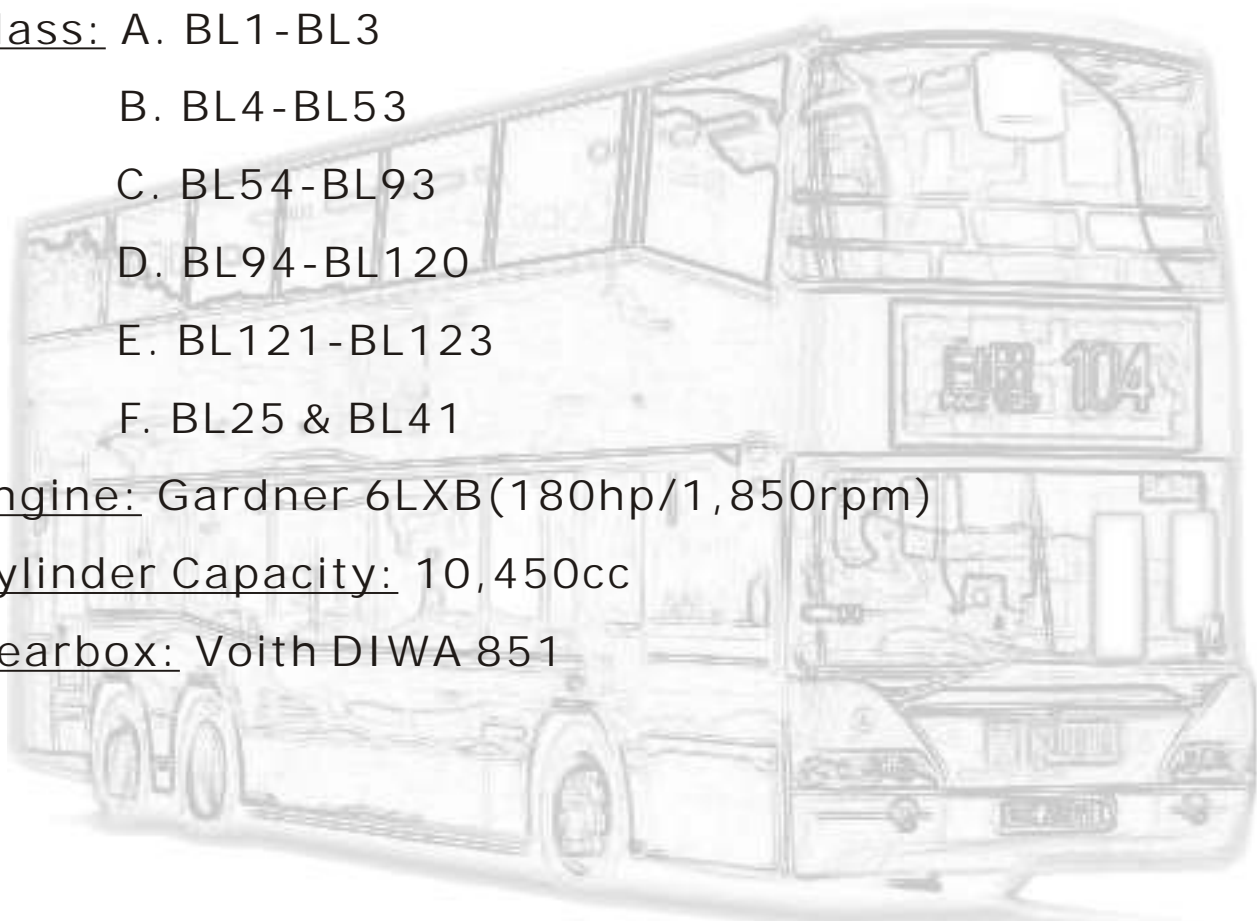
E. BL121-BL123

F. BL25 & BL41

Engine: Gardner 6LXB(180hp/1,850rpm)

Cylinder Capacity: 10,450cc

Gearbox: Voith DIWA 851



Bus type and model of the company

Body Builder: A. Eastern Coach Works

(L10,400mm/W2,450mm/H4,350mm)

B-F. Walter Alexander

(L9,520mm/W2,450mm/H4,376mm)

