

ESSEX BUS NEWS

February 2002

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www.essexbus.org.uk



THE MONTHLY MAGAZINE OF THE ESSEX BUS ENTHUSIASTS GROUP

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Essex Bus News

Everything you need to know

Subscription Information

A one-year membership includes 12 consecutive issues of Essex Bus News Magazine and runs from either January or July. Current rates are £15.00 First class & £14.00 Second class postage. Membership applications and any enquiries about your membership should be addressed to Derek Stebbing.

Under the terms of the 1998 Data Protection Act, we need to inform you that Members Names & Addresses, Subscription renewal dates & relevant postal rates are held on a computer Database for the purpose of administering member services. If you object to your information being held in the way, please write to the Membership Secretary.

Timetable Subscription Service

Members of the scheme receive the Essex county council timetable books and monthly updates plus copies of the Thurrock council timetable book. Please contact Derek Stebbing for information on joining the service or see www.essexbus.org.uk

Photo Sales

There's a huge selection of photos for you to purchase. We have photos of most operators and vehicles in Essex both past and present. Please write to Peter Snell with details of what you're looking for and he'll be pleased to help you.

**Essex Bus News is designed
by Sean Menzies & printed by
Kithead Ltd, De Salis Drive,
Hampton Lovett,
Droitwich, Worcs WR9 0QE**

Members Adverts & Appeals

As a free service we will publish members for sales, wants and appeals for information.

Publication is subject to space and restricted to bus and transport related items. Please send your advert to the Managing Editor.

Members responding to adverts should deal direct with the advertiser, as the group is not involved with any of them.

Your Reports & Observations

We aim to provide comprehensive coverage of bus services in Essex and members Reports, Photos and original articles are welcome. Please send them direct to the relevant Sub – Editor

Any views expressed in articles are those of the articles author alone and they do not necessarily reflect the opinions of the Essex Bus Enthusiasts Group.

We reserve the right to defer items to allow time for confirmation or achieve page layouts.

Every effort is made to ensure accuracy but the group cannot accept responsibility for any error of fact subsequently discovered.

Contributions & Closing Dates

Thank you to the dozens of contributors for their valuable news and information for this month's issue. There would much less to read without them.

Please send your Contributions for the next issue of Essex Bus News to the Sub-editors by **5th March** and to the Managing editor by **8th March**

The magazine is due for posting on **Thursday 21st March 2002.**

Welcome Aboard!

What's Inside

Essex Bus News

This Month?

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NEW ! www.essexbus.org.uk

March Group Meeting

**Tuesday 12th March –Group
AGM PLUS "British Outposts
Slide Show"**

**Pullman Suite, Freight House,
Rochford.
Adjacent to Rochford Station.
Plenty of room for parking and
Arriva Buses 7/8 stop outside.
Doors Open 19.30 ,Meeting
starts at 20.00 & ends by 2200**

- It's All About Buses In Essex

2002 COACH TRIPS

**Saturday 18th May
Essex Independents**

**Saturday 22nd June
South Coast Spectacular**

**Make a note of these not to be
missed trips.**

**Booking form and full details
next month.**

Cover

We've gone City mad this month with a Special 'City Golden Jubilee' Supplement and our outstanding new book 'City Fact File' -You can order your copy for just £3! It's all to celebrate the 50th anniversary of City being taken over and it's a must for bus fans young and old! One of the few surviving City Buses was at last years Canvey Rally and Chris Stewart's photo shows Leyland Titan LD1 in the company of Bristol MW 1402

Photo

BUSES IN THE NEWS

NEW CASH FOR RURAL ROUTES

Innovative schemes to improve bus services in rural areas of Essex were awarded more than three hundred thousand pounds recently.

The awards, made by the Rural Bus Challenge competition 2001, gives Essex County Council funds to launch two rural transport schemes in Harwich and Epping

Arriva v Kingstons in Grays

Kingstons of Essex stepped up competition with Arriva on 16th February with the introduction of Easy Access Buses on Service 20 in Grays and a new Service 80, both running every 15 minutes. In a war of words with Arriva, Kingstons recently used a full page advert in 'Thurrock Gazette' to promote it's services with a £1000 prize draw and a claim that 'The year 2002 will bring reliable public transport back to Thurrock as it should be'

The Harwich Connection community Bus Co-operative receives a grant of two hundred and Ninety Three thousand whilst The Essex Taxi bus Carrier in Epping gets an injection of Twenty thousand pounds.

The Rural Bus Challenge competition started in 1998 to tackle the social isolation of those living in rural areas and previous awards included funding for the successful Dengie Village link services.

Advertise your Bus Event Free in Essex Bus News

**Mail us via our new
website**

www.essexbus.org.uk

or

**Write to Managing Editor
at the address on the front
cover**

**Members Free AD
Classic Bus Magazine Vols 1/2/3
Bus & Coach Preservation Vol 1
Fully Bound £30 each Volume
Jack London 5A Chain Lane
Newark Notts NG24 1AU**

**(All adverts are printed subject to space
and restricted organised events within
reasonable travelling distance of Essex)**

Essex Bus News— First Choice for Bus News

New Rules for Bus Registration

The quality of local bus services in England and Wales will be improved by two important changes to the rules for registration

The Changes are -

♦The registration of a new local bus service with the Traffic Commissioner, or a change to an existing registration, are both currently subject to a 42-day notice period.

This will be extended to 56 days and will allow bus operators less opportunity to make changes to local bus services, which can confuse and deter passengers. It will also allow local authorities more time to provide accurate passenger information.

♦At present, bus operators may change the timings of individual buses by up to 5 minutes either side of the time quoted in the published timetable without notifying the Traffic Commissioner. This so-called 'five-minute rule' **will be abolished.**

All local bus services must be registered with the Traffic Commissioner and operators can face disciplinary action if they do not run in accordance with the registration.

KOO!- Video Treat for VR Lovers

Following on from the photo of KOO792V in last month's EBN, there's a chance to see the former 3074 in action on a new video of VR's in the Bristol area.

The first half of the video (over 20 minutes) is devoted to a trip from Blagdon to Wells with KOO and regular enthusiast driver Allan MacFarlane, the remainder being a selection of City Line, Badgerline and local operators' VR's filmed in Bristol and nearby during 1995-98.

Get your copy for £16 from Denis Strange at 20 Hainault Drive, Verwood, Dorset BH31 6LE

**Next Month in Essex Bus News
Essex Publicity –A Free 4 page Special**

Surf our website for more info www.essexbus.org.uk

First in Essex

Going Solo Soon

It is confirmed that the Optare Solos for route 193 will be type M850 (i.e. 8.5m long) and those for Chelmsford of type M920. They will have only one (19-digit) vehicle number, being of integral construction, starting SAB190etc; Optare usually abbreviate the numbers to a short format eg 190814 refers to type 190 [Solo, RHD] vehicle number 814. The first completed and painted example has been inspected at the factory in early February, but the full batch is unlikely to enter service before certain alterations have been carried out to Romford depot. At the time of writing these were not expected to take place before March.

Acquired Vehicles

981- 984 N981-4EHJ Dennis Dart/Plaxton B40F ex *First Capital* – **981** seen on 15 Jan (on service 269) and **984** seen on 16 Jan (751).

4320 P180TGD Volvo Olympian YV3YNA411TC026821 new 1996
Alexander H47/32F body no 9529/37

4322 P182TGD Volvo Olympian YV3YNA419TC026842 new 1996
Alexander H47/32F body no 9529/39

Both ex First Leicester (new to First Glasgow) reported as having been collected 18 Jan; another two similar vehicles are expected, thought likely to be P181/8TGD.

9002 (G707VHA) has chassis no 729134 and body no 2669/89 (being new in 1989)

9003 (E330WOK) was new in 1987

462 Duties

Actual operation of the Ilford route 462 includes two duties from Romford depot, the relevant vehicles being supplied from Basildon's allocation. Non-availability of the Darts has led to occasional use of Mercedes 709's, as well as 855 mentioned last month and a First (Capital) Dart/Plaxton.

