

ESSEX BUS NEWS

May 1999

The monthly magazine of the ESSEX BUS ENTHUSIASTS GROUP

(Formerly the Eastern National Enthusiasts Group)

421



A NEW MAKE OF CHASSIS AND BODYWORK FOR EASTERN NATIONAL HAS ENTERED SERVICE AT COLCHESTER WITH THE INTRODUCTION OF SCANIA L94,WRIGHT B43F 650-654 650-654SSF.THESE ARE FOR THE ROUTE 65.

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ESSEX BUS NEWS

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EDITORIAL

421 FOCUS OF THE MONTH

RFR421P Colchester Borough Transport No 70 a Leyland Atlantean AN68/1R with Eastern Coachworks bodywork transferred to Colchester from London and Country AN421 in 1994 having originated from Ribble Motor Services.

MEETINGS

Tuesday 15th June 1999. Joint evening visit with The Omnibus Society to Hedingham and District Omnibuses. Meet at Kelvedon depot at 19 00hrs for a brief visit there and then travel at 19 45 hrs to Tollesbury depot and return in a Bristol VR.

Tuesday 20th July 1999. Joint evening visit with The Omnibus Society to Clinton Mini Coaches and Nelsons at Wickford. Meet at Clinton Minicoaches depot Little Warley Hall Lane, Little Warley, near Brentwood at 19 00hrs for a brief visit then travel at 19 45hrs to Shotgate for a brief visit to Nelsons Independent Bus Service and return in an interesting vehicle.

Members are warned to take extreme care when inside operators depots and are requested to act in a responsible manner at all times .
Further details regarding these visits can be obtained from John Rugg on 01268 544348.

Thamesway fleet now appearing in new livery as described in EBN420

Another ex Merthyr Tydfil Leyland Lynx comes to Essex with Arriva at Harlow getting D102 NDW from Arriva Guildford and West Surrey, this joins the two at Thamesway.

Southend sea front service regains it's former route ,this year it will be operated by Stephenson's from Leigh to Shoebury with two Bristol VRs.

Contributions for this EBN received with thanks from Essex Buses, Arriva Southend, Arriva East Herts and Essex, Essex C.C. PSV Circle, P Ford, C Stewart, Colin Siston, T Miles, R Dennis, N Robinson.

Contributions for June EBN should be with Sub Editors by 4th June and Man Editor by 8th June.



VEHICLE ON LOAN

5551 WAT a Super Short Dart, was in use from Chelmsford depot in late April. It mainly operated service 42 (which is normally Mercedes operated), but was also seen on services 31A and 351. It is owned by Plaxtons, but is in full First livery.

SERVICES

- 348** Revised timetable from 9.5.99. Replaces service 351 between Romford and Lakeside
351 Revised from 9.5.99. Now operates Chelmsford to Romford only. Will continue to operate between Chelmsford and Lakeside on Bank Holiday Mondays.

UNUSUAL WORKINGS

12.4.98. CF4510 on service 351.

The remaining Leyland Nationals at Chelmsford (1850, 1916 and 1924), continue on a variety of workings. For instance 1850 was on service 351 on 10.4.99, while 1924 was on the same service on 28.4.99. Use from Maldon outstation is an almost daily feature, with one or sometimes two based here.

OTHER OPERATORS - REST OF ESSEX

A&M COURIERS BASILDON Ford Transit/Crystals H68 BKM has been acquired from Hailstone Travel, Basildon.

AMAYESING MINIBUSES GRAYS Ford Transit P494 WBM has been acquired.

APT RAYLEIGH An addition is H3 APT a ?/Plaxton 4000.

AVIAN TRANSPORT EAST TILBURY To correct EBN 417, this company has its own licence and VBC 985X is here, rather than with Avro.

AVRO CORRINGHAM Vehicles sold are Bedford YRQ/Duple SFF 160M to Amber, Basildon for spares and WGE 37S a Bedford YMT/Plaxton.

BARKERBUS ROYDON To expand on the notes in EBN 419, Mercedes 0303 PIL 3523 was formerly ALJ 990A and PUL 98Y. Mercedes L608/Reeve Burgess RBZ 2625 (B355 KNH, DYA 71A, B200 AYS) has been acquired.

