

ESSEX BUS NEWS

July 1999

The monthly magazine of the ESSEX BUS ENTHUSIASTS GROUP

(Formerly the Eastern National Enthusiasts Group)

423



CEDRIC'S OF WIVENHOE HAVE PUT INTO SERVICE THIS LEYLAND OLYMPIAN ACM708X IN A TWO SHADES OF BLUE ALL OVER ADVERT FOR THE COLCHESTER MORTGAGE CENTRE, IT IS SEEN HERE AT COLCHESTER BUS STATION
PHIL FORD

MANAGING EDITOR:

Peter Snell

Please send your news reports to:

Southend Transport:

Thamesway:

Essex Buses & S Essex small ops:

County Bus:

North Essex major ops:

North Essex small ops:

TOURS ORGANISER:

PHOTO ORDERS:

MEMBERSHIP:

SUB EDITORS:

Steve Thompson, 49 Meadow View Walk, Canvey Island, SS8 9SA

John Weeks, 34 Elliot Close, South Woodham Ferrers, CM3 5YN

Ian Ransom, 34 Donald Way, Chelmsford, CM2 9JE

Ian Burton, 46 Stoneleigh Drive, Hoddesdon, EN11 9LN

Paul Sparks, 87 Thorpe Road, Great Clacton, CO15 4NT

Dave Arnold, 21 Cedar Chase, Heybridge, Maldon, CM9 4NR

Dave Arnold, 21 Cedar Chase, Heybridge, Maldon, CM9 4NR

Peter Snell, 6 Mandeville Way, Benfleet, SS7 4LH

Derek Stebbing, 18 Lynmouth Avenue, Chelmsford, CM2 0TP

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423

EDITORIAL

423 FOCUS OF THE MONTH

MVX423J was a Seddon Pennine IV with Plaxton 53 seat coachwork, purchased new by the now defunct operator A H Wells of Hatfield Peveral in April 1971.

ROCHFORD MEETING FREIGHT HOUSE 8pm

The following dates are now booked.

Tuesday September 14th PULLMAN ROOM downstairs

Tuesday October 12th " " "

Tuesday November 9th COMMITTEE ROOM upstairs

Tuesday December 14th " " "

Programme to be announced

EVENTS

August 29/30th Mangapps Farm Railway and Transport Show

September 18th Group trip The Hedingham Bash

October 10th Castle Point Transport Museum Open Day.

MEMBERS REQUEST

Chris Stewart would like to hear from members who were at Brentwood Garage with a camera, on the last day of operations. Please write direct to Chris at 9 Fen Close Shenfield Brentwood Essex CM14 8SB.

Seen on the recent Group tour to Lincolnshire was former Castle Point Bus Company, Leyland PD GRY48D which is the subject of preservation, albeit in a derelict state it appears the main frame looks intact, it resides in the garage of Fowlers Holbeach Drove.

Contributions received with thanks from Essex Buses, Arriva Southend, Arriva East Herts and Essex, Essex County Council, C Sigston, C Stewart, S Menzies, I Taylor, R Dennis.

Contributions for the August EBN should be with Sub Editors by 4th August and Man Editor by 6th August

PLEASE NOTE THE EARLIER DATES FOR AUGUST THIS IS DUE KITHEAD'S ANNUAL HOLIDAYS.

SPECIAL REPORT

EASTERN NATIONAL

3709 FEV178 LEYLAND TD3 ECW L55R

As most of you have no doubt read, Arriva The Shires suddenly sold 3709 to Lister the dealers at Bolton, this sent shock waves through the preservation world as to what destiny would befall the "old lady".

I am glad to report that the bus has a new owner, who runs a museum at Worcester and at present is at a garage in High Wycombe having an engine and brake overhaul, and that the new owner intends to restore the vehicle to Eastern National livery and hopefully will be seen at rallies again.

LINCOLNSHIRE TOUR 26th June

This tour had booked very well and it was with a full complement of 48 passengers that 978VYD, Genial Travel's Volvo B10M, our coach for the day, headed north up the M11. A short stop at Birchanger Green Services revealed several other vehicles present including Huntingdon and District H653HVV, a Volvo Olympian outstationed here to work a Cambridge College contract

Progress via the A14 past Whippets depot at Fenstanton and newly improved A1 was swift and an on time arrival at Fowlers at Holbeach Drove was confidently anticipated. However Lincolnshire Highways had other plans in mind, shortly after glimpsing two Eastern Counties Excels in the Eye area and passing Crowland where annual Horse Show was in full swing we were confronted with diversion signs in our intended route. Apparently a bridge was under repair and the signposted diversion involved an extra 10 miles or so along typical Fenland roads. The diversionary route had its points of interest passing the remains of Cowpit Stn still largely complete with signal box and the interestingly named "Museum of Entertainment", the attractions of which were not obvious. Nevertheless the upshot was we arrived 25 minutes late at Fowlers premises.