First VR Watch –February 2002

11 in Service

**3069 HH, 3072 CR, 3078 CR, 3083 CF, 3101 CR, 3103 Reserve,
3109 BN, 3112 BN, 3113 HH, 3219 BE**

Allocations (period ending 27 January)

368 Disp-RD (Shuttle); **372** RD(S)-Disp; **374** BN-Disp; **379** BN-Disp
981 Acq-BN; **982** Acq-BN; **983** Acq-HH; **984** Acq-BN; **3079** CR-Disp;
3093 CR-Disp; **4320** Acq-CR; **4322** Acq-CR

3093 was still at CR on 7th Feb pending entry into service of 4320/2

Repaints/Refurbishments (All repaints to 'Barbie 2' unless otherwise stated*)

1.02 2662 956 954 9001 1413 720* ('Barbie 1')

Last month's list of buses in 'Barbie 2' livery should have included 1422 and 4009

Dart Wars

Dart 924 has now returned to BN after repairs. Unfortunately two other Basildon Darts were involved in a serious accident within the depot complex during the early morning of 2nd Feb. 966 was inside the depot building undergoing maintenance (it is believed on the 'rolling road') when it was struck heavily from behind by out of control 735 and pushed into the pit area. Luckily the driver of 735, a fitter working on 966 and another in the immediate vicinity all escaped serious injury. Both vehicles were very badly damaged, as was an office inside the depot building.

Meanwhile CR4315 suffered significant front-end damage after a collision with a car on 25th Jan, and is likely to be off the road for some time as a result.

Support Vehicles

In response to requests for this information, the current ancillary fleet consists of converted buses **35, 625, 1924, 9002/3/17/20/1/3/6/8-32/4/5, 9411** and the following:

2111	E50CEV	Escort van new 9/87	CN
9004	L631VAE	Transit van new 2/94	HO
9010	E157BTL	Ford Cargo stores truck	out of use
9033	W354HHL	Transit van new 7/01	CR
9308	S586RVW	Transit van new 8/98	BN

Publicity vehicle 9028 has been re-lettered with 'First' in place of the 'Thamesway' names.

VEHICLE WORKINGS

15.1.02	HH324 on 20
w/c 21.1.02	BN3112 on schools 561 (Basildon-Chelmsford) instead of the usual BN5005
21/22.1.02	HH315 on Canvey Clipper
22.1.02	HH737 ('Famous 5') on 751
28.1.02	CR2676 on 64A
w/c 4.2.02	BN3112 on 151 all day 4th & 5th, BN4030 on 6th and BN3109 on 7th
5.2.02	RD806 on 193
7.2.02	Float 3103 on 74

In Brief

- On Monday 28th January, a fallen tree near Stock seriously disrupted service 100; the road was closed much of the day as the tree had crushed a van. At least one journey operated via Shenfield.
- Rail replacement buses noted working between Shenfield and Witham (only as far as Chelmsford on 3rd Feb) include:

13th Jan	1415 1426 1428 3219 4005 4007 4016 4302 4307 5005
	(note that these 10 vehicles carry 6 different liveries)
20th Jan	1403 1426 4012 4302
27th Jan	1416 1420 1425 3101 3109 3112 3219 4007 4012 4016 4024
	4026 4302 5001 5006 5011
	(also 1509 noted in CR depot unserviceable on 28 Feb showing 'Rail Replacement Service')
3rd Feb	1414 1416 1425 2634 2670 2678 4010 4012 4024 4025
	5001 5003
	(The MB709's were operating Chelmsford – Ingatestone and Shenfield – Ingatestone unlike previous weeks when all vehicles called there)

SERVICE CHANGES/PUBLICITY

From 2nd Jan, Brentwood local **77** no longer serves BT's grounds although it continues to observe the stops outside in London Road. Also from that date, BT passes have no longer been accepted. This presumably marks the end of the 2-year agreement between BT, Brentwood Council and First relating to this service (2662 having lost its BT livery early in January as noted earlier).

Service 56C: Chelmsford - Chelmer Village (Mondays to Saturdays) - evening service has been withdrawn and replaced by new service 48C with effect from 28th January.

Service 331 renumbered as Village Link 9 (*First* only operate the Saturday service but presumably the weekday *London Transit* 331/2 both become VL9)

Publicity item – new stock of 'Diamond' leaflet showing 'reprinted January 2002'

Saturday 23rd March:

Changes to the Mobility Bus network operated by First Essex Buses. This results in a reduced network of four routes, the 951(M/W/Sa), 953(F), 958(Tu/Th) and the 955 (Mon to Sat). The temporary route 548 (Upminster- St Mary's Lane, M-F offpeak, worked by Arriva from Grays, will be withdrawn as a result of the 951 change.

951 (Cranham, Jobber's Rest on St.Mary's Lane & Romford, Mon)

Retained Mons, and introduced also on Weds and Sats. Revised to start from Eagle Way, Warley and then operate via Eagle Way (return via Warley Hill and The Drive to Eagle Way), Warley Road, Great Warley Street, Warley Street, St.Mary's Lane, Station Road Upminster, Hall Lane, Shepherds Hill, Squirrells Heath Road, Gubbins Lane Harold Wood, and then the current route 952 to St.Edwards Way, Romford.

952 (Harold Hill & Rainham, Tue,Thur) Withdrawn.

953 (Harold Hill & Thames View Estate, Wed,Sat) Withdrawn on Weds and Sats but introduced on Fris. Withdrawn between Harold Hill and Romford.

955 (Ilford- Romford- Hainault, various jnys on Mon,Tue,Wed,Fri,Sat)

Introduced also on Thurs, thus becoming a Mon-Sat operation. Withdrawn between King George Hospital and Ilford.

958 (Barkingside Tesco & Ilford, Thur) Introduced also on Tues.

Withdrawn between Kings Avenue, Woodford and Barkingside. The loop working in the Whipps Cross area (Whipps Cross Road and Snaresbrook Road) also withdrawn. However, extended from Ilford via current route 959 to Abridge Way, Thames View Estate.

Thanks to LOTS for this information.

Colour Bus (C)/Mega Rear (M) Contracts

Vehicle	Depot	Type	Contract	Expiry Date
1511	CN	C	Dream Radio	15.07.02
2658	RD	C	'The Brewery'	31.08.02
2826	BE	C	Meadows Shopping Centre	15.03.02
2901	CF	M	Countryside	30.04.02
2902	CF	M	Countryside	30.04.02
4007	CF	C	Chelmsford Council	31.12.01

First in Essex fleet allocation 27 January 2002

Braintree (BE)	944/5, 2630/47/8/56/63/4/80, 2803/4/8/11/2/6-8/21/6/7, 3219, 5000
Basildon (BN)	376, 639-45, 711-6/34-8, 805/9/11, 852-5, 913-5/8-22/4-34/59-72/3/7, 980-2/4-6, 1430/2/3, 2657/60/1, 3109/12, 4026/30, 5005
Chelmsford (CF)	430/1/3, 729-33/9-44, 1401-3/7/8/13-6/25-9, 1516-20, 2627/31-46, 2667/8/70-4/6-8, 2806/9/10/23/4, 2901-11, 3083, 4007/10/2/24/5, 5001-4/6/11
Clacton (CN)	907/12/6, 1510-3, 2649-54/65/83, 2801/5/19/20, 4015-9
Colchester (CR)	621-4/6, 650-4, 908-11/75/6, 1501-9, 2679, 2829/30, 2921-6, 3072/8/92, 3101, 4014, 4301-5/7/9/15/20/2
Hadleigh (HH)	315-21/3-7, 701-10/7-21, 808, 935-42/6-58, 983/7, 1400/4-6/9-12, 1417-24/31, 3069, 3113, 4003-5/27
Harwich (DT)	2655/66/9/81/2, 4008/9/13, 4308/10/1/4
Romford (RD)	368, 401-10, 806/7/10, 2658/9/62
Heritage	2383, 9001
Paint/refurb spares	314, 2619, 3103
Temporary shuttles	380, 2605/21
Disposal	313/46/55/7/64/72/4/5/9, 2603/8, 3071/6/7/9/84/93/4, 3110, 3228, 3334, 4028, 9021/3/31/2, 9411
Driver Training	35, 625, 1924 (BN); 9002/3/20/6 (HO)
Ancillary vehicles	BN: 9028-30, 9308; CF: 9034; CN: 2111; CR: 9033; HH: 9035; HO: 9004/10