BISS STANSTED Service 601 and 603 will be combined from 30.5.99 to operate Colchester to Saffron Walden.

BLUE TRIANGLE RT 3871 was in use on service 265 on 4.5.99.

BRANDONS BLACKMORE END Setra 841 BMB was re-registered and sold in late 1998.

CARTERS IPSWICH After 16.5.99, the Sunday service on route 93 was withdrawn.

CEDRIC WIVENHOE Not previously reported is Volvo/Jonckhree R16 CED. Further details on R19/20 CED are now available, they were R923/4 ULA, this confirms EBN 419. Bristol VR PWR 446W has been re-instated. Olympian A278 ROW was on loan from Stephenson's from 9-10/98 and has been returned.

CHELMSFORD TAXIBUS A recent addition, is Ford Transit S891 CAV, numbered 29.

COGGESHALL COMMUNITY BUS The service to Kelvedon had a revised timetable introduced from 4.5.99.

COUNTY COACHES BRENTWOOD New is T745 JHE a Scania/Irizar.

DONS DUNMOW Toyota/Caetano E256 PEL has been sold.

FARGO RAYNE Scania/Plaxton K555 KGM and Scania/Irizar M306 VET have been sold.

GARDNER TRAVEL WIDFORD G646 UHU a Mercedes/Made to Measure has been acquired.

HARDY MILES TRAVEL SOUTHEND Is this months new operator with M758 BEU a LDV 400.

JACKSON BICKNACRE Mercedes 0814/Plaxton Cheetah T639 JWB is now in service, Mercedes minicoach L738 NWU is now the regular vehicle on service 237.

KINGS STANWAY Yet another operator with a new vehicle, T222 ABC a Bova Futura.

LODGES HIGH EASTER Scania/Van Hool 46 AEW (E665 YDT) has been re-registered 436 VVT, Scania/Van Hool K3 ACE is now 46 AEW. DAF/Caetano L705 CNR has been sold.

NCS NEWPORT A further Renault Traffic here is M130 AVW.

NELSONS WICKFORD A revised route and timetable was introduced on service 37 from 17.5.99.

OXFORD HOUSE SCHOOL COLCHESTER Here as a PCV is L482 XPV a LDV 400.

SM TRAVEL HARLOW MCW Metroliner C54 VJU has been destroyed by fire.

S&P ROCHFORD Bedford YRT/Plaxton UAR 930M and Bedford YNT/Duple C801 FYA have been sold.

STEPHENSONS ROCHFORD The open top service 67 was re-introduced from 15.5.99, operating weekends only to 18.7.99, then daily from 24.7.99, to 5.9.99, and finally on 11.9.99 and 12.9.99. Extended to run from Shoeburyness to Leigh, using Bristol VR's. Additions to the operational fleet are E685 UNE a Tiger/Plaxton and VEX 292X a Bristol VR/ECW.

STORT VALLEY STANSTED Vehicles sold are Volvo/Plaxton OIL 5592/5640/5706/5838 (J715/6/8/23 CWT) and Setras N300/400 TCC.

SUPREME HADLEIGH New here are Scania/Irizar T376-9 JWA. A correction going back to EBN 408, is that Leyland National 2 BVP 810V was NOT acquired.

TEE JAYS WIVENHOE Further to EBN 413, delete the arrival of D155 LTA here. It went to Parkeston Private Hire

TOWN AND COUNTRY CORRINGHAM A further Metrobus is BYX 156V.

TURNERS WICKHAM ST PAUL The first new coach for this operator is T371 JWA a Scania/Irizar.

WALDEN TRAVEL SAFFRON WALDEN Dennis Javelin/Plaxton L943 OTO has been acquired.

THE EASTERN NATIONAL ENTHUSIASTS GUILD

THE ORIGINAL EASTERN NATIONAL

3064-3068

In 1931 Eastern National took delivery of five Thornycroft XC double deckers with Strachen L48R bodies ---3064-3068 EV 1946/5/3/4/7, these five were part of only seven chassis of this type built by Thornycroft prior to the more popular Daring chassis being introduced. These had Thornycroft 4cyl.p petrol engines, but were later replaced by AEC oil and Leyland TD E10 petrol engines.

