

EASTERN NATIONAL FLEET RECORD

Volume 1: 1964 – 1990

Bob Palmer



ESSEX BUS ENTHUSIASTS GROUP



Above: the dual purpose seated Bristol MWs were numbered in the 14xx series, here 1414, 2739 VX, stands at Harwich bearing the local depot allocation code DT, in August 1971. *Robert Appleton*



Above and Front cover: Bristol FLFs formed the largest class of double deckers in the Eastern National fleet. One of the earlier examples was 2728, 175 XNO, seen in Mistley in May 1977 on the Colchester to Harwich service 103. Note the offside illuminated advert panel. *Robert Appleton*

The final FLFs were the longer 31' 1" version, a small number of which were converted for one-man operation but were rarely used as such. On the cover 2942, AVW 401F, shows off the conversion as it stands outside Clacton depot in Castle Road (closed in September 1988) on April 25th 1976 during a Group visit. This vehicle was new as coach 2610, being resealed and converted as bus 2942 in 1974. *Richard Delahoy*

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2017

Series Introduction

The Eastern National & Successors Fleet Record

In 1994 the Essex Bus Enthusiasts Group published a comprehensive listing of all vehicles in the Eastern National and Tillings Transport fleets, building on the PSV Circle fleet histories. The booklet has long been out of print and we are taking this opportunity to reissue it with additional material and photographs, incorporating some minor corrections to the original.

This new edition still covers the years from 1964 (commencing with the fleet renumbering that August) through to 1990 when the company was split into two – Eastern National and Thamesway. It forms the start of a Fleet Record series as follows:

Volume 1	Eastern National	1964 - 1990	This volume
Volume 2	Eastern National & Thamesway	1990 – 1996 <i>The Badgerline Years</i>	Due September 2017
Volume 3	Essex Buses	1996 – 2004 <i>Reunification</i>	Due September 2018
Volume 4	First Essex Buses	2004 – 2019 <i>The Sema Renumbering</i>	Due September 2019

Volume 1 was compiled by Bob Palmer with assistance from Alan Osborne and has been updated by Richard Delahoy with assistance from Publications Coordinator Paul Harvey, Adam Kelleher and Chris Stewart.

Volumes 2, 3 and 4 are being compiled by Adam Kelleher and are intended to be published as shown above.

To follow current developments in the First Essex fleet, subscribe to our monthly magazine, *Essex Bus News*. We also have available a current fleet list of First Essex, correct to February 2017 and plan for this to become an annual publication. See advert on page 60 for details.

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Published by:

Essex Bus Enthusiasts Group
www.essexbus.org.uk

Printed by:

Direct CDs Ltd
www.directcds.co.uk

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ISBN: 978 0 948370 06 9

Title page photo: 140 rear entrance Bristol Lodekkas ran for Eastern National, including Halstead-allocated 2505 (1850 F) seen at Great Cornard, Suffolk, laying over on a short working trip on service 86 from Sudbury, sometime in the mid 1960s. This LD was unique in having a longer bench seat over the rear wheels.
Bob Beaumont/EBEG collection

FLEET RECORD OF THE EASTERN NATIONAL OMNIBUS CO. LTD. AUGUST 1964 - JULY 1990

Compiled by Bob Palmer from information contained in the
Essex Bus Enthusiasts Group monthly magazine, Essex Bus News.

Introduction

This publication lists, in fleet number order, all vehicles in stock as at the date of the fleet re-numbering on 9th August 1964. For the sake of completeness those vehicles due to be re-numbered but withdrawn and sold prior to this date are also included. All subsequent additions to the fleet up to the division of the company into two in July 1990 are included and are listed in the appropriate numbering block.

The basis of the re-numbering as introduced was to place coaches below 1000, saloons (both bus and dual purpose) between 1000 and 1999 and double deck vehicles in the series 2000 and above. Within these groupings vehicles were further divided into blocks of 100 numbers by chassis type and generally vehicles were numbered in chassis number order as the lists reveal. This system was a refinement of a scheme used by Lincolnshire Road Car Co. from where the Chief Engineer of ENOC had recently been transferred.

The blocks of numbers as originally allocated in 1964 were as follows:-

Coaches	100	Commer TS3
	200	Bristol LL
	300	Bristol LS and MW
	400	Bristol RELH
	500	Bedford
Saloons	1000	Bristol SC (allocated but not used)
	1100	Bristol L, LL and LWL
	1200	Bristol LS
	1300	Bristol MW (bus)
	1400	Bristol MW (dual purpose)
	1500	Bristol RELL (allocated but not used initially)
	1600	Bristol RELH (dual purpose)
Double Deck	2000	Guy Arab
	2100	Leyland Titan
	2200	Bristol K
	2300	Bristol KS and KSW
	2400	Bristol LD
	2500	Bristol LD, LDLX and FS
	2600	Bristol FLF (coach)
	2700	Bristol FLF (bus)
	2800	Bristol FLF (bus)

Subsequently the number series below 1000 were discontinued until the advent of minibuses, and certain number blocks were reallocated in later years as follows:

0200	Mercedes-Benz minibus	1200	Bedford dual purpose
0600	Ford Transit minibus	1300	Leyland Leopard coach
0700	Ford Transit minibus	1400	Bristol RELH coach, later Leyland Lynx
0800	Mercedes-Benz midibus	1500	Leyland National (short)
1000	Leyland PSUC, later Ford R1014	1600	MCW coach
1050	Bedford YMQS	1650	Leyland National
1100	Bristol LH, later Leyland Tiger	1700	Leyland National

(Leyland Nationals were originally to have been numbered 1002 upwards, but changed to 1700 before the first deliveries).

1800	Leyland National	3100	Bristol VR
1900	Leyland National	3200	Bristol VR
2200	Vehicles rebuilt for the carriage of wheelchair passengers	3500	Bristol VR open top
		4000	Leyland Olympian
2300	Bristol FLF open top	4500	Leyland Olympian coach
2900	Bristol FLF	9000	Driver training vehicles
3000	Bristol VR		

The vehicle lists are arranged in the following order:

Fleet number, Registration number,
Chassis manufacturer and type, Chassis number,
Body manufacturer, Body layout and seating, Body number,
Date vehicle was new (year or month/year from 1960),
Date officially withdrawn and sold by Eastern National (or date re-numbered),
Notation (which always appears at the end of each sub-number block (except for the 2200 [ii] and 2600 classes).
Vehicles which have carried an allover advertisement livery are noted by a capital letter A.

The company was privatised by way of a sale to its management on 23rd December 1986, through a new company, Eastern National Ltd. The Badgerline Group subsequently bought control of Eastern National from the management on 12th April 1990 and shortly thereafter the southern area of the Company was hived off into a new company known as Thamesway Ltd on 29th July 1990.

Vehicles transferred to Thamesway are signified by a capital letter **T** in a final end column whilst vehicles remaining with Eastern National are signified by a capital letter **E**. No withdrawal date is given for these vehicles.

Because of the frequent transfers between Eastern National and the associated Tilling coach fleet between 1964 and 1973, a fleet record of Tillings for this period is also included - see pages 51 to 55.

Livery

Until late 1972 the livery was 'Tilling' green and cream in varying proportions according to vehicle type and use. Fleetnames were in a standard 'Tilling' gold, underlined style on buses and some coaches, although many coaches carried a green block style lettering on a plastic plate. From late 1972 the whole bus fleet was gradually repainted into National Bus Company leaf green with a white relief band although dual purpose vehicles received a half green, half white livery. The fleetname was in an NBC standardised white block lettering with the 'double-N' symbol. This symbol was later revised to be half red, half blue on a white square with radiused corners. Coaches received an all over white livery with large NATIONAL fleetname in alternate red and blue letters, although this was changed in later years to include red and blues stripes of varying proportions. Eastern National later adopted a yellow and green local coach livery with 'Highwayman' marketing names. Upon the impending break-up of the NBC and privatisation of its subsidiaries, new liveries were adopted in 1986 and Eastern National choose a dark green and yellow scheme, the official shades being known as middle green and middle chrome yellow, again in varying proportions according to vehicle type. The fleetname, in either green or yellow, is in a sloping block letter style.

