

ESSEX BUS NEWS

The Monthly Magazine Of The Essex Bus Enthusiasts Group

June 2001

Issue 446

Your Ticket For All
The Latest Bus News In Essex



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Essex Bus News

We welcome your comments, suggestions and contributions. Please enclose an s.a.e. If you would like a reply. Our contact addresses are listed on the front cover.

Membership and 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 £13.50 First class £12.50 Second class postage. Membership applications and any enquiries about your membership should be addressed to Derek Stebbing.

Timetable Subscription Service

Members of the scheme receive the Essex county council timetable books and monthly updates plus copies of Thurrock councils timetable book. Please contact Derek Stebbing for information on joining the service.

Photo Sales

A very large selection of photos is available for you to purchase and we have photos of most operators and vehicles in Essex both past and present. Please write to Peter Snell if you have a particular interest.

Members Adverts and 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 and Observations

We aim to provide comprehensive coverage of bus services in Essex and members news reports and observations are very welcome. You can send them direct to the relevant Sub-Editor or e-mail them to essexbusnews@hotmail.com

We are also interested in publishing original articles and photos concerning Essex operators, routes and vehicles past and present.

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

Contributions and Closing Dates

Thank you to the following for their help this issue – Essex Buses, Arriva Shires & Essex, Heddingham Omnibus, Colin Sigston, John Rugg, Kevin Smith, Dave Arnold, Derek Stebbing, Richard Delahoy, Steven R, Members of the Essex Bus 'y' Group, Essex County Council, LOTS, PSV Circle, W.White

Contributions for the next issue of Essex Bus News to Sub-editors by 6TH July and to the Managing editor by 10TH July.

The July magazine is due for posting on Saturday 21st July.

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

Welcome Aboard ! What's Inside This Month

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Arriva East Herts & Essex	Page 6	<u>FRONT COVER PHOTO</u>	
Arriva Colchester	Page 9	3373 K323 CVX Dennis Dart /Plaxton Pointer – New to County Bus and still in their livery , John Rugg's photo shows it departing West Horndon Station on Arriva East Herts &Essex Service 374 on 3rd February.	
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EASTERN NATIONAL'S LION GETS BOOKED

Essex Bus Enthusiasts new Book '**The Lion Roars No Longer**' was let loose at this year's Southend Bus rally in early June.

Peter Snell and Alan Osborne have spent many months compiling a detailed history of **Eastern National's Leyland Lion PLSC3 fleet** that roared though the streets of Essex more than 50 years ago and the first copies were snapped up from the groups sales stand.

Copiously illustrated with 9 Rare photos,you can get your copy for just £2 Post Free . See Page 24 to order this & other Group publications.

COME AND MEET US AT NORTH WEALD

Sun.24th June North Weald Bus Rally – Essex Bus Enthusiasts Group will have a sales stand with Photos,Books,&Timetables for sale. Admission is £5,Concessions £3. Free bus services operate from Victoria Wilton Road stop R (0930,1010) via Aldgate stop R(0950,1030), Stratford stop A(1005,1045), Walthamstow Central stop F Hoe st (1020,1100) and Loughton Stn(1040,1120). Also from Oakwood Stn(1000,1040) via Enfield Chase Stn(1006,1046) and Waltham x, Moon & Cross(1020,1100). There is the usual shuttle from Epping Stn(from 1020). Return buses to Victoria(1600,1640), to Oakwood(1620,1700) and to Epping (last bus 1720).

More information on the Web site <http://members.nbci.com/jimnlts/>

Buses In The News

The Latest from the Bus World

FIRST SCHOOL BUS BY YEAR END?

It is reported that Firstgroup plans to have US-style yellow school buses running in the UK by the end of this year .

Current plans are for Firstgroup to invest around four million pounds introducing one hundred right – hand drive buses and it believes that the potential market for the vehicles in the UK could generate two hundred million pounds a year .

Essex was one of the ten local authorities chosen for the school bus trials and it's suggested that an agreement on operating the buses will be signed shortly.

STAFF SHORTAGES HIT FIRSTGROUP MARGINS

Operating profit margins at FirstGroup's UK bus division fell from 15% to 13.3% in the year to March 31 as the operator grappled with rising labour costs .

The group's full year results show turnover up 6% to £788.6m. Fare increases grew revenue by £24.5m while a further £8.2m came from underlying growth of 1.1% in patronage.

However, operating profits were down 6% to £105m, largely due to rising costs, especially labour. A series of 12 one-day stoppages by staff at First Manchester last year also hit bus profits, costing the group £2.5m.

Chief executive Moir Lockhead pointed to initiatives taken by the group to reduce the impact of rising costs. He said that the group had adopted new recruitment and training procedures. New recruits now receive "mentoring" to give them a better idea of what the job entails before money is spent on their training.

Meanwhile, group finance director Iain Lanaghan said fuel hedging had cushioned the group from rising fuel costs ,with savings of around £5m.

Simplified

Firstgroup said it's been pleased with the additional passengers using buses in areas where it's launched the simplified Overground and Metro urban networks. It intends to roll out the concept to Manchester ,Rotherham , Norwich, Bristol, Halifax, Huddesfield and Northampton over the coming year .

Chelmsford was also mentioned as being a 'Metro' candidate, however the recent driver shortage and service cuts will possibly delay this and no further details are available at present.

Why Not Email your Bus News?

Essexbusnews@hotmail.com

First Eastern National

COMING SOON

Ex First Aberdeen **Dennis Dart/Alexander 201-6 (N201-6 VSA)** are to be acquired, but it is not yet known if they are for Eastern National or Thamesway.

Chassis nos. (201 - 206, respectively): 9.8SDL3054/2983, 9.8SDL3054/2984, 9.8SDL3054/2985, 9.8SDL3054/3008, 9.8SDL3054/3027, 9.8SDL3054/3028.

Body nos. (201 - 206, respectively): 9523/1, 9523/2, 9523/3, 9523/4, 9523/5, 9523/6.