Airport

Airport Buses	100/1/12, 432/4/5, 917/43/74/9, 602/8/10, 2625/6/8/75, 2802, 2813-5/22/5/8
Airport Coaches	102/3/11, 397/8
Delicensed	104/7
Disposal	117, 2602/7/9 (plus 2605 temp shuttle at BN for 462)

	AIRPORT BUSES	AIRPORT COACHES
TRAFFIC REQUIREMENT		
Minibus	8	4
Midibus	11	0
Coach	2	0
SPARES		
Minibus	2	1
Midibus	0	0
Coach	1	0
TOTAL ALLOCATION		
Minibus	10	5
Midibus	11	0
Coach	3	0
TOTAL	24	5

	BE	BN	CF and (MN)	CN	CR	DT	HH	RD	TOTAL
TRAFFIC									
REQ'T									
Minibus	6	6	27 (1)	8	1	4	11	4	68
Midibus	11	47	24	6	17	0	35	0	140
SD	0	3	11 (5)	4	11	0	15	0	49
DD	1	4	4 (1)	4	14	6	5	0	39
Phoenix DD	0	0	4	0	0	0	0	0	4
Phoenix	1	0	1	0	0	0	0	0	2
SD/Midi									
Mobility	0	3	0	0	0	0	0	0	3
(Midi)									
Route 193	0	0	0	0	0	0	0	11	11
(Mini)									
ENG SPARE									
Minibus	1	1	2	0	0	1	2	1	8
Midibus	2	5	3	1	2	0	3	0	16
SD	0	0	3	0	3	0	2	0	8
DD	0	1	1	1	1	1	1	0	6
Phoenix DD	0	0	1	0	0	0	0	0	1
Phoenix	0	0	0	0	0	0	0	0	0
SD/Midi									
Mobility	0	1	0	0	0	0	0	0	1
(Midi)									
Route 193	0	0	0	0	0	0	0	1	1
(Mini)									
TOTAL									
ALLOC									
Minibus	7	7	29 (1)	8	1	5	13	5	76
Midibus	13	52	27	7	19	0	38	0	156
SD	0	3	14 (5)	4	14	0	17	0	57
DD	1	5	5 (1)	5	15	7	6	0	45
Phoenix DD	0	0	5	0	0	0	0	0	5
Phoenix	1	0	1	0	0	0	0	0	2
SD/Midi									
Mobility	0	4	0	0	0	0	0	0	4
(Midi)									
Route 193	0	0	0	0	0	0	0	12	12
(Mini)									
TOTALS	22	71	81 (7)	24	49	12	74	17	357

**BUS MARKS –The Best Websites Around
Harlow Ride**

www.harlowride.co.uk

News & Info on all operators in and around Harlow



As we reveal in First in Essex, some changes are being made to Romford garage to prepare it for the arrival of the Optare Solos. Chris Stewart's camera shows how the garage looked in February last year.



R129 XWF Dennis Javelin Plaxton Premiere 350 C53F Seen outside their garage is Memories for Tomorrow about to undertake a journey on Jetlink service 777. (Dave Arnold)

*Golden
Jubilee*

**1952
2002**

City Coach Company

*A
Special
8 Page
Pullout*

No. 2

1925



MAP and TIME-TABLE

Service No. 536^A

The All Brown Route

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No. 7b

CITY

1931

TIME TABLE

of the

**New Empress
Saloon Coaches**

between

LONDON

LEIGHTON ROAD, KENTISH TOWN

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AND

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**An Essex Bus News special souvenir supplement to complement
our new City Fact File Book celebrating the Golden Jubilee of the
end of City on 17th February 2002.**

15 LAINDON STATION to "THE CROWN HOTEL," LANGDON HILLS. SERVICE No. 15.

MONDAY - FRIDAY.

LAINDON STATION.....	a.m. 6 00	6 50	7 40	9 25	1025	p.m. 1 10	4 05	5 05	6 05	7 05	8 20	...	...	...	...
CROWN HOTEL.....	6 07	6 57	7 47	9 32	1032	1 17	4 12	5 12	6 12	7 12	8 27	...	...	...	...
CROWN HOTEL.....	a.m. 6 10	7 00	7 50	9 35	1035	p.m. 1 25	4 25	5 25	6 25	7 25	8 30	...	...	...	...
LAINDON STATION.....	6 15	7 05	7 55	9 40	1040	1 30	4 30	5 30	6 30	7 30	8 35	...	...	...	...

SATURDAYS.

LAINDON STATION.....	a.m. 6 00	6 50	7 40	9 25	1025	p.m. 1 205	1 05	2 05	3 05	4 05	5 05	6 05	7 05	8 35	...
CROWN HOTEL.....	6 07	6 57	7 47	9 32	1032	1 212	1 12	2 12	3 12	4 12	5 12	6 12	7 12	8 42	...
CROWN HOTEL.....	a.m. 6 10	7 00	7 50	9 35	1035	p.m. 1 225	1 20	2 20	3 20	4 25	5 25	6 25	7 25	8 45	...
LAINDON STATION.....	6 15	7 05	7 55	9 40	1040	1 225	1 25	2 25	3 25	4 30	5 30	6 30	7 30	8 50	...

SUNDAYS.

LAINDON STATION.....	a.m. 1155	2 55	3 55	5 55	6 55	8 25	...	...	...	...	...	...	...	...	...
CROWN HOTEL.....	1202	3 02	4 02	6 02	7 02	8 32	...	...	...	...	...	...	...	...	...
CROWN HOTEL.....	p.m. 1205	3 05	4 05	6 05	7 05	8 35	...	...	...	...	...	...	...	...	...
LAINDON STATION.....	1210	3 10	4 10	6 10	7 10	8 40	...	...	...	...	...	...	...	...	...

2d. FARE ONLY

Continue your Trip Down Memory Lane

City Fact File

**An essential new book for everyone
Interested in the history of Essex**

**Inside Your 8 page
Jubilee Special**

**Page 3
City Potted History**

**Pages 4/5
City Photos**

**Pages 6/7
City Legacy**

This supplement was issued with the February 2002 Issue of Essex Bus News, the monthly magazine of the Essex Bus Enthusiasts Group.

Designed on DTP by Sean Menzies with contributions from Alan Osborne and Chris Stewart.

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A POTTED HISTORY

The City Motor Omnibus Co. Ltd was registered on 13 January 1923 with a fleet of Leyland buses in the London area.

These initially ran as "pirates" and subsequently on their own route 536. City purchased a controlling interest in New Empress Saloons on 25 October 1928 and built up a regular interval service between Wood Green and Southend and they subsequently acquired the Westcliff-on-Sea workings on the route on 1st January 1935.

