

ESSEX BUS NEWS

August 2004

Issue 484



T112 LTW, a Setra SR315GT HD of Staines Crusader Coaches of Clacton, seen on tour at Newquay in July. *Chris Stewart*

► **Arriva's Colchester operations SOLD to Tellings-Golden Miller - see p.4**

Essex Bus Enthusiasts Group

serving Essex since 1964

www.essexbus.org.uk

Essex Bus Enthusiasts Group - Directory

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We have photos of most operators and vehicles in Essex both past and present. Please write with requirements to:

Peter Snell, 6 Mandeville Way,
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YOUR REPORTS AND OBSERVATIONS

Members reports, quality photos (prints or slides) 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.

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

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

ESSEX BUS NEWS

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Dates for your diary

ROCHFORD MEETINGS

Venue: **Pullman Suite, Freight House, Rochford**, (adjacent to Rochford station). 19.30 onwards. Autumn programme:

- ▶ Tuesday **September 14** - **Members open photo evening**, using our Paxiscopes projector - please bring along a selection of your prints (colour or black & white) old or new to show.
- ▶ Tuesday **October 12** - **Presidential Address**, *Stephen Smith*, General Manager, First Essex.
- ▶ Tuesday **November 9** - "**Trent Barton since privatisation**", *Keith Shayshutt*, Head of Development, *trentbarton*.
- ▶ Tuesday **December 14** - "**20 years ago**" slide show, *Richard Delahoy*.

COLCHESTER MEETINGS

Venue: **Friends Meeting House, Church Street, Colchester**, (behind the Mercury Theatre). 20.00 to 22.00 (doors open at 19.30). Please come along and support this new venture. A slide projector has been obtained and slide shows have now been arranged by Dave Arnold as follows:

- ▶ Friday **September 10** - "**Fondest Memories**", *Alan Osborne*
- ▶ Friday **October 8** - "**Odd and Unusual**", *Gary Sharpe*
- ▶ Friday **November 12** - "**Gone But Not Forgotten**", *Trevor Brookes*
- ▶ Friday **December 10** (not 12th, a Sunday!) as previously announced) TBA

For the first and second meetings, it is suggested that you bring their own refreshments.

RALLIES etc.

- ▶ Sunday **September 5** - **Norwich Bus Rally**, Norfolk Showground.
- ▶ Sunday **September 26** - **Showbus**, Duxford. See www.showbus.com

Preservation Notebook

Is there enough news about preserved (or preservable) Essex buses to make this a semi-regular column? (By chance, *Chris Stewart* also has some preservation news this month - see page 10). Comments and/or contributions are welcome. Meanwhile, two items picked up from *Bus & Coach Preservation* - August 2004 (Ian Allan £3.35):

- ▶ Former Eastern National Bristol LH's **1102** and **1103** (UVX 6/7S) which served with Hedingham for many years, are currently with **Silver Star** (or *Seren Arian* if you prefer) of Caernarfon. Both are still in service, but UVX 6S is now up for sale. Enquiries to Silver Star on: **01286 672333**.
- ▶ Also in Wales, although hardly in the "still in service" category is former **427** (604 JPU) - Bristol SC, last with **Express Motors** of Penygroes, Gwynedd. This is described as being in need of total restoration, but from the picture, it doesn't look un-saveable. A similar bus, ex-Lincolnshire Road Car's OVL 494, is also for sale and is in better condition, with a rebuilt engine. Price appears to be £1000 + VAT, for both. Maybe you could take the good bits from OVL to save JPU, which is obviously the worthier preservation candidate! Serious enquiries only to Eric Jones - **01286 881108**.

David Harman

ARRIVA SOUTHERN COUNTIES LIMITED

SOUTHEND

Vehicles in

3601/2 L801/2 EKM, Volvo B6/Plaxton B40F. These have now entered service as Lance replacements. They were initially believed to be used as trainers.

5402-5 H262-5 GEV Leyland Olympian H47/31F from *Arriva Colchester*.

Vehicles out

Volvo Olympians/Northern Counties 5415/6/8/9 (N705/6/8/9 TPK)

Dennis Dominator DD016 (N716 TPK)

It has also been reported that 3 of the Lances have been transferred away from Southend. More details to follow next month.

Other Vehicle News

As of 6 August, 5417 was the only Volvo Olympian/Northern Counties remaining at Southend.

Trident 5435 received serious accident damage on 3 August when it was involved in an accident with a lorry at Warners Bridge.

Unusual Workings

July 10 DD16 on 9.

15 5442 and 5395 on 5

26 5403 on 60

COLCHESTER

On 6 August, **Tellings Golden Miller** announced that they have acquired the Colchester operation of Arriva. The deal involves almost 100 employees at the Magdalen Street, Colchester depot and local bus services currently operated with 35 vehicles. Tellings say they will initially use the Arriva fleet to operate the routes. The operation is planned to change hands on 29 August and will be incorporated into T-GM's wholly owned subsidiary, Burtons Coaches Ltd. of Haverhill.

Tellings Golden Miller plc was floated on the Alternative Investment Market [AIM] in August 2003, and has pursued a vigorous expansion policy since. Earlier this year, TFL contractors, Crystals Coaches Ltd. of Dartford and Wing's Buses Ltd. of Uxbridge were acquired. Besides Burton Coaches and T-GM's original Surrey-based bus and coach operation, the group also owns Link Line Coaches Ltd. of Harlesden, and has close links with Julian Peddle's Status Group.

Other News

Volvo Olympian/Northern Counties 5419 (N709 TPK) is on loan from Southend. It has been used for transporting scouts to/from a jamboree at Kirby Cross.

Van ZVAN09 W469LJU, a Vauxhall Astra Envoy was transferred to *Arriva Medway Towns Ltd.* in June.

And finally a correction to last month's section. In EBN 483 it was stated that Olympians 5402 and 5405 were transferred to Southend from Colchester. They were actually transferred from Grays to Southend. Apologies for any confusion caused.

Peter Mansbridge / David Harman



Hail (again) and farewell !

Middle-aged Olympian 5402 (H262 GEV) is one of the batch which has now returned to Southend from Colchester.

Paul S. Brian

Meanwhile, slightly more youthful 5416 (N706 TPK) and most of its sisters have departed for pastures new, believed to be in the north.

Steven Rowe



IPSWICH TUNNEL RAIL REPLACEMENT

The relevant operating licence was granted to *First London*, along with Monday-Saturday services 880 (Ipswich-Manningtree) and 881 (Ipswich, Portman Road-Manningtree), with effect from 16th July. The Sunday Ipswich-Witham (First Essex) service is allocated 888 and the other routes also have 88x numbers. Day to day maintenance of *First London* vehicles is

carried out at CN, with more major work at Rainham (R) or, in the case of the Volvo/Wrights, Westbourne Park (X). In addition to those working directly on the rail replacement services, *First London* drivers have also been helping out at CF, both on a general basis and to relieve drivers there for Sunday rail replacement work.