Acknowledgements

This publication is a revised and updated version of a booklet issued by the EBEG in 1983. In that publication thanks was given to Alan Osborne for help in generally introducing a common style which has been carried through to this booklet and once again thanks are offered. Thanks must also be given to Eastern National, its officers, managers and staff, past and present, for providing the information over the years which has been printed in the Group's monthly magazine, ESSEX BUS NEWS, from where all the information has been collected together and published in the format before you.

Essex Bus Enthusiasts Group, April 1994, updated May 2017.

Fleet contrasts



The oldest buses in the fleet at renumbering in 1964 were Bristol K types (plus some ex-Moore Bros Guy Arabs), some dating back to the 1940s (and one to 1937), including 2250, ONO 63, a 1949 K5G seen at Bishops Stortford station.

Bob Beaumont, EBEG collection

Guy Arabs remained in the fleet until 1975, following the Moores' take-over in 1963, including two on order but delivered to EN after the acquisition as 2018/2019. The latter, 582 AOO contrasts with a brand new FLF, OVX 296D, 2852, in the former Moores' depot in Kelvedon.

EBEG collection



In the mid-1980s the minibus revolution hit the bus industry and at the close of this volume the EN fleet included 73 such buses. Some town networks were converted to minibus operation, including Clacton where Walton depot's 0222, C222 HJN, heads a line-up of CoastLine branded Mercedes with Reeve Burgess bodywork.

Chris Stewart coll'n

100 SERIES - COMMER AVENGER

100	576 FVW	Commer	Av III	T85A0431	Duple	C41F	1062/57	5/56	8/65	a
101	577 FVW	"	"	T85A0432	"	"	1062/58	"	10/65	a
102	7652 VW	"	Av IV	94Y8063	Yeates	"	833560	6/60	9/68	a

a - These are Commer Avenger models ex Moore Bros., Kelvedon, 2/63, 102 to C37F 9/63 - 5/64

200 SERIES - BRISTOL LL

200	MXB 739	Bristol	LL6G	87.060	E.C.W.	FC35F	6271	5/52	1/65	a
201	MXB 740	"	"	87.061	"	"	6272	"	"	b
202	MXB 741	"	"	87.062	"	"	6273	"	"	b
203	MXB 742	"	"	87.063	"	"	6274	"	2/65	b
204	MXB 743	"	"	87.064	"	"	6275	"	1/65	a
205	MXB 744	"	"	87.065	"	"	6276	"	"	c
206	MXB 745	"	"	87.066	"	"	6277	"	"	c
207	MXB 746	"	"	87.067	"	"	6278	"	"	c
208	MXB 747	"	"	87.068	"	"	6279	"	"	c
209	MXB 748	"	"	87.069	"	"	6280	"	"	c

a - ex Tillings Transport, 2/62

b - ex Tillings Transport, 1963

c - ex Tillings Transport, 7/61

0200 SERIES - MERCEDES-BENZ MINIBUS

0200	C200HJN	Mercedes-Benz	L608D	690678	Reeve Burgess	B20F	15418	11/85	a	E
0201	C201HJN	"	"	699925	"	"	15419	12/85	a	T A
0202	C202HJN	"	"	701154	"	"	15420	11/85	a	E
0203	C203HJN	"	"	700655	"	"	15421	"	a	E
0204	C204HJN	"	"	700741	"	"	15422	12/85	a	E
0205	C205HJN	"	"	696123	"	"	15424	11/85	a	E A
0206	C206HJN	"	"	696370	"	"	15429	12/85	a	E
0207	C207HJN	"	"	696578	"	"	15430	"	a	E
0208	C208HJN	"	"	700466	"	"	15423	11/85	a	E
0209	C209HJN	"	"	695914	"	"	15425	"	a	E
0210	C210HJN	"	"	696189	"	"	15426	"	a	E
0211	C211HJN	"	"	696266	"	"	15427	12/85	a	E
0212	C212HJN	"	"	696132	"	"	15428	11/85	a	E
0213	C213HJN	"	"	700001	"	"	15431	"	a	E
0214	C214HJN	"	"	703154	"	"	15432	12/85	a	E
0215	C215HJN	"	"	703167	"	"	15433	"	a	E
0216	C216HJN	"	"	703411	"	"	15434	"	a	E
0217	C217HJN	"	"	703563	"	"	15439	"	a	E
0218	C218HJN	"	"	703416	"	"	15435	"	a	E
0219	C219HJN	"	"	703442	"	"	15436	"	a	E
0220	C220HJN	"	"	703547	"	"	15437	11/85	a	E
0221	C221HJN	"	"	703561	"	"	15438	"	a	E
0222	C222HJN	"	"	703572	"	"	15445	12/85	a	E
0223	C223HJN	"	"	703437	"	"	15443	"	a	E
0224	C224HJN	"	"	703570	"	"	15444	11/85	a	E A
0225	D225PPU	"	"	769141	"	"	15930	10/86		T
0226	D226PPU	"	"	764448	"	"	15931	"		T
0227	D227PPU	"	"	774424	"	"	16057	11/86		T A
0228	D228PPU	"	"	779672	"	"	16058	"		T
0229	D229PPU	"	"	779467	"	"	16059	12/86		T
0230	D230PPU	"	"	779739	"	"	16060	"		T

0231	D231PPU	Mercedes-Benz L608D	780398	Reeve Burgess	B20F	16061	12/86	T	A
0232	D232PPU	" " "	780284	" "	"	16062	11/86	T	
0233	D233PPU	" " "	781159	" "	"	16063	"	T	
0234	D234PPU	" " "	781079	" "	"	16064	"	T	
0235	D235PPU	" " "	774779	Dormobile	"	S6670	10/86	T	
0236	D236PPU	" " "	763911	"	"	S6671	"	T	
0237	D237PPU	" " "	774684	"	"	S6672	"	T	
0238	D238PPU	" " "	771991	"	"	S6673	"	T	
0239	D239PPU	" " "	775828	"	"	S6674	"	T	
0240	D240PPU	" " "	774990	"	"	S6675	"	T	
0241	D241PPU	" " "	765905	"	"	S6676	"	T	
0242	D242PPU	" " "	773838	"	"	S6677	"	T	
0243	D243PPU	" " "	775349	"	"	S6678	"	T	
0244	D244PPU	" " "	765882	"	"	S6679	"	T	
0245	F245MVW	Mercedes-Benz 709D	876591	Reeve Burgess	B23F	17324	8/88	T	
0246	F246MVW	" " "	877815	" "	"	17325	"	T	
0247	F247 NJN	" " "	879760	" "	"	17323	11/88	T	
0248	F248 NJN	" " "	879833	" "	"	17329	"	T	
0249	F249 NJN	" " "	879672	" "	"	17330	"	T	
0250	F250 NJN	" " "	900195	" "	"	17331	"	T	
0251	F251 NJN	" " "	905337	" "	"	17486	12/88	T	
0252	F252 NJN	" " "	905123	" "	"	17487	"	T	
0253	F253 RHK	" " "	937243	" "	"	17548	2/89	T	
0254	F254 RHK	" " "	937280	" "	"	17549	"	T	
0255	F255 RHK	" " "	937195	" "	"	17550	"	T	
0256	F256 RHK	" " "	937637	" "	"	17551	"	T	
0257	F257 RHK	" " "	937645	" "	"	17552	3/89	T	
0258	F258 RHK	" " "	936377	" "	"	17553	"	T	
0259	F259 RHK	" " "	939399	" "	"	17554	"	T	
0260	F260 RHK	" " "	939131	" "	"	17555	2/89	T	