Country of Origin Chassis/Body: UK

Body Layout: A. U61/L38/S1

B. U57/L32/S22

C. U60/L35/S16

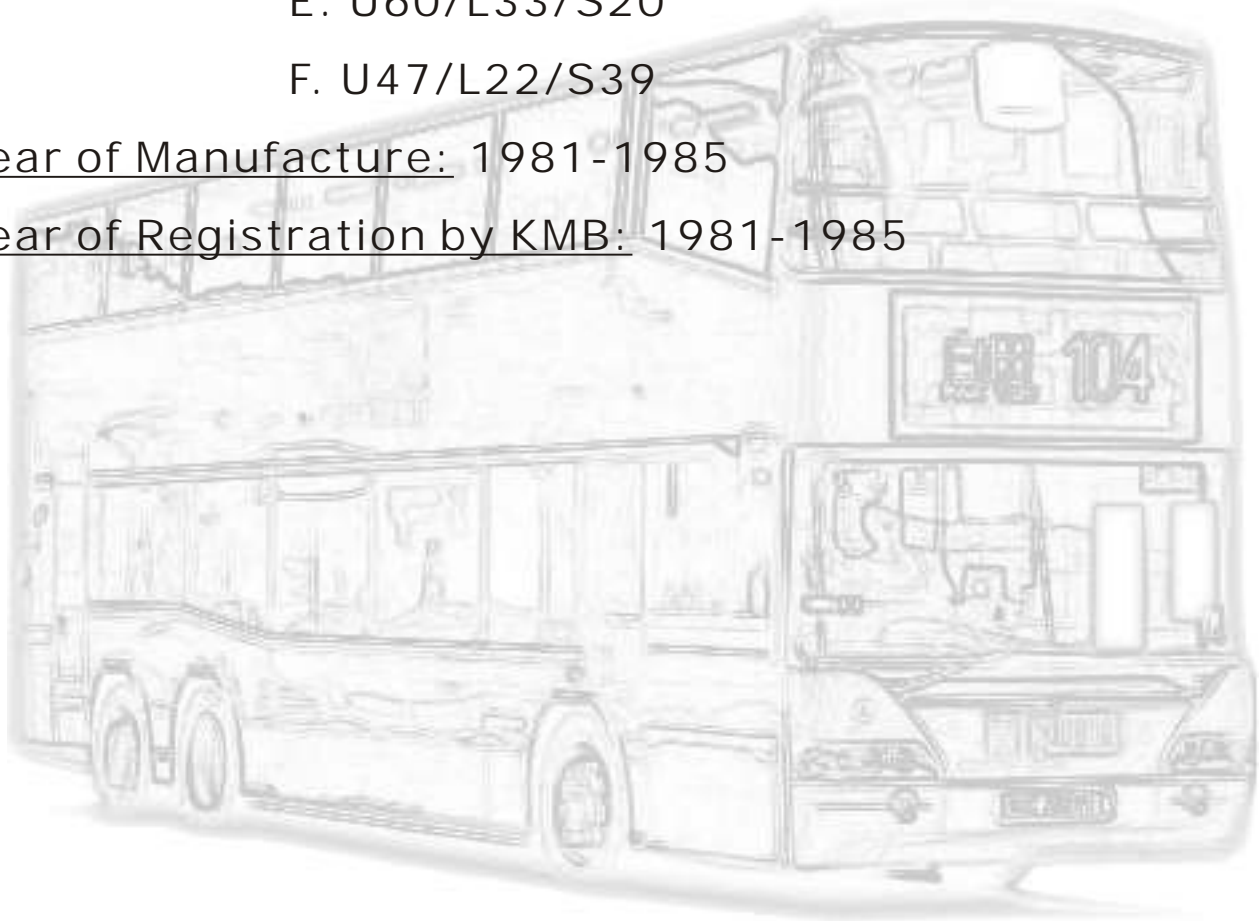
D. U60/L33/S18

E. U60/L33/S20

F. U47/L22/S39

Year of Manufacture: 1981-1985

Year of Registration by KMB: 1981-1985



Bus type and model of the company

Leyland Olympian 12-metre



Class: 3BL2-3BL163

Engine: Gardner 6LXCT (220hp/1,900rpm)

Cylinder Capacity: 10,450cc

Gearbox: Voith DIWA 851

Body Builder: Walter Alexander

(L11,950mm/W2,450mm/H4,376mm)

Country of origin chassis /body: UK

Body Layout: U74/L30/S60

U71/L30/S48

Year of Manufacture: 1983-1986

Year of Registration by KMB: 1983-1986



Bus type and model of the company

Leyland Olympian 11-metre



Class: A. S3BL1-S3BL99 & S3BL105-S3BL370

B. S3BL100-S3BL104 & S3BL371-S3BL420

C. S3BL264-S3BL273 & S3BL421-S3BL470

Engine: A. Gardner 6LXCT (220hp/1.900rpm)

B & C. Cummins LT10 (245hp/1.990rpm)

Cylinder Capacity: A. 10,450cc

B. 10.000cc

Gearbox: A. Voith DIWA 851

B. Voith DIWA 863

C. ZF 4HP500

Bus type and model of the company

Body Builder: Walter Alexander

(L11,162mm/W2,450mm/H4,376mm)

Country of Origin Chassis/Body: UK

Body Layout: S3BL1-S3BL99: U69/L30/S51

S3BL100-S3BL420: U69/L40/S34

S3BL421-S3BL470: U69/L40/S33

Year of Manufacture: 1986-1994

Year of Registration by KMB: 1986-1994



Bus type and model of the company

Leyland Olympian 11-metre (Air-con)



Class: AL1-AL150

Engine: Cummins Lt10
(245hp/1,990rpm)

Cylinder Capacity: 10,000cc

Gearbox: ZF 4HP500

Body Builder: Walter Alexander
(L11,162mm/W2,450mm/H3,376mm)

Country of Origin Chassis/Body: UK

Body Layout: U67/L39/S31

Year of Manufacture: AL1: 1988

AL2-AL150: 1990-1993

Year of Registration by KMB: 1988, 1990-1993

Bus type and model of the company

Leyland Victory MK II



Class: G1-544

Engine: Gardner 6LXB (180hp/1,850rpm)

Cylinder Capacity: 10,450cc

Gearbox: Voith DIWA 851

Body Builder: Walter Alexander

(L9,500mm/W2,450mm/H4,485mm)

Country of Origin Chassis/Body: UK

Body Layout: U60/L42/S5

Year of Manufacture: 1976-1983

Year of Registration by KMB:

1976-1983



Bus type and model of the company

Mercedes Benz O305



Class: ME1-ME41

Engine: Mercedes Benz OM407h (210hp/2,200rpm)

Cylinder Capacity: 11,412cc

Gearbox: Mercedes Benz W3D 080R

Body Builder: Walter Alexander

(L11,064mm/W2,450mm/H4,476mm)

Country of Origin Chassis/Body: Germany/UK

Body Layout: U58/L44/S21

Year of Manufacture: 1983-1985

Year of Registration by KMB:

1983-1985



Bus type and model of the company

Metro Cammell Weymann Metrobus



Class: M1-M88

Engine: A. Gardner 6LXB (180hp/1,850rpm)

B. Gardner LG1200 (270hp/1,950rpm)

C. Cummins LT10 (245hp/1,950rpm)

D. Cummins LT10A (280hp/1,950rpm)

Cylinder Capacity: A. 10,450cc

B. 12,700cc

C. 10,000cc

D. 10,000cc

Gearbox: A. Voith DIWA 851

B & C. Voith DIWA 863

D. Voith DIWR 864G

Bus type and model of the company

Body Builder: MCW (L9,670mm/W2,450mm/H4,415mm)