Fowlers premises comprise several agricultural type buildings on the edge of the village and in addition to Fowler's own fleet, are home to an amazing variety of preserved and semi preserved vehicles. A good selection of Fowlers vehicles were present including their new Scania S333HEB (which made the trip to North Weald the next day). Former Harris Scania F314RHK and two recently acquired Tynemouth and District Atlanteans still in that operators red and cream livery. Amongst the other vehicles present were HBL68 a Bristol KSW once of Thames Valley and GBJ195 late of Lowestoft/Waveney. A further shed which we were not able to inspect was understood to contain further vehicles belonging to the British Bus Preservation Group.

Many photos were taken in the Fenland sunshine and in view of the extended visit, coupled with the late running it was decided to have the lunch break at Spalding Bus Station rather than Kings Lynn. This would also give us the opportunity to intercept Fowlers other former Harris Scania which was working in from Spalding. The arrangements were duly made and the small village of Moulton Chapel became the back drop for an impromptu photographic halt, no doubt to the amusement of passengers on the vehicle.

Although there was limited activity in Spalding, a Leyland National of Brylaine Travel of Boston and a Stagecoach Olympian were amongst the vehicles seen, eating facilities in the town were appreciated by some and after the break we made our way west on the A151 to Bourne.

Delaines immaculately kept premises have been visited several times by the Group, and a warm welcome is always received, this time being no exception with an introductory address by Managing Director, Anthony Delaine-Smith.

As usual, there was a good selection of the fleet present including the former Greater Manchester Leyland Atlanteans and the two preserved Leyland Titans and one of the Volvo Olympians. We were informed that Atlantean ACT540L is to join the preserved fleet and that Delicensed GDB181N will shortly be broken up, also present was RM2059 in Delaine livery.

A number patronized the office/shop where a variety of Delaine merchandise was available all making for a thoroughly enjoyable visit.

West of Bourne the scenery changes from Fenland to undulating Wold country and our onward journey to Grantham was through Grimsthorpe where the Castle was somewhat more prominent on the landscape than the terminus of the former Edenham Light Railway (closed in 1873). We joined the A1 at Colsterworth once a centre of the Lincolnshire Iron stone Industry (the former Ironstone railway bridge over the A1 remains) and we arrived at Great Gonerby to visit Reliance's premises.

Initial disappointment at the limited number of vehicles present was tempered by the fact that a number were working local services in Grantham and would be seen during our planned visit to the bus station. Nevertheless, one of their Optare bodied Mercedes was present and two coaches, BAZ709, a Volvo B10M, and F691PAY, a Dennis Javelin arrived

before our departure.

Great Gonerby is about 2 miles north of Grantham centre and during the short journey south we passed SNS826W a Leyland National recently acquired by Reliance and B713LAL, a Nottingham National currently on hire.

Grantham Bus Station, where we stopped for some 45 minutes proved busy during the period 16-45 17-30 with a regular flow of Mercedes and Renault mini-buses of Road-Car together with a number of Reliance vehicles. A selection of Road-Car Leyland Nationals turned up including THX212S, formerly London Transport LS212.

It was now time to retrace our steps southward and again the improved A1 made our progress rapid. After a day of glorious sunshine, it mattered not that a short shower greeted us as we returned to Essex at Birchanger our return was as outward via M11 and A12. There was an unexpected bonus at Romford where Ensign Metrobus, A644BCN, newly out

shopped that day was laying over on route 324, the light still being adequate for photos.

Thanks go to our two drivers Trevor (the owner of 978VYD) and Fred and to the operators visited for making the tour such a success. Thanks also to Ian and Dave for organising it and supplying the fleet lists, let us hope for a similarly successful tour in September when Hedingham is the focus.

RICHARD HUGGINS

ESSEX BUS ENTHUSIASTS GROUP

THE HEDINGHAM DEPOT BASH

SATURDAY 18TH SEPTEMBER 1999

This tour will visit all six depots of Hedingham Omnibuses (*A fleet of around 130 vehicles including 44 Bristol VRT's*):-

Tollesbury (1 hr), Kelvedon (3/4 hr), Little Tey (3/4 hr), Hedingham (1 hr), Sudbury (1 hr) and Clacton (1 1/4 hrs).