Regular *First London* vehicles noted in use since the 11th July have been (see EBN483):

TNL33001-7	LK51UZO/P/S/T/C/D/E
LN34330/4/6/7/9-41	H130FLX, J134YRM, H136/7/9-41FLX
VNW32415/21	LK04JBX/JCX Volvo B7TL/Wright Eclipse Gemini H38/21D
DM41265/6	T265/6JLD

together with shorter-term appearances by Volvo Olympian/Northern Counties H47/27D VDN34210 (S210LLO) and VDN34239/40/3 (P239/40/3HMD).

Other *First* group vehicles noted have been:

Volvo B12T/Plaxton Excalibur C51F tri-axle coaches 20202/3/6 (T202/3/6JLD) from the First Coaching unit in Bristol (23rd July and other dates);

First Essex 20102 covering for a *First London* Trident;

First Essex double deckers on Sundays - CN34282, CF34807/14 on 11th July, 34660 & CF34812 on 18th, CF34309 & CF34813 on 25th whilst on 1st August the whole service was being provided by CR34011/3/8/56, CR34305/7 and CN34282/4/6.

Sub-contracted double deckers have been supplied by:

Carters - Olympian C664LJR

Chambers - Scania/East Lancs W87, 89 & 91HRT, Olympians M81MYM (on loan to First), N952KBJ

Talisman - Atlantean RVW90W, Olympians H643PTW and M85/7MYM

Beestons - Scania/East Lancs YN03DDA

Trustline - coach seated Metrobus D957NDA

Galleon, Hunsdon, Herts - Volvo/East Lancs PJI5631

Coaches noted over the first month of operation have been:

Angus Coaches - 567GDP

Chambers, Bures - F243RRT, R361GDX, M625ORJ, M630KVU, M655KVU, AY51FCD, AV02SNU

Coastliner Holidays, Sandown, IOW - TJI8784

Excel Passenger Logistics - Scania/Irizar RL04EXL, XL04EXL, Mercedes 0303 SIW6253 (Kelly's Coaches livery), Volvo B10M J240UDS and Dennis Javelin R128XWF

Galleon - YU02GGY

Galloway, Mendelsham - 1482PP, 2086PP, 3379PP, 4092PP, 5048PP, P157RWR, S408JUA, AY51KYU

Grahams, Kelvedon - T361JWA

Talisman, Great Bromley - Setras JSU282, WSU225, N5HGB, S268BTL, MY53TRA
Others - K9BMS, R613UWB, AY53EEX

FIRST ESSEX

With effect from 18th September, TfL contracted routes 193, 646, 903/5/9 and 952/3/5/8 are all due to pass to *First London* operation. The existing vehicles will continue to operate these services (at least for the time being) but all from RD depot at Gallows Corner, with the exception of the 646 which is likely to transfer to Rainham (R). It is also expected that RD will cease working Brentwood area services from that

date, and these will be taken over by BN (including the temporary one-vehicle rota on the 73). Hence Mobility Darts 46852-4 (N852-4CPU) are expected to move from BN to RD, and will be transferred to *First London* along with red Solos 53101-11 (EO02FLA-H/J/K/Z). RD's remaining allocation is currently Darts 46112/4/6 & 46084 and Mercedes 51778, 51801/2.

Allocation changes (period ending 25 July 2004)

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

(A)=acquired, (R)=reserve, (Sp)=spare; (D)=disposal

34707 FGC-Sp; 46177 Sp-BN; 51472 Sp-(D); 62503 BN-(D)

With reference to EBN483, the inclusion of 51472 in the 'Heritage' fleet was an error on the allocation list; also 34707 did not in fact leave the fleet as expected, but having continued in use it is now likely to be used as a source of spares for C-HJN registered Olympians.

VEHICLE WORKINGS

Unusual sightings:

July	6th	CF34810 and CF34817 both on Diamond
	8th	CF67038 on 352
	13th	CF34660 on Writtle-Sainsburys shuttle (usually a MB709 or Dart)
	15th	HH41014 on 20, BN41640 (branded 8) on 101, BN43800 on 25A, BN46183 on 8A, BN46187 on 8, BN43734 on 646
	16th	CR20110 on 88, BN43712 and BN62517 both on 100 (Lynx on the 12.40 ex Chelmsford)
	18th	CF43721 on 11A
	19th	CF47219, 47227/52 all on 42 CR65654 (branded 64/64A) on 66A
	20th	BN43734 on 100, CR43800 on 12
	21st	Two accidents at Gallows Corner caused the 351 to be diverted via the A127 for 2 hours in the evening; CF34814 worked 17.25 Chelmsford-Romford and 18.35 return, then 19.40 Chelmsford-Maldon and return. CF47224 on driver training (20069 unserviceable), CF47220 on 352, CF43733 and CF52583 on 43 CR20110 on X22 (11.20 ex CR) BN46130 on 100, replaced itself by BN43737; BN43738 on 101
22nd		34660 moved from CF to BN as spare vehicle 34707, CF34812 and CF47227 in use most of the week on driver training
23rd		34707 finally taken off the road, CF34807 on driver training (20069 away for fuel tank repair) CR20110 on X22 (12.20 ex CR), CR65687 on 88

CR34302 on 15.55 Harwich-CR 104 and 17.10 return 103; presumed on loan to DT covering 34310 (still yellow/green) at Barnhawk Engineering for repair

24th Battlesbridge reopened for normal Diamond service
BE34818 on 750 (possibly at BN for PCV test), BN46127 on 100
CF43732 on 352

27th BE34818 on 750 (accident at Brook Street severely disrupting normal services - all 351s turned at BD until 08.55)
62515 on 8

28th CF46822 on 47, CF47252 on 352

29th CR34302 on 104 again, BE46144 on 352, CR47104 on 64, CF51470 on 54/56

30th BE34819 on 751, CR46829 and CR47102 on 61, BE51475 on 41/51

August 1st CR34303 on 66
CR67007 on 65 and CR67003 on X22 (while CR67008 was on Suffolk Sunday workings)

4th BE34819 on 22

6th BE34819 on 750

VR-watch

Your sub-editor had a very enjoyable four days in Devon & Cornwall at the end of July, and managed to travel on two former Eastern National VRs (as well as 13 others!). The first (immediately after our arrival from the overnight sleeper on Wednesday 28th) was 38785 (KOO785V), which at 08.20 did the lengthy service 1 circuit from Penzance via Sennen Cove, Lands End and Porthcurno. We noted 38923 (XHK223X) in



First Devon & Cornwall 38926 (XHK 228X) loads for Newquay at the Malakoff platform, St.Ives. 28 July. Chris Stewart



38888 (UAR 588W) departs from Tavistock on the 1205 to Plymouth. (By kind arrangement with Nigel Allen and First D&C). 31 July. *Chris Stewart*



"StreetSafe" XHK 220X in the First Devon & Cornwall yard at Newquay. *Chris Stewart*

Penzance on our return, working a shopper service; 38928 (XHK228X) was at work in Newquay on the 301 (Penzance-St Ives-St Agnes-Perranporth-Newquay) the next day. We also travelled on open-top CJH119V, now with Western Greyhound but at one time with Stephenson's, whilst back at *First's* compound we duly photographed 'Street Safe' XHK220X (a teenage help project vehicle, now painted dark blue and fitted with respite facilities downstairs).