Country of Origin Chassis/Body: UK

Body Layout: A. U58/L34/S20

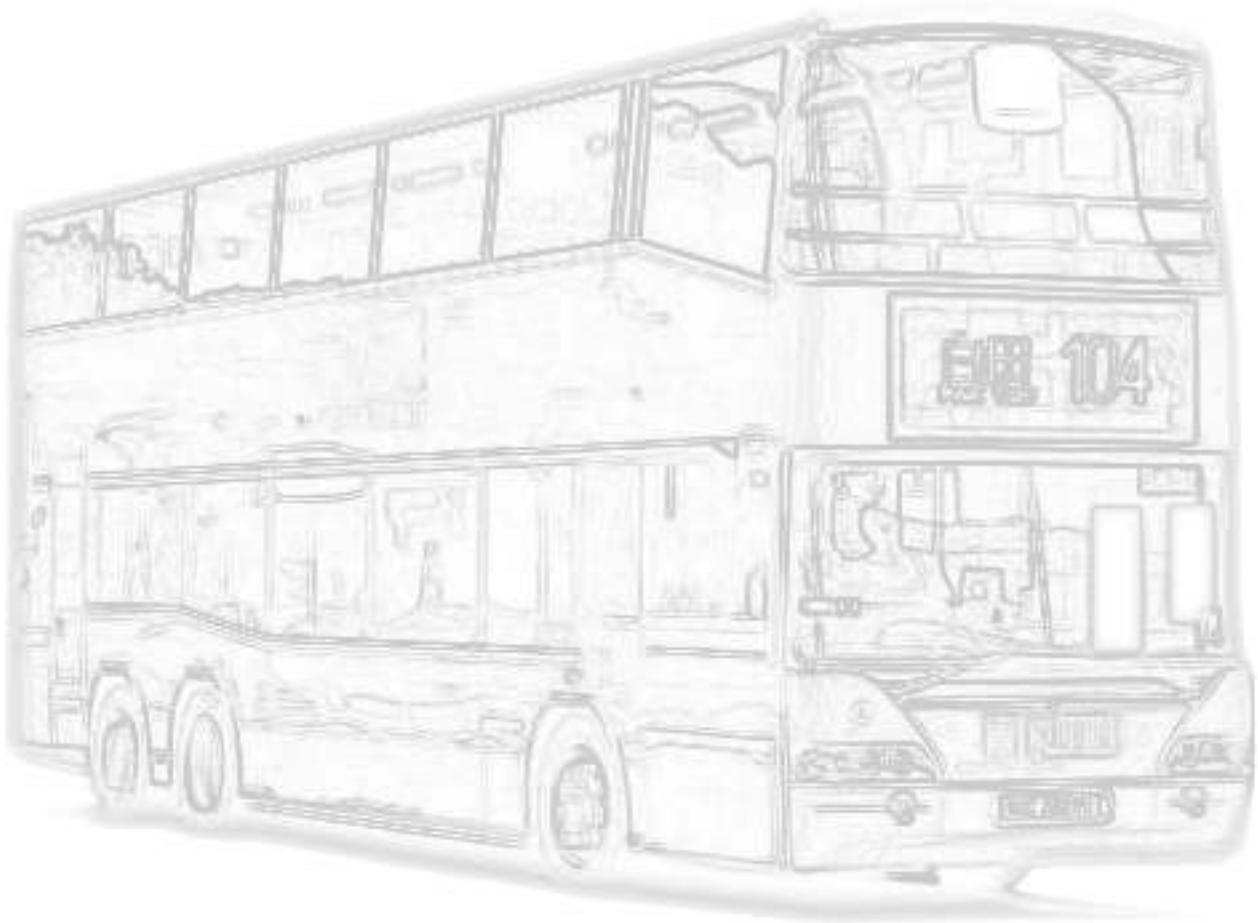
B. U58/L34/S20

C. U58/L54/S03

D. U58/L54/S03

Year of Manufacture: 1983-1989

Year of Registration by KMB: 1983-1989



Bus type and model of the company

Metro Cammell Weymann Metrobus 11-metre



Class: S3M1-S3M254

Engine: A. Gardner 6LXCT (220hp/1,900rpm)

B. Cummins LT10 (245hp/1,950rpm)

C. Cummins LT10A (280hp/1,950rpm)

Cylinder Capacity: A. 10,450cc

B. 10,000cc

C. 10,000cc

Gearbox: A. Voith DIWA 851

B. Voith DIWA 863

C. Voith DIWA 864G

Body Builder: MCW (L11,100mm/W2,450mm/H4,415mm)