Network

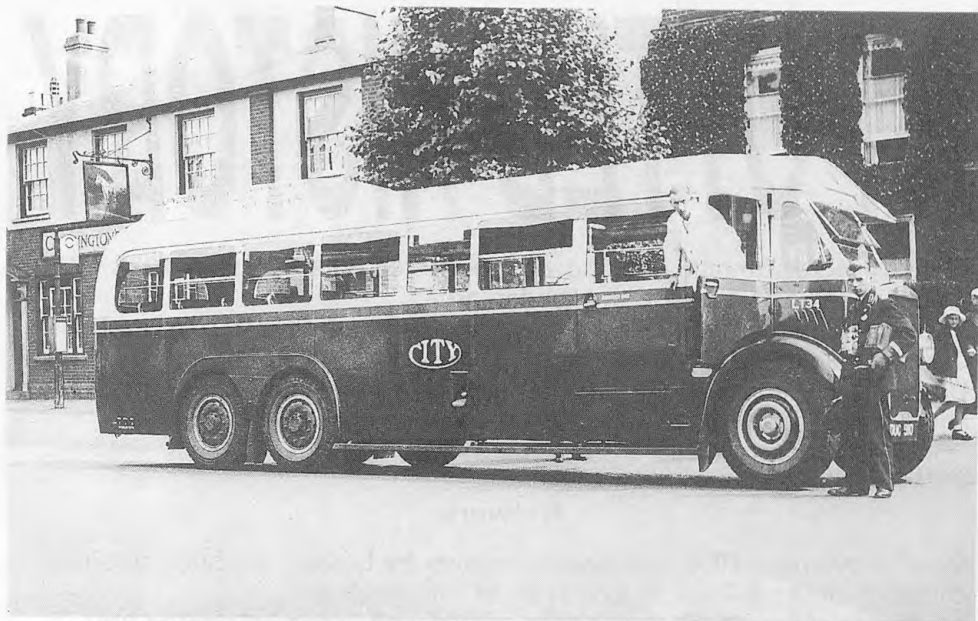
On 7th November 1935 City was taken over by London Transport and the company became The City Coach on 16 March 1936.

A network of bus services was then established in the Brentwood area through the purchase of local small businesses, including Old Tom Motor Services of Laindon, Nugus Saloon Coaches of Herongate and Ongar & District. City operated from garages at Brentwood, Southend (Tylers Avenue) and Wood Green.

Leyland vehicles continued to be favoured, of which the six-wheeler Tiger (LT) and Gnu (G) classes are the best remembered. After the war double deck operation began again with Leyland Titans (LD class).

On 17 February 1952 City sold their business to the British Transport Commission and Westcliff-on-Sea Motor Services assumed responsibility, control later passing to Eastern National. The City garages were later coded WG, BD and TA. The local buses were numbered 252 - 261, the main line Wood Green - Southend service, running every 15 minutes, becoming the 251.

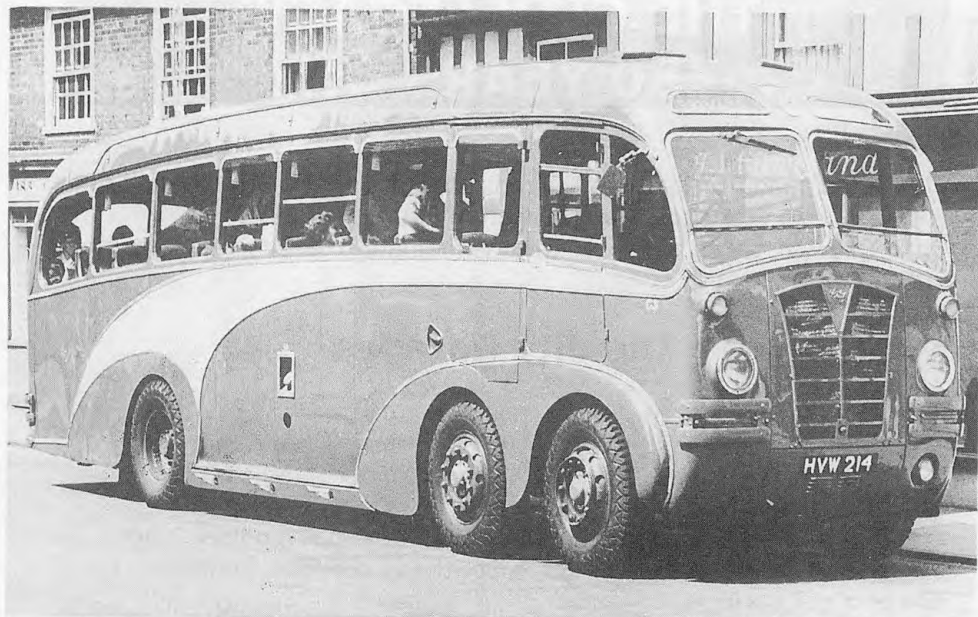
We hope that this free 8 page souvenir supplement gives you a taste of the culture of City and if it wets your appetite then don't forget to order our new book 'CITY FACT FILE' that complements this pullout. See the back page for how to order your copy and take a trip down memory lane.



Although it is now 50 years since the City Coach Company was taken over, this provocative view taken outside the Yorkshire Grey in Brentwood brings back fond memories of their famous six-wheelers. (A. G. Osborne collection)



Six-wheeler Leyland Tiger LT26 (DUC 902) is seen outside Southend Victoria Station. The vehicle was delivered in 1936 and was fitted with a new Heaver centre entrance body in 1947. (F. Church)



This is one of the Leyland Gnu class of twin steer saloons. G3(HVW 214) dates from 1939 and carries a Duple body. (V. C. Jones)



Waiting to depart from Brentwood on its way to London is LD13 (NVX 310), a Beadle bodied Leyland PD1A of 1949 vintage. (A. G. Osborne collection)

THE CITY LEGACY – 50 YEARS ON–

The City Coach Company left a considerable legacy when it sold out to the British Transport Commission in February 1952.

Chris Stewart takes a look at what remains of the City heritage in 2002.

The City Garages

Regrettably, None of the City depots remain. The last to go was at Brentwood, which was replaced by a Sainsbury's superstore in 1997, the actual City buildings having been occupied by Thermos Ltd since 1954.

Wood Green garage closed in 1981 and the depot itself no longer exists, nor does Tyler's Avenue in Southend that has long been the site of a car park.

City Name and Colours

The City livery of brown and cream passed into history in 1955, when six-wheel Leyland saloon LT8 (CUL802), Commer Commando C8 (LPU691) and Leyland Titan LD8 (NVX305) are thought to have been the last vehicles repainted into Tilling green and cream. The *City* fleetname, which was perpetuated on some drafted-in Eastern National Leylands, fell by the wayside as Bristol Lodekkas took over on what by then had become the 251 although it continued for years in colloquial use.

The City Routes- Coast to Capital

The main Southend to Wood Green service survived as the 251, largely unchanged until 1981, when it was cut back to Walthamstow (although it had lost its post-War diversion via Battlesbridge in 1961). The Billericay to Walthamstow (Bell) section was all that remained when the 251 finally bowed out in 1999. The portions from Romford to Billericay (751) and Wickford to Rayleigh (25) still survive, with several services covering the road on to Southend. Billericay to Wickford is the preserve of NIBS 222, which on Sundays runs through from Southend to Brentwood.

CITY FACT FILE -ORDER NOW -SEE PAGE 8

Other City Services

Langdon Hills has a frequent service to and from Laindon following the former City route 15 (later Eastern National's 259) and a limited service 256 still serves Little Burstead and Billericay along part of the old City service 3.

City 7, later EN 256, survives through Billericay's Outwood Common Estate (then called Sunnymede) as part of the Queen's Park to Stanford le Hope service 101 and there are still some services from Billericay to Ramsden Heath, albeit very much less frequent.

It is no longer possible to go from Laindon to Ongar via Dunton, Herongate, Brentwood and Kelvedon Hatch but the section of 151 between Laindon and Brentwood approximates to part of City's 4 with Arriva 501 covering the road on to Ongar.

Hutton's Bracken Bank, one-time terminal of City 2 from Brentwood, has since been an intermediate point on the 252, 262, 80 and now 752.