By prior arrangement locally with *First*, we travelled to Tavistock on Saturday 31st to catch the 12.05 Tavi-Plymouth (83) which had been rostered for 38888 (UAR588W) in place of the usual Dart - the VR, Tavistock's only one, is theoretically on the disposal list but was still going strong and was at work again the following week. An odd man out in North Devon 'Red Bus' livery, at least one passenger mistook it for a Plymouth Citybus!

Other news

Just over the Greater London border, planning permission has now been granted on appeal for BP to establish a hydrogen filling station facility on the A127 at Hornchurch (adjacent to the Palms Hotel), where the experimental fuel cell buses currently operated by First London on route 25 will be refuelled. This was the original plan, but it was delayed by an initial planning refusal.

A little further away, it is nice to know that former Eastern National Bristol LD5G 2487 (76JNO) - one of those which worked for Hants & Dorset in 1974 - still survives in the USA. Converted to open top, it belongs to the town of Newburgh, Indiana and, although currently awaiting parts, should be back in use soon. Local sources kindly sent some photographs over the internet. This and XVX19 at Canvey are the only known survivors of the 137 LDs delivered to EN between 1954 and 1959 (unless 297JHK also survives in the USA, but it was last reported in 1990).

Lance 67036 has had replacement 'Brightec' destination equipment fitted. Former Stagecoach Olympians 34011-4/8 carry route branding for the 78/78A, but there is none on 34056.

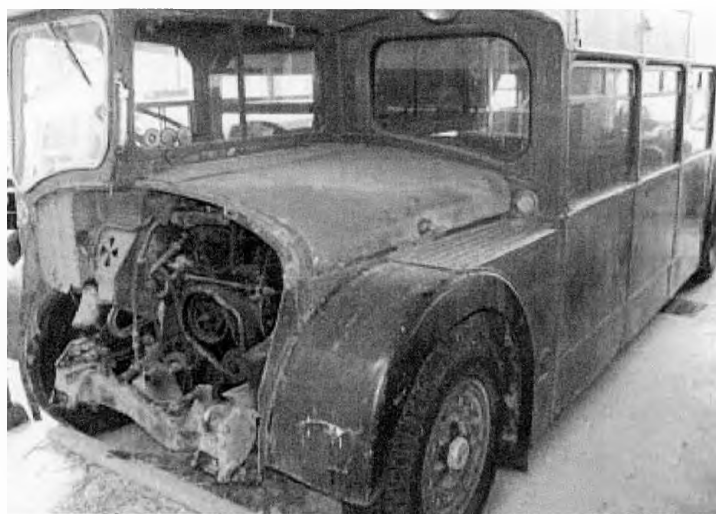
On Friday 23rd May, member *Robert Appleton* certainly had his money's worth out of a £6 Essex Day ticket, with four double-deck trips out of six:

10.15	CR (North Stn)		
	- Brightlingsea	78A	CR34012
12.09	Brightlingsea-CR	78	CR34011
13.05	Colchester-Harwich	103	DT34813
14.40	Harwich-Clacton	3	DT46813
16.07	Clacton-CR	76	CR67013
17.18	CR-CR (North Station)	78A	CR34290

Meanwhile, *John Rugg* spent a damp May Day (3 May) with a £3 Senior Citizen Sunday Explorer:

08.35	Basildon-Chelmsford	140	43713
09.30	Chelmsford-Braintree	352	46821
10.15	Braintree-Colchester	70	46182
11.10	Colchester-Harwich	102	34310
12.55	Harwich-Clacton	VL3	46817
13.50	Clacton-Point Clear	17	46119
14.17	Point Clear-Clacton	18	46119
15.10	Clacton-Colchester	74	46175
16.10	Colchester-Chelmsford	71C	43732
17.40	Chelmsford-Basildon	140	46184
Average 15 passengers per journey			

Brentwood services are subject to two sets of diversions for the school holiday period - the first section of Doddinghurst Road has been closed since 17th July, with route 73 (and Clintona 261) diverting via Warescot Road and Kimpton Avenue. All services have been diverted away from the High Street since 30th July, while extensive water main works are carried out, and fixed bus stop poles and flags have been installed in Ingrave Road and Queen's Road (together with road markings) for the six week period involved - no more 'dolly' stops now that Essex CC has assumed responsibility for bus stops.



2487 in Newburgh, Indiana. Its custodian, Dan Schulz, is looking for vacuum exhaustor bits. What is in the picture is all that he has. The unit broke a connecting rod several years ago and some parts have been lost. He would like to find a complete exhaustor assembly.

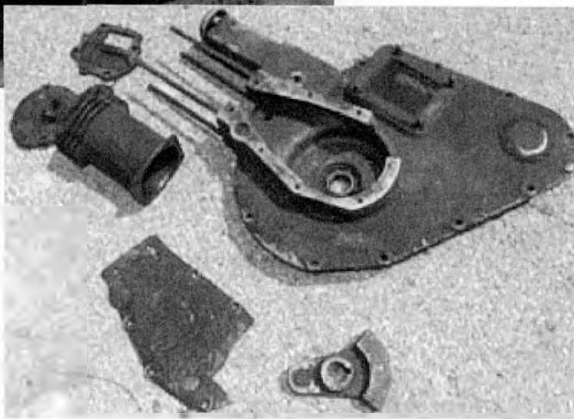
Otherwise, bits needed are:

- 1 - Piston (73mm)
- 2 - Connecting rod
- 3 - Rear housing
- 4 - Front cover
- 5 - Bits that attache to the front of the camshaft
- 6 - Gaskets, bolts, nuts, & screws.

If any member can help, please contact **Chris Stewart** in the first instance.