Country of Origin Chassis/Body: UK

Bus type and model of the company

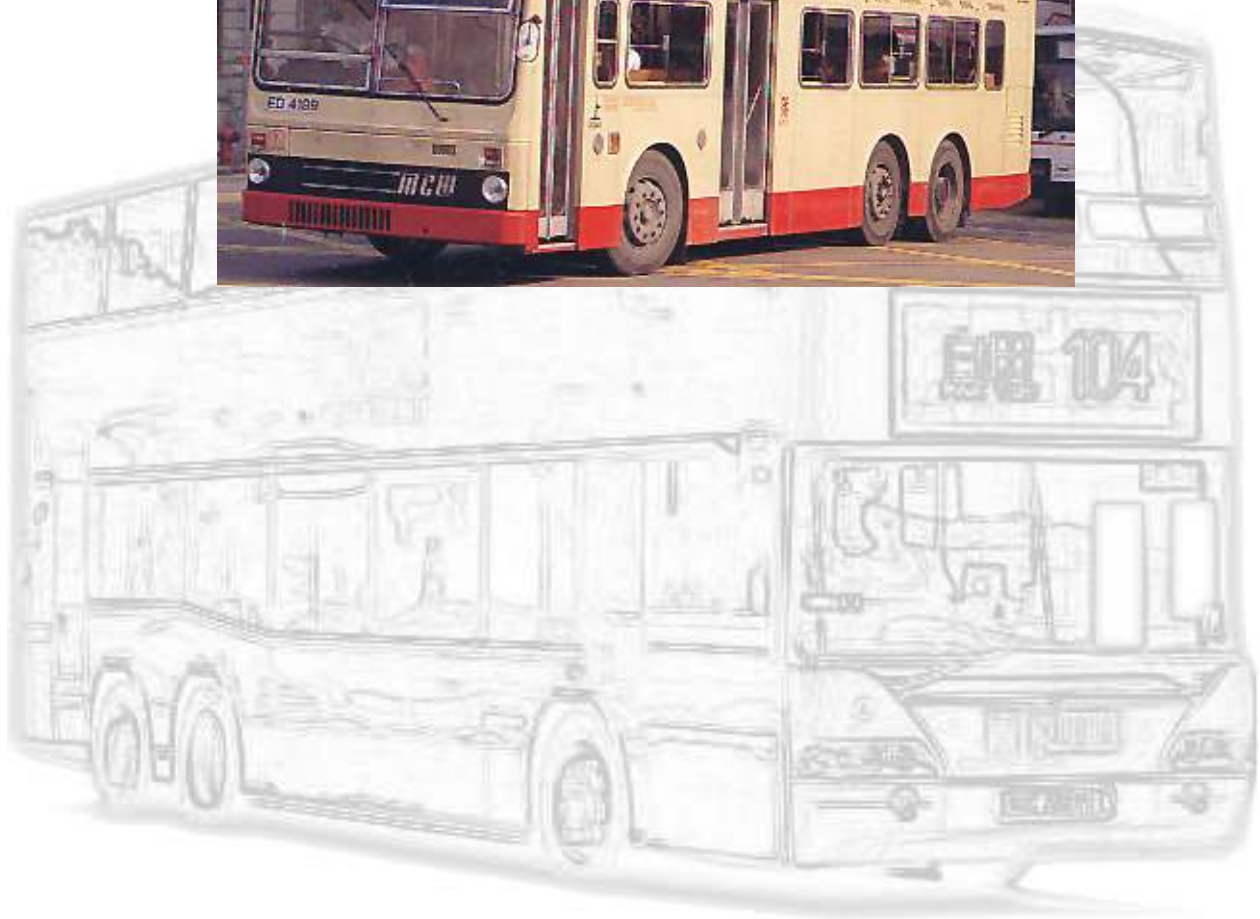
Body Layout: U69/L33/S48

U69/L41/S32

U69/L42/S32

Year of Manufacture: 1986-1989

Year of Registration by KMB: 1966-1989



Bus type and model of the company

Mitsubishi Fuso MK117J/217J/218



Class: AM1-AM184

Engine: Fuso 6D16-OA (180hp/2,900rpm)

Cylinder Capacity: 7,545cc

Gearbox: Allison AT545

Body Builder: Mitsubishi

(L9,190mm/W2,290mm/H3,045mm)

Country of Origin Chassis/Body: Japan

Body Layout: AM1-AM183: L35/S10

AM184: L35/S15

Year of Manufacture: 1990-1995

Year of Registration by KMB:
1990-1995



Bus type and model of the company

Scania N113



Class: AS1-AS22

Engine: Scania DS11-74 (257hp)

Cylinder Capacity: 11,000cc

Gearbox: Voith DIWA 863

Body Builder: Walter Alexander

(L11,454mm/W2,455mm/H4,420mm)

Country of Origin Chassis/Body: Sweden/UK

Body Layout: AS1-AS2: U63/L39/S23

AS3-AS22: U53/L37/S33

Year of Manufacture: 1993, 1996

Year of Registration by KMB: 1993, 1996

Bus type and model of the company

Volvo Olympian 11-metre



Class: S3VI-S3V30

Engine: Cummins LT10 (245hp/1,990rpm)

Cylinder Capacity : 10,000cc

Gearbox: ZF 4HP500

Body Builder: Walter Alexander

(L11,162mm/W2,450mm/H4,376mm)

Country of Origin Chassis/Body: UK

Body Layout: U68/L40/S33

Year of Manufacture: 1995

Year of Registration by KMB: 1995

Bus type and model of the company

Volvo Olympian 11-metre (Air-con)



Class: AV1-AV480

Engine: Cummins LT10(245hp)

Volvo TD102KF(230hp)

Cylinder Capacity: LT10(10,000cc)

TD102KF(9,600cc)

Gearbox: ZF 4HP500/Voith DIWA 863

Body Builder: Walter Alexander

(L11,304mm/W2,450mm/H4,369mm)

Country of Origin Chassis/Body: UK

Body Layout: AV1-AV111: U63/L39/S31

AV112-AV480: U53/L38/S29

Year of Manufacture: 1993-1997

Year of Registered by KMB: 1994-1998

Bus type and model of the company

Volvo Olympian 12-metre (Air-con)



Class: 3AV1-3AV338

Engine: Cummins LT10 (245hp)

Volvo TD102KF

Cylinder Capacity: LT10 (10,000cc)

TD102KF (9,600cc)

Gearbox: ZF 4HP500/Voith DIWA 863

Body Builder: Walter Alexander

(L12,000mm/W2,450mm/H4,390mm)

Country of Origin Chassis/body: UK

Body Layout: 3AV1-3AV50: U68/L43/S26

3AV51-3AV338: U51/L42/S30

Year of Manufacture: 1994-1997

Year of Registration by KMB: 1994-1997

Bus type and model of the company

Dennis Trident 12-metre



Class: ATR1-ATR298

Engine: Cummins M11-305E (305hp/2,100rpm)

Cylinder Capacity: 10,800cc

Gearbox: ZF 5HP590

Voith DIWA 863.3

Body Builder: Walter Alexander ALX500

(L12,000mm/W2,450mm/H4,380mm)

Duple Metsec

(L12,000mm/W2,450mm/H4,380mm)

Country of Origin Chassis/Body: UK

Body Layout: U57/L36/S35

U57/L33/S28

U59/L31/S41

Year of Manufacture: 1997-2002

Year of Registration by KMB: 1997-2002

Bus type and model of the company

Dennis Trident 10.6-metre



Class: ATS1-ATS100

Engine: Cummins M11-305E (305hp/1,900rpm)

Cylinder Capacity: 10,800cc

Gearbox: ZF 5HP590

Body Builder: Walter Alexander ALX500

(L10,600mm/W2,450mm/H4,380mm)

Duple Metsec

(L10,600mm/W2,450mm/H4,380mm)

Country of Origin Chassis/Body: UK

Body Layout: U51/L27/S33

Year of Manufacture: 1999-2002

Year of Registration by KMB:

1999-2002



Bus type and model of the company

Dennis Trident 10.6-metre Euro III



Class: ATS96-ATS97

Engine: Cummins M11-350E (350hp/1.900rpm)

Cylinder Capacity: 10,800cc

Gearbox: ZF 5HP590

Body Builder: Walter Alexander ALX500

(L10,600mm/W2,450mm/H4,380mm)

Country of Origin Chassis/Body: UK

Body Layout: U51/L27/S33

Year of Manufacture: 2001-2002

Year of Registration by KMB:
2001-2002



Bus type and model of the company

Volvo Super Olympian 10.6-metre



Class: ASV1-ASV49

Engine: Volvo D10A (285hp/2,100rpm)

Cylinder Capacity: 10,800cc

Gearbox: ZF 5HP590

Body Builder: Walter Alexander ALX500
(L10,600mm/W2,450mm/H4,350mm)

Country of Origin Chassis/Body: UK

Body Layout: U51/L27/S28

Year of Manufacture: 1998-2000

Year of Registration by KMB:

1998-2000



Bus type and model of the company

Volvo Super Olympian 12-metre



Class: 3ASV1-3ASV290

Engine: Volvo D10A (285hp/2,100rpm)

Cylinder Capacity: 10,800cc

Gearbox: ZF 5HP590

Body Builder: Walter Alexander ALX500

(L12,000mm/W2,450mm/H4,350mm)

Country of Origin Chassis/Body: UK

Body Layout: U57/L32/S40

U59/L33/S40

Year of Manufacture: 1998-2000

Year of Registration by KMB:
1998-2000



Bus type and model of the company

MAN 24.310HOLCLN/R



Class: AMN1-AMN30

Engine: MAN D2866LOH-25

(310hp/2000rpm/1250Nm/800-1600rpm)

Cylinder Capacity: 10,800cc

Gearbox: ZF 5HP590

Body Builder: Berkhof

(L11.990mm/W2,500mm/H4,450mm)

Volgren

(L11.990mm/W2,500mm/H4,450mm)

Country of Origin Chassis/Body: Holland

Body Layout: U59/L33/S26

Year of Manufacture: 2000-2002

Year of Registration by KMB:
2000-2002



Bus type and model of the company

Neoplan Centroline N 4026



Class: AP1-AP20

Engine: Cummins M11-305E
(305hp/2,100rpm)

Cylinder Capacity: 10,800cc

Gearbox: ZF 5HP590

Body Builder: Neoplan

(L12,000mm/W2,500mm/H4,300mm)

Country of Origin Chassis/Body: Germany

Body Layout: U59/L33/S36

Year of Manufacture: 1997-1999

Year of Registration by KMB: 1997-1999



Bus type and model of the company

Neoplan Centroliner N 4426/3



Class: AP21-AP132

Engine: Cummins M11-305E
(305hp/2,100rpm)

Cylinder Capacity: 10,800cc

Gearbox: ZF 5HP590

Body Builder: Neoplan

(L12,000mm/W2,500mm/H4,350mm)

Country of Origin Chassis/Body: Germany

Body Layout: U59/L31/S36

Year of Manufacture: 2000-2002

Year of Registration by KMB: 2000-2002

Bus type and model of the company

Neoplan Centroline N 4426/3 (Euro III)



Class: AP131-AP132

Engine: MAN D2866

(310hp/1800-1900rpm/1400Nm/900-1300rpm)

Cylinder Capacity: 10,800cc

Gearbox: ZF 5HP602 Ecomat 2 Voith 864.3

Body Builder: Neoplan

(L12,000mm/W2,500mm/H4,350mm)

Country of Origin Chassis/Body: Germany

Body Layout: U59/L31/S39

Year of Manufacture: 2000-2002

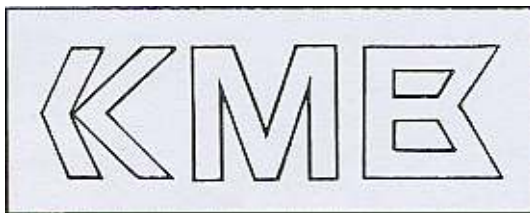
Year of Registration by KMB: 2000-2002



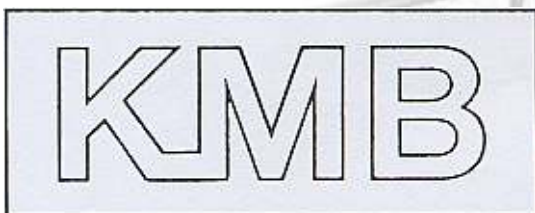
Company Insignia



The KMB Company crest that was introduced circa 1950 and which continued in general use until about 1984.



The KMB initials was introduced on the Albion coaches in the form of an arrow; quietly dropped



The form of the KMB initials as generally introduced in the mid 1970's.



The current KMB insignia, introduced after the Jubilee in 1983.

Tickets



TOP ROW- 1950's/60's style 'flimsy' tickets printed on glazed, semi-waterproof, translucent paper; Left to Right: II 3278: 20 cents second class of the 1950's showing Monument as a destination (It has been difficult to find an informant who can recall the location of this!). FN 0607: 10 cents also from the 1960's. DPF 2747: 30 cents dating from the 1971 fare increase, issued for a bus from L.C.K. (Lai Chi Kok); BTW 0579: 40 cents from the same period; RIGHT: BQG 9330: 50 cents post-1971 ticket issued on a New Territories route with fare stages.



Tickets



ABOVE: Reverse of 'Bell Punch' ticket.



LEFT: 1960's 'Bell Punch' tickets:
LEP 6458: 10 cents 'Child or Serviceman';
DIC 8046: 10 cents Adult (short ride from start of route or last mile);
TWX 6121: 20 cents Adult (full distance on Kowloon routes - up to seven miles.);
BLI 2147: New Territories routes \$1.00 Adult, Child, Serviceman or Baggage;
DIW 0022: Shorter distance NT routes 50 cents Adult, Child, Serviceman or Baggage.

