

ESSEX BUS NEWS

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October 2008**



ESSEX BUS ENTHUSIASTS GROUP
www.essexbus.org.uk

Essex Bus News

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Your reports and observations

Members reports, quality photos (prints or slides or JPGs) and original articles are always welcome. Please send them direct to the relevant Sub-Editor.

The Editors exercise the normal discretion to publish contributions in full, in part, or not at all and cannot guarantee publication in any particular month.

Every effort is made to ensure accuracy but the Group cannot accept responsibility for any errors published.

Views expressed in EBN do not necessarily reflect the opinions of the Group.

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covers

front: During the week beginning 22nd September, *Ensign* displayed one of their 10 new Volvo B9TL/Darwen double deckers along with RT3232 by the old State Cinema in Grays. 26 September 2008. Chris Stewart

rear: FLF coach 1640 (RWC 607) at the IAA commercial motor show at Hannover.

Mel Holley/courtesy routeONE.

Dates for your diary

■ PRESS DATES

For inclusion in EBN dated

November

December

January 2009

reports should reach Editors by

1 November

29 November

3 January 2009

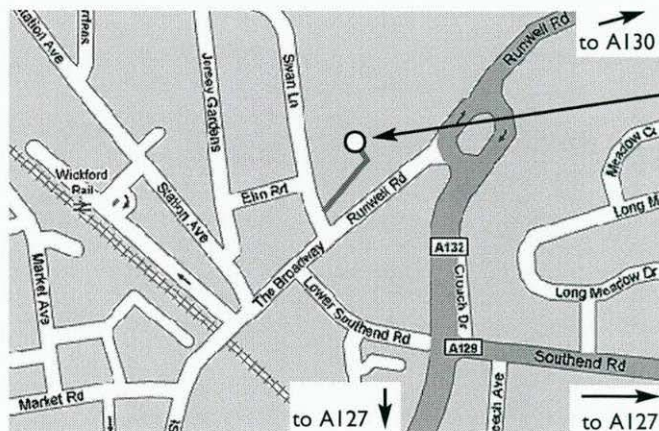
planned despatch date

20 November

18 December

22 January 2009

Please note that the planned despatch date may change for all sorts of reasons. The actual despatch day is posted to the website as soon as it is known. Please allow reasonable time for postal delays (at least seven working days) before claiming non-receipt. Replacements can only be obtained from the Membership Secretary (see Group Directory).



Wickford
Cricket Club,
off Swan Lane,
Wickford

■ SOUTH ESSEX MEETINGS

South Essex meetings now take place at **Wickford Cricket Club**, off Swan Lane, Wickford - 5 minutes walk from Wickford Station and 5 minutes drive from the A130 and A127.

In Wickford town centre, turn into Swan Lane from Runwell Road (Swans pub is on the corner); then turn right into the entrance about 100' up on the right - marked Wickford Tennis Club. This is an unmade road, so beware of potholes. Go straight ahead towards the tennis courts and then left at the end - you will see the cricket clubhouse in front of you. Car parking available on site.

Doors open at 1930 for an informal chat, with the main talk or show from 2000 to 2145/2200; a cash bar is available. *Richard Delahoy*

Winter 2008 - Spring 2009 programme

- ▶ **Monday November 10** - *Steve Nelson*, MD of NIBS, will give a talk about the company, illustrated by *Chris Stewart*.
- ▶ **Monday December 8** - slide show by *Richard Delahoy*, "20 years ago" and Christmas Social.
- ▶ **Monday January 12** - "Southend Trams and Trolleybuses", illustrated talk by *Richard Delahoy*.
- ▶ **Monday February 9** - to be advised.
- ▶ **Monday March 9** - "The X1 story, Southend to London and beyond, 1980 to 2008", illustrated talk by *Richard Delahoy*.
- ▶ **Monday April 6** - to be advised.

Please note the new meeting date - **second MONDAY in the month** - and venue.

■ NORTH ESSEX MEETINGS

Meetings take place in the downstairs room (except as indicated) at the **Friends Meeting House, Church Street, Colchester**, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Town centre bus stops and parking are nearby. Doors open at 1930 for an informal chat, with the main talk or show from 2000 to 2200. £1 donation towards room hire, please. Slides/digital photos are preferred, but prints can also be shown.

Dave Arnold

- ▶ **Friday November 14** - slide show by *Fred Lawrance*: "East Kent and Maidstone & District in my Life Time" (no horse buses)

- **Friday December 12** - slide show by *Gary Sharpe*.

■ **RALLIES, OPEN DAYS, ETC**

- **Saturday November 22 ~ LOTS Autumn Transport Spectacular**, Harrow Leisure Centre, Christchurch Avenue, Wealdstone: doors open 10.30; admission: just £2. The Centre is 5 minutes walk eastwards along Masons Avenue from Harrow & Wealdstone station (Zone 5), served by fast London Midland trains from Euston, TfL Overground, Bakerloo Line, and the Brighton - Gatwick - East Croydon - Clapham Junction - Watford service of Southern. Buses H9 and H10 stop directly outside the Centre. Buses 140, 182, 186, 258 and 340 stop outside Harrow & Wealdstone station, and in Wealdstone High Street. Large, free car park adjacent to the hall.
 - **Note:** the Group Sales Stall will be in attendance, with a wide range of photos, latest ECC timetables, books etc., and members may renew their subscriptions there too - bring the renewal form enclosed with this EBN.

Membership Renewals ~ 2009

With the move to a common renewal date of January 1st, all members' subscriptions will expire at the end of this year. The Committee believe that the Group has delivered excellent value to members again this year, with the magazine providing a lively mix of topical news and historical features - and now with colour pictures on the covers as a permanent feature. *Print and postage costs continue to increase and will do so again during 2009, but we want to continue to offer you good value for money.*

As a result, the Committee has decided that subscriptions will only rise by 50p for 2009, to £20, and we will reduce costs by moving to second class postage from the January issue. In practice, the actual posting date of EBN varies by a few days each month according to editorial pressures and the workload at our printers and this has more impact on the actual date that you receive the magazine than the speed of the postal service, so we hope the change will not be too detrimental. With the current 9p differential between first and second class post, the alternative was to put another £1 on subs, which we feel is not justified in the current economic climate.

We hope you will all want to renew, to continue to enjoy another year receiving the outstanding Essex Bus News and all the other benefits of membership. A renewal form is enclosed with this issue - please return this with your payment, or see me at the Wickford meetings.

Richard Delahoy, Treasurer/Membership Secretary

Welcome to new members

We are delighted to welcome the following new members who have recently joined the Group:

Robin Jenkinson of County Durham - 976
Jonathan Comber of Leighton Buzzard - 977

Group Directory

SUBSCRIPTIONS

A calendar year subscription is £20, renewable in January.