ACQUIRED VEHICLE

5009 F237 CNY Leyland Lynx LX2R11C15Z4R Leyland DP47F

This vehicle was acquired from Ensign (dealer), Purfleet in 5/01, having previously been with Kingstons, Benfleet. It is part of the Phoenix fleet. Chassis number is LX1380.

ALLOCATIONS

Period End 27.5.01. 104 AC – Reserve; **110 AB** – D/L(D); **434 CF** - AB; **621-4/6**

Reserve – CR;

916 Reserve – CR; **2611/2 CF** – Reserve; **2620 CF** – D/L(D); **2656 DT** – BE; **2666 BE** – DT;

2675 CF – AC; **2805/6/9/10 CR** – CF; **3110 CF** – D/L(D); **3219 BE** – CF; **5009** Acquired – CF;

5010 CF - BE

AB = Airport Buses; AC = Airport Coaches

4013/14 were transferred from CF-CR in early June, when operation of service 71 returned to the North Essex depot.

New Contravision

4010 also has an overall rear contravision advert for Essex FM

Essex Bus Enthusiasts Sales Stand

See Us At North Weald Bus Rally Sunday 24th June

Books-Essex County Council Timetables –Plenty of Photos-

Service Changes

45 Revised timetable from 3.6.01 and converted from Mercedes to Dennis Dart
The Monday To Friday service reduced from Every 12 Minutes to Every 15 Minutes, matching the Saturday service.

47 Revised timetable from 3.6.01 Frequency reduced from x 20 to x 30.

48 Revised timetable from 3.6.01

66/66A Converted from Mercedes Minibuses to Volvo B6's

71 Revised timetable from 3.6.01. Entire operation (Mon-Sat) now from Colchester depot. On Monday's To Fridays the 0600 journey from Chelmsford –Colchester starts at Witham at 0633.

The 0555 Colchester – Chelmsford starts at 0605 and runs 10 minutes later to Witham ,then as normal to Chelmsford.

On Mondays To Saturday's ,the 1835 Colchester – Chelmsford is withdrawn and the 2315 Colchester – Chelmsford terminates at Marks Tay at 2331.

79 Revised timetable from 3.6.01 with the journeys 0620 Maldon To Hatfield Peverel and 1915 and 2020 Hatfield Peverel Withdrawn . There is now just one morning and evening journey in each Direction.

The Diamond service had a revised evening service introduced from 3.6.01. The 18.40 Chelmsford – Southend journey terminates at Rettendon 'The Bell' The 2000 & 2200 Southend – Chelmsford Journeys are withdrawn . A new journey on Mondays to Fridays is the 1940 from Chelmsford – Rettendon 'The Bell'.

UNUSUAL WORKINGS

11.5.01. CN 4019 failed on service 74. Replaced by CR 3093, on 0840 ex Colchester.

12.5.01. CN 4019 on service 78 (normally CR operated – but see above)

19.5.01. CF 733 on service 71 (normally Olympian)

Arriva East Herts & Essex

Vehicles out

2382 (R952 VPU): Arriva Colchester 2382 5/01

Liveries

to Arriva corporate 4/01: **2341 (M721 UTW)**

5/01: **2355 (M735 AOO)**

Service Changes

06.05.01 Service 370 The loop at Tilbury serving Feenan Highway was withdrawn with buses running into Tilbury to terminate at Civic Square.

06.05.01 Service 378 Deviation via Laird Ave. & Jesmond Rd. in Stifford Clays Wdn.

02.06.01 Services 363 & 517 Withdrawn and replaced in part by new 251 Upshire-Waltham Cross & Hammond St.

11.06.01 Service 724 Minor changes to allow more time on the first journey.

First Thamesway

Vehicles on loan

From Stephenson's, Rochford:

DAF/Caetano, details to follow next month

From Ensign:

D101NDW Leyland Lynx LX1045

F282AWW Leyland Lynx

From First Bristol

E821/2MOU Mercedes 811D/Optare StarRider

Lynx Loans

The two Lynxes on loan from Ensign are at HH to cover refurbishment of native examples. 1419 has already been away and is apparently expected back soon; it is still not known where this work is being carried out, but it will now apparently cover all of 1400-1429. D101NDW is in red, black and white (without fleetnames) and was preserved (see 'Buses August 2000). New to Merthyr Tydfil Transport, it was later with Londonlinks and London & Country. It was seen operating Hadleigh's evening circuit on the 752 (Shenfield – Brentwood) on 22 May. F282AWW carries green/cream livery with 'West Riding Buses' fleetnames and a rear end contravision advert. There is a report of a further Lynx currently parked up at HH.

DAF for Driver Training

The DAF from Stephenson's is for Driver Training (and is in an all-white livery), but it is understood that the arrangement includes its use on Green Line work if not required for training. The two Mercedes (latterly with First Western National) are also on loan for Driver Training, being noted at BN on 4 June although apparently they need modification before they can be used.

Route 3 Low Floor

The Company has announced that service 3 (**Temple Sutton –Southend –Canvey**) will be operated by low-floor buses in FirstGroup 'secondary' livery from the Autumn. The route operates along the London Road which is being upgraded for Telematics and real time information. Most buses used on London Road Services will be fitted with transponders in the next year or so .

First Thamesway Shows Off Barbie At The Rally

The Southend Bus Rally on 3 June was attended by 'Barbie 2'-liveried HH706 (still without fleetnames or shaded magenta vinyl), publicity bus 9028 and 9030, the recruitment bus. 9030 has a second role, incidentally; as it has rear-facing seats and a TV/video monitor, it is available for school visits as a classroom in which to discuss behaviour, vandalism and environmental issues relating to buses. Sadly Westcliff K5G AJN825 had not been repainted in time as had been hoped, but nearly all the other necessary repair work has now been completed.