At each depot as many vehicles as time allows will be moved for photography. As this is a tight schedule there will be no stop for lunch so it is advised to bring a pack lunch.

ALLOCATION CHANGES

1886 BNO 676T has been withdrawn and removed to Clacton where it is awaiting disposal.
 1431 D754 DLO has now entered service at HH, and newly acquired Olympian 4031 A92 KWW is now working from Basildon.

ODD WORKINGS

12/05/99 3222 on service 42
 08/06/99 2662 on service 16A
 02/07/99 3109 on service 80
 02/07/99 736 on service 269 (Famous 5s "Barbie" livery)

SERVICE CHANGES

2 Southend – Basildon (Sunday) revised from 30/05/99
 2A Basildon – Walthamstow (Sunday) revised from 30/05/99
 5 Revised Sunday timetable and extended from Basildon to Pitsea from 30/05/99
 21 Revised route and timetable from 30/05/99
 22 Now operates Sundays from Canvey to Lakeside from 30/05/99
 251 Revised timetable from 30/05/99

NEWS

Since early June, due to staff shortages at RD about half the buses required for route 193 have been provided by BN. For the same reason all day time journeys on 251 have also been operated by BN. Olympians 4026, 4027 and Basildons four VRs have been used extensively.

A VR from BN regularly works on route 80 Warley to Shenfield on Mon. – Fri. starting with the 16.33 ex Warley as the duty encompasses a school contract, however since the arrival of 4026 at BN this vehicle has become a regular performer on the service.

On Mon. – Fri. off-peaks VRs can often be found on routes 73, 81 and 82. The sole Dennis Dart at RD is generally to be found on school days route 863 Stapleford Abbots to Brentwood County High School.

Once again during the school half-term holidays VRs were used on 151 during the day. In fact three out of four of the Basildon allocation were in use most days.

For a special promotion a new Waitrose store at Billericay is currently advertising on the back of tickets issued on buses at Basildon.

FLEET LIST

B WATERS (TOWN AND COUNTRY) BENFLEET

GBO246W	Leyland PSU4/4E	Duple	B47F
ORJ94W	MCW Metrobus	MCW	H74F
BYX144V	MCW Metrobus	MCW	H77D
BYX156V	MCW Metrobus	MCW	H77D
BYX174V	MCW Metrobus	MCW	H77D
E957GGX	DAF MB230	Duple	C57F
R310NGM	Dennis Dart	Plaxton	B33F
R311NGM	Dennis Dart	Plaxton	B33F
R312NGM	Dennis Dart	Plaxton	B33F
R313NGM	Dennis Dart	Plaxton	B33F

THAMESWAY

THAMESWAY

SUBSEQUENT DISPOSALS

<u>FLEET No.</u>	<u>REG No.</u>	<u>DETAILS.</u>	<u>DATE.</u>
516	F771GNA [ex KCT986, F771GNA]	Fletcher, Malton ex Farmer, Ashford.	12/98
1915	JHJ141V	Rest & Ride (t/a Thandi), Smethwick. [for spares] ex Falcon, Smethwick.	6/98
3080	STW 24W	Fleetlink (dlr), Liverpool. ex Stagecoach Cambus. FLEET No 747	3/99
3117	XHK222X	Munden L (t/a Crown), Bristol ex Bristol Omnibus Co Ltd FLEET No 5563	2/99
4504	A13 ALS [ex B692BPU]	Cullinan (t/a Happy Al's), Birkenhead. re-numbered from 13 to 20	2/99
4507	A14 ALS [ex B695BPU]	Cullinan (t/a Happy Al's), Birkenhead re-numbered from 14 to 21	2/99

Due to the Sub Editors holidays there are no reports
for Eastern National this month.