In 1941, 3064/5/7/8 were rebodied by Eastern Coachworks, later in the same year 3064 was withdrawn and the body is thought to have been transferred to AEC Regent 3063 EV 1942. 3065/6 were destroyed in the Chelmsford depot bombing in 1943, and finally 3067/8 were later fitted with Bristol radiators and survived until 1949.

DISPOSALS April 1999

604 N604 APU to First Eastern Counties

ALLOCATION CHANGES April 1999

355 BN-RD, 810 RD-BN, 917 BN-Reserve, 9717 Driver trainer - Disposal.

REPAINTS April 1999

3069, 3109 to yellow/pink sash livery.
930, 931, 946, 1400 into new livery.

ODD WORKINGS

10/04/99 3113 on service 551
28/04/99 3109 on service 80

NEWS

1431 has still not been used.

700 has been fitted with a drivers anti-assault screen.

3226 is a regular performer in Brentwood on service 80.

The vehicles that were on loan to First Capital following the transfer of most of Thamesways London services have now been absorbed permanently into the First Capital fleet. The 29 buses involved in the move were 388-393, 395, 396, 411-416, 973-986 and 2252. Thamesway withdrew 2252 before the actual transfer.

CURRENT ALLOCATIONS

BASILDON

345, 348, 356, 357, 359, 364, 366, 368, 369, 371, 372, 374-377, 379-381, 601-603, 605, 607-615, 711, 734-738, 810, 811, 914-916, 918-922, 924-943, 959-972, 2660-2662, 3069, 3109, 3222, 3226, 4022. TOTAL 93

ROMFORD

351, 353-355, 397, 398, 401-410, 805-809, 913, 2657-2659. TOTAL 25

HADLEIGH

309-321, 323-327, 606, 701-710, 717-721, 944-958, 987, 1400, 1404-1406, 1409-1412, 1417-1424, 1430-1432, 1803, 1870, 3113, 4003-4005, 4023. TOTAL 76

RESERVE FLEET

342, 343, 917, 1886.

DISPOSAL VEHICLES

322, 1830, 9717

DRIVER TRAINING

9016, 9017.

**ARRIVA**

EAST HERTS & ESSEX

Vehicles In

1147t	YPB 820T	Bedford YMT, Plaxton C53F from Arriva Guildford & West Surrey (03/99)
2055	G896 TGG	Mercedes Benz 811D, Reeve Burgess B33F (03/99)
2273/4	G73/4 PKR	Mercedes Benz 609D, Reeve Burgess B20F (03/99)
2285	G85 SKR	Mercedes Benz 609D, Reeve Burgess B20F (03/99)
2278	G78 SKR	Mercedes Benz 609D, Reeve Burgess DP19F from Arriva Kent & Sussex (04/99)
2280	G80 SKR	Mercedes Benz 609D, Reeve Burgess B20F from Arriva Kent & Sussex (04/99)
3337	D102 NDW	Leyland Lynx B49F (04/99)
5348	KYV 786X	MCW Metrobus H43/28F from Arriva London North (03/99)

Allocation Changes to March 1999

1157	G886 TUF	Withdrawn
1175	KPJ 248W	Preserved at Harlow
2055	G896 TGG	Arriva The Shires to Harlow
2273/4	G73/4 PKR	Arriva Kent & Sussex to Harlow
2285	G85 SKR	Arriva Kent & Sussex to Harlow
2298		Ware to Arriva Training Services
4319	C260 SPC	Stored to Lister, Bolton
5370	A988 SYF	Arriva London North to Ware
5374	TPD 104X	Ware to Harlow
5377	TPD 107X	Stored to Harlow

Allocation Changes to April 1999

3337	D102 NDW	Arriva Guildford & West Surrey to Harlow
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Liveries

Mar 99: 2055 (G896 TGG), 2273/4 (G73/4 PKR), 2285 (G85 SKR),
 2364 (N744 AVW), 5374 (TPD 104X) to Arriva corporate livery
 5370 (A988 SYF) to Arriva corporate (outer London) livery.