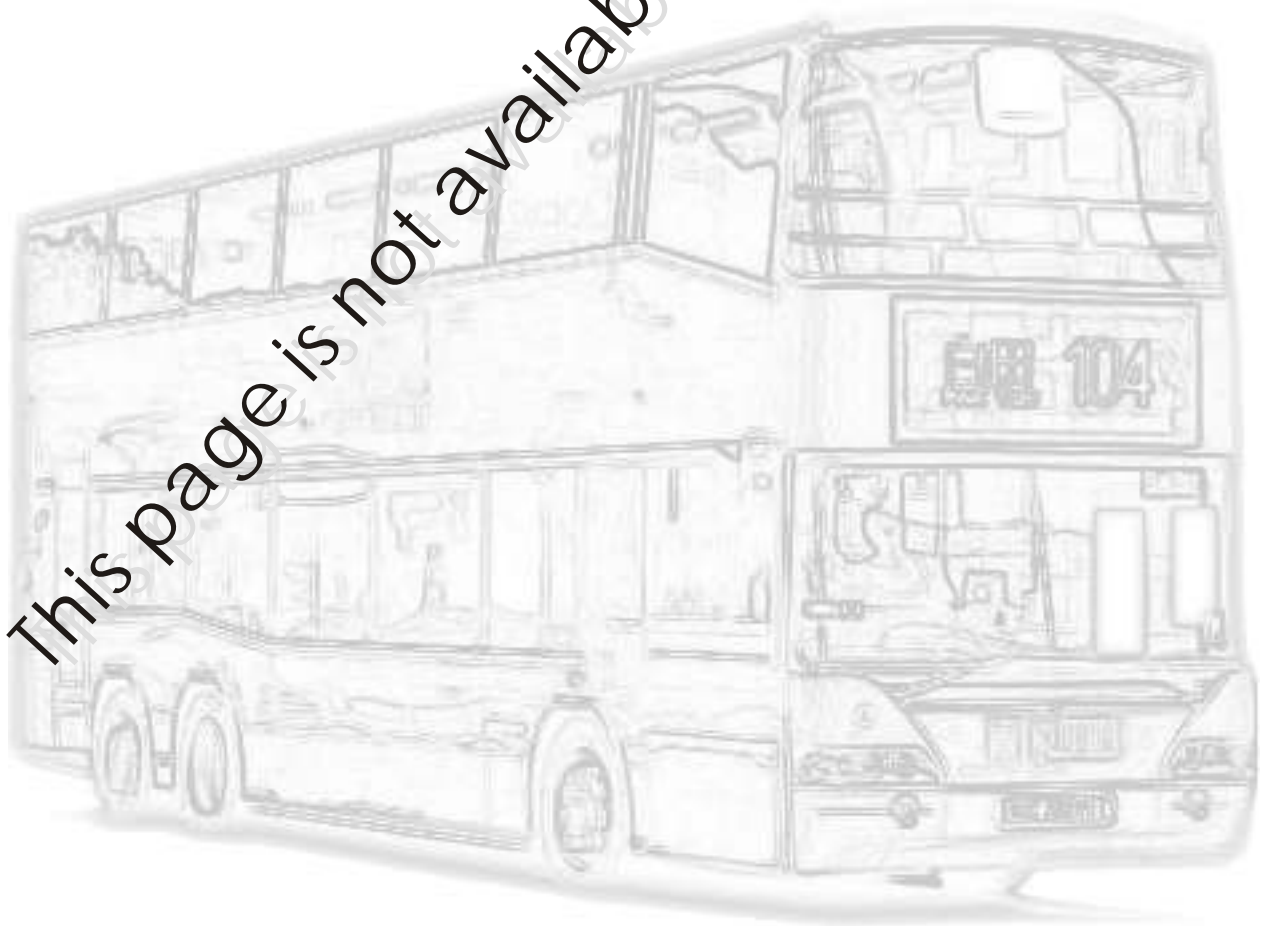
BELOW: Autofare machine issued ticket 1980.



BLI 2147: New Territories routes \$1.00 Adult, Child, Serviceman or Baggage;
DIW 0022: Shorter distance NT routes 50 cents Adult, Child, Serviceman or Baggage.

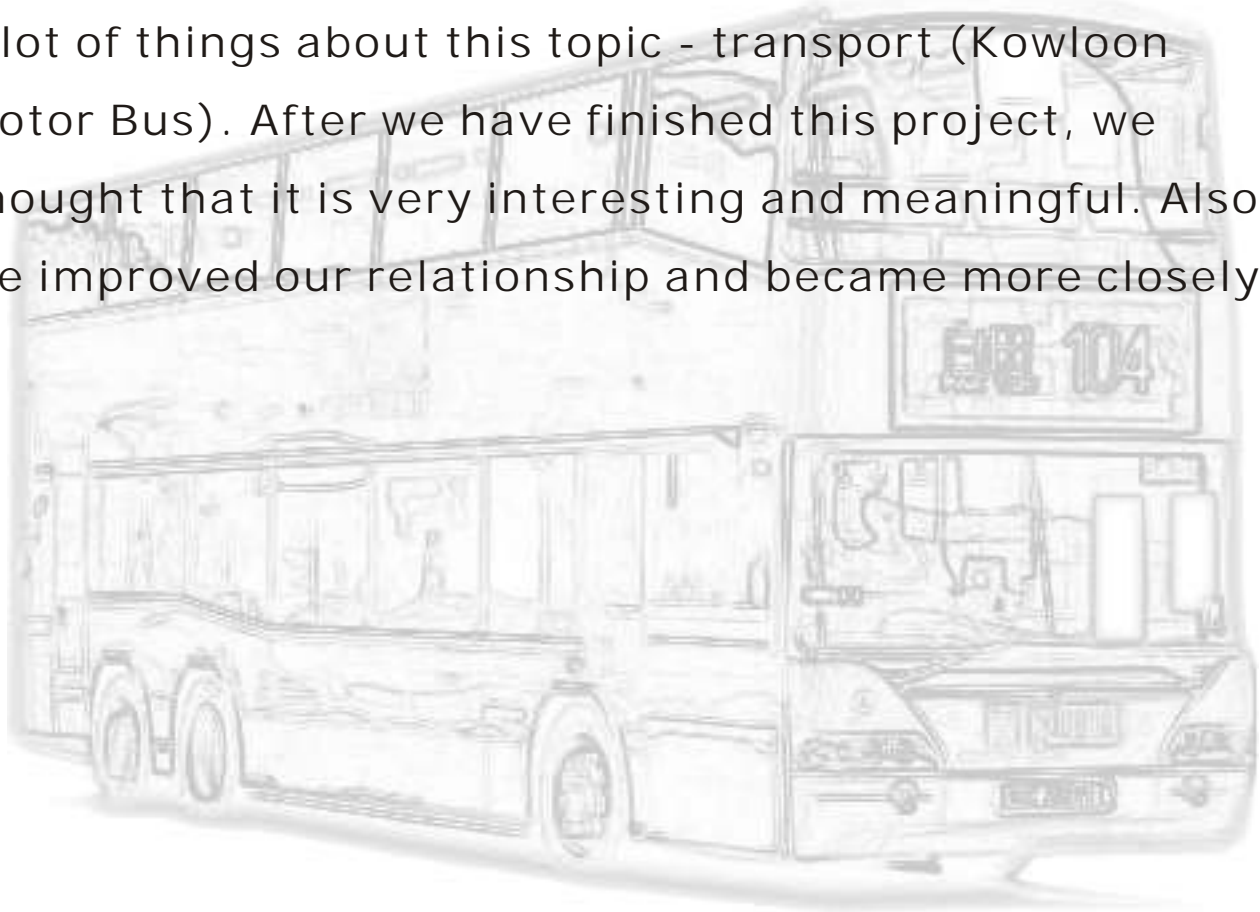
Sources of Materials

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Feeling of group members

After we have finished this project, we felt very happy and it was very successful. When the teacher asked us to do this project, we thought that it is very difficult. In fact, this project was much difficult to do than we expected. We spent a lot of time to do it. For example, we spent many hours to connect and analysis the data. Although we had many problems during do this project, we can solve all the problems one by one by ourselves. For example, our computers have some problems. So it can't show the result that we expected. Lucky, we solved all the problems we can't solve at the beginning. We learnt a lot of things about this topic - transport (Kowloon Motor Bus). After we have finished this project, we thought that it is very interesting and meaningful. Also, we improved our relationship and became more closely.