New members may join from any month during the year, but subscriptions will always run to December, from whichever month the member chooses. Those joining from February to December inclusive will pay a pro-rata subscription calculated at £1.70 per month. E.g., a member joining in March would pay 10 x £1.70; i.e. £17.

Data Protection Act: Members' details are held on computer for the purpose of administration. If you object to your information being held in this way, please write to:

Richard Delahoy, 272 Shobury Road
Southend-on-Sea SS1 3TT
richard@signal-training.com

Replacements for missing or defective EBNs are available from Richard.

TIMETABLE SUBSCRIPTIONS

Join this scheme to receive Essex County

Council timetable books and updates. Contact:

Derek Stebbing, 'Conifers',
Thorpe Road, Weeley, Clacton, C016 9JJ
derekstebbing@yahoo.com
or visit www.essexbus.org.uk

PUBLICATION SALES

Send orders for publications to:

Owen Woodliffe, 196 Sinclair Road,
Chingford, London E4 8PT

Owen also stocks a wide range of colour photos - send SAE with your requirements.

BLACK & WHITE PHOTO SALES

Lyn Watson
c/o Barrons Chartered Accountants
Monometer House, Rectory Grove,
Leigh-on-Sea, SS9 2HN

Prints of specific EN (and predecessor) vehicles can be supplied; email with requirements:

lyn@barrons-bds.com

Publicity News

Essex County Council are to replace their area books with a timetable book covering the entire County. This should be available, by the time these notes are read.

First Essex booklet: Improvements to Brentwood bus services dated 5.10.08. This covers revisions to 73/A and 351.

Arriva leaflet for service 6 dated 8.9.08,

LOTS report that **Trustline** have issued timetable undated leaflets for service C3 (correct to 31.3.08) and 22/33 (correct to 30.06.08),

Crusader Holidays – Festive Special Edition. This details their programme of holiday tours from September 2008 to early May 2009.

Lodges Excursions 2008/9 – This details their day trip programme from October 2008 to March 2009.

Ian Ransom

Showbus



The Centenary of Bristol chassis manufacture has been celebrated at various events all year, the Showbus contribution being a 'Gold Run' from the Trumpington Park & Ride site to Duxford. Westcliff K5G AJN825 was the 'senior' vehicle there and led the procession, under police motorcycle control, followed by VNO859 and 21 other Bristols (amongst them former Colchester RELL6L SWC24K, ENOC RELL6G FWC439H and VRT UAR597W). Chris Stewart



Showbus Komparisons

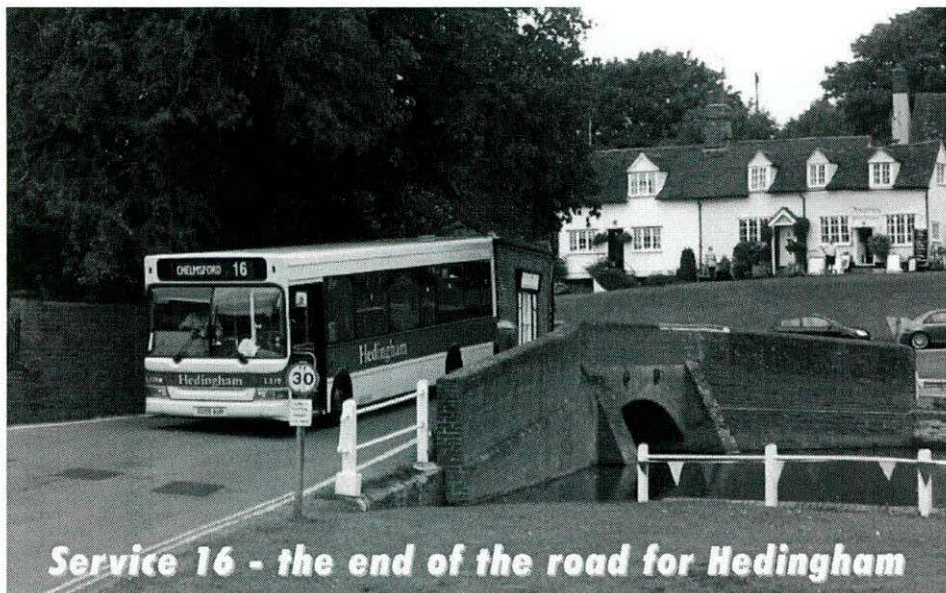


Open top KSW5G WNO478 from Canvey, highbridge K5G HPW133 from Lincoln and lowbridge pre-War K5G AJN825 from North Essex with a highbridge Lincolnshire K just visible beyond.

Graham Ledger's United Counties KS5G with ENOC VNO859.

Chris Stewart





Service 16 - the end of the road for Heddingham

With the approaching termination of the Heddingham contract to run the 16 route from Chelmsford to Wethersfield at the end of August my wife and I decided to take a last trip. My wife concentrating on the beautiful Essex countryside and myself on the buses!

So on Saturday 23rd August we caught the 10.35am departure from Chelmsford at Little Waltham (10.47am). Surprisingly, this was operated by Sudbury based Dart SLF L339. This is an interesting vehicle as the seating arrangement on the low floor level is very spacious – only 3 sets of seats each side. This gives vast amounts of leg space etc. The other obvious difference from the normal vehicles from Sible Heddingham on the route was the amount of internal advertising present. As usual the passenger loading was light (only 4 maximum – including us!).

Having passed through the pleasant Essex countryside (Hartford End, Felsted, Stebbing, Great Bardfield & Finchingfield) whilst skilfully negotiating the various narrow bridges and car parking in village streets the bus finally arrived at Wethersfield. The driver waited for me to take a couple of photos before returning dead to Sible Heddingham Depot. Moments later the 11.55am service 16 to Chelmsford appeared

operated by one of the usual vehicles, Dart SLF L328. The planned visit to a pub for lunch in Wethersfield was dire; one pub converted to an Indian restaurant (now closed) and the other up for sale in a poor condition.

We decided to walk back to Finchingfield and were passed by Dart SLF L350 operating the 12.30pm 9 service from Braintree. After a good lunch at The Red Lion, I waited to catch a photo of the returning 16 service (due at 14.22hrs) coming over the narrow bridge adjacent to the undertaker's establishment (it seemed a suitable backcloth!). Mysteriously, it never appeared in Finchingfield or during our journey home! We then caught the returning 16 service at 14.35hrs to Chelmsford (L339 again with same driver). We noted that the bus was slightly late leaving Wethersfield.

Regal Busways now take over this service and I hope they will be able to maintain the excellent service delivered by the Heddingham drivers with immaculate vehicles provided by maintenance staff at Sible Heddingham. We look forward to a further trip to Wethersfield (and lunch in the Red Lion!)