Sources: Own observations plus many thanks to N Allen, R Appleton, M Austin, J Bush, S Coates, D Edwards, M Farmer, N Field, P Mansbridge, D Pretty, N Rice, P Rowden, C Sigston, J Salmon, S Simister, P Snell, D Stewart, A Timms, R Webb, R Whitley, Essex Bus and South West y-groups, LOTS, First Essex, PSV Circle, Terminus
Chris Stewart





Martin Weyell also took his camera to Cornwall in July. Above is ex-Eastern National VR 38923 (XHK 223X) in an all-over advertising scheme for Lands End. Below is former Thamesway Dart 46101 (K901 CVW). Both are seen in Truro, with Western Greyhound vehicles in the background.



LATEST VEHICLE MOVEMENTS

VEHICLES IN *from*

Arriva London:

Olympian L4/6/8/22/153/64/82/3/94/6/210/
3/8/20/5/6/8/9/32/6/41/5/8/9/
52/3/5/6.

Dennis Dart DP301/2/4/8/9.

Metrobus M1402.

Titan CUL70V.

Glenvale Transport:

Olympian B738/41/2GCN, C653LJR.

Go Ahead North East:

Dennis Dart DMN28/9/33/4R.

Isle of Man Transport:

Metrobus M34.

Linkfast, Benfleet:

Dennis Dart LDP19/20.

London Central / General:

Routemaster RM202, RML2529.

Volvo Olympian AV6. NV1-6/28/33/5/7/
8/9/42.

National Express Holdings:

Olympian N123UHP, N124/7/29/30YRW.

Stagecoach Darlington:

Volvo B6 L243/7/9CCK, L101/2GHN,
M1057/8PVN.

Stagecoach East :

Dennis Dart K566NHC.

Stagecoach East Midlands:

Olympian C637LFT. *Volvo B6* L453LHL,
L439/48LWA.

Stagecoach Gloucester:

Volvo B6 L842CDG, L663/7MSF, M844EMW.

Stagecoach North West:

Volvo B6 L256CCK, L662MSF.

Stagecoach Wales:

Volvo B6 L703FWO.

Warrington Transport:

Olympian CLV82X, A487HKB.

VEHICLES OUT *to*

Blackburn Transport:

Olympian E906KYR, NV16/24/5.

Beaumont Travel, Gloucester:

Olympian CLV85X, ARP604X.

A & P Brown, Soham:

Titan NUW584Y, A634THV.

Carousel Buses, High Wycombe:

Metrobus M1393.

Clockwork Travel, Crawley:

Greenway IIL4821.

Coopers Tours, Sheffield:

Olympian A546HAC.

Eastonways, Ramsgate:

Dennis Dart K990CBO.

Glenvale Transport:

Dennis Dart J514/44GCD, K566NHC.

Volvo B6 L703FWO, L453LHL, L439/48LWA.

Golden Eagle Coaches, Scotland:

Metrobus M1318.

Halifax Joint Committee:

Dennis Dart K993/5CBO.

Hams Travel, Flimwell, East Sussex:

Olympian M89/91MYM.

Hawkes Coaches, S Wales:

Dennis Dart L755VNL.

Hedingham Omnibuses:

Olympian NV40 now H80F.

Heritage Travel, Sussex:

Olympian CLV82X, A487HKB.

Highwayman Coaches, Perth:

Titan B117WUV.

Johnsons Coaches, Hodthorpe:

Olympian B738/41/2GCN.

Mr Johnston, Radlett:

Routemaster RML886.

Mr S Khan, Telford:

Routemaster RM202.

Lavelles Coaches, Belfast:
Luca Cadamuro, Milan, Italy:
McKindless Coaches, Wishaw:

Northern Blue, Burnley:
PVS for scrap:
Sar Langlois Ltd,
Angouleme, France:
Solent Blue Line, Isle of Wight:
Sullivans, South Mimms:

Towlers Coaches, Norfolk:
Transit Group, Stansted:
Traylen Enterprises, Addlestone:
Mr J Vigereux, France:
Warrington Transport:

Routemaster RML2560.
Routemaster RML2705.
Dennis Dart DMN28/9/33/4R.
Olympian A729RYS, A730YFS.
Volvo B6 L101/2PHN, M105/7/8PVN.
M848/9, CUL70V.

Routemaster RM1599.
Dennis Dart J393/4GKH.
Titan NUW569Y, A830SUL.
Olympian C41CHM.
Titan B96WUV.
Lynx 2 J43GGB.
Olympian ARP607/9X (dining bus use).
Metrobus M198.
Dublin Olympian 90-D-1077/92/9.

Dave Arnold, with thanks to Ross Newman, Ensignbus

CitySightseeing
Southend-on-Sea



Stephensons of Essex JFR 4W, a former Ribble Olympian, seen in fine weather last year at East Beach. Richard Delahoy

The map shown last month was of the 2003 tour. As mentioned, the tour has been extended to Hadleigh for 2004. Now, City Sightseeing Colchester - pictures please !

Essex Small Operator News

24x7 Elsenham Two withdrawn vehicles from the now defunct Halls Coaches, Elsenham fleet are here. PNM 682W a Bedford YLQ/Duple and D784 VMO a DAF SB2300/Plaxton.

AMBER Rayleigh Registration RJI 4670 is on a Bova Futura (by 6.04) - was previously on a Bova Europa.

ANITA Stansted Airport New here is RY04 ERN a long Bova. Mercedes 609D/PMT E413 YLG has gone to Excel, Stansted. Dennis Javelin/Caetano K869 JJN has gone to Moseley (dealer).

APT Rayleigh Scania/Berkhof J23 HRH is a recent addition.

ASHES EURO TRAVEL Crossing J934 WHJ Mercedes Benz/Plaxton is in (by 6.04) ex Shaftesbury & District, Dorset (This vehicle was new to County Bus & Coach at Harlow depot and returns to Essex having been to Scotland and Dorset in between.)

BASILDON TRAVEL Basildon Have sold G985 WKK a Volvo/Van Hool and Scania/Irizar R473 YDT.

C & M Laindon Ford Transit N442 RVV was M11 and operating on a PSV disc when seen 5.04.

CEDRIC Wivenhoe YN51 MHO Scania/Irizar is in (by 6.04) ex Chambers, Moneymore, N.I.

DONS Gt Dunmow Former Warrington Leyland Olympian/East Lancs A486 HKB has been acquired. Dennis Javelin/Caetano K17 WEB (K104 UFP) has passed to Scott, Isle of Wight as JCZ 5179.

FARGO Rayne YN04 AKK Scania / Irizar C48Ft is new 3.04.

GODWARD S.Woodham Ferrers YO53 OAE Iveco / Beulas reg. 19.12.03 and assumed in new, although not reported until 6.04. Volvo/Plaxton J43 VWO has passed to Mentor (dealer).