Attractive Sidelights

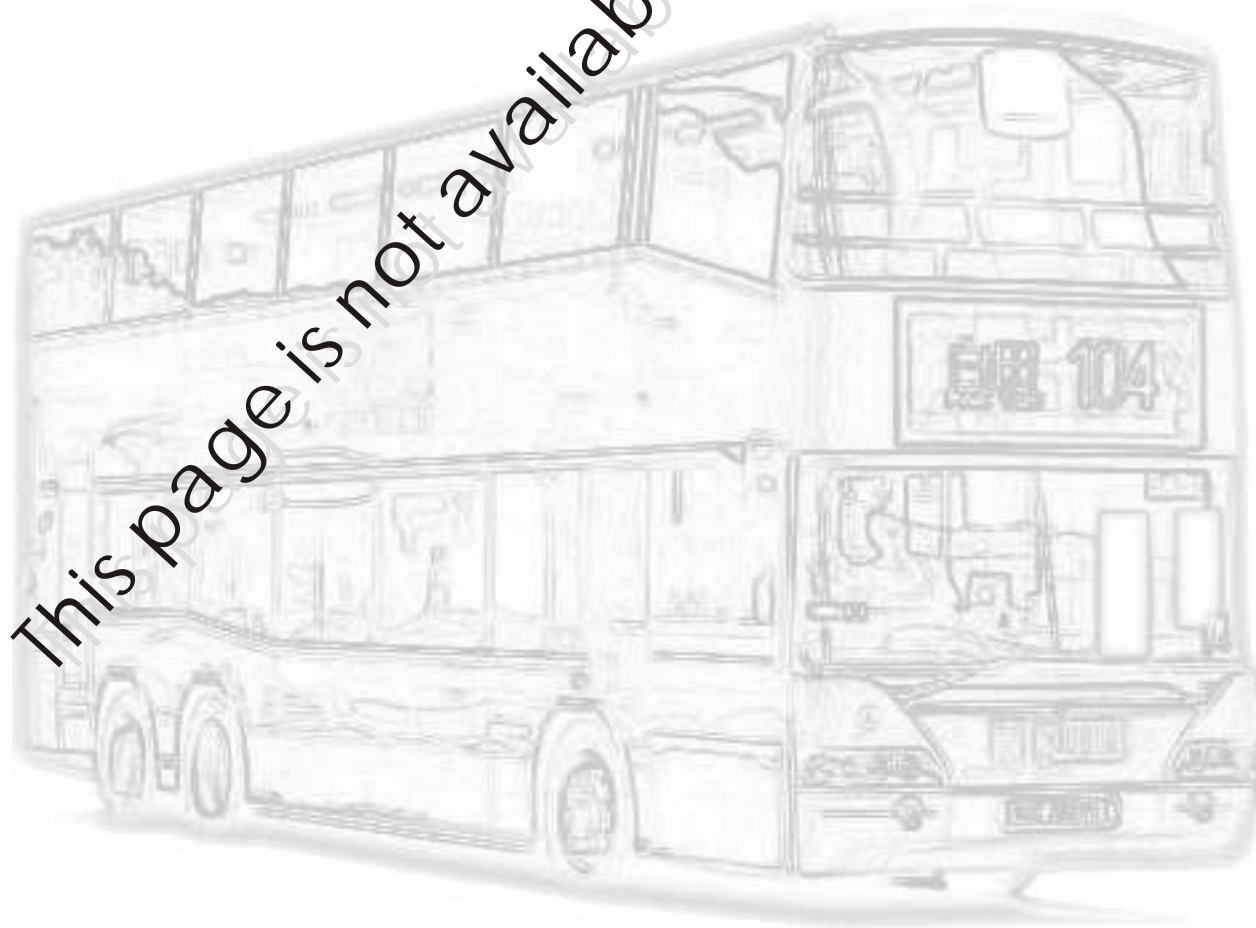
We are working . . .



Attractive Sidelights

We are working . . .