Vehicles 0200-0244 have chassis numbers prefixed 310327-20-

Vehicles 0235-0244 have body numbers suffixed -M616-86

Vehicles 0245-0260 have chassis numbers prefixed 669003-20-

a - new in yellow and white livery, carrying blue and white 'Coastline ' fleetnames

300 SERIES - BRISTOL LS & MW

300	EJN 636	Bristol	LS6G	89.030	E.C.W.	C39F	5743	1952	4/65	a
301	EJN 637	"	"	89.031	"	"	5744	"	"	a
302	EJN 638	"	"	89.032	"	"	5745	"	"	a
303	EJN 639	"	"	89.043	"	"	5746	"	"	a
304	EJN 640	"	"	89.044	"	"	5747	"	"	a
305	UEV 843	"	LS5G	89.093	"	"	6257	1953	"	
306	UEV 844	"	LS6G	89.094	"	"	6258	"	"	
307	UEV 845	"	LS5G	89.095	"	"	6259	"	"	
308	UEV 846	"	LS6G	89.096	"	"	6260	"	12/65	
309	FJN 164	"	"	89.129	"	"	6174	"	"	a
310	FJN 165	"	"	89.130	"	"	6175	"	"	a
311	FJN 166	"	"	89.131	"	"	6176	"	"	a
312	FJN 167	"	"	93.035	"	"	6222	"	"	a
313	FJN 168	"	"	93.066	"	"	6223	"	"	a
314	FJN 169	"	"	93.067	"	"	6224	"	"	a
315	VVX 367	"	"	97.034	"	"	6959	"	"	
316	VVX 368	"	"	97.035	"	"	6960	"	"	
317	VVX 369	"	"	97.036	"	"	6961	"	"	
318	XTW 152	"	"	101.044	"	"	6962	1954	"	
319	OBD 901	"	"	119.036	"	C35F	9960	6/57	2/68	b c

320	613 JPU	Bristol	LS6G	119.037	E.C.W.	C39F	9916	1957	3/68	d
321	614 JPU	"	"	119.038	"	"	9920	"	"	d
322	615 JPU	"	"	119.039	"	"	9918	"	9/69	
323	616 JPU	"	"	119.042	"	"	9919	"	9/69	
324	617 JPU	"	"	119.043	"	"	9917	"	4/68	e
325	OBD 902	"	"	119.049	"	C35F	9961	6/57	2/68	b c
326	SLA 760	"	LS6B	119.083	"	C34F	9950	5/57	"	c f
327	SLA 761	"	"	119.089	"	"	9951	6/57	"	c f
328	618 JPU	"	MW6G	135.001	"	"	9915	1957	3/68	
329	7015 HK	"	"	135.104	"	C39F	10143	1958	9/70	
330	7016 HK	"	"	135.105	"	"	10144	"	10/70	
331	7017 HK	"	"	139.011	"	"	10145	"	"	
332	7018 HK	"	"	139.012	"	"	10146	"	"	
333	280 NHK	"	"	139.250	"	"	11293	1959	"	
334	281 NHK	"	"	139.251	"	"	11294	"	9/70	
335	282 NHK	"	"	139.252	"	"	11295	"	"	
336	283 NHK	"	"	139.253	"	"	11296	"	"	
337	284 NHK	"	"	139.254	"	"	11297	4/59	4/68	g
338	285 NHK	"	"	139.255	"	"	11298	"	"	g
339	3384 VW	"	"	164.027	"	C41F	11933	5/60	9/70	h
340	3385 VW	"	"	164.028	"	"	11934	"	11/72	h
341	3386 VW	"	"	164.029	"	"	11935	"	"	h
342	3387 VW	"	"	164.030	"	"	11936	"	"	h
343	3388 VW	"	"	164.031	"	"	11937	6/60	"	h
344	569 UVX	"	"	184.013	"	C34F	12195	4/61	7/74	h k
345	570 UVX	"	"	184.014	"	"	12196	5/61	4/75	h
346	571 UVX	"	"	184.055	"	"	12197	6/61	"	h
347	YBD 200	"	"	184.037	"	"	12229	5/61	11/75	h i
348	YBD 201	"	"	184.038	"	"	12230	"	4/75	i j
349	572 UVX	"	"	184.056	"	"	12198	6/61	5/74	h k
350	573 UVX	"	"	184.057	"	"	12199	"	4/75	h j
351	YBD 202	"	"	184.058	"	"	12231	"	12/70	i l
352	OO 9543	"	"	184.238	"	C32F	12810	5/62	1/69	m
353	OO 9544	"	"	184.239	"	"	12811	4/62	"	m
354	OO 9545	"	"	184.240	"	"	12812	"	"	m
355	OO 9546	"	"	184.241	"	"	12813	5/62	"	m
356	10 DLY	"	"	184.245	"	C34F	12846	"	12/70	f l
357	12 DLY	"	"	195.001	"	"	12848	"	"	f l
358	13 DLY	"	"	195.002	"	"	12849	"	"	f l
359	OO 9547	"	"	195.027	"	C32F	12814	"	4/69	m
360	OO 9548	"	"	195.028	"	C34F	12815	"	12/70	l
361	OO 9549	"	"	195.029	"	"	12816	"	"	l
362	OO 9550	"	"	195.030	"	"	12817	"	"	l
363	NWC 14	"	"	204.013	"	"	13675	4/63	"	f l
364	LWC 869	"	"	204.017	"	C39F	13728	3/63	10/74	n
365	BNO115B	"	"	213.143	"	"	14462	3/64	1/75	n
366	BNO116B	"	"	213.144	"	"	14463	"	10/74	n
367	BNO117B	"	"	213.159	"	"	14464	4/64	12/74	n
368	OJJ 749	"	LS6B	101.038	"	"	6948	3/54	12/65	o
369	OJJ 750	"	"	101.039	"	"	6949	"	"	o
370	OJJ 751	"	"	101.040	"	C41F	6950	"	"	o
371	OLU 752	"	"	101.072	"	C39F	7764	4/54	"	o
372	OLU 753	"	"	101.073	"	"	7765	"	"	o
373	OLU 754	"	"	101.074	"	"	7766	"	"	o
374	OLU 755	"	"	101.075	"	"	7767	"	"	o
375	OLU 756	"	"	101.093	"	"	7768	"	"	o
376	PYO 757	"	"	107.060	"	"	8247	6/55	11/65	o
377	PYO 758	"	"	107.065	"	"	8248	"	"	o

378	SLA 759	Bristol	LS6B	119.080	E.C.W.	C34F	9949	5/57	11/65	o
379	SLA 762	"	"	119.089	"	"	9952	"	"	o
380	SLA 763	"	"	119.105	"	"	9953	"	4/65	o p
380	VYO 767	Bristol	MW6G	139.247	E.C.W.	C41F	11322	1959	9/70	h q
381	VYO 768	"	"	139.248	"	"	11323	"	"	h q
382	VYO 769	"	"	139.249	"	"	11324	"	"	h q
383	1 BXB	"	"	184.015	"	C39F	12221	9/61	1/75	q r
384	NWC 15	"	"	204.014	"	"	13676	4/63	4/68	g q
385	2 BXB	"	"	184.027	"	C34F	12219	5/61	5/74	h s
386	3 BXB	"	"	184.028	"	"	12220	"	4/75	h s
387	4 BXB	"	"	184.047	"	"	12222	9/61	12/70	l t
388	5 BXB	"	"	184.048	"	"	12223	"	"	l t
389	9 DLY	"	"	184.244	"	"	12845	5/62	"	l t
390	11 DLY	"	"	184.246	"	"	12847	"	"	l t
391	OWC181D	"	"	225.145	"	"	15755	1/66	"	l t
392	OWC182D	"	"	225.148	"	"	15756	2/66	"	l t
393	OWC183D	"	"	233.024	"	"	15757	"	1/75	n t
300	VYO 765	Bristol	MW6G	139.245	E.C.W.	C39F	11320	1959	9/70	u
301	VYO 766	"	"	139.246	"	"	11321	"	"	u
306	NWC 16	Bristol	MW6G	204.015	E.C.W.	C39F	13677	4/63	12/74	n u
307	NWC 17	"	"	204.016	"	"	13678	"	11/74	n u
308	BPU 22B	"	"	213.150	"	"	14469	3/64	10/74	n u
309	BPU 23B	"	"	213.171	"	"	14470	6/64	1/75	n u
310	BPU 24B	"	"	213.172	"	"	14471	"	10/74	n u
318	SLA 763	Bristol	LS6B	119.105	E.C.W.	C34F	9953	5/57	2/68	p
337	284 NHK	Bristol	MW6G	139.254	E.C.W.	C39F	11297	4/59	9/70	g
338	285 NHK	"	"	139.255	"	"	11298	"	"	g
384	NWC 15	Bristol	MW6G	204.014	E.C.W.	C39F	13676	4/63	11/74	g n