John Salmon

Service Changes

Ensignbus

20 Sep 08	22	D	Upminster to Grays the M-F peak hour service to Upminster withdrawn. (updated information)
	55	M-F	Belhus to Upminster new peak hour service.
1 Nov 08	22	D	Grays to Aveley revised timetable.
	88	M-F	East Tilbury to Lakeside new service.

Excel

1 Oct 08	308	M-S	Stansted Airport to Bishop Park revised timetable.
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First Essex

31 Aug 08	2C	M-S	Colchester to Severalls Park minor route revision in the Severalls area.
	8C	M-S	Monkwick to Horkesley Health additional journey Introduced and all contract journeys renumbered 8E.
1 Sep 08	20	D	Southend to Hullbridge reverted to normal route following completion of road works in Rayleigh.
15 Sep 08	7/8	D	Clacton to Walton revised timetable.
5 Oct 08	31	D	Chelmsford to Burnham minor timetable changes on MF peak journeys.
	73/A	D	Bishop Hall Estate to Warley increase frequency and evening service introduced.
	351	D	Chelmsford to Brentwood revised timetable and route extended to Warley Clements Park.
	352	D	Chelmsford to Halstead minor revisions to timetable.
6 October 08	36	D	Chelmsford to South Woodham revised morning peak journeys times Mon to Fri.
	48	M-S	North Springfield to Chelmsford some 48 journeys renumbered to 48A and extended to New Dukes Way.

Imperial Busways

6 Oct 08	H1	M-S	Loughton to Harlow revised timetable no longer operating via Princes Alexander Hospital and Edinburgh Way.
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Network Colchester

31 Aug 08	78	D	Colchester to Brightlingsea all ECC contract journeys are now operated.(updated information)
1 Sep 08	6	M-S	Colchester to Old Heath additional schoolday journey introduced.
	702	Sch	Walton to Colchester revised route and timetable.
	704	Sch	Great Holland to Colchester revised route and timetable.
22 Sep 08	701	Sch	Harwich to Colchester revised timetable.

NIBS

5 Oct 08	222	Sun	Southend to Warley service renumbered 251.
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SM Coaches

8 Sep 08	M1/31	M-S	Harlow Town Service revised timetable.
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Stansted Transit

1 Sep 08	301/2	M-S	Bishop Stortford to Saffron Walden revised timetable.
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The return of a 'proper' number to NIBS Sunday Southend - Rayleigh - Wickford - Billericay - Brentwood - Warley route. R507 SJM is slightly off the old 251, at King's Road, Brentwood on 5 October 2008. Chris Stewart

2 Sep 08	11	M-F	Chrishall to Saffron Walden new service.
2 Nov 08	5	M-S	Bishop Stortford to Saffron Walden revised timetable.

Stephensons

1 Sep 08	628	Sch	Witham to Chelmsford Chelmer Valley School, revised school timetable.
8th Sep 08	510	Sch	Southminster to Chelmsford St John Payne School revised route and timetable.

*Paul Harvey
(acknowledgements to LOTS, Essex & Hertfordshire County Council,
Richard Delahoy, Harlowride and First)*

■ FIRST ESSEX BUSES LTD

Allocation changes

Period 6: 24 August to 27 September 2008

FGC=First Group cascade, i.e. transfer to/from another First fleet

(A)=acquired, including vehicles on loan; Anc=Ancillary fleet;

(S)=spare/retained (licensed); D/L(S)=spare/retained (delicensed);

D/L(D)=delicensed for disposal; DS=Driving School; PS=Paint Spare

46116 (S)-BE; 46170 BN-CN; 46820 (S)-CN; 46824 BE-D/L(D); 46830 BN-CN; 51803 (S)-BE

N.B. please amend EBN533 which should refer to 'Period 5' here and 'Period 4 & 5' for repaints. Repaints are repeated below.

Repaints:

Period 4: 53138 46172 53139

Period 5: 68534 (YSB) 47227 68521 (YSB) 47226 68532 (YSB) 68535 (YSB)

Period 6: 20463 56009 (both to X30 livery, 56009 returned to service prior to branding being added)

47101 has had its inoperative dot matrix display replaced by a black panel

47225 had LED display fitted 7/08

60755/7/8 have LEDs while 60756 has a roller blind display

43735 has lost its offside contravision advert

60130 has different livery on offside following fire repairs (without willow leaves)

65653 lost its Adventure Island super rear advert by 9/08



20463 (X193 HFB) is now in the new aircoach livery, supplementing the new coaches.

John G.Lidstone

Area News - workings and sightings:

VR 38790 was in use on planned rail replacement between Shenfield and Wickford on Saturday 27th September, as was ECW Olympian 34815.

Clacton & Harwich (DT)

SLF Darts 43736/7 are allocated to Clacton for services 17/18 ECC contract journeys as follows: (i) 06.57 ex Great Clacton to 21.40 (18/17) then 21.45 Clacton/Walton (8A) (ii) 07.27 ex Great Clacton to 19.15 (17/18), 20.30 CN-WN (8A) return 21.06, then 21.50 and 22.50 to Point Clear and return.

Solo CF53118 remains in use at Harwich covering MOTs on Primos 57001/2, but also saw use at CR on 25th September – a first. Lance CR60102 at last moved from the yard at CN to CR for mechanical repairs during September prior to re-entering service there. Lances CN67012/3 have also been seen on loan to DT.

Member Robert Appleton again kindly sent a snapshot of North East Essex operations at the end of September/beginning of October:

Monday 29th Sept:

CF53118 on 08.50 Harwich - Colchester 104
CR65652 on 08.57 Mistley - CR 103, 09.35 CR – Harwich 104, 10.50 Harwich - CR 104
CR47101 on 09.20 Harwich - Colchester 103, 10.35 Colchester - Harwich 104

Tuesday 30th Sept:

CN67013 on 06.55 Harwich - Colchester 103.

Wednesday 1st October:

CR65652 on 06.55 Harwich - Colchester 103
DT34280 on 08.28 Ardleigh - East Bergholt High School 193
DT34282 on 07.10 Harwich - Colchester 104,
DT34284 on 07.25 Harwich - Colchester 103,
DT34288 on 06.00 Harwich - Colchester 104, 07.15 Colchester - Harwich 104

Leaving 31377, 65650, 65651 not seen in service.

September

22nd: CN67013 on DT103/4 (and 23rd)

October

3rd: DT65651 on 3

Colchester

It is reported that the ex *First Berks* Scania 60755-8 mainly appear on 64/A, but have also been quite frequent on 65s; service 60 usually seeing buses from SLF/ALX 43739-44, SLF/Pointer 34715/6, or a Scania/Wright Solar.