Herongate (Old Dog), Little Warley (The Greyhound) and Warley (Waterworks) are no longer to be seen on destination screens, but Clintona 261 follows the former 11 route to Doddinghurst and Hook End before continuing to Blackmore over a stretch of the old City 4. Stondon Massey retains a limited service (once being the terminus of City 11) provided by Clintona 71/72 and the remainder of the old 4 beyond Blackmore through Nine Ashes and High Ongar is part of Arriva's 32 from Chelmsford. Brentwood's Woodman Road lost its importance once Ilford Cameras moved out of their Selo Works in 1984, but only became part of a through route (the 73A) rather than a terminal in April 2001.

What about the Buses?

None of the famous 6-wheel Tigers or Gnus survived, sadly, but two former City Leyland Titans remain in existence, both as converted to open-top by Eastern National. Alexander-bodied former LD1 (LEV917) has been in preservation since 1965 while Beadle-bodied LD14 (NVX311) is understood to still be alive and well in South Carolina.

*Vintage City Timetable Service 15 on page 2
Introduced in 1945 and the shortest City Route. In old
money 2d was less than 1p! A real bargain!
Our new CITY FACT FILE has plenty of vintage
timetables and photos - Order your copy now!*

City

NEW FOR 2002

Fact File

**Alan Osborne Surveys the
Famous City Coach Company
Prior to Takeover in 1952**

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ARRIVA East Herts & Essex

New vehicles

4507	KE 51 PO	DAF DE12CSSB120	Wt	B31D1/02
4509	KE 51 PUV	DAF DE12CSSB120	Wt	B31D1/02
4510	KE 51 PUX	DAF DE12CSSB120	Wt	B31D1/02
4511	KE 51 PUY	DAF SB120	Wt	B35F 1/02
4512	KE 51 PVA	DAF SB120	Wt	B35F 2/02
4513	KE 51 PVD	DAF SB120	Wt	B35F 1/02

Corrections EBN453 New vehicles KE 51 PUU is **4508**. The batch (4500-6/8) are **B31D**

Vehicles in

From Arriva the Shires 2121 1/02

2121 N191 EMJ MB 709D 669003-2N-034241 Pn 957.6MHV4248
B27F 8/95

From Arriva the Shires 2109/12/23/26/45 2/02

2109 M 39 WUR MB 811D 670303-2N-028316 Pn 958.5MLV4237
DP31F 7/95

2112 M 42 WUR MB 811D 670303-2N-029005 Pn 958.5MLV4238
DP31F 7/95

2123 N193 EMJ MB 709D 669003-2N-034652 Pn 957.6MHV4251
B27F 8/95

2126 N196 EMJ MB 709D 669003-2N-034676 Pn 957.6MHV4249
B27F 8/95

2145 N375 JGS MB 709D 669003-2N-039641 Pn 967.6MHV5346
B27F 4/96

Allocations

1/02: **2098**. u; **2121**. HA; **2333/6**. a; **4502-11/3**. GY.

2/02: **2109/12/23/26/28/36/45**. HA; **2230**. u; **4512**. GY

Operational Fleet Allocation 2/01

Grays: 2130/4/5/7, 3387-90, 3400-12, 3421/3-9/31, 4500-13, 5385

Harlow/Debden: 2109/12/16-26/28/36/45/51/58/59, 2226/31, 2339-41/51/54/56/60-64,
3091/96, 3230/31/50-57, 3352/53/56-64/66-69/71/72/76-78,
3446-49/61-69/71-79/81, 5259, 5363/76

Ware/Hoddesdon: 2370/71/73-77, 3328/29/85/86, 3416-18/35/39-45, 5251-53/55/57/60/63,
5348/67/70

Vehicles out

2090 (M150 RBH): remains gone from Stevenage 1/02
2092/3 (M153 RBH): Arriva the Shires 2092/3 2/02
2102/3 (L600/700 BUS): Arriva Kent & Sussex 1850/1 1/02
3064 (E969 PME): remains gone from High Wycombe 1/02
3354 (J404 XVX) Arriva the Shires 3354 1/02
3355 (K405 FHJ), 3365 (L415 NHJ): Arriva the Shires 3355/65 2/02
3374 (K761 ex K 2 BUS), 3375 (K762 JVX ex J 12 BUS): Arriva the Shires 3374/75 1/02
3413/4 (P833/434 HVX), 5080 (B270 LPH): Arriva the Shires 3413/4 2/02
5250 (BYX 240V), 5269 (B169 WUL): Hardwick (dealer), Carlton 1/02
5373 (MUH 283X): Arriva the Shires 5373 1/02 & to Arriva North West Group 2/01
5378 (TPD 117X): Hardwick (dealer), Carlton 1/02
5379 (TPD 109X), 5386 (B184 BLG): Arriva the Shires 5379/86 1/02

Liveries

1/02: Arriva corporate - 3423/5 (P423/5 HVX)

Grays Area –Your News Needed

Reports from the Grays area are sparse. Bearing in mind the changes that have been going on in that area recently, it is hoped that there will be an upturn of reports from readers who live/work/visit the area.

Of the Darts transferred to Arriva the Shires, 3354/74/75 have entered service in the High Wycombe area, 3355/65 are at Hitchin with 3413/4 being prepared for service at Aylesbury. Olympians 5373 (MUH 283X) & 5387 (B185 BLG) recently transferred to Arriva the Shires, have been loaned temporarily to Arriva North West Group. The remaining Iveco/Fiat Minibuses are expected to be withdrawn imminently. 2092/3 are also at High Wycombe.

Just a mention in case you have not yet seen the Feb/March edition of "Classic Bus" - there's an excellent article on the 1951/2 exchange of routes between Eastern National and LT at Grays, including some atmospheric photos.

Service 700

The new service 700 (Stevenage - Hitchin- Letchworth - Baldock - Buntingford - Puckeridge - Bishops Stortford - Stansted Airport) which commenced 20 January is sponsored by British Airports Authority. It runs every 2 hours weekdays (from 0500 - midnight) with 4 return journeys Sundays and is being worked by Dennis Dart MPD/Plaxton B27F 3495/6 (W495/6 YGS etc) from Stevenage garage.

ARRIVA

Current PRV'S

Southend DD36 (39) SD 18 (20) Midi 13 (17), Coach 7 (8)

Total PVR 74 (84)

Colchester DD 13 (14), SD 16 (20), Midi 11 (13) Coach 4 (4)

Total PVR 44 (51)

Grays DD 1 (1), SD 27 (31), midi 10 (13)

Total PVR 38 (45)

Watch this Space ! Soon more info on Southend, Grays and Colchester than ever before!

Southend

Service Changes Update

This section updates the list of service changes published last month and takes effect from 18th February 2002.

Southend Council is to provide additional funding to reinstate the **6** between Kent Elms and Leigh Church on Mondays to Saturdays, about every 30 minutes but with some exceptions including a 90 minute gap over the afternoon school peak. There will also be an earlier finish on Saturdays.

With additional funding, Arriva are also to restore the evening service on the **29 (Southend – Eastwood)** to 7 days a week and Council contract route **17B** will be rerouted from the Cliffs Pavilion via Hamlet Court Road to the London Rd and Leigh Road, instead of Kings Road, to replace the lost evening service on what is now 4 but will be 5 from 18th February.

Essex County Council are also subsidising additional journeys in Rayleigh/Rochford area.

Colchester

Into the Fleet

From Woking

DS23 N543 TPK

DS24 N544 TPK

From Maidstone

1461 M461 JPA

1462 M462 JPA

Dennis Dart 9.8SDL3054

East Lancs EL2000

Dennis Dart 9.8SDL3054

East Lancs EL2000

Mercedes 811D/Plaxton Beaver

Mercedes 811D/Plaxton Beaver

Out of the Fleet

3309 NIW 6509, 3092 H923 LOX, 2319 L613 LVX, 2320 L614 LVX

OTHER OPERATORS

AVRO ORSETT West Kent Titan CUL143V (maroon/cream livery) operating Avro school contract Blackmore-Campion School 31.1.02 presumably on loan.