a - ex Westcliff-on-Sea Motor Services, 1955

b - ex United Counties Omnibus Co., 114/5, 3/62

c - to C37F, 319/25 in 4/65, 326/7 in 5/65

d - to C34F, 12/65

e - to Tillings Transport, T314, 4/68

f - ex Tillings Transport, 11/63

g - to Tillings Transport, T315-7, 4/68. Re-acquired from Tillings Travel, T315-7, 2/70, as 337/8/84

h - to C39F, 349/80-2 in 12/65, 344-7 in 2/66, 350 in 3/66, 340-3 in 12/68, 339 in 5/69, 385 in 3/70, 386 in 4/70

i - ex United Counties Omnibus Co., 200-2, 1/64

j - re-engined to MW5G, 10/73

k - to B39F (retaining coach seats) and re-numbered as follows:-

344 to 1454 in 7/74, 349 to 1453 in 5/74, 385 to 1452 in 5/74

l - to Tillings Travel, 9351/6-8/60-3/87-92, 1/71

m - to DP41F and re-numbered as follows:-

352-5 to 1435-8 in 1/69, 359 to 1439 in 4/69

n - rebuilt to B43F by Marshalls of Cambridge and re-numbered as follows:-

364 to 1444 in 10/74 393 to 1451 in 1/75 309 to 1449 in 1/75

365 to 1445 in 1/75 306 to 1442 in 12/74 310 to 1450 in 10/74

366 to 1447 in 10/74 307 to 1443 in 11/74 384 to 1441 in 11/74

367 to 1448 in 12/74 308 to 1446 in 10/74

o - ex Tillings Transport, T300-12, 2/65

- p - Not used by Eastern National, returned to Tillings Transport, T312, 4/65. Re-acquired from Tillings Transport, T312, 1/66 as 318
- q - ex Tillings Transport, T315-8/25, 5/65
- r - rebuilt to B41F by Marshalls of Cambridge and re-numbered 1440, 1/75
- s - ex Tillings Transport, T319/20, 1/66
- t - ex Tillings Transport, T302-5/11-3, 4/68
- u - ex Tillings Travel, T300/1/6-10, 2/70

400 SERIES - BRISTOL RE

400	AVX961B	Bristol	RELH6G	212.007	E.C.W.	C47F	13721	1/64	2/71	a b
401	AVX962B	"	"	212.008	"	"	13722	"	1/71	a c
402	AVX963B	"	"	212.009	"	"	13723	"	"	a e
403	AVX964B	"	"	212.010	"	"	13724	"	"	a e
404	AVX965B	"	"	212.013	"	"	13725	3/64	"	d e
405	AVX966B	"	"	212.014	"	"	13726	"	"	d e
406	AVX967B	"	"	212.015	"	"	13727	"	"	d e
407	YHK724F	"	"	4/119	"	"	17039	2/68	5/74	j
408	YHK725F	"	"	4/120	"	"	17040	3/68	"	j
409	YHK726F	"	"	4/126	"	"	17041	"	"	j
410	YHK727F	"	"	4/127	"	"	17042	"	"	j
411	YHK728F	"	"	4/128	"	"	17043	"	1/73	d f g
412	YHK729F	"	"	4/129	"	"	17044	"	5/74	f j
413	YTW537F	"	RESH6G	2/108	Duple	C36F	191/4	2/68	1/71	e
414	YTW538F	"	"	2/109	"	"	191/1	"	"	e
415	YTW539F	"	"	2/110	"	"	191/2	"	"	e
416	YTW540F	"	"	2/111	"	"	191/3	"	"	e
417	HVW241H	"	RELH6G	4-285	"	C42F	223/3	8/70	"	e
418	HVW242H	"	"	4-286	"	"	223/4	"	"	e
419	GVW981H	"	"	4-270	E.C.W.	"	18142	2/70	"	e
420	GVW982H	"	"	4-271	"	"	18143	3/70	"	e
421	GVW983H	"	"	4-275	"	"	18144	"	"	e
422	AOO 18B	"	"	212.025	"	C47F	13679	12/63	"	f h
425	LWC976J	Bristol	RELH6G	4-390	Plaxton	C40F	713383	7/71	4/73	i
428	LWC979J	Bristol	RELH6G	4-411	Plaxton	C47F	713393	7/71	5/74	j
429	LWC980J	"	"	4-412	"	"	713395	"	"	j
430	LWC981J	"	"	4-413	"	"	713396	"	1/73	g
431	LWC982J	"	"	4-414	"	"	713394	"	5/74	j
432	PWC339K	"	"	4-404	"	"	723386	12/71	"	j
433	PWC340K	"	"	4-405	"	"	723387	"	"	j
447	XOO877L	Bristol	RELH6G	4-540	Plaxton	C47F	733190	2/73	5/74	j l
448	XOO878L	"	"	4-541	"	"	733192	"	"	j l
449	XOO879L	"	"	4-542	"	"	733195	5/73	"	j l
450	XOO880L	"	"	4-543	"	"	733194	"	"	j l
451	XOO881L	"	"	4-544	"	"	733193	"	"	j l
452	XOO882L	"	"	4-545	"	"	733191	2/73	"	j l
(453)	RPU868M	"	"	4-657	E.C.W.	"	21447	5/74	"	k
(454)	RPU869M	"	"	4-658	"	"	21448	"	"	k

Vehicles 407-412 have chassis numbers prefixed RELH/ (e.g. RELH/4/119)

Vehicles 413-416 have chassis numbers prefixed RESH/ (e.g. RESH/2/108)

Vehicles 417-454 have chassis numbers prefixed RELH- (e.g. RELH-4-285)

Fleet numbers 423/4/6/7/34-46 were allocated to vehicles owned by Tillings Transport

- a - 400-403 were to have been registered 939-942 LWC
- b - 400 to DP45F and re-numbered 1611, 2/71
- c - 401 to DP45F and re-numbered 1612, 1/71
- d - to C42F, 402 in 5/69, 403-6 in 12/65, 411 in 4/70
- e - to Tillings Travel, 1/71
- f - ex Tillings Travel, 2/70
- g - to Tillings Travel, 1/73
- h - 422 to DP45F and re-numbered 1613, 1/71
- i - to Tillings Travel, 5/73
- j - to National Travel (South East) Ltd, 5/74
- k - transferred to National Travel (South East) Ltd on day of delivery
(fleet numbers 453/4 never carried)
- l - subsequently re-acquired by Eastern National in 1978 as 1408-13 (q.v.)