Vehicle Workings

Service 100 continues to attract non-standard vehicles, including the following:

BN1432 on 18.5.01

BN1430 on 19.5.01

BN357 on 23.5.01 (seen leaving Grays – followed quickly by BN966 which may have taken over)

BN913 and BN1433 on 25.5.01

Also on the 100, SLF714 (751 branded) on 24/5 and SLF 855 on 15/5.

On the 752 on 29/5, Lynx 1430 worked but failed at Shenfield and was subbed by SLF735 (Famous 5 branded).

Amongst other unusual workings noted have been HH1410 on Canvey Clipper (9.5.01), Premier 100 liveried BN970 on the 721 (16.5.01), BN1430 on 751 and HH4027 on 2 (both 17.5.01), Canvey Clipper-liveried HH719 on 27 (5.6.01) and 'Famous 5' liveried Dart BN736 on the 752 (25.5.01) substituting for one of 712-5.

703 was noted leaving Hadleigh depot on 6 June prepared for repainting; this will complete HH's batch of SLF Darts.

SERVICE CHANGES

14.5.01 One minor timetable change to evening **752**. On Mondays To Fridays the 18.17 Shenfield Stn –Brentwood High St ,now departs at 18.27 and runs 10 Minutes later throughout

03.06.01 Service 25/25A/25B Reduced from 6 to 5 Buses an hour with the 25B Basildon –Runwell Church now running hourly.

Disposals

5.01: 4032 to Hardwick (dlr) for scrap

Repaints

5.01: 709 707 708 701 all to 'Barbie 2' livery (see also below)

Arriva Colchester

VEHICLES IN

4335 J56 GCX DAF SB220LC550 /Ikarus Citybus from Harlow ,It's first day in service was 22nd May.
 04/04 - **4336 J926 CYL** DAF SB220LC550 /Ikarus Citybus from Harlow , It's first day in service was 18th April.
 17/05 - **2174 R174 VBM** Mercedes Benz Vario 0814 /Plaxton Beaver 2 from Ware , in service 18/05 in yellow and blue livery
 19/05 - **2382 R952 VPU** Mercedes Benz Vario 0814 /Plaxton Beaver 2 from Ware , in service 21/05 in Arriva livery
 31/05 - **2319 L613 LVX** Mercedes Benz 811D /Dormobile Routemaker from Southend

VEHICLES OUT

12/04 - **5301** to Watford
 19/04 - **5397** to Ipswich for bodywork repair;
5364 to Enfield for accident damage repair.
 17/05 - **5380** to Watford
 18/05 - **5398** to Ipswich for bodywork repair
 19/05 - **5377** to Aylesbury
 22/05 - **3321** to Stevenage
 29/05 - **3325** to Stevenage

Rail Replacements

15/04 - Witham - Shenfield using 2128, 2369, 5389, 5390, 5407, 5408, 5409
 16/04 - early morning as above using same vehicles
 06/05 - Witham and Marks Tey to Colchester, Colchester Town, Ipswich, Harwich and Manningtree to Ipswich. Colchester Station was completely closed for Railtrack teams to work. The replacement involved 8 buses per hour involving 27 duties and 19 buses. Involving - 2128, 2134, 3343, 3430, 4312, 5377, 5380, 5383, 8389, 5390, 5397, 5398, 5380, 5366, 5407, 5408, 5409 and 3 Stephensons.
 This was also repeated on the 13th - 3420, 3422, 4305, 4310, 4312, 5361, 5364, 5366, 5377, 5380, 5383, 5390, 5397, 5407, 5408, 5409 and 1 First Eastern National Volvo, 2 Stephensons

New Manager

Glen Shuttleworth, formerly with Arriva Southend, was appointed as Manager with effect from 8th April 2001 and we wish him well in his new position. The former Manager, Chris Moseley, after settling Glen in, left for Luton on April 20th.

Service Changes

04/06 – Service 91 (ex Hedingham) 0830 Tiptree to Witham, Safeway – single Monday to Friday journey.

09/06 – Service 50 (Layer – Colchester) and 92 (Tollesbury – Colchester) ex Hedingham complete Saturday service, to a revised timetable. 1 minibus working.

11/06 Service 8/A/B Monkwick -Highwoods Revised Timetable

11/06 Service 9 Town Centre –Highwoods Slightly revised Route and Timetable.