BLUE TRAINGLE Dart/Caetano DN185 (Y185RCR) reported by John Delaney of Romford on 565 (Romford-Bulphan) (28 Jan) **CHAMBERS BURES** Are using two acquired MAN/Optare on service 84 (Colchester to Sudbury), which was recently taken over from Hedingham. They are M508 ALP and N701 FLN. Both are fitted with dot matrix blinds, which have also been fitted to the Olympians and Mercedes minibuses in this fleet.

CHELMSFORD TAXIBUS CHELMSFORD Acquired are M193TKJ & M894EGK both Ford Transit/Devon Conversions.

CLINTONA BRENTWOOD R399EJV Mercedes Benz 412D/Mercedes Benz is in ex Dewberry, Biggin Hill, Gt.London. This is assumed to be a corrected report of R388 EJV reported in EBN 448.

COOK SOUTHEND N115RJF Volvo/Jonckhree was in use 12.01 (possibly a loan)

COUNTY BRENTWOOD The registration 1023RU is on a ?/Berkhof by 12.01

FIRST EASTERN COUNTIES Minor timetable and route variation to service X40 (Stansted to Bury St Edmunds) from 3.2.02.

KINGSTONS THUNDERSLEY T813PNF & W995JNF both Mercedes Benz/Plaxton Beaver 2 are in by 12.01

Stephensons, Rochford The new 'London Link' X1, X10, X11 Green line associated service started on 18th February.

The **X1** runs Rochford-Southend-Benfleet-Pitsea-Stanford Le Hope-Socketts Heath-Lakeside-Dagenham-City-Victoria. The **X2** is fast from Socketts Heath to City and the **X10** is fast from Benfleet to City.

A full timetable & Faretable are on line at www.essexbus.org.uk A Timetable leaflet has been issued & is available from Arriva Southend Travel shops or on board the London Link coaches. TfL have also issued a panel Timetable.

4 Volvo B10M/Plaxton coaches are being acquired, ex Arriva Southend 4330/1 and ex Stagecoach Red & White 934/5 (regs to be confirmed - one has a private plate and we're not sure if Stephensons are keeping the number), along with a Volvo B10M rebodied with an East Lancs DD coach body, ex Dunn Line (reg not yet known). The other regular vehicle on the X1 group will be the existing Olympian coach, C101OTW. At least initially, the last trip each way M-F will be the ex Southend Tiger/Caribbean A249SVW, a long time veteran of the original X1. Stephensons have also acquired deroofed Stagecoach Ribble Olympian JFR 4W, for use on the Southend Tour this summer.

WINDMILL GREAT BROMLEY This operator has now moved to Hazell's yard, Harwich Road, Gt. Bromley (by 12.01)
NIL7051 Van Hool T818/Van Hool (ex UOB487Y, DXI84, 87STT, A833WNS, 9446AT) is in by 12.01

ESSEX INDEPENDENTS TOUR

SATURDAY 18TH MAY 2002

Make a note in your diary!

Essex Fleet Focus

Hedingham & District

Fleet No.	Reg. No.	Chassis type	Body type	Depot	Seating
L84	RGV284N	Leyland Leopard	Willowbrook	HD	B55F
L94	GVW894T	Bedford YMT	Plaxton Supreme 4 Express	CN	C53F
L100	UNO100W	Bedford YMT	Plaxton Supreme 4 Express	CN	C53F
L103	BAR103X	Leyland Leopard	Plaxton Bustler	TY	B55F
L105	BEV105X	Leyland Leopard	Plaxton Supreme 4 Express	CN	C53F
L115	FEV115Y	Leyland Leopard	Plaxton Supreme 4	KN	C53F
L121	DBH452X	Leyland Leopard	Plaxton Supreme 4	SY	C57F
L122	A122PAR	Leyland Tiger TRCTL11/2R	Plaxton Paramount 3200 E	CN	C53F
L124	B124BOO	Leyland Tiger TRCTL11/2R	Plaxton Paramount 3200	TY	C53F
L135	KGS489Y	Leyland Tiger TRCTL11/3R	Plaxton Paramount 3500	CN	C50F
L136	D136XVW	Bedford YMP	Plaxton Derwent 2	CN	B47F
L137	D137XVW	Bedford YMP	Plaxton Derwent 2	CN	B47F
L148	WPH135Y	Leyland Tiger TRCTL11/2R	East Lancs EL2000	TY	B55F
L150	F150LTW	Leyland Lynx Mk1	Leyland Lynx	SY	B51F
L151	F151NPU	Leyland Swift	WS Vanguard 2	SY	B39F
L153	D345WPE	Ford Transit 190	Dormobile-Carlyle	KN	B16F
L160	H160HJN	Leyland Olympian	Alexander RL	CN	H47/32F
L161	SNJ591R	Bristol VRT	ECW	KN	H43/31F
L167	JWT757V	Bristol VRT	ECW	KN	H43/31F
L168	PVY43W	Bristol VRT	ECW	KN	H43/31F
L178	DWU294T	Bristol VRT	ECW	CN	H43/31F
L194	JWV271W	Bristol VRT	ECW	KN	H43/31F
L196	H48NDU	Leyland Lynx Mk2	Leyland Lynx 2	HD	B51F
L197	GGM108W	Bristol VRT	ECW	SY	H43/31F
L198	K198EVW	Dennis Dart	Alexander Dash	KN	B43F
L199	HJB464W	Bristol VRT	ECW	SY	H43/31F
L200	J295TWK	Leyland Lynx Mk2	Leyland Lynx 2	HD	B51F
L201	F781GNA	Leyland Tiger TRCTL11/3ARZA	Plaxton Paramount 3200 3	CN	C53F
L202	BRC836T	Bristol VRT	ECW	CN	H43/31F
L203	BRC839T	Bristol VRT	ECW	CN	H43/31F
L204	AUD461R	Bristol VRT	ECW	CN	H43/31F
L206	J724TBC	Leyland Lynx Mk2	Leyland Lynx 2	HD	B51F
L207	L207RNO	Volvo B6-50	Alexander Dash	KN	B40F
L208	L208RNO	Volvo B6-50	Alexander Dash	HD	B40F
L209	H645UWR	Volvo B10M-60	Plaxton Paramount 3500 3	CN	C53F
L210	M210VEV	Dennis Dart	Plaxton Pointer	KN	B35F
L211	M212WHJ	Dennis Lance SLF	Wright Pathfinder 320	CN	B40F
L212	M211WHJ	Dennis Lance SLF	Wright Pathfinder 320	CN	B40F
L229	F464NRT	Leyland Tiger TRCTL11/3RZ	Duple 320	SY	C61F
L233	F148SPV	Leyland Tiger TRCTL11/3RZ	Plaxton Paramount 3200 3	SY	C57F
L235	WJM831T	Bristol VRT	ECW	CN	H43/31F
L236	CJH143V	Bristol VRT	ECW	CN	H43/31F
L237	GGM84W	Bristol VRT	ECW	SY	H43/31F