500 SERIES - BEDFORD SB

500	BNO109B	Bedford SB13	93620	Duple(N)	C41F	155/1	3/64	10/70	
501	BNO110B	" "	93696	"	"	155/2	"	"	
502	BNO111B	" "	93698	"	"	155/3	"	"	
503	BNO112B	" "	93699	"	"	155/4	"	"	
504	BNO113B	" "	93809	"	"	155/5	"	"	
505	BNO114B	" "	93979	"	"	155/6	"	"	
506	6 BXB	" SB8	87538	Duple	"	1133/387	4/61	9/69	a
507	8 BXB	" "	88044	"	"	1133/479	5/61	"	a
508	BPU 21B	" SB13	93942	Duple(N)	"	155/8	3/64	10/70	b
509	7 BXB	" SB8	88057	Duple	"	1133/478	5/61	4/70	c
510	19 POO	" "	92268	Duple(N)	"	130/10	6/63	9/70	c
511	BPU 20B	" SB13	93901	"	"	155/7	3/64	10/70	c

- a - ex Tillings Transport, 5/65
- b - ex Tillings Transport, 6/69
- c - ex Tillings Transport, 2/70

0600 SERIES - FORD TRANSIT MINIBUS

0600	C600NPU	Ford Transit 190DI	75607	Carlyle	B20F	CBL75	6/85	9/87	
0601	C601NPU	" " "	75760	"	"	CBL77	"	11/88	
0602	C602NPU	" " "	75761	"	"	CBL76	5/85	9/87	
0603	C603NPU	" " "	75972	"	"	CBL79	6/85	11/87	
0604	C604NPU	" " "	75975	"	"	CBL78	"	12/87	

0600-4 acquired from East Midland Motor Services Ltd (nos. 951/3/2/5/4) in 5/86. They were never used by EMMS. Arrived in a green and white livery and repainted by EN in 6/86, before entering service.
Vehicles 0600-4 have chassis numbers prefixed BDVYET

0750 SERIES - FORD TRANSIT MINIBUS

0750	D750RWC	Ford Transit VE6	30362	Dormobile	B16F	S7100	10/86		E
0751	D751RWC	" " "	30363	"	"	S7101	"		E
0752	D752RWC	" " "	30364	"	"	S7102	"		E
0753	D753RWC	" " "	30365	"	"	S7103	"		E
0754	D754RWC	" " "	30366	"	"	S7104	"		E
0755	D755RWC	" " "	31780	"	"	S7105	"		T
0756	D756RWC	" " "	31781	"	"	S7106	"		T

Vehicles 0750-6 have chassis numbers prefixed BDWYGJ
Vehicles 0750-6 have body numbers suffixed -F990-86

0800 SERIES - MERCEDES-BENZ MIDIBUS

0800	F800RHK	Mercedes-Benz	811D	933706	Reeve Burgess	B31F	17545	2/89	T
0801	F801RHK	"	"	933335	"	"	17543	"	T
0802	F802RHK	"	"	932908	"	"	17544	"	T
0803	F803RHK	"	"	933639	"	"	17547	3/89	T
0804	F804RHK	"	"	934084	"	"	17546	"	T

Vehicles 0800 - 0804 have chassis numbers prefixed 670303-2P-

1000 SERIES - BRISTOL SC

(1000)	608 JPU	Bristol	SC4LK	121.037	E.C.W.	B35F	8978	1957	5/64
(1001)	609 JPU	"	"	121.040	"	"	8979	"	"
(1002)	610 JPU	"	"	121.041	"	"	8980	"	"
(1003)	611 JPU	"	"	121.048	"	"	8981	"	"
(1004)	612 JPU	"	"	121.049	"	"	8982	"	"
(1005)	9572 F	"	"	121.050	"	"	9983	"	"
(1006)	9573 F	"	"	141.001	"	"	9984	"	"
(1007)	9574 F	"	"	141.025	"	"	9985	1958	"
(1008)	9575 F	"	"	141.026	"	"	9986	"	"
(1009)	9576 F	"	"	141.027	"	"	9987	"	"
(1010)	9577 F	"	"	141.028	"	"	9988	"	"
(1011)	9578 F	"	"	141.029	"	"	9989	"	"
(1012)	9579 F	"	"	141.030	"	"	9990	"	"

New numbers were allocated to these vehicles as shown but they were all withdrawn before the date of renumbering

1000 SERIES - LEYLAND TIGER CUB

1000	YAL 368	Leyland	PSUC1/1	578076	Metro-Cammell	B44F	7/58	11/72
1001	YAL 369	"	"	578215	"	"	"	"

Ex East Midland Motor Services Ltd. R368/9, 4/71
These vehicles do not carry manufacturers body numbers

1000 SERIES - FORD R SERIES

1000	MAR775P	Ford	R1014	BC04RK66846	Duple	B43F	625/4750	2/76	11/81
1001	MAR776P	"	"	BC04RK66847	"	"	625/4751	"	"
1002	MAR777P	"	"	BC04RK66848	"	"	625/4752	"	"
1003	MAR778P	"	"	BC04RK66849	"	"	625/4753	"	"
1004	MAR779P	"	"	BC04RK66850	"	"	625/4754	"	"

1050 SERIES - BEDFORD YMQS

1050	TJN973W	Bedford	YMQS	LW451815	Wadham Stringer	DP33F	8670	7/81	10/88	a	b
1051	TJN974W	"	"	LW451830	"	"	8664	"	4/89	a	b
1052	TJN975W	"	"	LW451839	"	"	8665	6/81	"	a	b
1053	TJN976W	"	"	LW451861	"	"	8663	"	"	a	b
1054	TJN977W	"	"	LW451869	"	"	8667	7/81	"	a	b
1055	TJN978W	"	"	LW451885	"	"	8668	"	"	a	b
1056	TJN979W	"	"	LW451911	"	"	8666	"	"	a	b
1057	TJN980W	"	"	LW451954	"	"	8672	"	"	a	b
1058	TJN981W	"	"	LW452081	"	"	8671	"	"	a	b
1059	TJN982W	"	"	LW452158	"	"	8669	"	10/86	a	

Vehicles 1050-1059 have YMQ chassis shortened by Tricentrol Chassis Developments

a - repainted into green, cream and black livery, 1051-4/7 in 6/85, 1059 in 9/85, 1055 in 11/85, 1050 in 12/85, 1058 in 1/86, 1056 in 2/86

1051-4/7/9 also carried lettering for LRT route W9 - 'W - Niner'

b - repainted into green and yellow livery, 1055-7 in 5/87, 1051/3 in 6/87, 1052/8 in 7/87, 1050/4 in 8/87