Latest Fleetlist

Minibuses

2128 N908ETM Mercedes-Benz 709D, Plaxton B27F 9/1995

2134 N914ETM Mercedes-Benz 709D, Plaxton B27F 9/1995

2136 N916ETM Mercedes-Benz 709D, Plaxton B27F 9/1995

2174 R174VBM Mercedes-Benz 0810D, Plaxton B27F. 8/1997

2243 R763DUB Mercedes-Benz 0810D, Plaxton B27F (7/2000) 9/1997

2319 L613 LVX Mercedes Benz 811D /Dormobile Routemaker 1993

2320 L614LVX Mercedes-Benz 811D, Dormobile B31F 9/1993

2369 P939HVX Mercedes-Benz 711D, Plaxton B25F (7/2000) 4/1997

2382 R952VPU Mercedes-Benz 0810D, Plaxton B27F. 1/1998

2383 R953VPU Mercedes-Benz 0810D, Plaxton B25F (8/2000) 5/1998

2384 R954VPU Mercedes-Benz 0810D, Plaxton B25F (8/2000) 5/1998

Single Deckers

3081 F153KGS Volvo B10M-56, Plaxton B54F (8/2000) 10/1988

3309 NIW6509 L.N. Greenway 11351A/1R, East Lancs B49F (3/1993) (9/1996) 7/1977 (TEL491R)

3317 B857XYR Volvo B10M-61, East Lancs B49F (3/1992) (8/1997) 4/1985

3318 B858XYR Volvo B10M-61, East Lancs B49F (3/1992) (8/1997) 5/1985

3319 B859XYR Volvo B10M-61, East Lancs B49F (3/1992) (11/1997) 4/1985 (B862XYR)

3320 B860XYR Volvo B10M-61, East Lancs B49F (3/1992) (9/1997) 5/1985

3341 H251GEV Leyland Lynx LX2R11C15Z4S, Leyland B49F 8/1990

3342 H252GEV Leyland Lynx LX2R11C15Z4S, Leyland B49F 8/1990

3343 H253GEV Leyland Lynx LX2R11C15Z4S, Leyland B49F 8/1990

3346 H256GEV Leyland Lynx LX2R11C15Z4S, Leyland B49F 8/1990

3347 H257GEV Leyland Lynx LX2R11C15Z4S, Leyland B49F 8/1990

3419 P419HVX Dennis Dart SLF, Plaxton B41F (7/1998) 11/1996

3420 P420HVX Dennis Dart SLF, Plaxton B43F (7/1998) 11/1996

3422 P422HVX Dennis Dart SLF, Plaxton B43F (7/1998) 11/1996

3430 P430HVX Dennis Dart SLF, Plaxton B43F (6/1998) 11/1996

4335 J56GCX D.A.F. SB220LC550, Ikarus B48F (10/1997) 7/1992

4336 J926CYL D.A.F. SB220LC550, Ikarus B48F (3/1997) 3/1992

4337 J927CYL D.A.F. SB220LC550, Ikarus B48F (3/1997) 3/1992

4339 K124TCP D.A.F. SB220LC550, Ikarus B48F (9/1997) 8/1992

Coaches

- 4305 BAZ7384** Leyland Tiger TRCTL11/3RH, Plaxton C49FT (4/1998) 8/1985 (C210PPE)
4310 A250SVW Leyland Tiger TRCTL11/3RP, Duple C57F 7/1984
4312 B100XTW Leyland Tiger TRCTL11/3RP, Duple C57F (11/1999) 8/1984
4344 HDZ8354 Bova FHD12-280, Bova C49FT (4/1998) 3/1986

Double Deckers

- 5259 B289WUL** MCW Metrobus DR101/17, Metro-Cammell-Weymann H43/28F (6/1999) 6/1985
5350 GYE410W MCW Metrobus DR101/12, Metro-Cammell-Weymann H43/28F (1/1999) 10/1980
5360 BYX220V MCW Metrobus DR101/12, Metro-Cammell-Weymann H43/28F (3/1998) 5/1980
5361 BYX301V MCW Metrobus DR101/12, Metro-Cammell-Weymann H43/28F (2/1998) 6/1980
5364 BYX283V MCW Metrobus DR101/12, Metro-Cammell-Weymann H43/28F (2/1999) 5/1980
5365 BYX263V MCW Metrobus DR101/12, Metro-Cammell-Weymann H43/28F (3/1999) 6/1980
5366 EYE336V MCW Metrobus DR101/12, Metro-Cammell-Weymann H43/28F (11/1997) 7/1980
5369 BYX299V MCW Metrobus DR101/12, Metro-Cammell-Weymann H43/28F (3/1998) 5/1980
5383 TPD123X Leyland Olympian ONTL11/1R, Roe H43/29F (4/2000) 6/1982
5389 C 41HHJ Leyland Olympian ONLXB/1R, Eastern Coachworks H47/31F 9/1985
5390 D 43RWC Leyland Olympian ONLXC/1RH, Eastern Coachworks H47/31F 9/1986
5397 F245MTW Leyland Olympian ONCL10/1RZ, Leyland H43/29F 9/1988
5398 F246MTW Leyland Olympian ONCL10/1RZ, Leyland H43/29F (8/1996) 9/1988
5407 H 47MJN Leyland Olympian ON2R50C13Z4, Leyland H43/29F (8/1996) 3/1991
5408 H 48MJN Leyland Olympian ON2R50C13Z4, Leyland H47/31F 3/1991
5409 H 49MJN Leyland Olympian ON2R50C13Z4, Leyland H47/31F 3/1991

Ancillary/Service Vehicles

- 1151 YVW 979L** Mattbro Forklift Truck
1160 K539 WPE Vauxhall Astra Max Van
1173 W754 KHU Vauxhall Astra Max Van

Members Free Advert

WANTED: Member Paul Harrison has acquired **VRT XHK 234X (former ENOC 3129)** for preservation from First Cymru, and is in desperate need of an appropriate **ENOC VRT destination blind**. Could anyone supply (or loan him) such an item? If not, how about the details of the blind XHK would have carried when delivered in 1981, plus details of letter height and blind width, so an accurate replacement can be made? Contact Details: email: pandsharrison@compuserve.com; Address: Bergstrasse 8, 53340 Meckenheim, Germany Tel: 0049 2225 16100 Don't worry, the bus IS still in the UK, and Paul returns from international assignment in Cologne during August 2001!



W9 HRT Scania N113DRB/East Lancs Citizen This month's Photo feature looks at a variety of operators on Rail Replacement work and Chambers 'Decker' is seen opposite Southend Central on 22nd April about to go to Pitsea. (Steven R.)



3084 STW 28W Bristol VR /ECW & 4014 C414HJN Leyland Olympian/ECW
First Great Eastern has seen it's fair share of Engineering work in the last few months & sister company First Eastern National is helping out at Shenfield on 11th March .
(Chris Stewart)



J961JNR Optare Metrorider Despite handing over most of their Bus work to Arriva last year , Town & Country are still active and co-ordinated the large C2C Rail replacement between Shoeburyness & Pitsea . New to Kentish Bus in 1991 the Metrorider is outside the Southend studios of Essex FM on 22nd April . (Steven R)



VEX 295X Bristol VR/ECW One of the last hundred VR's to be built & new to Eastern Counties as VR 295 In August 81. Now in the fellet of Nelsons of Shotgate, Chris Stewarts Photo shows it at the back of Shenfield Station on 7TH February.

Arriva Southend

Vehicle News

Volvo Olympian 5418 N708 TPK is now fitted with a Dot-matrix route and destination box.

Trident 5442 (W442XKX) on display at the Southend Rally on the 3rd June was used on a special journey on Sea Front service 67 between Southchurch Park & Shoeburyness East Beach .