September

1st CR30558 on 65, CR60758 on 75
2nd CR34285 on 64A, CR60757 on 64A
4th CF53118 on DT104
6th CR60757 into service (64A), CR60755 on 62 all day, CR34285 on 70
9th CR60757 on 71
10th CR60755/6/7 and CR34290 on 64/A, CR60758 on 75, CR65653 on 66A
11th CR34286 on 65, CR60755 on 62 (09.03 ex Wivenhoe)
12th CR34304 on 60 (first 'decker reported on 60)
15th CR47103 on 65, CN67012 on DT103/4
18th CR34013 on 60
21st CR67036 back at Colchester
25th CF53118 on 65, later 17.40 CR-Tiptree (75)



Since the transfer of the Romford-Brentwood 498 from Arriva to First London, a wider selection of double deckers has been seen on school time services albeit that two Enviro 400s (DN33501/2) are nominally allocated. On 12th September, during a Unite Union strike, a service was maintained (presumably by managerial staff who hadn't been type trained on the usual Enviro 200 Darts) using three Tridents most of the day (TN33036/62/70). 33062 is seen heading away from Brentwood High Street in the middle of the day. Chris Stewart

26th CR34309 on 65
 27th CR34308 on 65
 29th CR30560 on 66

Chelmsford & Braintree

September

4th CF34815 on 351
 7th CF20805 on X30 in Main Road, Little Waltham (off normal route)
 8th Due to an accident in Great Waltham services 16, 33, 52 and 352 were diverted -
 CF42487 on 352 noted off route in Essex Regiment Way heading to Chelmsford
 CF43731 on 42, Cheetah CF56009 on 351
 9th CF43730 on 42
 12th CF34818 on 351
 13th BE51803 on Great Leighs shuttle, CF34815 on 72
 14th CF42922 [42] on 33
 17th CF42923 [42] on 72A
 19th CF65681 on 352
 25th CF34815 on early morning 351, CF31198 later (16.05 ex CD and return)

October

2nd CF47221 on 31

Basildon & Hadleigh

First Eastern Counties 20122 (P732NVG), a Plaxton Premiere bodied Volvo, arrived on loan at BN for driver training during late September. FEC 40257 (N625CDB, a Dart/NC) finally left in early October having been in BN yard for some weeks.

September

16th BN46169 on 100, CR60757 on BN yard

19th BN46168 on 8

20th BN67001 on 551, BN65673 [100] on 5

22nd HH31462 on 21

24th BN46825 on 100

29th BN43712 on 8A

October

3rd BN41637 on 73, BN43733 [ex 5] on 22, BN67002 on 5

Other News

4505 back in Essex

Olympian coach 4505 (B693BPU) has returned to Essex with M&E Coaches of Rochford.

Sources: Own observations, with many thanks to *First Essex* and to A Bird, W Bell, N Clark, T Clark, D Edwards, M Farmer, I Hardie, R Haughey, K Mead, N Mansfield, J Podgorski, D Pretty, I Ransom, J Salmon, 'Solo', A Timms, TBL177M, R Webb, R Whitley, the AEC, *Essex Bus*, *South West*, *First Group Fans* and *British Buses Abroad in North America* y-groups, www.bustlistsontheweb.co.uk, *Real Bus News*, *LOTS*, *PSV Circle*, *Bristol VR South West Bus News* (www.geocities.com/ndl642m).

Reports relating to First Group may be sent by text on 07973 509459, by fax on 01277 216745, by e-mail or by conventional post. Many thanks to all who do so.

Chris Stewart



A chance pairing of ex-Southend Transport Olympians 5403/4 in London Road Leigh in early September (one bus, one DP, these now having a limited life ahead of them).

John G Lidstone

■ ARRIVA SOUTHEND LIMITED

Vehicles In

From Arriva Kent Thameside, Northfleet

3250-9 Scania L113/Wright B43F (N250-9 BKK)

3911/8 DAF/SB220LF/Plaxton B39F (T911/8 KKM)

These, as expected, arrived at Southend over the weekend of 13/14th September. It is reported that DAF 3921 (T921 KKM) is will not now be coming to Southend.

Vehicles Out

For disposal

Leyland Olympian/Alexander 5808

Leyland Olympian/Northern Counties 5891/3/4/5/7

The engine of withdrawn Olympian/Alexander 5092 (see EBN533) has been donated to native Leyland bodied Olympian 5404 (H264 GEV).

Vehicle Workings

The acquired DAFs and Scania's, which are gradually entering service, are not yet concentrated on route 1, due to them being allocated to duties where the driver has been typed trained on them.

The first of the Scania's to enter service was 3257 on service 4A on the 15th September.

We hope to have a photographic round-up of the changes in the Arriva Southend fleet next month.

Peter Mansbridge with thanks to Richard Delahoy



Brand new VDL/Wights at Short Street depot, but alas, not for Arriva Southend; merely in storage pending entry into service at Arriva Kent Thameside at Northfleet. Maybe in 10 years time, they will be cascaded to Southend? Ian Banks

Network Colchester

Vehicles In

Optare Excel N204 LCK B36F from Classic Buses.

429, P429 AHR

Vehicle Workings

In recent months service 5 has been worked by Solos and low floor saloons. However, a double decker now appears on schooldays, having run off service 701.

Unusual Sightings September

1st 101 on 1
15th & 16th 234 on 2
17th 282 on 5
25th 204 on 2

Repaints

DAF DB250/Plaxton President 131 (T131 AUA) now carries fleet livery (ex Wiltax Red).
Ex-Excel Scania N113 237 (G37 HKY) retains Arriva livery at present.

Peter Mansbridge with thanks to John Podgorski

Excel Passenger Logistics

On loan from a dealer is YN07 LJU a Scania K114/Irizar, this was covering for the late delivery of the second coach for the Ipswich-Stansted service. This has now arrived and is YN08 MPE a Scania K340/Irizar.

Ford Transit YS04 GUK has been acquired. Acquired from Adam, Livingston is T12 DTS a Scania K124/Irizar.

As reported in EBN 532, Scantias G34/7 HKY and H804 RWJ have passed to Network Colchester.

Operation of the Easybus service from Stansted to London Victoria, transferred to this depot from Luton. Details of the vehicles will be published, when confirmed. Another depot has opened at Hales Farm, High Cross Lane, Little Canfield.

Ian Ransom

Regal Busways

New and normally used on the recently acquired ECC Braintree town services (34/A) are Optare Solo YJ58 CDE/F. Another Solo YJ57 YCF is also here, although one report received, suggests it is a short term loan.

Leyland Olympian/ECW OUI 6274 (JTY 401X) is numbered 1201. Although neither are reported in service yet, Dennis Dart L110 HHV is numbered 510 and Olympian/ECW C80 CHM is numbered 1206. Dennis Dart SLF/Plaxton W772 URP is numbered 603 (although your sub-editor is not sure if the number is actually carried). Leyland Olympian/ECW 1205 (SJR 617Y) has been withdrawn.