1100 SERIES - BRISTOL L,LL,LWL

(1100)	ONO 41	Bristol	L5G	73.034	E.C.W.	B35R	4042	1949	7/64	a
(1101)	ONO 42	"	"	73.035	"	"	4043	"	"	a
(1102)	ONO 43	"	"	73.038	"	"	4044	"	"	a
(1103)	ONO 44	"	"	73.046	"	"	4045	"	"	a
(1104)	ONO 46	"	"	73.065	"	"	4047	"	"	a
(1105)	ONO 47	"	"	73.066	"	"	4048	"	"	a
(1106)	ONO 48	"	"	73.067	"	"	4049	1950	"	a
1107	ONO 49	"	"	79.028	"	"	4050	"	1/65	
1108	ONO 50	"	"	79.029	"	"	4051	"	9/64	
(1109)	ONO 81	"	"	79.051	"	"	4052	"	7/64	a
(1110)	ONO 82	"	"	79.052	"	"	4053	"	"	a
(1111)	ONO 83	"	"	79.067	"	"	4054	"	"	a
(1112)	ONO988	"	"	79.068	"	"	4055	"	"	a
1113	ONO989	"	"	79.094	"	"	4056	"	9/64	
1114	ONO991	"	"	79.096	"	"	4058	"	10/64	
(1115)	ONO992	"	"	79.146	"	"	4059	"	7/64	a
1116	ONO993	"	"	79.154	"	"	4060	"	10/64	
1117	ONO996	"	LL5G	81.135	"	B39R	4671	"	"	
1118	ONO997	"	"	81.136	"	"	4672	"	"	
1119	RHK 121	"	"	81.195	"	"	4675	"	"	
1120	RHK 123	"	"	83.154	"	"	4677	"	9/64	
1121	RHK 126	"	"	83.157	"	"	4680	"	10/64	
1122	RHK 127	"	"	83.206	"	"	4681	1951	"	c
1123	RHK 129	"	"	83.208	"	"	4683	"	2/65	c
1124	RHK 131	"	"	83.240	"	"	4685	"	"	c
1125	RHK 133	"	"	83.242	"	"	4687	"	"	c
1126	RHK 134	"	LWL5G	83.302	"	"	4688	"	4/65	
1127	RHK 135	"	"	83.303	"	"	4689	"	2/65	
1128	SHK 515	"	"	83.332	"	"	5334	"	"	
1129	SHK 516	"	"	83.333	"	"	5335	"	4/65	
1130	SHK 517	"	"	83.334	"	"	5336	"	"	
1131	TNO 666	"	"	85.130	"	"	5337	"	5/65	
1132	EJN 633	"	"	85.140	"	"	5402	"	7/65	b
1133	EJN 634	"	"	85.141	"	"	5403	"	5/65	b
1134	EJN 635	"	"	85.142	"	"	5404	"	2/65	b
1135	TNO 669	"	"	85.163	"	"	5340	"	"	
1136	TNO 670	"	"	85.164	"	"	5341	1952	4/65	
1137	TNO 671	"	"	85.165	"	"	5342	"	2/65	
1138	TNO 672	"	"	85.166	"	"	5343	"	"	
1139	TTW 570	"	"	85.187	"	B37R	5344	"	7/65	
1140	TTW 571	"	"	85.188	"	B39R	5345	"	4/65	
1141	TTW 572	"	"	85.189	"	"	5346	"	"	
1142	TTW 573	"	"	85.191	"	"	5347	"	"	
1143	TTW 574	"	"	85.192	"	"	5348	"	"	
1144	TTW 575	"	"	85.193	"	"	5349	"	"	
1145	TTW 576	"	"	85.194	"	"	5350	"	"	
1146	TTW 577	"	"	85.195	"	"	5351	"	5/65	

- a - New fleet number allocated as shown but vehicle withdrawn before date of renumbering
b - Ex Westcliff-on-Sea Motor Services Ltd, 1955
c - An 8' wide body is carried on a 7' 6" chassis

1100 SERIES - BRISTOL LH

1100	UVX 4S	Bristol	LH6L	LH-1406	E.C.W.	B43F	22359	7/77	7/82
1101	UVX 5S	"	"	LH-1407	"	"	22360	"	"
1102	UVX 6S	"	"	LH-1408	"	"	22361	"	"
1103	UVX 7S	"	"	LH-1409	"	"	22362	8/77	"

1100 SERIES - LEYLAND TIGER

1110	HHJ371Y	Leyland	Tiger	TRC/TL11/2R	8201739	Alexander	DP53F	2TE/2382/3	3/83	E
1111	HHJ372Y	"	"	"	8201745	"	"	2TE/2382/6	"	E A
1112	HHJ373Y	"	"	"	8201750	"	"	2TE/2382/1	"	E
1113	HHJ374Y	"	"	"	8201751	"	"	2TE/2382/2	"	T
1114	HHJ375Y	"	"	"	8201766	"	"	2TE/2382/4	"	E
1115	HHJ376Y	"	"	"	8300013	"	"	2TE/2382/5	"	E
1116	HHJ377Y	"	"	"	8300109	"	"	2TE/2382/11	4/83	T
1117	HHJ378Y	"	"	"	8300110	"	"	2TE/2382/7	"	E
1118	HHJ379Y	"	"	"	8300143	"	"	2TE/2382/8	"	T
1119	HHJ380Y	"	"	"	8300147	"	"	2TE/2382/12	"	E
1120	HHJ381Y	"	"	"	8300180	"	"	2TE/2382/9	"	E
1121	HHJ382Y	"	"	"	8300186	"	"	2TE/2382/10	"	E
1122	A691OHJ	"	"	"	8300841	"	"	2TE/2383/1	11/83	T
1123	A692OHJ	"	"	"	8300842	"	"	2TE/2383/2	"	E
1124	A693OHJ	"	"	"	8300886	"	"	2TE/2383/3	"	T
1125	A694OHJ	"	"	"	8300939	"	"	2TE/2383/4	"	E
1126	A695OHJ	"	"	"	8300941	"	"	2TE/2383/5	"	T
1127	A696OHJ	"	"	"	8300946	"	"	2TE/2383/6	"	E
1128	B696WAR	"	"	TRC/TL11/3RH	8400396	Plaxton	C51F	767	1/85	E
1129	B697WAR	"	"	"	8400410	"	"	768	"	E
1130	C130HJN	"	"	"	8500471	"	C53F	501	3/86	E
1131	C131HJN	"	"	"	8500472	"	"	502	"	5/89
1132	C132HJN	"	"	"	8500473	"	"	503	"	"
1133	C133HJN	"	"	"	8500474	"	"	504	"	"

Vehicles 1128-1129 have body numbers prefixed 8512LTH2C and are to Paramount 3500 style
Vehicles 1130-1133 have body numbers prefixed 8612LTP2X and are to Paramount 3200 style

1200 SERIES - BRISTOL LS

1200	UEV 829	Bristol	LS5G	89.004	E.C.W.	B43F	5736	1952	7/65
1201	VNO 869	"	"	93.018	"	"	6157	1953	"
1202	VNO 870	"	"	93.019	"	"	6158	"	"
1203	VNO 871	"	"	93.079	"	"	6162	"	"
1204	FJN 162	"	"	93.088	"	"	6172	"	a
1205	FJN 163	"	"	93.089	"	"	6173	"	8/65 a
1206	WVX 441	"	"	97.094	"	B45F	6859	"	6/65
1207	WVX 442	"	"	97.116	"	"	6860	"	"
1208	WVX 443	"	"	97.117	"	"	6861	"	1/66
1209	WVX 446	"	"	97.134	"	"	6883	"	"
1210	WVX 447	"	"	97.135	"	"	6884	"	"
1211	WVX 444	"	"	97.156	"	"	6862	"	"
1212	WVX 445	"	"	101.009	"	"	6863	1954	"
1213	YPU 138	"	"	101.017	"	"	6885	"	"
1214	YPU 139	"	"	101.187	"	"	6886	"	"

1215	YVW 121	Bristol	LS5G	105.008	E.C.W.	B45F	6864	1954	1/66
1216	YVW 122	"	"	105.009	"	"	6865	"	3/66
1217	473 BEV	"	"	105.094	"	"	7502	"	"
1218	474 BEV	"	"	105.095	"	"	7503	"	"
1219	475 BEV	"	"	105.096	"	"	7504	"	"
1220	476 BEV	"	"	105.097	"	"	7505	"	1/66
1221	567 CTW	"	"	105.145	"	"	7506	1955	4/75
1222	568 CTW	"	"	105.146	"	"	7507	"	"
1223	569 CTW	"	"	105.147	"	"	7508	"	3/66
1224	570 CTW	"	"	105.148	"	"	7509	"	7/73
1225	832 CVX	"	"	105.149	"	"	7510	"	11/75
1226	833 CVX	"	"	107.108	"	"	7511	"	"
1227	966 DHK	"	"	107.109	"	"	7512	"	4/75
1228	967 DHK	"	"	107.110	"	"	7513	"	11/75
1229	29 ENO	"	"	107.140	"	"	7514	"	4/75
1230	30 ENO	"	"	107.141	"	"	7515	"	"
1231	31 ENO	"	"	107.142	"	"	7516	"	"
1232	854 ETW	"	"	111.020	"	"	8144	"	"
1233	855 ETW	"	"	111.021	"	"	8145	"	"
1234	856 ETW	"	"	111.022	"	"	8146	"	11/69
1235	857 ETW	"	"	111.035	"	"	8147	"	4/75
1236	858 ETW	"	"	111.036	"	"	8148	"	"
1237	859 ETW	"	"	111.037	"	"	8149	"	3/76
1238	860 ETW	"	"	111.038	"	"	8150	"	11/75
1239	861 ETW	"	"	111.039	"	"	8151	"	4/75
1240	862 ETW	"	"	111.040	"	"	8152	"	"
1241	437 FEV	"	"	111.055	"	"	8153	1956	11/75
1242	438 FEV	"	"	111.056	"	"	8154	"	4/75
1243	439 FEV	"	"	111.057	"	"	8155	"	11/75
1244	1859 F	"	"	119.155	"	"	9732	1957	4/75
1245	1860 F	"	"	119.156	"	"	9733	"	"
1246	1861 F	"	"	119.164	"	"	9734	"	"
1247	1862 F	"	"	119.165	"	"	9735	"	9/71
1248	PHN 858	"	"	89.149	"	"	6131	1953	3/73 b