INGATESTONE COACHES Ingatestone Former Heddingham Bedford YMT/Plaxton GVW 894T was

reregistered NCZ 8070, some time ago.

LODGE High Easter Further to EBN 481, the new Mercedes coach is confirmed as BX04 NBY.

MASON East Horndon Scania/Jonckhree A53 JLW has been sold to Banks, Hornchurch.

METEOR Stansted Airport Dennis Javelin/Plaxton R129 XWF is now with Tourist Coaches, Wiltshire.

MG TRAVEL Kelvedon To correct EBN 481, Dennis Javelin/Plaxton K9 BMS is with this operator, rather than Grahams, Kelvedon.

NCS Newport Although based in the Saffron Walden area, this operator has vehicles based across Essex, normally at drivers homes etc. for use on schools contracts and similar work. Expansion has occurred recently and the fleets of Autohire and Stansted Bus have been acquired. This and a further group of acquired minibuses, has seen the following arrive here. Mercedes 609D XIL 2206 (D986 OSU), Ford Transits E666FTW, F768 KVV, G621 UKR, H371 OTX, LDV Convoys M474 OVM, R705 YPO, T207 LGB, GN51 OXF, Iveco E79 HVX, Freight Rover F260 ACX, Mercedes 811D G205 YDL, DAF or LDV minibuses J847 KNL, L613 JOB, M544 JAT, M474 OVM, P914 SPU, Peugeot M829 JPJ and Citroen FL53 VVX.

Renault Master H429 PNO has been sold.

NEW HORIZON Alresford MX53 NSN is a Mercedes Benz Sprinter in by 6.04)

OLYMPIAN Harlow Recently acquired is T53 VHO a Toyota/Caetano. Previously withdrawn Dennis Javelin LRU 822, Van Hool T815 NIL 2993, and Mercedes minibuses G99 NBD and G111 PGT are back in service, although G111 PGT has since been sold. Leyland Tiger B589 HFE is now withdrawn.

RP CONTRACT HIRE Halstead N182 OEW a LDV 400 has been acquired.



NIBS Mercedes/Marshall L890 UVE waits at Brentwood Station on the Sunday 222 to Southend. 31 May. *Chris Stewart*

Stephensons Olympian C81 CHM still in Phoenix colours, stands at Lakeside on the last day of operation of the X21 shoppers bus (16 July). *Steven Rowe*



RS TRAVEL Witham Leyland Royal Tiger MIL 8970 (C813 FMC) reported as being acquired some months ago, has in fact never been operated here.

RUFFLE Castle Hedingham

Volvo/Berkhof XIB 2453 (A830 NTW) has gone to Brown, Barway.

SM TRAVEL Harlow Leyland Titan LUI 5578 (GYE 268W) has gone to Stephenson, Rochford in a dealer capacity.

STAINES Brentwood A second Mercedes Benz Vario/Transbus for ECC tendered services is SF04 HXK.

SUPREME Southend MCW Metrobus LOA 380X has been sold.

TOWN & COUNTRY Grays Further ex London Olympian/ECW acquired are C818 BYY and C54 CHM.

VICEROY Saffron Walden The correct registration for the recently acquired

Setra is OIB 3517, not OIB 3507 as recorded here. Acquired for ECC tendered work is Mercedes Vario/Plaxton V395 SVV.

Miscellaneous

ASC671B Leyland PD3/6 / Alexander H...F new as Edinburgh 671. Now lettered 'Childcare in Essex for NHS Staff' and seen overnight at Premier Lodge, Boreham on 5.6.04 & 6.6.04 and at Boreham services (presumably overnight) on 17.6.04. (Note: this vehicle previously seen 10.99 in the Grays area lettered for ASDA.)

With thanks to *Lyn Watson*, we are able to produce an up to date fleetlist for Stephensons of Rochford and Excel of Stansted Airport.

Stephensons

TSO 15X	Leyland Olympian	ECW
TSO 29X	Leyland Olympian	ECW
B248 NVN	Leyland Olympian	ECW
B752 GSC	Leyland Olympian	ECW
C101 OTW / XSU 913	Leyland Olympian	ECW
C28 CHM	Leyland Olympian	ECW
C62 CHM	Leyland Olympian	ECW
C64 CHM	Leyland Olympian	ECW
C81 CHM	Leyland Olympian	ECW
C82 CHM	Leyland Olympian	ECW
C92 CHM	Leyland Olympian	ECW
C94 CHM	Leyland Olympian	ECW
C106 CHM	Leyland Olympian	ECW
C109 CHM	Leyland Olympian	ECW
C807 BYY	Leyland Olympian	ECW
A16 SOE	Volvo B10M	Plaxton
A17 SOE	Volvo B10M	Plaxton
A18 SOE	Volvo B10M	Plaxton
N23 RTN	Volvo B10M	Plaxton
N45 ARC	Volvo B10M	Plaxton
N144 ARC	Volvo B10M	Plaxton
N746 BAU	Volvo B10M	Plaxton
M801 KJT	Volvo B10M	Plaxton
UWV 618S	Bristol VR	ECW
JFR 4W	Leyland Olympian	ECW
K108 SAG	Dennis Dart	Plaxton

EU03 CFY	Dennis Dart	Plaxton
EU03 CFX	Dennis Dart	Plaxton
SK02 XGO	Dennis Dart	Plaxton
SK02 XGP	Dennis Dart	Plaxton
424 DCD	Leyland PD3	N. Counties

Excel

F71 SJX	Mercedes 709	Onyx
K397 GHJ	Mercedes 709	Plaxton
K398 GHJ	Mercedes 709	Plaxton
L313 YDU	Mercedes 709	Alexander
L314 YDU	Mercedes 709	Alexander
L315 YDU	Mercedes 709	Alexander
L316 YDU	Mercedes 709	Alexander
L319 YDU	Mercedes 709	Alexander
L687 CDD	Mercedes 709	Alexander
L688 CDD	Mercedes 709	Alexander
J852 FTC	Mercedes 709	Plaxton
X802 HNV	MB Sprinter	
H640 UWR	Volvo B10M	Plaxton
5796 MX	Volvo B10M	Plaxton
J420 HDS	Volvo B10M	Plaxton
M453 VCW	Volvo B10M	Alexander
K708 KGU	Dennis Dart	Plaxton
R129 XWF	Dennis Javelin	Plaxton
RL04 EXL	Scania	Irizar
XL04 EXL	Scania	Irizar

Ian Ransom, with thanks to Lyn Watson, Colin Sigston, Dave Arnold, PSV Circle, LOTS.