Ian Ransom



On long term hire to Regal Busways from A Barham & Sons of Harwich is Leyland National Greenway PDZ6275, new to Southdown as UFG54S but more recently with Wiltax. Brentwood High Street; 12 September 2008. Chris Stewart

A W-reg MPD Dart has been on the 3 to Southend lately, seen in London Road Southend.

John G Lidstone





Loaned Solo MX07 NTF is seen on the 61 during September, whilst smart ex-East Yorkshire Olympian 856 was an unusual visitor - perhaps the first occasion that such a vehicle has served this route. John G. Lidstone



Stephensons of Essex

The new Solo (correct width/length!) is EO08 WND and is numbered 325. The other one, built to the wrong size, has been returned and will be replaced in due course. Meanwhile, all-white short/narrow Solo MX07NTF has been received on loan from Mistral and is normally on the 61.

Witham routes 38/39 have been converted to Solo operation (with an extra third off peak schooldays bus M-F being a Dart).

Leyland Olympian E856 DPN has been renumbered 853 and C62 CHM is now 876, while the ex East Yorkshire Olympians are numbered as follows H155/6/8/9 BKH are 855/6/8/9 and J562-4/6/9 HAT are 862-4/6/9, H547/9/51/2 VAT are 947/9/51/52. Former Hong Kong vehicles acquired from Fargo have also now been numbered: tri-axle Olympians L762/808 SNO are 992/8 and Dennis Condors F329 UJN and G717 FVX are 1029 and 1017. These are the only former Fargo vehicles in use.

Vehicles out of use are Olympians DBV 136Y, C651 LJR and C106 CHM, Volvo/Northern Counties G642 BPH, Leyland Atlantean GHG 343W and Volvo/Plaxton GIL 8879.

Volvo/Plaxton A18 SOE has gone to Manns Travel Gravesend. Former London Leyland Olympian/ECW C64 CHM has gone to a Barnsley dealer for scrap.

Ian Ransom with thanks to Lyn Watson

National Express

Liveries

By 9/08, V42 (LK 53 KVR) were repainted to the new NatEx livery.

Vehicles out

DAF SB3000/VH D301/3/7-9/11/3 (Y301 HUA etc) have gone to Travel London as trainers.

General

Ex-Hotel Hoppa Volvo B6BLE/Wright P230/46/9 AAP, plus one other, noted stored at Stansted. Ex-APCOA Parking, Heathrow Scania L113/Wright T362 JWA has been seen in use at Stansted.

John Podgorski

NIBS

Although it has been suggested that R510 SJM may be withdrawn when the Solo arrived, it currently remains in service. *Ian Ransom*

Stansted Transit

Further to the recent report in *Buses*, a search for KX02 HLR/U on the DVLA database records these as Citroen C5 cars rather than Plaxton bodied Volvo coaches.

Ian Ransom

Trustybus

Dennis Dart SLF/Marshall S521 KFL has been acquired.

The sale of Dart/MCV AE55 MVL to Central Connect fell through, so this vehicle has returned here. Leyland Olympians H764 PVW and J820 CEV have been sold to Ensign (dealer), Purfleet. Similar H721 PVW should pass to Ensign shortly, having suffered a blown engine, while en-route to Purfleet.

From 1st August, bus services were re-branded using the Trustybus name, which had been in use on Harlow Town services, anyway. In addition, LOTS report that a new livery is also to be introduced. We will use the Trustybus name in EBN for future columns. It is reported that all of the older Darts, Olympians and Optare Excels are to be sold, as this operator moves to LEZ compliant vehicles, which can also be used on rail replacement services in London.

Ian Ransom

Ensignbus

DEALER STOCK MOVEMENTS

Vehicles in

	<i>from</i>
Arriva Midlands:	Volvo D10M's C147 NRR, E150 BTO, H659/71/82 GPF.
Dublin Bus:	Olympians 96-D-261/281/302/305/306/320/322, 97-D-327/328/330/331/333.
Go-Ahead North East:	Solos S250/1 KNL T467 BCN
London United:	M46/147/157/1029.
Metroline:	Darts DMS16/29, DLD54/63, DLS101/102.
Stagecoach Manchester:	Olympian D272 JVR Volvo B10Ms M948 TSX N446 XVA, M404 BFG
Stagecoach Yorkshire:	Volvo B10Bs M38 PVN P512 UUG, Dart N110 CET.
TGM:	Olympian H48MJN.
Travelmasters,	Sheerness: Volvo B10M XIL 4338.

Vehicles out

	<i>to</i>
Dominator H137 GVM:	Abbey Coaches, Hull.
Darts J516/37 GCD:	ACL Travel, Hewish, Somerset.
Darts S516/18/24/25 KFL:	A2Z Travel, Walsall.
Volvo B6BLE's P338/42/44/46 JND:	Bakers Coaches, Stoke-on-Trent.
Darts S513/4 KFL:	Carousel Buses, High Wycombe.
Dart R713 YWC:	Carters Coaches, Ipswich, Suffolk.
Darts S515/27 KFL:	Central Buses, Sutton Coldfield.
Volvo B10B P515 UUG:	Chambers, Bures, Suffolk.
Solo T456 BCN:	Dartline Coaches, Exeter.
Volvo B10Ms C147 NRR E150 BTO:	Fowlers Coaches, Holbeach Drove, Lincs.
Dart S522 KFL:	Galleon Travel, Stansted, Essex.
Solo T468 BCN:	Grindles Coaches, Cinderford, Glos.
D10M XIL 4348:	Hamiltons Travel, Leics.
Dominators G802 THA, H804 AHA:	Heyfordian, Bicester, Oxon.
Olympians G339/43 KKW, J122 AAO:	Macphersons Coaches, Swadlincote, Derbys.
Volvo B10B P512 UUG:	Mullaney's Coaches, Watford.
Olympian G761 UYT:	North Somerset Coaches, Weston-super-Mare.
M1367:	Over The Top, Ramsgate, Kent.
Dublin Olympian 96-D-323	now P434 SWC with
	Red Route Buses, Northfleet, Kent.

Volvo B10B P514 UUG: **Richardson Travel**, Midhurst, W Sussex.
 Dart M457 LLJ: **Sandwell Travel**, West Bromwich.
 Volvo B6BLE P345 JND: **Tates Travel**, Barnsley.
 B10M F306 MYJ: **Travelmasters**, Sheerness, Kent.

Metrorider P638 ARN, Dart K709 KGU, Olympian D272 JVR:
BBC TV, London. (These have been used for an episode of Top Gear).
 M38: **Delta Force Paintball**, Newcastle.
 Bristol VR HJB 456W: **Falli Lacatena SRL**, Italy.
 M1332: **Mr Damien Hughes**, Dublin, for preservation.
 M1312 M1326: **The Party Bus (Sussex)**, Eastbourne.