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a NATIONAL bus company

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SUBSEQUENT DISPOSALS

<u>FLEET No.</u>	<u>REG No.</u>	<u>DETAILS.</u>	<u>DATE.</u>
221	C221HJN	Nenderson, Penygraig. ex South Wales Transport. FLEET No 221	3/99
227	C481BHY	Nenderson, Penygraig. ex South Wales Transport. FLEET No 224	3/99
429	Q659OVL [ex LWC980J]	PVS (dlr), Carlton. ex Williams, Ancaster.	by 4/98
0715	C443BHY	First Hampshire Ltd (npsv) FLEET No 950 Provincial (npsv) FLEET No 950 ex Southampton City Transport Ltd (npsv) FLEET No 003	4/99 2/99

1310	ANA 94Y	- ? - , - ? - (dlr for scrap).	3/99
		ex Jones, Walkden.	
1406	EUF828L	Scrapped.	by 8/98
	[ex ARU 99A,	ex Appleford, Shepperton.	
	VBV546L,		
	CSV253,		
	XVW631L]		
1600	B457WHJ	Parkway (dlr), Cranford.	11/98
		ex L B of Havering, Hornchurch. FLEET No 169	
1713	WNO562L	Sold by Andrews (sheffield) Ltd. FLEET No 66	3/99
1892	PIJ8104	Feeke (t/a Freestones), Beetley.	4/99
	[ex BNO682T]	ex Morant & Feeke, Beetley.	
2386	WNO484	- ? - , Swansea area (preservation).	3/99
		ex South Wales Transport Co Ltd. FLEET No 500	
2867	RVW393D	Bradley, Hatton. [in use as a summerhouse still current 2/99]	5/86
		ex Northern Scottish.	
2871	RWC943D	Bradley, Hatton. [in use as a summerhouse still current 2/99]	5/86
		ex Northern Scottish.	
3016	SMS 42H	The Birds Nest (mobile bar / off licence), SE8.	by 12/94
		ex Robson, SE1.	
	ORP462M	Stewart, Glencarse (npsv).	6/88

EASTERN NATIONAL FLEET FOCUS No 3 [EBN 419/17 update]:-

<u>FLEET No.</u>	<u>REG No.</u>	<u>DETAILS.</u>	<u>DATE.</u>
1120	HHJ381Y	Eastern National.	New 4/83
		Eastern Counties. FLEET No TA533	1/96
		Re-numbered 3	1/96
		Fitted with bus seats except rear row.	by 10/97
		First Eastern Counties Buses Ltd. FLEET No 3	11/98
		Stephenson (dlr), Rochford.	1/99
		Southern National.	2/99
		Pearce, Darch & Willcox Ltd (Cawlett Group)	3/99
1121	HHJ382Y	Eastern National.	New 4/83
		Eastern Counties. FLEET No TA534	9/95
		Re-numbered 4	1/96
		First Eastern Counties Buses Ltd. FLEET No 4	11/98
		Stephenson (dlr), Rochford.	1/99
		Southern National.	2/99
		Pearce, Darch & Willcox Ltd (Cawlett Group)	3/99
1122	A691OHJ	Eastern National.	New 11/83
		Thamesway. FLEET No 1122	7/90
		AE & FR Brewer Ltd, Caerau. FLEET No 391	2/91
		AE & FR Brewer Ltd, Maesteg. FLEET No 391	5/91
		AE & FR Brewer Ltd, Port Talbot. FLEET No 184	4/93
		South Wales Transport Co Ltd. FLEET No 184	4/98
		Stephenson (dlr), Rochford.	12/98
		Southern National FLEET No 2224.	2/99

1126	A695OHJ	Eastern National.	New 11/83
		Thamesway. FLEET No 1126	7/90
		South Wales Transport Co Ltd. FLEET No 171	5/91
		AE & FR Brewer Ltd, Port Talbot. FLEET No 186	
		as DP49F	4/93
		South Wales Transport Co Ltd. FLEET No 186	4/98
		Stephenson (dlr), Rochford.	12/98
		Southern National FLEET No 2223.	2/99

ARRIVA COLCHESTER LIMITED

Arriva East Herts & Essex's Olympian 5377 (TPD 107X) has been transferred to ACL. It was towed from Harlow on 19.6.1999 and will require a lot of work before it can enter service. Atlantean 5316 (MEV 86V) was withdrawn on 2.7.1999. The remains of Greenway 3307 (NIW 6507) have been removed from Magdalen Street.

The Volvo B10Ms are being repainted from CBT to Arriva livery. 3317 came out of the paint shop on 22.6.1999, 3316 on 25.6.1997, 3319 on 30.6.1999, and 3315 on 6.7.1999, leaving just 3320 and 3321 to be done.

From 24.5.1999 to 12.6.1999 ACL operated a contract for Tescos between Ware and Hertford, using Mercedes minibus 2326 (H123 WFM).

The tour of Britain's oldest recorded town started again on 21.6.1999, using Colchester's oldest recorded bus: open-top Atlantean 5301 (JHK 495N). The tour is operated daily at 11.00, 13.30 and 15.30 until 5.9.1999. The route is slightly shorter

NORTH ESSEX BUS SCENE

Hedingham Omnibuses

Hedingham are alternating between their open top Bristol VR and their closed top VR, presumably because of encumbant weather, for their Clacton Common service.