Fleet no	Reg No	Chassis Type	Body Type	Depot	Seating
L241	N241EWC	Dennis Dart 9SDL	Plaxton Pointer	KN	B35F
L242	J734CWT	Volvo B10M-60	Plaxton Excalibur	CN	C53F
L243	M262KWK	Volvo B6-50	Alexander Dash	TY	B40F
L244	M989NAA	Volvo B10M-62	Plaxton Premiere 350	SY	C53F
L245	SGR780V	Bristol VRT	ECW	SY	H43/31F
L246	APT813W	Bristol VRT	ECW	SY	H43/31F
L247	CPT731S	Bristol VRT	ECW	KN	H43/31F
L248	HJB455W	Bristol VRT	ECW	CN	H43/31F
L249	HJB456W	Bristol VRT	ECW	CN	H43/31F
L250	HJB459W	Bristol VRT	ECW	KN	H43/31F
L251	MRJ8W	Bristol VRT	ECW	KN	H43/31F
L252	MRJ9W	Bristol VRT	ECW	TY	DPH41/29F
L253	PWY39W	Bristol VRT	ECW	CN	H43/31F
L254	RAH260W	Bristol VRT	ECW	KN	H43/31F
L255	STW30W	Bristol VRT	ECW	TY	H39/31F
L257	PWY46W	Bristol VRT	ECW	CN	H43/31F
L258	M261KWK	Volvo B6-50	Plaxton Pointer	KN	B41F
L259	TJ11688	Volvo B10M-60	Plaxton Paramount 3500 3	TY	C53F
L260	BHJ368S	Bristol VRT	ECW	CN	H43/31F
L261	CJH115V	Bristol VRT	ECW	TY	H43/31F
L262	CJH141V	Bristol VRT	ECW	TY	H43/31F
L268	XGS767X	Leyland Tiger TRCTL11/3R	Plaxton Supreme 5	TY	C57F
L269	GVS948Y	Leyland Tiger TRCTL11/2R	Plaxton Supreme 4 Exp	TY	C53F
L270	CPU125X	Leyland Tiger TRCTL11/2R	Plaxton Supreme 4 Exp	SY	C53F
L275	RWC41W	Leyland Leopard	Plaxton Supreme 4 Exp	D/L	C49F
L281	M107UWY	Volvo B10M-62	Plaxton Premiere 320	KN	C53F
L282	M571XKY	Volvo B10M-62	Plaxton Premiere 350	CN	C53F
L283	L202HYE	Volvo B6-50	Plaxton Pointer	KN	DP36F
L284	L203HYE	Volvo B6-50	Plaxton Pointer	CN	B38F
L285	M517NCG	Volvo B10M-62	Plaxton Premiere 320	CN	C53F
L286	P530CLJ	Volvo B10M-62	Plaxton Premiere 320	CN	C53F
L287	L833YDS	Volvo B6-50	Alexander Dash	HD	B40F
L288	RUA461W	Bristol VRT	ECW	CN	H43/31F
L289	DCA529X	Bristol VRT	ECW	CN	H43/31F
L290	S290TVW	Volvo B10M-62	Plaxton Premiere 320	TY	C57F
L291	S291TVW	Volvo B10M-62	Plaxton Premiere 320	SY	C57F
L292	RAH265W	Bristol VRT	ECW	CN	H43/31F
L293	RAH268W	Bristol VRT	ECW	CN	DPH41/25F
L294	NUM341V	Bristol VRT	ECW	TY	H43/31F
L295	N664THO	Volvo B10M-62	Plaxton Premiere 320	CN	C53F
L296	M441CVG	Volvo B6-50	Plaxton Pointer	TY	B40F
L297	M832CVG	Volvo B6-50	Plaxton Pointer	HD	B40F
L298	N667THO	Volvo B10M-62	Plaxton Premiere 320	SY	C53F
L299	P395AAA	Volvo B10M-62	Plaxton Premiere 320	TY	C53F
L300	S300XHK	Volvo Olympian	Alexander RL	HD	H51/36F
L301	S376MVP	Volvo B10BLE	Alexander ALX300	HD	B44F
L302	UWV615S	Bristol VRT	ECW	SY	CO43/31F

Fleet No.	Reg. No.	Chassis type	Body type	Depot	Seating
L303	L67UNG	Volvo B6-50	Alexander Dash	TY	B38F
L304	L69UNG	Volvo B6-50	Alexander Dash	CN	B38F
L305	WWL212X	Leyland Olympian	ECW	SY	H47/32F
L306	BBW213Y	Leyland Olympian	ECW	KN	H47/32F
L307	BBW218Y	Leyland Olympian	ECW	KN	H47/32F
L308	L73UNG	Volvo B6-50	Alexander Dash	CN	B38F
L309	R453FWT	Volvo B10M-62	Plaxton Premiere 350	TY	C53F
L310	VJO202X	Leyland Olympian	ECW	TY	H47/32F
L311	W311CJN	Volvo B10M-62	Plaxton Paragon	KN	C53F
L312	W312CJN	Dennis Dart SLF	Plaxton Pointer 2	HD	VB39F
L313	VJO206X	Leyland Olympian	ECW	TY	H47/32F
L314	FWL779Y	Leyland Olympian	ECW	CN	H45/32F
L315	FWL780Y	Leyland Olympian	ECW	TY	H45/32F
L316	FWL778Y	Leyland Olympian	ECW	TY	H45/32F
L317	FWL781Y	Leyland Olympian	ECW	TY	H45/32F
L318	G326NUM	Leyland Lynx Mk1	Leyland Lynx	HD	B49F
L319	N326HUA	Volvo B6-50	Alexander Dash	HD	B40F
L320	TIL6881	Volvo B6-50	NC Paladin	CN	B40F
L321	G995VWW	Leyland Lynx Mk1	Leyland Lynx	HD	B51F
L322	G222DKA	Leyland Lynx Mk1	Leyland Lynx	HD	B51F
L323	EK51JBE	Volvo B10M	Plaxton Paragon	CN	C53F
L324	EK51JAU	Volvo B10M	Plaxton Paragon	CN	C53F

Preserved

66 EX6566 Leyland PD2/1 Leyland H30/26R

Depot Codes

HD Wethersfield Rd Sible Hedingham
CN Stephenson Rd Clacton
Brunel Rd Gorse Lane Ind Est Clacton
Harwich Rail Stn
KN Unit 8 215-7 High St Kelvedon
SY Meekings Rd Chilton Ind Est Sudbury
TY 62 New Rd Tollesbury

Also 1 VR is parked at Steeple and is taken from the Kelvedon allocation

Liveries

L212 Special livery for Service 130A
L302 Special livery for Clacton Common Service 130
L297 Special livery for Service 608
L312 Special livery for Village Link Service 16
EX6566 In preserved Great Yarmouth livery

Where Are They Now ?

Continuing our regular look at the latest locations of former
Eastern National , Thamesway & Essex Buses

FLEET No.	REG No's.	DETAILS.	DATE.	EN,TW or EB.
110	PUU970 [ex H370GRY]	A1 Van & Truck, - ? - (dlr). (for conversion to mobile home)	05/01	EB
115	KBH860V	Smith (t/a Fargo), Rayne. ex Associated Coachways 1999 Ltd, Harlow.	10/00	EB
120	N210FWA	2 Travel, Pentrechwyth. ex Associated Coachways 1999 Ltd, Harlow.	12/00	EB
122	R917HTW	Kirby, Anston (dlr). ex Associated Coachways 1999 Ltd, Harlow.	10/00	EB
123	R918HTW	to Hunter's, - ? - . Kirby, Anston (dlr). ex Associated Coachways 1999 Ltd, Harlow.	by 11/01 10/00	EB
124	R919HTW	Kirby, Anston (dlr). to Causton (t/a Essex Express), Bishops Stortford.	10/00 by 11/01	EB
1001	EWR651Y [ex HDZ5488 ex EWR651Y]	to - ? - (dlr), - ? - . First Hampshire Ltd FLEET No 80.	11/01 09/01	EB
1004	A660KUM	First Hampshire Ltd FLEET No 83 . ex Mainline Group Ltd FLEET No 83.	09/01	EB
1113	HHJ374Y	First PMT Ltd FLEET No 297. ex PMT Ltd FLEET No 297.	08/01	TW
1601	D497NYS [ex C984KHS]	First PMT Ltd FLEET No 884. ex PMT Ltd FLEET No 884.	08/01	EB
1602	D499NYS	First PMT Ltd FLEET No 885. ex PMT Ltd FLEET No 885.	08/01	EB
1850	YEV308S	Almquest, Langdon Hills (preservation).	05/01	EB
1901	DAR123T	Classic, Annfield Plain. ex Lister, Bolton (dlr). numbered 723.	10/94	EN
1910	DAR132T	to Birmingham Omnibus Co Ltd, Tividale. to Lothian Buses plc FLEET No 110 [reserve fleet]. Lothian Buses plc FLEET No 111 [reserve fleet]. ex Birmingham Omnibus Co Ltd, Tividale FLEET No 113.	c 02/95 04/99 by 12/01 by 12/01	EN
2611	J611UTW	Yorkshire Rider Ltd FLEET No 9443. ex First Western National.	09/01	EB
2612	J612UTW	Yorkshire Rider Ltd FLEET No 9444. ex First Western National.	09/01	EB
2618	J618UTW	First Eastern Counties FLEET No 970		
2623	J623UTW	First Eastern Counties FLEET No 971		
2624	J624UTW	First Eastern Counties FLEET No 972		
3614	CTW210	P.James, Blaenporth, Cardigan (preservation). ex G.Emerton, Acton, Nantwich (preservation).	09/01	EN
4503	MIB6189 [ex B691BPU]	Fairbrother, Warrington. ex Sargeant, Kington.	10/01	EB
4512	D512PPU	Sanders, Holt. destroyed by fire.	by 10/01	EB