Dominator H133 GVM: **PVS** for scrap.

■ ENSIGNBUS FLEET

New vehicles

All ten new Volvo B9TL's have been delivered and entered service on Saturday 4th Oct. These are numbered 111-120 PO58 NPG/J/K/N/P/U/V/X/Ym PO58 NRE.

Withdrawn vehicles

Darts 700/701/711/712 and hired ex Centra DP41 are all withdrawn, as are the two temporary loans from the sales stock, ex Metroline, R866/8 MCE. Darts 753/782 and 783 are also due for withdrawal as soon as the long-term LOROL replacement services finish. 104 was damaged by fire while on rail replacement work at Victoria.

■ ENSIGNBUS MUSEUM FLEET

RF 315 (MLL 952) has been sold to Mr N Osborne, Lincoln.

David Harman with thanks to Ross Newman of Ensignbus and LOTS



B9TL 112 on the X80. Ross Newman

Small Operators

AIR CONNECTIONS, Audley End L802
KAJ a Ford Transit, has gone to a private owner.

ALANS MINIBUSES, Rochford Acquired from Access Anyone, Rochford is Ford Transit/Dormobile G720 WDU.

AMBER, Rayleigh Recently acquired is Bova Futura Y8 AMS. Leyland Royal Tiger PJI 3531 (D162 HML) went to Wigley (dealer) for scrap.

APT, Rayleigh Acquired from Craske Coaches, Norwich is Scania K113/Van Hool M308 VET. Volvo B10M/Jonckheere R953 RCH has been sold.

ARROW, Maldon New is Ford Transit EF08 CXD. Acquired is Ford Transit V783 DWH. Similar AY52 BXO has gone to a dealer.

BARKER, Roydon Acquired from Northumbria Coaches, Ashington is WIW 4748 (H204 AOD) a Neoplan Skyliner.

BEESTONS, Hadleigh Although not based in our area, it is worth recording that Scania Omnilink YN08 HXZ is the allocated vehicles for Essex CC tendered service 87/247 (Colchester to Dedham).

BROWRING, Westcliff Acquired from Samuels & Daughters, Leigh-on-Sea is N478 YNB a LDV 400.

BULL & NICHOLLS, Shotgate SDZ 9026 (G174 RBD) a Volvo B10M/Jonckhree remains here and has not been sold, as previously advised.

CEDRIC, Wivenhoe The new depot on the A120 near Ardleigh opened in late September, although two coaches remain outstationed at the former Wivenhoe depot. (EBN 532 refers). Bova Futura Y658 HWY passed to Bob Vale (dealer) during April.

CLINTONA, Brentwood Mercedes Benz 709D/Alexander (Belfast) L885 SDY and M889 ECD have been sold.

CM3 CARS, South Woodham Ferrers Ford Transit W361 AEV has gone to a private owner.

COLCHESTER COACHES, Clacton-on-Sea Bedford YNT/Plaxton B23 XKX has gone to a private owner.

DMA, Brentwood DAF 400/Adams G396

WMD has gone to a private owner.
ENIGMA TRAVEL, Colchester DAF SB2300/Jonckheere NIJ 2636 (B502 CBD) has been sold.

ESSEX LIMOUSINES, Hadleigh have surrendered their operators licence. Optare MetroRiders K351 SCN and M809 WWR are still thought to be here as "party buses".

FARGOLINK, Rayne Mercedes Benz 412D T299 GRC ex Swift Cars, Boreham and EJ03 WRX a Ford Transit from Excellent Connections have been acquired.

FLAGFINDERS, Braintree Leyland Olympian/ECW SPY 209X has been withdrawn. Acquired is H810 AKH a Scania N113/East Lancs; it retains Brylaine livery from its previous owner

FLORIDA, Halstead New here is BV08 ZVZ a Setra S415HD.

HAILSTONE, Basildon New is YX08 EHF a Mercedes Benz/? minicoach.

HARDY MILES, Rochford Ford Transit DN06 RVV has been acquired.

IMPERIAL, Brentwood As recorded in EBN533, Imperial commenced operation of services 71/72 and 261 in Brentwood under contract to ECC from 1st September. Normal vehicles are X371 CUY and SN05 HDE, both are Dart MPD. Dart SLF/Marshall S526 KFL has also been acquired and has been seen on service 269 (Brentwood-Grays).

KB COACHES, Wickford Now rare MAN SR280 KIB 289 (JAM 922W) has been sold.

KINGS, Stanway The DAF SB4000/Van Hool YJ06 LDL that was on loan, returned to Arriva (dealer) in early August.

KIRBY, Rayleigh Setra S415HD BX07 NLR has been sold to Dodsworth, Boroughbridge.

L&R TRANSPORT, Shotgate Scania K113/Van Hool WJI 3945 (K965 EUJ) has recently been acquired.

LOGIC, Nazeing Please delete the acquisition of 296 HFM an Iveco/Beulas, reported in error. The correct identity of this vehicle is Y706 NVW (296 HFM, Y11 PAT) a MAN 18.310/Marco Polo ex

Holmeswood Coaches.

LOUDWATER TRAVEL, Basildon

Acquired from Flights Hallmark, Birmingham is BU51 ZAK a Volvo B10M/Plaxton.

M&E, Rochford Have purchased Leyland Olympian/ECW coach B693 BPU, allowing a welcome return to the county.

MASTER TRAVEL, South Ockendon

Scania K114/Irizar YN51 MHU has been sold to Dalton, Thornton Heath

NCS, Widdington Renault Trafic L744 RHJ and L817 RHJ are now with private owners.

NEIL ANTHONY PRIVATE HIRE,

Wickford Ford Transit EU51 RXR is now with Glenburgie Cars, Forres.

NEW HORIZON, Frating The PSV Circle reports that recently acquired Optare Excels V388/90 KMY are for sale.

OLYMPUS/SM TRAVEL, Harlow Former L385 RYC a Bova Futura has been re-registered KKZ 7562.

P&M, Shotgate Have sold Leyland Titan, CUL214V to West Kent Buses, West Kingsdown (dealer), 02/08, they stripped it for spares and the remains passed to PVS, Carlton (09/08) for scrap.

PETER GODWARD, Basildon Former Reading, Leyland Olympian/Roe E915/7 DRD have been sold to Ensign (dealer), Purfleet.

PRESIDENTIAL COACHWAYS,

Shoeburyness have withdrawn Leyland Titan, OHV 814Y, and sold it to Wealden PSV, Five Oak Green (08/08), and it has now been exported to Malta (08/08).

RAYLEIGH ROADWAYS, Shotgate Acquired from MCH, Uxbridge is Neoplan Transliner YN03 AXF.

ROSIES, Linford Ford Transit EP04 GYA is now with a private owner.