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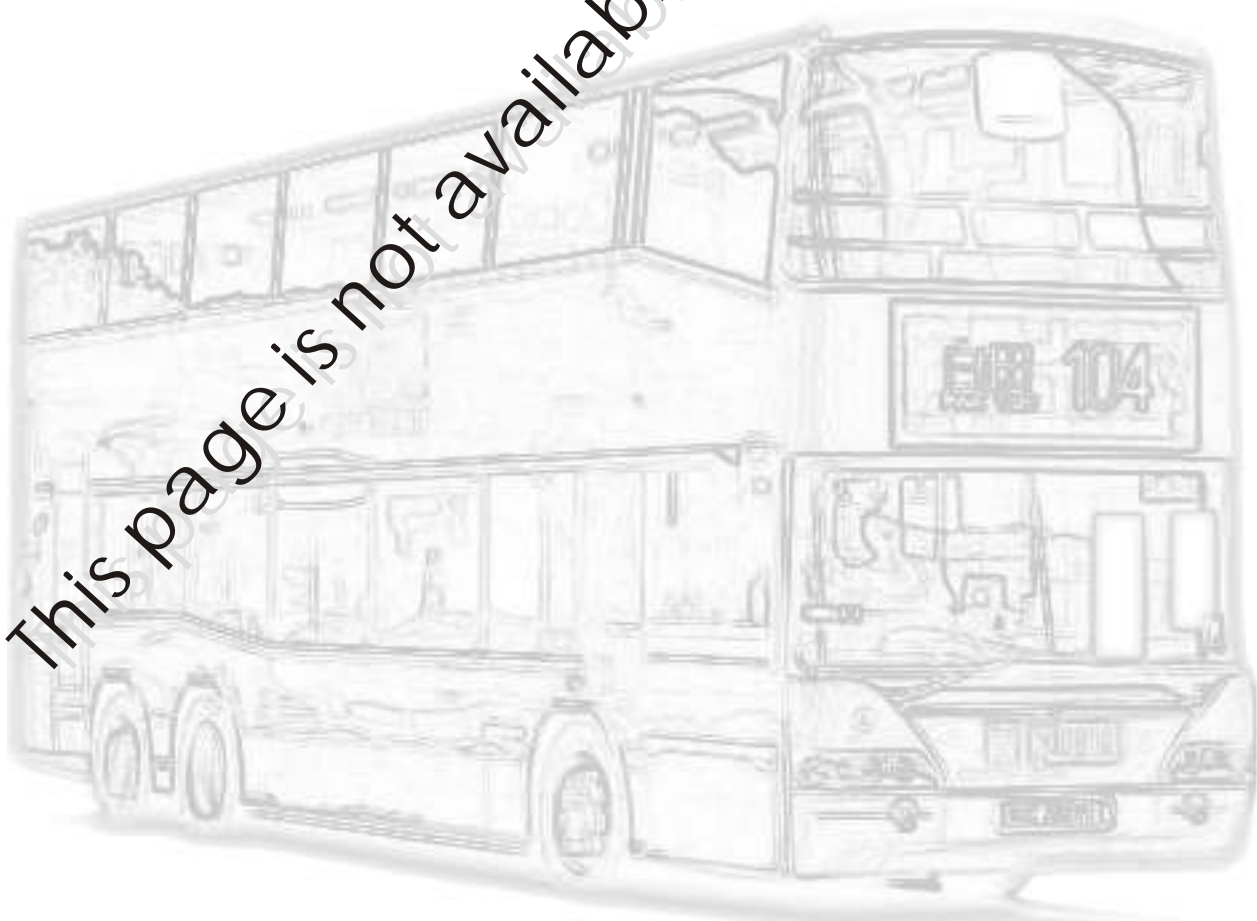


Attractive Sidelights

We are working . . .



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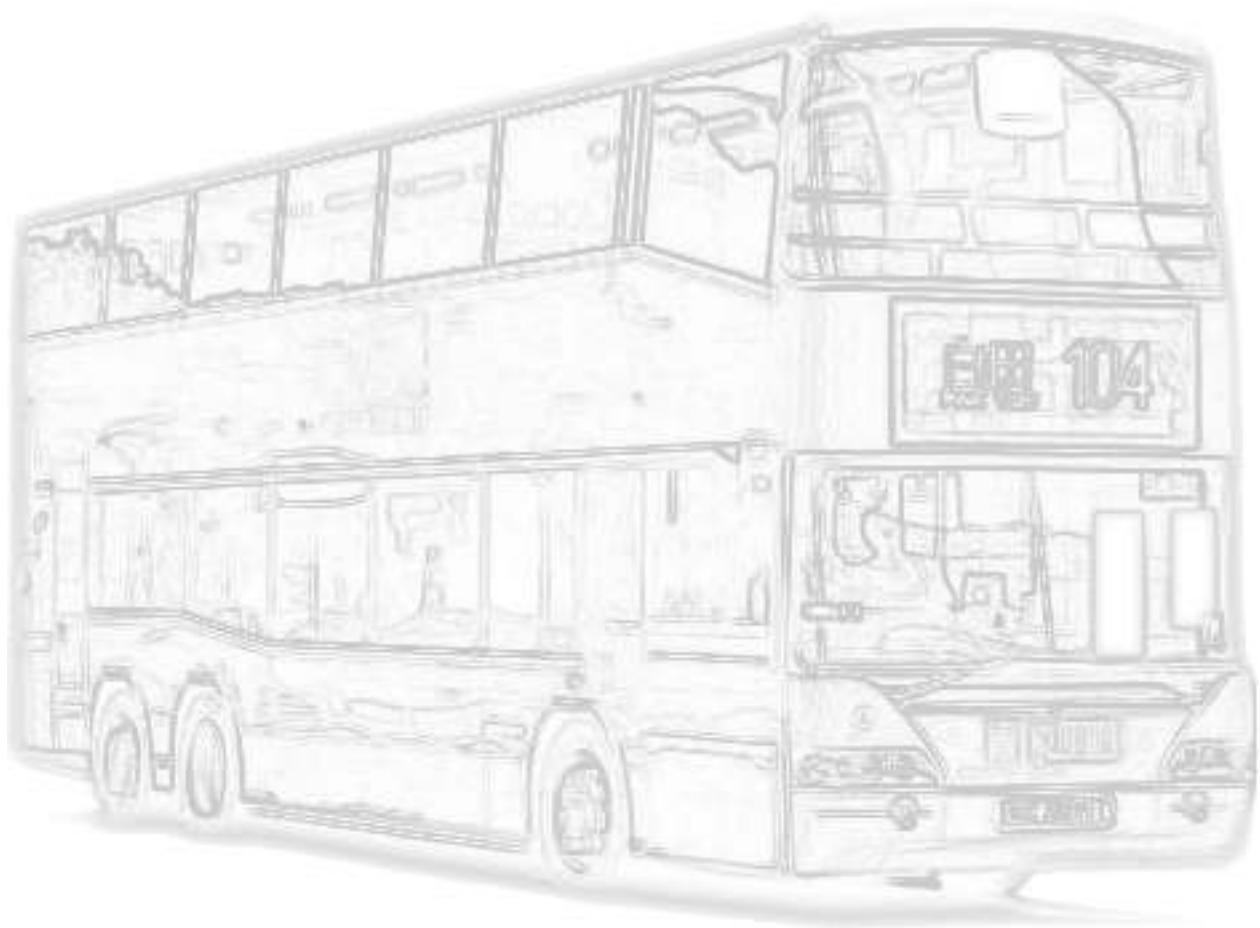
Group members

Man Chun Yin 4SA (19)

Cheung Chung Leung 4SA (31)

Lai Tsz Ming 4SA (34)

Leung Sze Yuen 4SA (36)



Division of Works

Data Connecting:

Man Chun Yin 4SA (19)

Cheung Chung Leung 4SA (31)

Lai Tsz Ming 4SA (34)

Leung Sze Yuen 4SA (36)

Cover:

Man Chun Yin 4SA (19)

Design:

Man Chun Yin 4SA (19)

Typing:

Man Chun Yin 4SA (19)

Cheung Chung Leung 4SA (31)

Lai Tsz Ming 4SA (34)