Fleet Numbering

1/99:	MB724 (L724 PHK) to 2334
3/99:	A988 SYF to 5370

General

5348 (KYV 786X) was converted to single doorway specification at the Enfield Repair Centre of Arriva London North.

8 Volvo B6LE/Wright are on order.

SERVICES

2 April	133	Braintree - Bishops Stortford. ECC Contract. Route no longer serves Stansted Airport. All journeys to serve Takeley Street Green Man.
	512	Harlow - Elsenham. ECC Contract. Route and timetable revised to serve Thorley Park and Stansted Airport.
10 April	327	LTB Contract. Operation separated from 311.
24 April	310A	Hertford - Enfield. Arriva journeys registered separately. Previously all Metrolink London registration.
10 May	501	Brentwood - Harlow. Timetable revision. Monday - Friday 1600 Brentwood Station - Ongar extended to Old Harlow. 1700 Brentwood Station - Epping Station withdrawn (see 511 timetable).
	511	Epping - Lakeside. Timetable revision. Monday - Saturday 1910 Lakeside - Brentwood extended to Epping Station.

ARRIVA COLCHESTER

Metrobus 5365 (BYX 263V) came out of the paint shop on 1.4.1999. 5360, 5364 and 5369 (BYX 220V, BYX 283V and BYX 299V) have been branded for service 8. The next Metrobus is expected to be M1289 (B289 WUL), which was formerly at Tottenham.

Luton's Olympian 5094 was borrowed from 25 to 29.4.1999, with 5398 making the reverse journey.

Olympians were used on rail replacement work between Amersham and Northwood on 17.4.1999 (5408 and 5409) and 18.4.1999 (5407 and 5408).

Open-top Atlantean 5301 (JHK 495N) was used on a private hire to London on 1.5.1999.

Two Grays minibuses were repainted at Magdalen Street during April 1999.

RAD #5/1999

WHERE ARE THEY NOW No4 **COLCHESTER B.T. 67-76 TPU67R-76R** **LEYLAND AN68A/1R EASTERN COACHWORKS H74F 1977**

67	TPU67R	CHARIOTS CORRINGHAM	5/98
68	TPU68R	COLCHESTER COACHES	/98
69	TPU69R	WARDS ALRESFORD	8/98
70	TPU70R	PATERSON & BROWN KILBIRNIE	
71	TPU71R	GUIDE FRIDAY	11/98
72	TPU72R	LIVER LINE	w/d
73	TPU73R	LLOYD BAGILLT	
74	TPU74R	BEESTON HADLEIGH SUFFOLK	
75	TPU75R	GUIDE FRIDAY	11/98
76	TPU76R	BEESTON HADLEIGH SUFFOLK	

PRESERVATION TOPICS

Our topic this month is Colchester Borough Transport. There are known to be three CBT in preservation ,namely.

- 4 OHK 432 Daimler CVD6 Roberts H56R
Lincolnshire Vintage Vehicle Centre.
- 1 TRJ 109 AEC Reliance Weymann B45F
North West Transport Museum (in Salford livery)
- 65 MUA865P Leyland Atlantean Roe H74F
Private owner restored to original Yorkshire Woollen livery

- 24 9667VX Leyland PD2/31 Massey H61R
Present whereabouts unknown.

There are also some ex CBT Bristol RE's in existence but what are candidates for preservation is at present unknown,if any member has information on these we would like to hear from you ,vehicles concerned are 19 OWC 719M,20/22 OWC720/2M,23 OWC723M 25/26 SWC25/26K. Bristol RE 24 SWC24K was in preservation but is now in revenue service with Classic Coaches, still in CBT livery.



NORTH ESSEX BUS SCENE

Hedingham Omnibuses

It appears that Clacton is going to get "a real" open topper this summer after all! As shown below in the additions, Hedingham have acquired an open top Bristol VR for use on the Clacton Common contract.