Norfolk Tour - 3rd July 2004

This tour was scheduled to visit Kenzie's of Shepreth before heading to King's Lynn and Norfolk Green, thence to Sanders at Holt and Konect at East Dereham. 40 members and friends travelled on our coach - Genial Travel's DAF / Van Hool, H140 AFV and we were followed by the Magazine Editor in his car - traffic delays at the Dartford Tunnel had caused him to miss his scheduled pick-up. Perhaps this was a foretaste of what was to come - as we headed up the M11 advance warning signs indicated the motorway was closed in the Cambridge area - apparently an accident had occurred involving a lorry loaded with oranges!

In order to avoid probable delays we diverted, after a short break at Birchanger Services, onto the A120 to Puckeridge and then the A10 via Royston to Shepreth. In

addition to being a rather more interesting route, the diversion gave the Chairman and Founder an opportunity to remind us of one of Royston's claims to fame - it used to be the only place where Eastern National's Midland and Eastern area operations met.

Upon arrival at Kenzie's we were welcomed by Cyril Kenzie and able to inspect some of his smart modern coach fleet, mostly Volvo's with Van Hool bodywork. In addition, the small preserved fleet of five Bedfords was nicely lined up, including OB JBY 804, VAS KNK 373H in Rickard's livery and VAL GUP 743C. We were also able to visit Kenzie's other premises in Shepreth and see two particular interesting and rare vehicles under restoration - former Heaps of Leeds CNW 155C, a Bedford VAL with Harrington body



Cyril Kenzie always seems to have one or two preservation projects on the go. As can be seen, this one, a rare Harrington Legionnaire-bodied Bedford VAL is progressing well, but certain body parts are needed. Can anybody help with: (1) unbent Harrington chrome side trims (you can see some of the bits that are missing); (2) a set of grey (*not* cream) air-vents - those circular, adjustable control thingies, built into the luggage-racks? Contact Cyril on 01763 260288; fax: 01763 262012. *David Harman*



Sanders of Holt have three former Harris Bus DAF/Northern Counties 'deckers. P336 ROO, now converted to centre door, is seen at the Holt depot. Note the formidable tree-guard. *Chris Stewart*

and B948 ASU, a former Hutchinson, Overtown Volvo B10M with Van Hool body. Also present was the VAL chassis exhibited at the 1962 Scottish Commercial Motor Show, its engine now donated to CNW 155C.

In view of the M11 problems our route from Shepreth was via the A11 to the Newmarket by-pass, then the A142 to Ely with a glimpse of a former Stagecoach London Olympian and onto the A10 to King's Lynn. Our first visit in the Lynn area was to Norfolk Green's premises on the Hardwick Narrows Industrial Estate. Here we found a selection of their vehicles, including two former Trent/Barton Optare Delta's J313/5 BVO, Leyland Tiger TIL 1178 and several Mercedes mini-buses which make up a significant proportion of this fleet.

Norfolk Green has expanded rapidly in recent years and this became evident during our lunch stop at the bus station, where their vehicles seemed to outnumber those of First (Eastern Counties). 45 minutes here revealed a good variety of vehicles - examples of First's Leyland Olympians, Scania's, Volvo

coaches on the X94 together with Norfolk Green Mercedes and Optare mini / midibuses were seen. Of some interest was a Cavalier of Spalding, Dennis Dart, L265 EPD which worked in on the Spalding service.

A timely departure from King's Lynn (the heavens opened as we left) found us on the A148 heading towards Holt to visit Sanders premises. Here the sun came out and there was an interesting variety of vehicles for inspection. The double-deck fleet was represented by two former Harris - London DAF's and two Leyland Olympians. Examples of DAF - Optares, Dennis Javelins and the large coach fleet were also present. Confirmation that the tour organizers had timed the depot visits in association with the weather service came as our departure coincided with the rain returning (one or two didn't quite make it!) and departure from Holt, passing through the site of the former railway station (the A148 is on the former track-bed here), was via the B1110 south to Guist. A short diversion here took us past the depot of Richards Coaches,

noting several Volvo / Van Hool Coaches and a double-deck Setra and we continued onto the B1147 via Swanton Morley. Here we noted that tanks are limited to 20 m.p.h.. – fortunately the Military did not appear to be on active manoeuvres today and the only tank we were to see later in the day, was the plinthed Memorial one alongside the A1065 near Mundford.

Coming into Dereham, we passed by the railway station where the Mid-Norfolk Railway now has a significant base and arrived for our final visit Konecťs premises on the Rushes Green Industrial Estate. This was certainly the highlight of the day for Leyland National enthusiasts - four examples were present including two once in the Eastern National fleet - preservation project, WNO 556L displaying "Chelmsford 11" on its blind and DAR 120T in Konecťs smart fleet livery. A number of Optare

Excel's and Delta's were also present including former Trent / Barton examples. The Dereham Coachways depot is adjacent and examples of their coach fleet were visible.

Our homeward route was via Swaffham, with a short comfort break in the town square, then through Brandon, past Lakenheath Air Base and the A11/M11 to Birchanger for another short stop (slightly extended by the poor surfacing in the Coach Park causing a temporary loss of air pressure). Then down to Redbridge with a sighting of a Metroliner and the A12 East to Colchester.

A successful day out, thanks go to the organizers, Ian and Dave, our drivers, Trevor and Dave, and to all the operators visited for their hospitality.

Richard Huggins



For tiresome reasons explained in the text, this is what your Mag. Editor saw for a good part of the day - the rear of the Group's coach - **Genial Travel** DAF / Van Hool H140 AFV. In this view, Trevor (or possibly Gary) is expertly negotiating some particularly 'hairy' lanes en route from Holt to Dereham. Approximately 10 minutes later, an unexpected hazard in the guise of a young lady cyclist conversing on a mobile phone, whilst crossing a humped-back bridge, was encountered. (Girl, bike, coach and bridge were unscathed).

David Harman

40-plus years of Group Tours

Martin Weyell sends three photos from early Group tours; datyes uncertain.

009 (EBD 240) is seen in Basildon depot yard. It was acquired from United Counties in 1958 and sold to Twell, the Lincolnshire dealer who bought a lot of EN stuff in those days, in December 1963, so tour no. 6 on 12 May 1963 seems likely. Note that the coach has no depot allocation plate above the fleet number; perhaps it had only just been transferred in from another depot.