a - ex Westcliff-on-Sea Motor Services Ltd, 1955

b - ex United Automobile Services Ltd, 2029, 11/69

1200 SERIES - BEDFORD YMT

1200	BNO686T	Bedford YMT	HW454145	Duple	DP53F	818/2768	7/78	8/83
1201	BNO687T	"	HW454148	"	"	818/2770	"	"
1202	BNO688T	"	HW454151	"	"	818/2764	9/78	"
1203	BNO689T	"	HW454175	"	"	818/2767	7/78	"
1204	BNO690T	"	HW454178	"	"	818/2766	"	"
1205	BNO691T	"	HW454185	"	"	818/2765	"	"
1206	BNO692T	"	HW454192	"	"	818/2771	"	"
1207	BNO693T	"	HW454197	"	"	818/2772	"	"
1208	BNO694T	"	HW454210	"	"	818/2775	"	"
1209	BNO695T	"	HW454213	"	"	818/2769	"	"
1210	BNO696T	"	HW454409	"	"	818/2774	"	"
1211	BNO697T	"	HW454414	"	"	818/2773	"	"
1212	BNO698T	"	JW451556	"	"	918/2752	2/79	4/84
1213	BNO699T	"	JW451014	"	"	918/2755	3/79	"
1214	BNO700T	"	JW451497	"	"	918/2751	2/79	"
1215	BNO701T	"	JW451513	"	"	918/2754	"	"
1216	BNO702T	"	JW451543	"	"	918/2753	"	"
1217	BNO703T	"	JW451317	"	"	918/2756	3/79	"



Some of the oldest coaches in the fleet at the time of the 1964 renumbering were the Bristol LSs. When brand new in 1953, UEV 844 was posed on Galleywood Common for this official Eastern National photo. Bearing fleetnumber 4197 then, it became 306 in the 1964 scheme but was withdrawn the following year. *EBEG collection*

Bristol RELL buses joined the fleet from 1969 onwards, until EN were forced to take Leyland Nationals instead from 1973. The first 20 had flat-front bodies as exemplified by Hadleigh's 1501, CVW 855G seen on 26th May, 1974, a week after the opening of Southend Central Bus Station. The first batch, 1500-4, had their route numbers on the *nearside*, as illustrated here. *Richard Delahoy*



1300 SERIES - BRISTOL MW

1300	1858 F	Bristol	MW5G	135.004	E.C.W.	B45F	9736	1957	11/75
1301	1863 F	"	"	135.016	"	"	9737	1958	3/76
1302	1864 F	"	"	139.041	"	"	9738	"	7/76
1303	1865 F	"	"	139.042	"	"	9739	"	11/75
1304	1866 F	"	"	139.099	"	"	9740	"	7/76
1305	1867 F	"	"	139.100	"	"	9741	"	6/75
1306	201 MHK	"	"	139.154	"	"	10387	"	3/76
1307	202 MHK	"	"	139.155	"	"	10388	"	6/75
1308	203 MHK	"	"	139.156	"	"	10389	"	9/76
1309	204 MHK	"	"	139.157	"	"	10390	"	3/76
1310	205 MHK	"	"	139.180	"	"	10391	"	9/76
1311	206 MHK	"	"	139.181	"	"	10392	"	"
1312	207 MHK	"	"	139.187	"	"	10393	"	"
1313	208 MHK	"	"	139.188	"	"	10394	"	5/75
1314	209 MHK	"	"	139.213	"	"	10395	"	11/75
1315	210 MHK	"	"	139.214	"	"	10396	"	7/76
1316	211 MHK	"	"	139.218	"	"	10397	"	"
1317	212 MHK	"	"	139.228	"	"	10398	1959	9/76
1318	213 MHK	"	"	139.229	"	"	10399	"	2/77
1319	214 MHK	"	"	139.230	"	"	10400	"	"
1320	1258 EV	"	"	152.103	"	"	11144	"	11/75
1321	1259 EV	"	"	152.104	"	"	11145	"	2/77
1322	1260 EV	"	"	152.106	"	"	11146	"	2/78
1323	1261 EV	"	"	152.107	"	"	11147	"	8/77
1324	1262 EV	"	"	152.108	"	"	11148	"	3/76
1325	1263 EV	"	"	152.109	"	"	11149	"	9/76
1326	1264 EV	"	"	152.110	"	"	11150	"	"
1327	1265 EV	"	"	152.111	"	"	11151	"	"
1328	1266 EV	"	"	152.173	"	"	11152	2/60	7/76
1329	1267 EV	"	"	152.174	"	"	11153	5/60	9/76
1330	1268 EV	"	"	152.175	"	"	11154	"	"
1331	1269 EV	"	"	152.176	"	"	11155	"	"
1332	1270 EV	"	"	152.177	"	"	11156	"	8/77
1333	2723 VX	"	"	164.071	"	"	11828	8/60	2/77
1334	2724 VX	"	"	164.072	"	"	11829	7/60	7/76
1335	2725 VX	"	"	164.073	"	"	11830	8/60	2/77
1336	2726 VX	"	"	164.074	"	"	11831	7/60	2/78
1337	2727 VX	"	"	164.103	"	"	11832	11/60	7/76
1338	2728 VX	"	"	164.104	"	"	11833	"	2/78
1339	2729 VX	"	"	164.105	"	"	11834	"	"
1340	2730 VX	"	"	164.106	"	"	11835	"	9/80
1341	2731 VX	"	"	164.126	"	"	11836	1/61	7/76
1342	2732 VX	"	"	164.127	"	"	11837	"	2/78
1343	2733 VX	"	"	164.128	"	"	11838	"	"
1344	2734 VX	"	"	164.129	"	"	11839	"	2/77
1345	205 YVX	"	"	184.181	"	"	12617	12/61	9/76
1346	206 YVX	"	"	184.182	"	"	12618	"	8/77
1347	207 YVX	"	"	184.183	"	"	12619	1/62	10/80
1348	208 YVX	"	"	184.184	"	"	12620	"	2/78
1349	209 YVX	"	"	184.207	"	"	12621	4/62	7/78 a
1350	210 YVX	"	"	184.208	"	"	12622	6/62	2/78
1351	211 YVX	"	"	184.209	"	"	12623	"	7/78
1352	212 YVX	"	"	184.210	"	"	12624	"	2/78
1353	MOO 174	"	"	195.106	"	"	12625	9/62	"
1354	MOO 175	"	"	195.107	"	"	12626	"	"
1355	MOO 176	"	"	195.108	"	"	12627	"	8/77