Fleet Additions - April 1999

<u>Fleet No.</u>	<u>Description</u>
L301	S376 MVP Volvo B10BLE Alexander B43F ex Volvo Demo.
L302	UWV 615S Bristol VRT/3LB/6LXB ECW OT43/31F ex Brighton & Hove.

First Eastern National

A recent visit to Clacton depot sees the following interesting vehicles in residence:-

<u>Registration No.</u>	<u>Description</u>
ABD 74X	First Northampton Bristol VRT, Highbridge.
ABD 75X	First Northampton Bristol VRT, Highbridge.
XNG 770S	Rosemary Coaches Leyland National.

It is not quite sure exactly what will happen to these VRT's. Being highbridge they obviously have very limited use. It could be that they may be used as a source of spares.

I can still report that the three ex-Capital Citybus Leyland Nationals Fleet No.'s 1941/1942/1943, Registration numbers NLP 391V/KRS 534V/KRS 538V are still in place at Clacton.

I would like to thank Mr. D.R. MacGregor MBE B.Sc.(Econ.) MCTT of Hedingham Omnibuses for supplying information for this column.

THAT EN GUY

When you think about Guy buses with Eastern National your thoughts turn to the fleets acquired from Hicks Braintree and Moores Kelvedon and of course the handful allocated to Eastern National during the war.

But Eastern National were operating Guys as far back as 1930, When the National Omnibus Company was split, Eastern National acquired a fleet of coaches and a solitary double decker.

Dating from 1926 was a fleet of BB chassis carrying London Lorries 26 seat dual door coaches with canvas roofs and from 1927 two further BBs again with London Lorries bodies, a BA chassis with a Beadle body seating 20 completed the coach intake. The double decker was an unusual FCX type, a high capacity highbridge sixty six seater bodied by Dodson, this had previously operated in the Midland area, later being transferred to the National depot at Grays, subsequently passing to Eastern National in October 1930.

When Eastern National acquired the business of Enterprise at Clacton, two BA chassis with 20 seater saloon bodies were taken into stock. Finally in 1935 the Primrose of West Mersea business was acquired, three antiquated Guys were taken over, two FBB and one BB, these had previously been operated by the London General Omnibus Company, they were withdrawn the same year.

2301 TW3480	BB	London Lorries	C25D	2363 TW9336	BA	Beadle	C20F
2304 TW3699	"	"	"	2387 TM1401	FCX	Dodson	H66R
2306 TW4066	"	"	"	2416 TW9338	BB	L L	C26D
2307 TW3101	"	"	"	Ex Enterprise			
2311 TW3614	"	"	"	3211 PU712	BA		B20
2312 TW4055	"	"	"	3212 PU1274	BA		B20
2314 TW4095	"	"	"	Ex Primrose			
2315 TW3853	"	"	"	3586 MY8142	FBB	Duple	B32
				3587 MP5344	FBB		B29
				3588 MK6400	BB		B32

HISTORY OF NATIONAL EXPRESS

By Nick Robinson.

The history of National Express started back in 1968 by two main group companies. One was the Tilling Group and the other was bet (British Electric Traction). In March 1968 both groups were brought together under the state owned Transport Holdings Company. The National Bus Company was formed on the 28th of November 1968 and operations commenced on the 1st of January 1969.

At the end of 1969 the NBC had bought the BET Group as well and some 44 operational units to run 93 bus companies.

In April 1972 the NBC central activities group introduced the 'NATIONAL' brand name and the now famous white livery started to appear on coaches as a first stage in offering nationwide standard and recognisable product to the customers.

The winter of 1973/74 saw the new brand name of 'NATIONAL EXPRESS' appear on publicity and then on vehicles in 1978. Also during 1978 the computer reservations system was brought into operation giving a much improved service. The coming of the transport act of the 6th of October 1980 changed the basis of Express coach operations overnight. The act removed the licensing restrictions which had been in force since 1930. National Express and the main Scottish Citylink Coaches were faced with new competition from a host of established bus and coach operators who wanted to diversify into the area of long distance coach travel. In 1981 Trathens of Plymouth and Cotters of Scotland were the first companies to introduce the 'RAPIDE' service mainly operating in the West Country area. The difference was that you would have a Hostess or a Steward service serving light refreshments while in service. All 'RAPIDE' services were fitted with a toilet/washroom, air-suspension and reclining seats. This also cut down the need for stopping by a reduction of 20% on journey times. Also by public demand there was an introduction of a new generation of double-decker coach.