Now we move a short distance east to Hadleigh depot yard where we see **1134** (FJN 203), one of the six superb Leyland PD2/12-Leyland deckers ordered by City but delivered to Westcliff after the take over. The bus carries its old fleet number of 1134 so the shot was taken before the 9th August 1964 renumbering. It may have been taken on the same day as EBD or on 10th May 1964 when we did tour no. 10, a South Essex tour in former LT RF 22 owned by Super Coaches of Upminster. Super was then managed by

Peter Newman, now owner of Ensign Bus. Super's yard was at 168/170 Upminster Bridge Road, Upminster, a site now covered by an office block. Peter Newman/Ensign later bought all six FJNs but in the end only one of them escaped an English scrap yard - FJN 201 went to the USA, being last seen in Pennsylvania in February 1970. I wonder if it survived?

Crossing the border into Hertfordshire, **2250** (ONO 63) was a 1949 K5G which was on its third fleet number when the photo was taken. It started life as 4042; was renumbered 1322 in July 1954, finally becoming 2250 in August 1964. The shot is taken outside Bishops Stortford garage; note that the blind twiddlers have been at work! The bus was withdrawn in February 1967, so the photo must have been taken between August 1964 and February 1967. This gives us a choice of two dates - tour 16 on 31 October 1965 when we did five EN depots plus Pond of Nazeing, Heddingham and Jennings of Ashen, or Tour 20 on 23rd October 1966





when we did four EN depots plus Walden of Epping, Biss Bros, Viceroy of Saffron Walden and Premier Travel at Haverhill. Note that in those days we were able to run two tours to the same part of Essex only a year apart and still fill both coaches up. When I was last in

the area, the depot building survived in use as a tyre or exhaust centre; the bus was not so lucky - it was part-exchanged with Lincolnshire Road Car for GBE 846 the high-bridge publicity bus. LRCC sold ONO for scrap without using it.



THE
EASTERN NATIONAL
ENTHUSIASTS'
GROUP

COACH
TOUR
TICKET

Tour paperwork courtesy of Alan Osborne

11/6d coach tour ticket issued through former A1 Service, (Ardrossan) Setright Speed Register presented to Alan following an organised visit to the Setright factory at Hackney. Advertisement in the M&D & East Kent Bus Club Newsletter for the Central Essex & Herts Tour - 17 February 1963. Booking form for the South Essex Tour - 4 April 1965, visiting Southend Corporation, Elm Park Coaches, Romford, Midas Motor Services, Brentwood and Audawn Coaches, Corringham. Fare - members: 11/6d (57½p), guests: 12/6d (62½p).

CENTRAL ESSEX & HERTS COACH TOUR
Sun 17 Feb. 1963. Ilford 9.30 am.,
Tilbury 10.15 (Gravesend Ferry 10.00).
Visiting five Eastern National
garages, Biss. Bros., Bishops Stortford,
and E.N.O.C. owned-Moore Bros, Kelvodon.
Full details from A.G. Osborne,
7, Cambridge Drive, Seven Kings, Essex.
Please enclose 3d stamped envelope.

KENT & SUSSEX COACH TOUR

EASTERN NATIONAL ENTHUSIASTS GROUP

General Circular E.C.4.

Coach Tour IT/14

March 1965

SOUTH ESSEX COACH TOUR - Sunday 4th April 1965.

A Coach Tour has been arranged for the above date by courtesy of the operators concerned.

The Coach will visit Eastern National garages at BRENTWOOD, BASILDON, SOUTHEND, PRITTEWELL, HADLEIGH AND CANVEY. Visits will also be made to SOUTHEND CORPORATION and to ELM PARK COACHES, Romford, MIDAS MOTOR SERVICES, Brentwood, and AUDAWN COACHES, Corringham.

The tour will also include a study of Elm Park Coaches stage carriage route in the ex. London Transport RFW 1 owned by the operator.

The coach will pick up at KINGS CROSS (Pancras Road 9.00 am.) ILFORD (Clements Road Top, 9.30 am), ROMFORD (Elm Park Coach Station, North Street, 9.45 am). A lunch stop of about ½ hour will be made in Southend and the coach will return to London by 8.30 pm.

To: A.G. Osborne, 7 Cambridge Drive, Seven Kings, Ilford, Essex.

Please reserve _____ sent(s) for me on the South Essex Coach Tour for which I enclose a Postal Order value £ s d.

FARES Members.....11/6 Guests.....12/6

NOTE Please make Postal Orders payable to 'A.G. Osborne' and enclose stamped addressed envelope.

NAME _____ E.N. GROUP MEMBERSHIP NUMBER _____ DATE _____

ADDRESS _____

PICK UP POINT _____ SIGNATURE _____

EASTERN NATIONAL

Enthusiast's Guild

0101 and 0102

The AEC Matador (chassis designation 0853) was first introduced 60 years ago during the Second World War for heavy towing duties, a powerful workhorse used for a multitude of duties for the armed forces

Many later appeared on the civilian market after being "demobbed" from military service, and they were operated by transport concerns, timber merchants, and showmen in various guises. Eastern National acquired two Matadors, both of which had seen service with the Royal Air Force.

0101 (trade plate 632TW) was acquired in 1959 from the RAF. The original body was sold for scrap and a new one construct-

ed from the front section of Tillings Transport Bristol MXB 738. The remainder of the body was sold for scrap. It was fitted with a crane at the same time.

0102 (7198R0, 739TW) had originally passed from the RAF to National Constructors - John Brown Ltd. at Stevenage. It was purchased by Eastern National via Twell, the dealers at Ingham, in exchange for an Eastern National bus. It was rebuilt with the front end of a Bristol MW coach in similar fashion to 0101.

Both vehicles have long been withdrawn; 0102 later passed to Crosville Motor Services.

Peter Snell



0101 prepares to tow stricken Bristol LL5G 334 (RHK 127). The bus has a CF allocation plate, but the location is not known. "C.Stoffer - Chemist", a shop in the background, might provide a clue. The AEC's radiator grille is embellished by an circular cast "EN" motif, of the type fitted to the early Bristol LS dual-purpose saloons. As these seem to have been removed quite early on, (perhaps when the LS's were repainted in bus green), the motif may indeed have come from one of them.

Unknown photographer / Peter Snell



0102, towing an unidentified FLE, pauses in Fairfax Drive, outside the old Prittlewell works.

Unknown photographer / Peter Snell

Hicks Bros.' Properties

In her history of Braintree Garage (EBN 481, May 2004) Sue Burdon mentions that one of the houses adjoining the garage was occupied by Mr. Hicks. As far as I know the company's founder, Ernest Cansdall Hicks always lived in Felsted (at "The Limes" in the 1930's). I believe it was his son, Maxwell("Max") Miller Hicks who would have lived at the depot. However, by May 1935, Max Hicks was living at "Heatherley". Victoria Street, Braintree and when he died in 1970 he lived in Marshalls Road,

Braintree(in a house painted, it was said, Hicks blue). I have recently walked along Victoria Street but could not see a house called "Heatherley", so whether it still exists I know not.