Crusader Holidays

The last of the batch of eight new Setras has arrived. Hopefully by next month a revised Crusader fleet list can be published.



ARRIVA

East Herts & Essex Ltd

FLEET

Corrections

M240 (BYX 240V) was never received from Arriva London North (EBN 418)
 0365 registration is P865 VYJ (EBN 419)
 1157 registration is D571 NDA (EBN 421)
 2278 (G78 SKR) was never received from Arriva Kent & Sussex (EBN 422)

Vehicles re-registered

2167	SLU 261	Ford Transit / Dodge, re-registered to D969 MDB by June 99
5351	GBU 1V	MCW Metrobus, re-registered to OPP 741V in June 99

Liveries

May 99: 2361 (N741 AVW), 3356 (K406 FHJ) to Arriva corporate livery
 June 99: 3354 (J404 XVX) to Arriva corporate livery
 By June 99: 2334 (L724 PHK) to Arriva corporate livery
 2288 (G928 WGS), 5380 (TPD 110X) to Arriva "Outer London" (red/stone)

Fleet Numbering

May 99: GYE 508W to 5367

Allocation Changes to May 1999

1156	C471 GNO	Withdrawn
1157	D571 NDA	Withdrawn (03/99) and sold to Hardwick, Carlton (05/99)
4300	WPH 130Y	Arriva Training Services to Withdrawn
5367	GYE 508W	Arriva London North to Ware

Further to EBN 422, 5377/82/3 (TPD 107/15/23X) are currently being refurbished and repainted prior to transfer to Arriva Colchester.

General

The following Arriva East Herts & Essex vehicles were on display at the North Weald bus rally on Sunday 27th June.

3354	J404 XVX	Dennis Dart / Wright Handybus in Arriva livery
3358	K408 FHJ	Dennis Dart / Plaxton Pointer in Arriva livery with route 510 branding (Harlow - Bishops Stortford - Stansted Airport)
5367	GYE 508W	MCW Metrobus in Arriva "Outer London" livery (used on route 310)
5374	TPD 104X	Leyland Olympian / Roe in Arriva livery with route 511 branding (Lakeside - Warley - Brentwood - Ongar - Epping)

(ex County Bus and Coach Leyland national SN 312 (UPB 312S) in Townlink branding was also on display)

FLEET ALLOCATION AS AT 14 JUNE 1999

HA - Harlow & Debden

Minibus	2055/63/2273/4/80/5/98/2309/13-21/27-33/36-41/50-8
Single Decker	3324/5/8/9/31-3/5/7-48/56-64/6-72/6-8/85
Double Decker	5371/2/4/8-80
Coach	4320

GY - Grays

Minibus	2334/45-8/59-64
Single Decker	3349/50/73-5/3404-14/21/3-9/31
Double Decker	5349/53/6/7/62/8

WA - Ware & Hoddesdon

Minibus	2224/87-91/99/2311/2/69-80/2
Single Decker	3352-5/65/416/35/9-49/4335-7/9
Double Decker	5348/51/4/5/8/9/63/7/70/80
Coach	4318

(the above list does not include ancilliary or training vehicles)

SERVICES

3 July	809/810	Harlow - Sawbridgeworth circular. Route will no longer serve Park Lane and School Lane. Traffic Management Scheme. Minor timetable revisions
17 July	384	Lakeside -Grays - Tilbury. Thurrock contract. Saturday service operated by Arriva East Herts & Essex suspended. Sunday service suspended (1030-1855), operates 1902-2243
18 July	100	Thurrock contract. Additional Sunday journey 0849 Grays - Basildon
31 July	261	Brentwood - Blackmore. ECC contract. Evening contract journeys withdrawn 1825, 1925, 2125 ex Brentwood Station and 1855, 1955, 2155 ex Blackmore
	501	Harlow - Brentwood. ECC contract. Evening contract journeys withdrawn 2025, 2225 ex Brentwood Station and 2055 ex Ongar
	18	Haverhill - Saffron Walden. ECC contract terminated
	313	Saffron Walden - Great Dunmow. ECC contract terminated
	314/318	Harlow (314) and Saffron Walden (318) - Bishops Stortford. Saturday services withdrawn upon consequent loss on 18/313 contracts
2 August	261	Brentwood - Blackmore. ECC subsidy contract. New journeys 1830 ex Brentwood Station and 1745 ex Blackmore
	510	Harlow - Stansted Airport. 0710, 0735, 0810 journeys from Stansted Airport retimed