S&M, Thundersley MCW Metrobus B215 WUL has been sold to Ensign (dealer), Purfleet.

SEEAR, Stanway Ford Transit BX51 ZNM is now with a private owner

SOUTHEND RADIO CARS MCW Metrobus BIG 8757 has been re-registered to it's original GOG 225W, Mercedes Benz Vario/Onyx X476 DAB is now BIG 8757.

STANSTED COACH & CARRIAGE

Birchanger Ford Transit/Robin Hood N607 DOR has been withdrawn.

TALISMAN Gt Bromley Former Colchester open-top Leyland Atlantean/ECW JHK 495N (now KUC 099) and Bristol VR/ECW CBV 2S (now KUC 797), have been exported to Cyprus for use on City Sightseeing tours. Registrations of the Setra coaches now in Cyprus are KUC 599 (was JSU 282) and KUD 307 (was SSU 331). Leyland Olympian H47 MJN has been repainted in Colchester Borough Transport livery, although it was in CBT Coachways livery when new.

TONY GLEW, Gt Tey Leyland Cub/Reeve Burgess D694 FDH has gone for scrap.

TOWNCARS, Clacton Ford Transit DS02 VMO has been sold.

TRAVEL WITH HUNNY, Stapleford

Abbotts This operator, previously based in Suffolk, has commenced operations in the Brentwood and Harlow areas.

Vehicles recorded here are WTS 418A

(WLT 909) AEC Routemaster/Park

Royal, XPG 201T Leyland

Atlantean/Roe, OCW 9X Leyland

Olympian/East Lancs, B240 LRA (B901

XJ0) MCW Metroliner, G551 VBB

Leyland Olympian/Northern Counties,

J847 TSC, J688 TNF both Leyland

Olympian/Alexander, M953 DRG

Scania L113/Alexander, M298 TWB

Scania L113/East Lancs and F306 MYJ

Volvo B10M/Northern Counties.

VICEROY, Saffron Walden Acquired from Cedar Coaches, Bedford is P27 KOP an Iveco 59-12/Carlyle. Mercedes Benz Touro BH52 HAY has been sold.

Thanks to LOTS, Essex Bus y-group, PSV Circle, Paul Smith (Talisman), Colin Sigston, Dave Arnold, Peter Mobbs,

Royal Forest Remembered



There must be many thousands of Londoners of a certain age that remember the Royal Forest Hotel. Apart from those who visited whilst en route to Epping Forest, 'Chingford Royal Forest Hotel' was displayed as destination on many bus routes, some of whom commenced as far away as Victoria and Clapham Common. Before motor cars and televisions changed the pattern of life forever, a picnic on Chingford Plains was a treat for many, myself included and particularly so when the travelling fair arrived. The Hotel itself was built in mock Tudor style to match the adjoining Queen Elizabeth's Hunting Lodge, for Epping Forest had been a Royal playground since Henry V111's reign.

As a child I recall trips on a number 38 bus from our home near the former Crooked Billet on the North Circular Road at the boundary of Walthamstow and Chingford (incidentally, this route also took me to my first job at Holborn) to the Royal Forest Hotel. After travelling up the hill from Chingford Station, all buses had to swing across Rangers Road and, when the conductor signalled, reverse onto the Hotel forecourt. Crews then adjourned for a well earned rest following their mammoth

journeys to a mobile canteen trailer painted green which was always busy as a dozen buses could be lined up in the heydays. But in the late sixties, the Royal Forest was abandoned as a terminus on opening of a new bus station adjacent to Chingford Station on land formerly used for steam train facilities.

On 7 September this year, a bus rally was held at the Royal Forest to commemorate the exact date 40 years ago when the terminus was abandoned. Probably the most imposing of London bus terminii, although modernised since then, this has been sympathetically done to retain the distinctive character of the frontage. There was a recreation of a typical line-up of buses used by London Transport in the mid sixties. Blinds are set with displays of routes upon which these operated, for coincident with RFH being abandoned, London Transport's ill-fated Bus Reshaping Plan saw massive changes of routes and buses. Unfortunately these changes were not for the better, particularly in the case of the buses when hugely unpopular single-deck standee 'crush loaders' that were notoriously unreliable were introduced on shortened satellite routes.

In addition to a static display, buses also returned to sections of routes upon which passengers would have been able to travel in the fifties and sixties from the Royal Forest. As if the route was not long enough, the 38 was extended on Summer Sundays to Wake Arms. RT 1702 (when new in 1950 this bus travelled 4000 miles in Europe to promote the Festival of Britain and also operated on a tour at South Bank the following year) has blinds set for its return from Wake Arms to Victoria as it passes Butlers Retreat. Built as a barn in 1859, it is still one of the few refreshment places in Epping Forest and I was glad to once again use its facilities, just as my father did when he bought us ice creams (no Lyons Maid now, though) so many years ago.

There were two Summer Sunday extensions to High Beach after the War until their demise in the mid sixties. The 102 from Golders Green and 35A from Clapham

Common. Today it is not possible to exactly replicate these routes as low trees prevent use of double decked buses. However, RF503 did have connections with the area as it was based at both Loughton Garage and Romford Garage, where it operated into Epping on then route 250. The Kings Oak pub was so named as Henry VIII waited for news of the execution of his Queen, Anne Boleyn, before hunting that day.

So, despite the gloomy weather, it was an opportunity for me to relive experiences of yesteryear and reflect on the simple pleasures that gave enjoyment before the advent of so much that is taken for granted today. This would not have been possible but for those who have done so much to preserve the buses in working order at great expense and effort, for which we should be so grateful.

Owen Woodliffe



Moores' 15 minutes of fame*

Coincidence is a funny thing. At a rally earlier this year, sheltering from the rain (a regular occurrence this summer!) I picked up the photo below of a Moore Brothers (Kelvedon) Ltd. Guy Arab, but with no further information or copyright notice. It was pretty obvious from the posters in the windows and Wolverhampton trade plate (home town of Guy Motors) that it was at the Earls Court Commercial Motor Show. At the same time, I was reading some back copies of *Buses Illustrated* just bought from a fellow EBEG member - including the November 1958 issue, complete with Earls Court Show report - coincidence completed.

The registration number plate is obscured by the trade plate 027UK, but this is 8935NO, one of a pair of Guy Arab IV models with Massey L34/33R bodywork delivered to Moore's in 1958 and representing a change in allegiance for body builders from Moores' previously favoured suppliers, Strachans and Northern Counties. Moore's remained loyal

to Massey for more brand new buses and rebodies, all on Guy Arab chassis, for the remainder of their independent existence. Moore's, of course, were taken over by Eastern National in 1963.