In May 1984 National Express became a limited company although still part of the NBC.

In July 1986 National Holidays was the first operator to be sold to Shearings with the final operator being London Country North East which was sold in April 1988 to AJS. National Express was subject to a management buy out on the 17th of March 1988.

National Express Holdings Limited was the company set up to buy National Express from the NBC.

The company set about buying other operators first was Crosville Wales in October 1988 and followed by Amberline of Liverpool in June 1989 which later became a subsidiary of Crosville. In October 1991 Speedlink Airport Services was bought by Drawlane Transport Group. Then giving National Express services linking all London's airports.

On the 1st of December 1992 National Express was floated on the Stock Exchange at a share price of 165p.

In March 1996 National Express took over Flightlink from Flights Travel Group linking the midlands, Manchester, Heathrow and Gatwick airports.

To operate the services National Express hires in by contract 500 coaches to operate the daily services and at weekends /bank holidays this figure can double. The no-smoking policy was introduced in November of 1992.

Also National Express, Volvo, Plaxton introduced a new coach design called the EXPRESSLINER mk1. Fitted with overhead lockers and at the rear you would find the servery and toilet/washroom. The later design was also available as a non-rapide version but was fitted with a toilet/washroom.

In 1995 a new network was introduced called the 'Express Shuttle' used on short routes to major locations such as London, Brighton and Manchester.

National Express operates coach stations at Digbeth Birmingham, Norton Street Liverpool, Manchester, Southampton and Victoria Coach Station London. In 1992 Victoria was extensively refurbished and is operated by London Regional Transport with National Express paying a departure fee for each coach. The cost is unknown. It must be noted that the Digbeth Coach Station is the hub of all the National Express services for the UK.

If any other members have any information relating to National Express please could they let me have a copy. Nick Robinson 01268-781100: (Sub-Editor National Express)

I must add that this is only a very basic history of the setting up of what is now the major long distance coach company in the UK. Called NATIONAL EXPRESS LIMITED with it's main office in Birmingham.

ROUTE 123 IN 1955 by TED MILES

Ted Miles has sent us some more notes from his diary on his journey to work in Ipswich

To save dead mileage additional journeys were timetabled for the peak Summer period in 1955 on route 123. There was a 08-00hrs ex Clacton, arriving at Ipswich at 09-45, normally worked by Bristol K 1284 MPU6 (note the fleet had now been renumbered). However the same vehicles as 1953 were being used. This vehicle was then the 09-55 relief Ipswich to Clacton. The normal service car at 10-00 was still Bristol K 1336 ONO68. Now there was an extra journey 09-05 ex Clacton which arrived at Ipswich at 10-50 and then left at 13-15, so a 2hour 25minute lay over at Ipswich. The Clacton crew in practice were on standby for Eastern Counties service 221 relief to Manningtree, but I do not think they were ever used for this purpose. This was usually worked by Bristol KSW 1424 WNO 482 which had staggered seating upstairs, and was later converted to open top. For the summer of 1955 the 18-30 ex Clacton to Ipswich had a duplicate scheduled which was not always required as quite often the inclement weather would send the day trippers home early with the 14-30 ex Clacton having to be duplicated as far as required only. During the Summer also it was still the same Eastern National crew at Ipswich as in 1953 and on their rest day an Eastern Counties crew would cover.

Destination blinds were as shown
BRISTOL K5G

CLACTON
123 MANNINGTREE
HOLBROOK

IPSWICH
123 MANNINTREE
HOLBROOK

SERVICE CAR

CLACTON
RELIEF

IPSWICH
RELIEF

RELIEF CAR

BRISTOL KSW

CLACTON
MANNINGTREE
HOLBROOK

OR

MISTLEY

MANNINGTREE

123

123

Sometimes there were variations on the KSW and I have seen GREAT CLACTON and THORPE LE SOKEN shown, This was not correct and indeed inspectors at Clacton were particularly keen on correct destination and passing points being shown. Now inspectors, that is another story and I hope in the future to write an article about these characters.