FLEET

NEW VEHICLES 7/99

3218 T218NMJ Dennis Dart SLF Plaxton B33F
4 more have since arrived details to follow.

ACQUIRED

2309 G924WGS Mercedes 709D Plaxton B23F 2/90
ex arriva East Herts and Essex 6/99
? K37GNE Dennis Dominator East Lancs H7/?F
ex Arriva Guildfords and West Surrey 7/99

WITHDRAWN

Leyland Fleetlines 5329 XTE229V. 5332 MRJ232W. 5336 MRJ236W

REPAINTS

To Arriva livery Olympian 5404 H264GEV
Mercedes 2309 G924WGS

Dennis Dominators 5274/5 G664/5FKA are branded for route 2 Southend - Basildon, 5273 G663FKA has yet to enter service having arrived at Southend defective.

Green Line coaches are increasingly being used on local stage services notable of which is route 1 Southend - Rayleigh.

It is reported that the new garage at Short Street will be ready for occupation by September*****???

News is that the Leyland Tigers coaches are to be replaced by R registered Volvos at present on Green Line service 757.

GLORY DAYS: TILLING GROUP (Gavin Booth, Ian Allan Publishing £14.99)

Published last year, this is more than merely a photographic record, containing the history of the Tilling operation from 1850 to 1968 fully illustrated by both black-and-white and full-page colour views. The relationship of Tilling, BAT, the railway companies and the acquisition of National Omnibus & Transport is all explained, as is the fascinating story of the run-up to state ownership from 1948. From then on, of course, Bristol/ECW products predominated, but not before ECW-bodied Leyland PD1A's, Royal Tigers and other non-standard combinations made their way into certain fleets. The Balfour Beatty Group companies (Midland General, Mansfield District and Notts & Derby) had entered the Tilling fold by a roundabout route and continued to defy standardisation, with their distinctive liveries, AEC's, Guys and trolleybuses (also to be found in Brighton & Hove). There are potted histories of all the Tilling group companies, and an overview of the vehicle types operated. Finally there is the transition through the THC to the National Bus Company, and there is something of a celebration of the Tilling years - with its high degree of standardisation, economy of operation and overall

profitability - not something we readily associate with later State-owned enterprises. The author puts down to benign management the continuation of Company idiosyncrasies - Hants & Dorset sun-visors, different destination screen layouts, opening window arrangements, minor and major variations in livery, our own ENOC's silver radiator grilles - but I wonder whether in fact this was more to do with their inability to stifle local tradition (witness the later attempts by the NBC to specify fleetnumber vinyls and the number of companies who kept their number plates). He also, I think, paints a slightly rose-tinted version of labour relations, but I suspect that this depends which side of the fence you are looking from. Overall, though, this is a thoroughly readable account which (despite a few minor errors over vehicle types) clearly sets the framework within which the individual companies operated, and explains why many of them kept their own characteristics.

Photographs of local interest include a fine view of K5G 3755 (GNO699) in Aylesbury prior to 1951; a Tilling 'RFW' (LYM730) in Brighton; a fabulous shot inside Central Works in 1957 (showing an LD, pre-war ex Thames Valley K, L bus, L coach and ex City OWB and PS1 coach); MW coach 356 (10 DLY) on a Scottish pier; ex Moore's 2004 (GYL983); LS coach 613JPU in South Midland livery; FLF6LX 2930 (AVW399F) in Basildon; RELH6G 579 (AVX962B) in Lincoln; and a full-page view of PD1A/ECW 1114 (MPU44) at Canvey Leigh Beck. There is also an Eastern Counties LS at the Clacton coach rally and a nice shot of a Lincolnshire 'Queen Mary' LWL. Amongst the myriad Lodekkas, MW's, LS's, L's and K-types there are early LH's and RE's, SUL's, SC's down narrow Welsh roads, the occasional Bedford/Duple coach, AEC Regents (including an immaculate Notts & Derby one a mere 17 years old at the time), Guys and Leylands together with a few other surprises. Out of our area, I know, but I do particularly like the United L on the causeway to Holy Island, the three newly-delivered FSF's in a United garage and the Midland General LS dual-purpose on a private hire in Moreton-in-the-Marsh in 1956.

Good value for money and worthy of a place on your bookshelf.

Chris Stewart 21.5.99.