Diversions

Due to roadworks in South Street, Rochford in May, routes 7/8, 17, 61, 69 were diverted to avoid the closure.

On Southend Air Show days, Service 9 was diverted via Woodgrange Drive and Lifstan way instead the usual route via the Kursaal and Seafront .

New Fares

Single and Return Fares were increased from 26TH May because of rising costs and to reduced the number of fares with a view to introducing zonal fares at a later date.

ADULT SINGLE		ADULT DAY RETURN		ADULT OFF PEAK RETURN	
OLD	NEW	OLD	NEW	OLD	NEW
40	50	60	70	60	70
65	70	100	100	100	100
85	95	130	140	120	130
100	95	145	140	135	130
120	120	180	180	150	150
130	140	195	200	165	170
140	140	210	200	180	170
160	170	240	240	195	200
190	200	280	280	230	220

RETURN FARES -In most cases, the level of discount on return fares was increased.

SILVERCARD / GOLDCARD / CLIPPERCARD These prices were unchanged.

DAY ROVER -Day Rover prices unchanged, but those applying on Green Line services were brought into line with local services.

BASILDON FARES -Special Fares apply on route 2 to Basildon.

Where are they now ?

Fleetlines 5339/5341 (MRJ239/241W) now operated by Fords of Althorne have been rebuilt to single door. MHJ239W was also operated as an extra on Service 67 on Sunday 3rd June .

Arriva Southend Fleet as at 5/01

Operational

0329/31-34, 1253

2086-8, 2110/14/15/29/31/33/35/37 2191-93, 2388/91/92

3218/20-26, 3370/79/81-84/91-97

4055/56, 4330-33/51-54

5273-76/78/86-88, 5388/92-96/99, 5402-05/15-19/34-39/41-43/45-49/51

Non operational

1168, 1250, 2319

Essex County Council Journey Planner On Line

Essex County Council's web site at www.essexcc.gov.uk now has journey planner with full timetables. Route Maps and Timetables in PDF for Village link Routes are also on the site.

New Publicity

Publicity in printed form includes a timetable booklet for all VillageLink services (excluding Dengie area) dated April 2001& Issue 4 of the Village Link Newsletter for Spring/Summer 2001.

New Timetable books for Central & North Essex were issued at the end of May with the latest Southend & South Essex Books expected in Late June.

Join The Timetable Subscription Service

The Essex Bus Enthusiasts Group's Timetable Subscription Service is a fantastic and easy way to get the latest Timetable books.

There are five area Timetable Books published by Essex County Council and you can choose to receive some or all of these books .

As a special bonus , you'll also be sent ' Bus Passenger News ' Every Month plus Maps & the Thurrock Council Book. It's great value and so easy!

SUBSCRIPTION RATES – Just let us know which of the books you require

West & North West Essex

Central Essex

North East Essex

South Essex

South East Essex & Southend

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Other Essex Operators

AMBER, Rawreth New is Y642HWY Bova Futura it is in 'Southern Holidays' livery (4.01)
ASSOCIATED, Stansted This operator ceased trading late last year. KNP1X, R918HTW (in Biss livery) were at Plaxton (dealer), Anston on 18.3.01

CEDRIC, Wivenhoe R71VVP (ex HST11, R71VVP) a Neoplan Skyliner is in by 3.01 ex Harry Shaw, Coventry. This has been re-registered R16 CED.

COUNTY COACHES, Brentwood Registration 2899RU is now on Bristol VR/ECW ex CJH121V ex Brentwood Coaches 21 (by 4.01)

DON, Dunmow P99TCC Dennis Javelin/Plaxton is in by 4.01 ex Stort Valley

EXCALIBUR TRAVEL, Mayland D154QWJ MB L608D/Whittaker is out to Vantage, Romford, by 3.01
 RBJ460R Bedford VAS/Plaxton is withdrawn by 3.01

A243BHE (ex 1625JN, A119RTL) Au N907 is in by 10.00 ex Viceroy, Saffron Walden and reregistered to GAZ3620 by 3.01

A197RUR MB 608D/Pn is in by 3.01 ex Snow, Gt. Wakering and reregistered to HAZ6288 by 3.01

A Talbot Express is owned but we do not know the reregistration.

FLAGFINDERS, Braintree G129RGT Dennis Dart/Carlyle is in by 3.01 and J978AKY Ford Transit/Ford is in by 3.01 ex Yellow Line, Braintree

GODWARD, S. Woodham Ferrers K824YOK LDAF Sherpa 400 is in by 4.01

GOLDEN BOY Roydon N69WEW & N71WEW Volvo/Van Hool are in by 4.01

HALLS, Elsenham Service 48 between Sheering and Harlow was withdrawn with effect from 15.6.01.

JACKSON, Bicknacre F303RMH a Mercedes L307D/Reeve Burgess had gone 4.01

N.C.S., Newport L724PAV LDV Sherpa 400 is in by 4.01 ex Royal Mail (operating on PSV disc). M549 GAV LDV Sherpa 200 is in by 5.01 ex Royal Mail (operates on taxi plate). J281BJN & J776BJN both Renault are now (5.01) operating on taxi plates (ex PSV discs) (presumably to comply with new legislation)

PDQ, Colchester M203AHJ Bedford Midi is in by 3.01 (PSV disc)

SMITH (Fargo), Rayne IIL7077 Volvo/Van Hool and SBZ8075 Volvo/Van Hool are in by 3.01 (caution - these registrations have been on other vehicles). Y877WFL MB/? C..F is in by 4.01

SNOW, Gt.Wakering A197RUR MB/Plaxton is out to Excalibur Travel, Mayland by 3.01

SOUTHERN STAR, Harlow J40PSW DAF/Caetano is in by 5.01 (probably a lot earlier) ex Winson, Loughborough

STORT VALLEY, Stansted Dennis Javelin/Plaxton R126/7/8/9/30XWF are all currently with Stort Valley (3.01) - some had been transferred to Meteor, Mayfair but have now returned.