Essex Dealer Report

The latest vehicle movements at Purfleet dealer Ensignbus

Vehicles in

From Arriva Midlands North.

Olympians EEH904Y,EEH907Y,B911NBF,B912NBF.

Tiger A118EPA.

Metrobus B946FET From Regal Busways,Brighton.

Vehicles Out

M58 Playzone,Worcester.

M1160 Fitzpatrick's Coaches,Oldham.

National YCD78T Red Route,Northfleet.

Atlantean AFY184X Kings Ferry.

Metrobus A731RNS Johns School of Motoring,Hackney.

Olympian TPD117X Warners,Tewkesbury.

T380 Big Bus,London.

Olympian AEF227Y Heyfordian,Ox.

M789 Russel Cade,London (preservation)

M628 Boons Buses,Boreham.

M560 ,Metroliner A162 TGE PVS.

T263 Leroy coaches,Cambs.

Olympian EEH907Y Price coaches,Wrexham.

" EEH903Y Confidence,Leicester.

" B911NBF Sanders,Holt.

Metrobus SAG520W (Ex London Pride 120) Imperial,Rainham.

ERM235,163,46,47,48 and RCL2248 Mac's Tours,Edinburgh.

Metrobus B946FET John's School of Motoring,Hackney.

Lynx HX13012 AS Bone and Sons,Berks.

Dennis Condor DL14 EF9534 MASS Engineering.

M1056 Reverend Malcolm (aka Christian Life Ministries) ,Hackney (His 3 M's are all kept in a yard in Barking,Creek Road)

L75,L10,L118 and Olympian B912NBF Sanders Coaches,Holt.

For more about Ensignbus check www.ensignbus.com

Disposals and subsequent history of London based vehicles are covered in more detail by London Omnibus Traction Society (LOTS) See their web page www.lots.org.uk for details on joining the group. Disposals from London operators are usually referred to by their fleet number. See 'London Bus & Tram Fleetbook 2001' published by LOTS for registrations.

Essex Publicity

Ian Taylor reviews the range of timetables from Essex Independents in 2001-
A FREE 4 PAGE EXTRA - NEXT MONTH IN YOUR ESSEX BUS NEWS

Lodekka 2826

A Unique Eastern National FLF

by Peter Oughton

Among 184 30ft long(9.1m) Bristol FLF buses delivered to Eastern National between 1960 and 1966, none stands out more for uniqueness than 2826(JHK 4610) an FLF6G which joined the company in March 1965. It was different from all the other FLFs due to having all its bodywork panels produced in glass-fibre instead of the usual aluminium used by E.C.W. in bodywork construction.

Glass fibre was used to reduce the overall weight of the bus for improved fuel economy and to allow for any damaged panels to be repaired more easily.

It seems to have had a normal service life (2 Bristol SCs also with glass—fibre bodies for Crosville and Eastern Counties were also normal time—expired buses) and was withdrawn in November 1980 and sold to Southdown along with three other FLFs for spares

From new the bus was distinguishable by a solitary cream band that later became a feature on all standard FLFs from 1966 until production ceased in 1968. It may also have been the first FLF with an inverted 'T' type rear destination indicator and revised front bulkhead, the bodywork acting as a 'design exercise' for future buses. The single cream band had no black lining and it had a chrome strip above the upper deck windows. 2826 was much lighter than a standard FLF at 8 tons 4cwt 3pounds, compared to a standard bodied FLF at 8.5.1. which made it almost 1 cwt

From memory, I can actually recall seeing the bus in Brentwood High Street not long after delivery and the gleaming paintwork and smoother look to the sides due to an absence of panel joins certainly gave a sleek appearance but I was surprised by it only having one cream band. I also seem to recall that it had rear wheel discs, either the same colour as the body or the chrome type of wheel embellishments found on coaches; Tilling companies at this time were putting chrome wheel—covers onto the rear wheels of some double—deck buses.

The livery colours of the Bristol SCs with glass—fibre bodies were achieved by colour impregnating the resin into the glass—fibre material. The book ECW 1946—65 published by Venture details this method. Eastern National's FLF however looked to have had the panels painted in a similar way to a standard body judging from the superb finish achieved by E.C.W. It might have had the original finish painted over as pictures of the Bristol SCs show: the finish of the glass—fibre bodies to be fairly dull, although this may have occurred due to weathering

I'm quite sure the vehicle I saw in Brentwood was the subject of this article and not a later FLF of the 1966 batch that had the later year suffix to their registrations. On the day I saw it 2826 would have been on either a 251 or 151 service, both at that time London to Southend routes with the 151 traveling via Basildon, Hadleigh and Leigh(part covering the former 15 service) and the 251 via Wickford, Shotgate and Rayleigh. Each route went its separate way from Billericay, Sun Corner. An April 1967 ENEG News Sheet gave garage allocations for ENOC depots and shows the bus allocated to Basildon, which suggests that it could have been used on the 151 if garaged here from new.

Unfortunately, the group doesn't hold a photo of 2826 and as personal plea, do you have a photo of this bus in either Tilling green or NBC livery? A photo would at least acknowledge the part played by the vehicle in the transport history of Essex and show those too young to have remembered it what they have missed!

We plan to publish a full history Eastern Nationals FLF Lodekkas later this year. Watch Essex Bus News for the latest info.

ESSEX BUS NEWS THROUGH THE YEARS

With Ian Ransom

A new series looking back at events as recorded in previous years by the Essex Bus Enthusiasts Group.

February 1965

New FLF's & PD3's

Issue 14 covered just two sides of a sheet of paper and the Vehicle news recorded new deliveries during January 1965 of Bristol FLF/ECW 2821/4/5 (JHK 453/9/60C) while thirteen Bristol LS/ECW coaches were acquired from Tillings Transport. These were numbered 368-80 (OLL749-51, OJU 752-6, PYO 757/8 and SLA 759/62/63). Of these 2821 was of note as the first new FLF to be allocated to Kelvedon. The company also commenced it's first minibus operation. A works service from Dunton to Standard Telephones at Basildon, using a 12 seat vehicle hired from Hearl of Stanford-le-Hope, sadly the vehicle details were not recorded.

Southend Transport had also taken delivery of new vehicles in the shape of Leyland PD3/Massey 334/339/340 (CJN 434/39/40C), these were part of an order of twelve, numbered 333-344 and were the first for the fleet with matching fleet and registration numbers.

February 1977 Short National's Cancelled

Issue 155 was still on the same size paper, but had expanded to cover three sides.

No new vehicles were delivered to Eastern National, but of interest was that an order for twelve 10.3 metre Leyland Nationals had been cancelled, and an additional quantity of 11.3 metre vehicles would arrive instead. It was also announced that the four Bristol LH's on order, would have Leyland engines.

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