PSV FLEET HISTORIES - FOR SALE

The following is a list of PSV Circle Fleet Histories for sale with a few from other sources e.g. M & D and East Kent Bus Club. All are for sale at £2 each plus postage costs from David Kershaw, 3 Buttermere, Braintree, Essex CM7 8UY. (Tel 01376 - 330432 evenings after 7.00 p.m. or weekends).

Fleet History	Name of Operator(s)	Date
2PD7	Independent Stage Ops - Staffordshire	1973
PM10	David Macbrayne	1984
PM12	Glasgow	1986
PC4	Blackburn, Burnley, Hyndburn	1976
PC5	Ashton, Bury, Haslingden, Oldham, Ramsbottom	
	Rawtenstall, Rochdale, SHMD, Stockport	1975
PC6	Isle of Man operators	1971
PC8	Crosville 1935 - 52	1971
PC11	Greater Manchester Transport	1975
PC16	Chester, Halton, Warrington	1982
PC18	Birkenhead, Wallasey	1980
PC20	Blackpool	1986
PB8	Samuel Ledgard	1972
2PC3	North Western	1976
PL2/3	Alexander Fife & Northern	1977
PM2	Central SMT	1975
PM1	Edinburgh/Lothian	1977
PM8	W Alexander 1939 - 61	1981
PM9	W Alexander 1932 - 38	1982
PL5	Highland Omnibuses 1965 - 83	1983
PL4	Highland Omnibuses 1930 - 64	1983
PM7	Scottish Omnibuses 1936 - 78	1978
PM6	Alexander Midland	1978
PM4	Western SMT 1949 - 75	1975
PL1	Aberdeen, Dundee	1975
PM3	Western SMT 1913 - 49	?
PA16	Newcastle	1986
3PD1	Potteries 1953 - 82	1983
PF2	Independent Stage Ops - Cambs, Huntingdon	1973
PF6	Small Stage Ops - Essex & Suffolk	1967
PF7	Colchester, Gr Yarmouth, Ipswich, Lowestoft	
	Southend	1969
PH7	Western/Southern National 1942 - 79	1979
PN6	City Coaches, Brentwood	1981
-	Blue Bus Services, Derbyshire	1978
-	Maidstone 1904 - 74	1975
-	Maidstone & District 1911 - 77	1977
-	East Kent 1916 - 78	1978

All offers to David Kershaw on a first come, first served basis. All payments must be agreed and forwarded in advance of dispatch.

DAVID KERSHAW



When was the last time a bus or coach carried the Westcliff on Sea fleetname? The ex Westcliff AEC Regal AHJ404 now carries proudly the famous name thanks to Carlo the driver at Zassarr in Malta.

J. Lidstone



Chariots of Stanford Le Hope operate on behalf of Essex C.C. Village Link services 14/5, Mercedes/Marshall S643MGA is parked at Chelmsford Bus Station advertising the route details.

P. Ford



Clintona of Brentwood operate a network of routes in the west of the County on behalf of Essex C.C. R603HKN an Iveco 59 Marshall recently acquired from Eastonway of Ramsgate. D. Arnold



Arriva are route branding in a big way,East Herts and Essex Leyland Olympian TPD104X passes through Brentwood on the 511 to Lakeside West Thurrock . P. Ford



Former Thamesway 518 J46SNY Leyland Tiger/Plaxton is now operated by TM Travel of Old Tupton and is seen here at their Staveley depot. D. Arnold



Heddingham have been renewing their coach fleet in recent weeks and several Volvo B10M/Plaxton coaches have been acquired from Excelsior at Bournemouth, L295 N664THO is seen here at Felixstowe. D. Arnold



Route changes in the Thurrock area has resulted in new operators appearing at Lakeside, (above) Ensignbus Metrobus GOG272W and Town and Country Metrobus ORJ94W (below) await their turn for duty.

P. Ford