With four of the new fangled Leyland Atlantean model in the show, a Routemaster, Dennis Loline, AEC Bridgmaster, full-fronted front entrance AEC Regent V and many other deckers, the Guy must have seemed something of an anachronism. Indeed, Editor E J Smith commented that the bus "was notable for the combination of a 5LW engine and a 30ft. long vehicle, the weight being 7¾ tons - Mr. Moore's services are over comparatively flat routes of course. The well-finished and attractive body was by Massey Bros., transparent panels in the roof being particularly valuable in a lowbridge vehicle."

The bus was to be found in the demonstration park outside the main

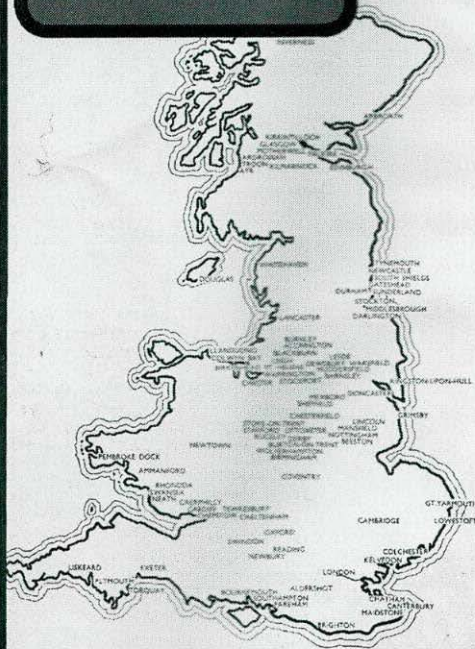


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exhibition hall and was the only Massey bodied bus in the show. Essex buses have rarely featured in industry trade shows, but at least Moore's earned their national 15 minutes of fame* (quoting the late Andy Warhol) 50 years ago this month.

And what of our bus, 8935NO? Numbered 1043 initially on the EN takeover, it became 2012 in 1964 and lasted until 1971 when it passed to dealer Twell, and then to two operators in Maltby, nr Rotherham. Not heard of since 1976, I assume it was scrapped long ago.

26

The AEC Matador recovery vehicles

Some interesting information and photographs have turned up on the AEC yahoo! group regarding the two AEC Matador recovery vehicles, latterly numbered 0101/2. One (0101, usually on trade plates 572VX with EN) had a body built in 1959 of parts from that on MXB738, an AEC Regal rebuild supplied to Tillings in 1951; 0102 (7198RO, usually on trade plates 632VW, chassis number 085310547) was rebuilt using MW coach body parts supplied by ECW. It had been an RAF Radio van (73AV87) and was sold at Ruddington in 1960.

0101 passed to Crosville and stayed with the English company on the split, carrying

registration Q894RCA. It certainly still existed in about 2001, still in the yellow livery first applied during the NBC era at ENOC (it had been pale green and cream before that, and cream with green relief prior to that). 0102 was in use with travellers during the 1990s, painted variously red/white and red/blue, registered CSJ814 and Q879UGL. It was seen at Toddington in 1999 and still appears to be listed by DVLA under CSJ814, albeit as a Bedford.

Any further information on the whereabouts of these two old faithfuls would be of considerable interest to those of us who saw them on a regular basis!

Chris Stewart



The original AEC Matador recovery lorry, completed in 1959 using ECW 'Queen Mary' body parts, is seen in Chelmsford with the MW5G behind it – the infamous 434 (1858F), later 1300 – presumably on tow. Numbered 0101 in 1967 when service vehicles gained fleetnumbers, this AEC replaced one of three Ford Canada towing lorries and was normally to be found at Chelmsford depot. EBEG Collection / Frank Church



The second Matador, which became 0102, had been sold off by the RAF in 1960 to Constructors John Brown of Stevenage (hence the Hertfordshire registration). Part exchanged by them with Twell, Ingham (dealer) for an ex Eastern National bus, it came to EN in original form in 1965 and was rebuilt as seen. Photographed by the late Peter Snell undergoing crane testing at Central Works, it had presumably only just been completed – the vehicle behind is ex Lincolnshire highbridge K5G GBE836 which arrived in February 1967 for conversion to a publicity vehicle. 0102 usually operated from Southend or Hadleigh carrying 632VW trade plates, rather than those shown here.

**Off route - from route X10 to routeONE
- an FLF coach in Hannover**



Idly scanning the pages of leading industry trade weekly *routeONE*, I was astonished to see a picture of former Eastern National Bristol FLF coach RWC607. The coach seated FLFs were/are my all-time favourite buses and bring back many memories of travelling to London on the X10 from Southend. RWC607 had been superbly restored to original condition in 1990 but was subsequently exported to Germany and most of us had lost track of it. So what a pleasant surprise to find it exhibited at the massive biennial IAA commercial motor show at Hannover, as part of a display of "old

timers"! The 8-day show closed on October 2 and had featured 1,997 exhibitors from 47 countries, spread over 15 exhibition halls.

From the information sheet with the bus, it would seem the display of RWC607 was co-ordinated by the Auwärter Museum (builders of Neoplan), but it is thought that she is in private ownership, not a part of the museum collection.

Some brief historical details:

- New in April 1963 as EN's 1640, with



Bristol engine and CH37/18F ECW bodywork (later reduced to 16 seats downstairs).

- Renumbered 2604 as part of the August 1964 fleet-wide renumbering scheme.
- Transferred to Tillings Travel in 1971 as 9604; returned to EN two years later.
- Withdrawn from coach duties in 1973, all coach fittings removed, rear windows fitted etc, to convert it to bus 2936, H38/32F, 1973. Re-engined to Gardner 6LW in December 1967. Withdrawn 1980, sold that September to Ted Miles of the Eastern National Preservation Group.
- Restored to full coach condition in 1990 by Eastern National Engineering.
- Sold in 1996 to dealer, Carl Ireland of Hull, passing to German dealer, Der Blickfang of Hanover and still with them (Heinrich Wulfes). RWC is part of his collection of old vehicles used for various promotional activities and hires - see www.der-blickfang.de for details and pictures of his extensive collection of former British buses. My German is non-existent, but see also www.heinrichDocWolf.de - is he also a

Johnny Cash music fan and tribute singer?

Whilst we may never see RWC607 in the UK again, work is well advanced on the restoration and conversion back to coach specification of Paul Harrison's semi auto FLE, AVX975G, aka 2614. We should also be thankful that RWC remains fully restored and not converted for some other use.

(Perhaps the last sentence is not quite true - you can still see RWC607 in the UK, as the registration is now on a blue Mercedes SLK320 car - and for sale through Mercedes Direct for £12,999!)

These current pictures are copyright Mel Holley / courtesy routeONE. For more details of the magazine, including their free e-mail news alert service, visit www.route-one.net. And by way of contrast, here is a picture of RWC607 when new, pausing at Basildon Bus Station en route for Southend. Copyright EBEG collection.

Richard Delahoy





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