Volvo/Plaxton M170SUX, and Dennis Javelin/Plaxton N40/50TCC were seen at Plaxton (dealer), Anston 18.3.01

TOWN & COUNTRY, Purfleet T457HNH Mercedes Vario /Alexander is in by 4.01

VICEROY, Saffron Walden A243BHE (ex 1625JN, A119RTL) Neoplan N907 is out to Excalibur, Mayland by 10.00

WINDMILL, Clacton Scania/Irizar N820DKU is back with Windmill ex Crusader (by 4.01).

Note: N820DKU, N5HGB & S268BTL all still carry Boon's livery and fleetnames. WSU225 is in plain unmarked white livery.

YELLOW LINE, Braintree P210FVO Ford Transit/Ford - fleet no. 53 - on taxi plate - in by 3.01

Hedingham Omnibus

Service Changes

Services in the Colchester and Tollesbury area were revised from 4.6.01. and are now as follows:-

- 50** Colchester – Layer some journeys to Tollesbury (M-F only)
- 84** Revised timetable introduced from 4.6.01.
- 91** Tollesbury – Witham (Mon-Sat) Operates on behalf of Essex CC on Saturday
- 92** Tollesbury – Colchester (Mon – Fri). Operated by Arriva Colchester for ECC on Saturday
- 95** Tollesbury – Maldon (Mon-Sat) Operates on behalf of Essex CC on Saturday
- 89/A** Minor timetable revision from 6.6.01.

Where Are They Now?

The latest locations of former Eastern National and Thamesway Buses

245	F245MVW	First Manchester FLEET No 1852 (npsv). ex First Capital FLEET No 565.	07/00
246	F246MVW	First Manchester FLEET No 1856 (npsv). ex First Capital FLEET No 569.	07/00
251	F251 NJN	First Pioneer Bus Ltd FLEET No 1851 (for spares) ex First Capital FLEET No 561.	10/00
253	F253RHK	First Red Bus. ex First Capital FLEET No 562.	07/00
254	F254RHK	First Manchester FLEET No 1857. ex First Capital FLEET No 570.	07/00
255	F255RHK	First Red Bus. ex First Capital FLEET No 563.	07/00
256	F256RHK	First Pioneer Bus Ltd FLEET No 1856. re-numbered 1853. ex First Capital FLEET No 566.	07/00 09/00
257	F257RHK	First Pioneer Bus Ltd FLEET No 1857. re-numbered 1854. ex First Capital FLEET No 567.	07/00 09/00
258	F258RHK	First Pioneer Bus Ltd FLEET No 1858. re-numbered 1855. ex First Capital FLEET No 568.	07/00 09/00
304	H3O4LPU	First Pioneer Bus Ltd FLEET No 1859 (for spares) ex First Capital FLEET No 584.	10/00
305	H3OSLPU	First Pioneer Bus Ltd FLEET no 1860 (for spares) ex First Capital FLEET No 585.	10/00
306	H3O6LPU	First Manchester FLEET No 1861. ex First Capital FLEET No 586.	07/00
307	H3O7LJN	First Eastern Counties Buses Ltd FLEET No B864. ex Halesworth Transit Ltd FLEET No B864.	03/00
308	H3O8LJN	First Eastern Counties Buses Ltd FLEET No 844.	
309	H31OLJN	First Eastern Counties Buses Ltd (for spares).	
329	H337LJN	First Eastern Counties Buses Ltd FLEET No 852.	
330	H338LJN	First Eastern Counties Buses Ltd FLEET No 846.	
331	H339LJN	First Eastern Counties Buses Ltd FLEET No 855.	
332	H341 UN	First Eastern Counties Buses Ltd FLEET No 854.	
333	H342LJN	First Eastern Counties Buses Ltd FLEET No 851.	03/00

334	H343LJN	First Eastern Counties Buses Ltd FLEET No B865. cx Halesworth Transit Ltd FLEET No B865.	03/00
336	H34SLJN	First Western National FLEET No 6670. Capital Citybus FLEET No 936.	03/00
338	H347LJN	First Eastern Counties Buses Ltd FLEET No B861. ex Halesworth Transit Ltd FLEET No B861.	03/00
340	H349LJN	First Eastern Counties Buses Ltd FLEET No B862. ex Halesworth Transit Ltd FLEET No B862.	03/00
341	H351 UN	First Eastern Counties Buses Ltd FLEET No B863. ex Halesworth Transit Ltd FLEET No B863.	03/00
342	H352LJN	First Eastern Counties Buses Ltd FLEET No 845.	
352	H363LJN	First Eastern Counties Buses Ltd FLEET No 842.	by 12/00
354	H365LJN	Erith Commericals, Crayford (dir). ex First Eastern Counties Buses Ltd (for spares).	09/00
356	H637LJN	First Eastern Counties Buses Ltd FLEET No 850.	
358	H3690HK	First Eastern Counties Buses Ltd FLEET No 848.	
359	H3700HK	First Eastern Counties Buses Ltd FLEET No 849.	
366	H3770HK	First Eastern Counties FLEET No 853.	
370	H38IOHK	First Eastern Counties Buses Ltd FLEET No B858. ex Halesworth Transit Ltd (t/a Flying Banana) FLEET No B858.	03/00
382	H3930HK	First Eastern Counties Buses Ltd FLEET No 847.	
383	H3940HK	First Eastern Counties Buses Ltd.	11/00
387	H3980HK	First Eastern Counties Buses Ltd.	11/00
512	1AZ6394 [B336BGL]	Karim (t/a Al Travel), Odsal. ex Godward, South Woodham Ferrers.	by 04/00
803	F8O3RHK	Essex Buses Ltd [loan]. ex First Capital FLEET No 603.	05/00
		First Capital FLEET No 603 [ex loan].	10/00
804	F8O4RHK	Essex Buses Ltd [loan]. ex First Capital FLEET No 604.	05/00
		First Capital FLEET No 604 [ex loan].	10/00
901	K9OICVW	Connex Bus (UK) Ltd [loan]. ex First Capital FLEET No 691.	05/00
		First Capital FLEET No 691 [ex loan]	06/00
1001	EWR65IY	Mainline Group Ltd FLEET No 80. Northampton FLEET No 409.	05/00
		re-reg HDZ5488	06/00
1002	EWR652Y	Mainline Group Ltd FLEET No 81. ex Northampton FLEET No 408.	06/00
1003	EWR653Y	Mainline Group Ltd FLEET No 82. ex Northampton FLEET No 410.	05/00

Eastern National and Thamesway London Bus Contracts

-A Look At the Routes and Vehicles Used –

Part 5

London Bus Tendering From 1994

In preparation of the privatisation of the London Bus companies it was decided to put all Routes onto formal contracts.