What is perhaps not generally known is that Hicks owned a number of houses which were occupied by their employees. Unfortunately the list of 18 properties which was prepared in 1935 does not appear to have been fully completed and my copy is hard to read but they are as follows:-

BRAINTREE

1	Garage & Depot	Fairfield Road	<i>Occupied by</i>
2	Number ?	Fairfield Road	<i>The company</i>
3	Number ?	Fairfield Road	<i>Hawkes</i>
4		South Street	<i>Baxter</i>
5		South Street	<i>Norton</i>
6		Manor Street	<i>Shuttlewood</i>
7		Manor Street	<i>Shaw</i>
8		Manor Street	<i>Hatley</i>
			<i>Smee</i>

9	Refreshment Room	Fairfield Road	Salmon
10	Barbers Shop	Fairfield Road	Elliot
FELSTED			
11	Land		Dunmow RDC
DUNMOW			
12	Garage		The company
13	House over Garage ??	? Road	??
14	Cottage in yard		Mr. Smith
CLACTON			
15	Garage	? Road	The Company
16	Number ?	? Road	Cloughton
CHELMSFORD			
17	Bus Depot	Park Road	The Company
18	Refreshment Room		Salmon

11 Land

DUNMOW

12 Garage

13 House over Garage ?? ? Road

14 Cottage in yard

CLACTON

15 Garage

16 Number ?

The Company

Cloughton

CHELMSFORD

17 Bus Depot

18 Refreshment Room

Salmon

All of the above properties were owned by Ernest and his brother Arthur Hicks personally and were leased to the Company for a period of 21 years from December 1st 1934 at £790 per annum. Of course the business had been sold by the time of the expiry of the lease and I have no knowledge of what happened to the ownership of the properties.

Although it seems strange nowadays for a bus company to have so many "tied" houses it appears to have been quite common in those days as confirmed by *Roger Warwick's* history of United Counties

Nigel Turner

Hedingham historical

The May issue of EBN(481) records the introduction of an additional weekday journey by Hedingham at 0923 from Earls Colne to Halstead on service 88. In fact this is the reinstatement of a journey they withdrew nearly 33 years ago in 1971!

TO HALSTEAD-BLACKWELL'S							
	Mons. to Fris.			Saturdays.		Sundays.	
Colchester Bus Park		11 45 5	57 30	11 30 4	0 5 15 7 30 9 0	4 30 8 0	
Earls Colne, George	9 20	12 27 5	47 8 12	9 20 12 12 4	42 5 57 8 12 9 42	5 12 8 42	
Halstead, Bull Hotel	9 33	12 40 6	0 8 25	9 33 12 25 4	55 6 10 8 25 9 55	5 25 8 55	
Halstead, Bull Hotel	10 01	20 6	10 8 30	10 10 1 20 3	0 5 45 7 0 9 55	2 15 6 45 9 0	
Earls Colne, George	10 13 1	33 6	23 8 43	10 23 1 33 3	13 5 58 7 13 9 13 10 8	2 28 6 58 9 13	
Colchester Bus Park	10 55 2	15 7 5		11 5 2 15 3	55 6 40 7 55	3 10 7 40	

Mons. to Fris.

Saturdays:

Sundays-

Colchester Bus Park |

k | 1145/5 57 30

1130 4 05 15 7 30 9 0

4	30	8	0
---	----	---	---

Earle Colne, George	9 20
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e	9	20	1227	5	47	8	12
---	---	----	------	---	----	---	----

9	20	12	12	4	42	5	57	8	12	9	42
6	87	12	25	4	55	6	10	8	05	0	55

5	12	8	42
5	25	8	55

Halstead, Bull Hotel 9 33

51	9	33	1240	6	0	8	25
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35 12254 55 6 10 8 25 9 50

3 20 00

Halstead, Bull Hotel	10 0
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10 01 206 108 30

1010	1	203	0.5	457	0.9	0
------	---	-----	-----	-----	-----	---

2	15	6	45	9	0
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immediately apparent from the Hedingham output sheet if the additional service operated on Saturdays as well as M - F, however the addition of red ink on a more recent Saturday roster confirms it does. Local newspapers report that the journey is for a trial period of one year.

Nigel Turner

The 09.23 journey (give or take three minutes) dates back at least one more year. It was shown in *The Up-to-date Time Table* (incorporating Colchester A.B.C. Rail & Bus Time Tables) for Summer 1948 (see opposite page). Somehow, I don't suppose the Sunday timings will ever be reinstated.

David Harman

The photo of Heddingham's Volvo B7TL L330 in the June issue illustrates an extremely unusual feature of this bus, namely the ability to display "SIBLE HEDDINGHAM" on the blind. Despite this village being the base of the company and

its predecessor, Letch's since 1919, I think the only other vehicle in the fleet which can do this is L301 which has an electronic blind. All the rest of the vehicles have to make do with just "HEDINGHAM". This feature dates back to the days of Letch's although some of their buses did show "HEDINGHAMS". This is despite the following terminal points being used over the years-

Sible Hedingham, The Swan
Sible Hedingham, Sugar Loaves
Sible Hedingham, White Horse
Sible Hedingham, Bus Garage
Sible Hedingham, Rippers Works
Sible Hedingham, Hedingham School
Sible Hedingham, Station Road
Castle Hedingham, The Bell
Castle Hedingham, Eleven Elms
Castle Hedingham, The Viking
Castle Hedingham, Memories
Sible Hedingham, High Street Green

Nigel Turner

TOLLESBURY, via Wigborough & Layer-de-la-Haye—OSBORNE

77

|--|

In the 1948 *Up-to-date Time Table*, this was how Osbornes' Tollesbury - Colchester services looked. Heddingham's present 92 route more-or-less replaces these: frequencies: about two-hourly inwards from Tollesbury, mornings-only M-F; three-hourly Saturdays. No Sunday service at all, of course.



PCV HOLDER ?

Full and Part-Time Drivers Required

Stephensons of Essex and our associated company, Excel Passenger Logistics are expanding fast and we have vacancies for drivers at our Rochford, Maldon and Stansted depots.

Full-Time drivers are needed for regular Monday-Friday or Monday-Saturday rotas. Part-Timers are also welcome for school services and weekend rail replacement, together with scheduled service work and private hires.

If you're over 25 and have held a PCV Licence for two years or more, we'd like to hear from you. Our fleet ranges from Volvo B10Ms and Leyland Olympians to new Scania/Irizar coaches and even a 1964 Leyland PD3 'Queen Mary'.

We offer attractive rates of pay, varied work, and a friendly working environment.

For more details contact:

Stephensons: Bill Hiron 01702 541511

Excel: Graham Hayden 01279 681800