About 45% of the network had already been put out for tender on a gross cost basis with London Buses retaining the revenue from the farebox and the successful operator being paid the cost of providing the service and a margin for profit.

The remaining 55% of the London Bus network was operated under the 'Block Grant' which was a sum paid by the treasury to cover the deficit between the fares collected and the operational costs of services. These routes were now put onto formal 'Net' cost contracts by negotiation with the bus companies.

It should be remembered that the services initially offered out to tender were those that were performing poorly. The idea was that Private companies would improve the viability of these routes and incentivise the state owned 'red' bus companies to become more competitive.

Hindered

To an extent tendering had been successful with costs driven down and a decrease in lost mileage. The major disadvantage was that wage rates were squeezed and whilst it was relatively easy to attract drivers during periods of high unemployment, the unsociable hours and low wages have certainly hindered recruitment of suitable staff in recent years.

Once the dust had settled on the privatisation of the Red bus companies, an accelerated tendering programme began. Routes offered for tender would initially be on the tried and tested Gross cost basis with a progressive move towards Net cost contracts.

The nature of Net cost tendering means that much of the risk is transferred from the tendering authority; in this case London Buses, to the successful operator.

In practise however, very few routes were awarded on this basis with whole cost contracts prevailing.

From 1995 the majority of tenders were issued for a five-year period with some for seven years but in an effort to address quality issues, QIC – Quality Incentive Contracts were introduced early in 2001. The Standard contract duration was revised to seven years subject to satisfactory performance, otherwise it would be offered up for retender after the usual five year term.

1995 Brentwood Closes and the Badger goes First

The New Year began with the bad news that it was planned to close historic Brentwood Garage in December as a result of rising costs and the continuing desire to improve productivity and reduce the operating costs.

This decision had an adverse affect upon the reliability of Thamesways tendered operations in the months ahead and much of this year was marred by low morale and consequently high lost mileage and rapid staff turnover.

To compensate for the closure, Basildon Garage was refurbished in the summer at a cost of over £300,000 with the aim of taking over the inter-urban services from Brentwood Garage and many of the London contracts.

Thamesways parent company Badgerline also experienced a major change with the 16th June signalled the start of a new era with Badgerline Holdings merging with transport group GRT Holdings to form FirstBus PLC. The main outward sign of the new ownership was demonstrated by the appearance of 'FirstBus' and 'Welcome to FirstBus' window stickers.

The gradual run down of Brentwood operations began on 7th May with the **362 Barkingside –Goodmayes** moving to Ponders End and the **462 Barkingside - Ilford** following from 23rd October. **Route 193 (Romford – County Park Estate)** operated by Brentwood for over 10 years was moved to Basildon after service on the 9th December.

Brentwood Garage was now relegated to outstation status and housed just 10 minibuses for the revised town services and this would continue until September '96 when these were also moved to Basildon.

There was also a contraction of Thamesways LT work in North East London with the loss of the **307 Brimsdown – Barnet** to Leaside Buses from 1st December. The spare Olympians were cascaded to Basildon and fellow FirstBus operator Eastern Counties in Norwich.

The garage closure rather overshadowed the launch of a contract for a group of **Mobility Bus Routes in the Romford and Ilford Area** from 28th October. The five-year contract necessitated the purchase of 4 wheelchair accessible Marshall bodied Dennis Darts painted in an inner London style red and yellow livery.

Basildon garage operated the services with a small team of specially trained drivers.

After the upheavals of the past 12 months, the prospects for 1996 were much brighter with the news the company had retained the one bus contract for **Route 379 Chingford – Yardley Hall Estate**. A more substantial tender for **Route 191 Brimsdown –Edmonton** was also awarded and would requiring 13 Midi – Buses with affect from Spring '96.

Next Month In Part 6 Of Into London - First Expands and Thamesway Hands Over Most London Routes.

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We need your contributions to make the magazine even better & here's how you can help .

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- **Been out with the Camera ? We'll always considering using good quality Bus photos and any not used will be returned to you.**
- **Write an Article . The magazine is produced in Word format but we now have a scanner so don't worry about the format just the contents!**

IT'S SO EASY TO CONTRIBUTE - WHY NOT DO IT TODAY ?

EASTERN NATIONAL ENTHUSIASTS GUILD

THREE PAGES DEDICATED TO THE ORIGINAL EN

Fifty Years Ago 1951 to 2001

In 1951, Eastern National and the Westcliff Motor Services put into service the first Bristol KSWs, the wide version of the Bristol K. A total of 90 vehicles were taken into stock between 1951 and 1953, all powered by Gardner 5LW units except Westcliff's DJN560 which had a Bristol AVW and was classified KSW6B

In 1952, nine Eastern National KSWs were transferred to the United Counties Omnibus Company with the Midland area. When the fleets were numbered in 1954 the KSWs became 1350-1430 and when the August 1964 renumbering took place they were 2307-3287.

2378-2387 were converted to open-toppers in 1956/7 for service at Clacton and Southend, but Eastern National were over ambitious on their sea front services and 2381/5 were sold to Eastern Counties at Norwich (LKO231/2) and later 2386 went to the South Wales Transport (500).

The first KSWs were withdrawn in 1967, and five are to have been exported to America.

2343 FJN156
2345 UEV836
2347 UEV838
2348 UEV839
2357 UVX666

Three KSWs became film stars with 2359(VNO857), 2367(VNO862) 2371(VNO866) appearing in the films "On the Buses" and "Mutiny on the Buses".

All had been withdrawn by 1980 with the exception of 2383/4 (WNO479/480) which were retained in use on special services.

The following are known to be still in existence.

2359 VNO857	Lincoln Vintage Vehicle Society
2364 VNO859	Eastern National 1407 Group
2373 VNO868	E.N.P.G.
2380 WNO478	E.N.P.G.
2381 WNO482	Believed to be stored on Canvey Island
2383 WNO479	First Essex Buses
2384 WNO480	Parked at Purdys Ind. Estate Rochford
2385 WNO481	Last seen at Tenerife
2386 WNO484	Preserved in South Wales

50 years ago.....it seems like yesterday.

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EASTERN NATIONAL ENTHUSIASTS GUILD

THREE PAGES DEDICATED TO THE ORIGINAL EN

The Leyland TD2 Update

Following on from EBN443 I omitted to include three Leyland TD2s that were acquired from Plymouth City Transport via the Tilling Group in 1945.

The three buses concerned were ex Plymouth 49, 50 and 75, new in 1932.

3886	DR9838	Leyland TD2	Weymann	L48R
3887	DR9839	Leyland TD2	Weymann	L48R
3888	DR9864	Leyland TD2	Leyland	L48R

They were fitted with Leyland E10 petrol engines which were replaced by Gardner 5LW oil engines on acquisition. They were rebuilt to L53R by Eastern National.

3886 and 3888 passed to United Counties (521 and 522) in May 1952 and 3887 was renumbered 1107 in 1954 and withdrawn and sold in June 1955.

Thans to Peter Jaques of Kithead Ltd. for pointing out that 3431 (AHK649)ref EBN443 was in fact ordered by Borough Motor Services at Southend, but not delivered until Eastern National had taken control of the Company

Vintage Eastern National Allocations

Basildon Garage September 1954

139	OEV817	Dennis Lancet	Duple	C33F
140	PTW641	Dennis Lancet	Gurney Nutting	C34F
163	NVX525	Beadle Bedford	Beadle	FB35R
178	KTW239	Bedford OB	Mulliner	B30F
179	KTW242	Bedford OB	Mulliner	B30F
187	LPU616	Bedford OB	Beadle	B30F
189	LPU618	Bedford OB	Beadle	B30R
264	FNO797	Bristol JO5G	ECW	B31R
276	GPU434	Bristol L5G	ECW	B31R
281	KNO608	Bristol L5G	ECW	B35R
286	KNO615	Bristol L5G	ECW	B35R
292	KNO622	Bristol L5G	ECW	B35R
295	MPU27	Bristol L5G	ECW	DP31R
325	PTW104	Bristol L6B	ECW	FC31F
330	ONO997	Bristol LL6G	ECW	B39R
375	FJN168	Bristol LS6G	ECW	C39F
1266	GTW893	Bristol K5G	ECW	L55R
1332	ONO65	Bristol K5G	ECW	L55R
1352	SHK517	Bristol KSW5G	ECW	L55R
1353	SHK513	Bristol KSW5G	ECW	L55R

EASTERN NATIONAL ENTHUSIASTS GUILD

THREE PAGES DEDICATED TO THE ORIGINAL EN

HD61 AND CAMPBELLS

In 1950, Albion Motors introduced the HD61 single deck chassis, of which a total of only ten were sold to British operators, the remainder being exported mainly to South Africa.

Of the ten operated on "home ground", three were purchased by Essex operator Campbells of Pitsea, who had Allweather F37F bodies fitted, these were registered RVW627, SNO218 and SNO219.

When Campbells were taken over by Eastern National in February 1956 these three coaches were not acquired, being retained by Campbells. RVW627 was operated by J.S. Campbell on private hire and SNO218/9 were sold to Trimdon Motor Services, Trimdon.

The writers experience of these coaches was that they were extremely comfortable vehicles.
pjs

Full list of Albion HD61s operated in Britain.

RVW627	Campbells Pitsea	Allweather	FC37F
SNO218	Campbells Pitsea	Allweather	FC37F
SNO219	Campbells Pitsea	Allweather	FC37F
MYB169	Osmond Curry Rival	Reading	FC37F
GSA180	Burnett Mintlaw	Federated Industries	FC39C
GSA181	Burnett Mintlaw	Federated Industries	FC39C
PHA357	Gilbert and Houghton Smethwick	Bellhouse Hartwell	FC39F
NJH150	Dye Hertford	Thurgood	FC37F
OHN741	Scotts Greys Darlington	Strachan	FC37C
HWV555	Alford Coleford	Heaver	FC37F

Any information or photographs (except Campbells) would be most welcome.

EN'S LEYLAND TD3 FLEET

The fleet of Leyland TD3s operated by Eastern National consisted of six, with Eastern Counties L56R bodies, numbered 3556-3561 (BTW495-500) which were delivered in 1935. they originally had Leyland petrol engines which were later exchanged for 8.6litre oil engines. 3556/9/61 (BTW495/9/500) received oil engines from 3663-5 (ENO941-3) Leyland TS7 E.C.O.C. C31F, the petrol engines were then converted to gas buses.

3559	BTW498	Rebuilt by Beadle in 1945 and subsequently rebodied by E C W in 1949.
3560	BTW499	Destroyed at Chelmsford in 1943.
3561	BTW500	When delivered was operated by Borough Motor Services at Southend.
3556-9/61		Transferred to United Counties in 1952 543-7.

A further Leyland TD3 operated later by Eastern National was Hicks Bros. Braintree 86 WH4908 Strachan L53R originally Bolton Corporation Transport 79 being rebodied by Hicks Bros in 1948 when acquired.

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