1356	MOO 177	Bristol	MW5G	195.112	E.C.W.	B45F	12628	9/62	11/77	a
1357	OWC 606	"	"	195.184	"	"	13394	3/63	2/78	
1358	OWC 607	"	"	195.185	"	"	13395	"	6/79	
1359	OWC 608	"	"	195.186	"	"	13396	"	2/78	
1360	OWC 609	"	"	195.187	"	"	13397	"	10/78	
1361	OWC 610	"	"	213.032	"	"	13398	6/63	9/80	
1362	OWC 611	"	"	213.033	"	"	13399	"	6/79	

a - re-engined to MW6G, 10/73; transferred to training fleet as 9001 12/77

1300 SERIES - LEYLAND LEOPARD

1300	XHK213X	Leyland Leopard	PSU3G/4R	8130401	Duple	C53F	133/5189	7/81	10/87	
1301	XHK214X	"	"	8130412	"	"	133/5188	8/81	"	a
1302	LLT343V	"	PSU3E/4R	7902393	"	"	033/5158	3/80	8/87	
1303	LLT344V	"	"	7902441	"	"	033/5159	"	"	
1304	LLT345V	"	"	7902452	"	C51F	033/5157	"	11/87	
1305	LLT346V	"	"	7902687	"	"	033/5160	"	"	
1306	LLT347V	"	"	7902802	"	"	033/5161	"	"	
1307	LLT342V	"	"	7900990	"	C47F	033/5153	"	"	b
1308	ANA 92Y	"	PSU5E/4R	8230483	E.C.W.	C53F	25449	1/83		E
1309	ANA 93Y	"	"	8230485	"	"	25450	12/82		E
1310	ANA 94Y	"	"	8230616	"	"	25451	"		E

1302-1307 ex Fox, Hayes, Middlesex via Arlington Motors Ltd, Potters Bar, 7/82 (1302/3) or 11/82

1304-1307 were resealed from C53F before entering service

1308-1310 ex Ribble Motor Services Ltd, 92-94, 10/84 (1308/9) or 12/84 (1310)

1308-1310 were new to National Travel West (North) Ltd, N92-94 and were transferred to Ribble, 5/84

a -to C47F, 1/84

b -to C51F, 11/85

1400 SERIES - BRISTOL MW

1400	215 MHK	Bristol	MW5G	152.010	E.C.W.	DP41F	10401	1959	9/76	
1401	216 MHK	"	"	152.011	"	"	10402	"	"	
1402	217 MHK	"	"	152.012	"	"	10403	"	2/77	
1403	1251 EV	"	"	152.066	"	"	11137	"	7/76	
1404	1252 EV	"	"	152.067	"	"	11138	"	11/75	
1405	1253 EV	"	"	152.068	"	"	11139	"	2/77	
1406	1254 EV	"	"	152.069	"	"	11140	"	2/78	
1407	1255 EV	"	"	152.100	"	"	11141	"	3/76	
1408	1256 EV	"	"	152.101	"	"	11142	"	9/76	
1409	1257 EV	"	"	152.102	"	"	11143	"	3/76	
1410	2735 VX	"	"	164.162	"	"	11840	5/61	2/78	
1411	2736 VX	"	"	164.163	"	"	11841	3/61	7/78	
1412	2737 VX	"	"	164.164	"	"	11842	"	2/78	
1413	2738 VX	"	"	164.165	"	"	11843	"	8/77	
1414	2739 VX	"	"	164.191	"	"	11844	"	2/77	
1415	2740 VX	"	"	164.192	"	"	11845	"	2/78	a
1416	2741 VX	"	"	164.193	"	"	11846	"	"	
1417	2742 VX	"	"	164.194	"	"	11847	5/61	10/78	
1418	804 WVV	"	"	184.099	"	"	12609	7/61	8/77	a
1419	805 WVV	"	"	184.100	"	"	12610	"	2/77	
1420	806 WVV	"	"	184.101	"	"	12611	8/61	8/77	e
1421	807 WVV	"	"	184.102	"	"	12612	"	2/77	
1422	201 YVX	"	"	184.155	"	"	12613	2/62	2/78	e
1423	202 YVX	"	"	184.156	"	"	12614	3/62	10/80	
1424	203 YVX	"	"	184.157	"	"	12615	"	2/78	e

1425	204 YVX	Bristol	MW5G	184.158	E.C.W.	DP41F	12616	3/62	10/78	
1426	MOO 178	"	"	195.052	"	"	13269	7/62	2/77	
1427	MOO 179	"	"	195.053	"	"	13270	"	8/77	e
1428	MOO 973	"	"	195.054	"	"	13271	"	2/78	d
1429	MOO 974	"	"	195.058	"	"	13272	"	6/79	e
1430	MOO 975	"	"	195.059	"	"	13273	"	10/78	e
1431	MOO 976	"	"	195.060	"	"	13274	8/62	6/79	e
1432	JHK456C	"	"	213.218	"	DP43F	14530	12/64	7/78	
1433	JHK457C	"	"	213.219	"	"	14531	"	"	
1434	JHK458C	"	"	213.220	"	"	14532	"	9/80	
1435	OO 9543	"	MW6G	184.238	"	DP41F	12810	5/62	7/78	b
1436	OO 9544	"	"	184.239	"	"	12811	4/62	7/78	b
1437	OO 9545	"	"	184.240	"	"	12812	"	2/78	b
1438	OO 9546	"	"	184.241	"	"	12813	5/62	6/79	b
1439	OO 9547	"	"	195.027	"	"	12814	"	7/78	c
1440	1 BXB	"	"	184.015	"	B41F	12221	9/61	9/80	f
1441	NWC 15	"	"	204.014	"	B43F	13676	4/63	7/78	f
1442	NWC 16	"	"	204.015	"	"	13677	"	"	f
1443	NWC 17	"	"	204.016	"	"	13678	"	10/80	f
1444	LWC 869	"	"	204.017	"	"	13728	3/63	10/78	f
1445	BNO115B	"	"	213.143	"	"	14462	3/64	9/80	f
1446	BNO116B	"	"	213.144	"	"	14463	"	"	f
1447	BPU 22B	"	"	213.150	"	"	14469	"	"	f
1448	BNO117B	"	"	213.159	"	"	14464	4/64	"	f
1449	BPU 23B	"	"	213.171	"	"	14470	6/64	6/79	f
1450	BPU 24B	"	"	213.172	"	"	14471	"	7/78	f
1451	OWC183D	"	"	233.024	"	"	15757	2/66	9/80	f
1452	2 BXB	"	"	184.027	"	B39F	12219	5/61	11/75	f
1453	572 UVX	"	"	184.056	"	"	12198	6/61	"	f
1454	569 UVX	"	"	184.013	"	"	12195	4/61	"	f

- a - 1415/8 to Tillings Transport as T1400/1 in 5/65; re-acquired 4/68 ex T1480/1
b - 1435-8 rebuilt and renumbered from 352-5 in 1/69
c - 1439 rebuilt and renumbered from 359 in 4/69
d - re-engined to MW6G in 10/73
e - to B45F as follows:- 1420/30, 3/74; 1431, 4/74; 1422, 5/74; 1424, 6/74; 1427, 7/74; 1429, 8/74
f - 1440-54 rebuilt and renumbered from 300 class coaches as follows:-

1440 ex 383 in 1/75	1445 ex 365 in 1/75	1450 ex 310 in 10/74
1441 ex 384 in 11/74	1446 ex 308 in 10/74	1451 ex 393 in 1/75
1442 ex 306 in 12/74	1447 ex 366 in 10/74	1452 ex 385 in 5/74
1443 ex 307 in 11/74	1448 ex 367 in 12/74	1453 ex 349 in 5/74
1444 ex 364 in 10/74	1449 ex 309 in 1/75	1454 ex 344 in 7/74

1440-51 rebuilt with power operated doors and roof line destination boxes by Marshall's of Cambridge
1452-4 retained the coach seating but were re-classified as buses

DIVERTED ORDER : The vehicles originally intended to be 1435-8 (JHK459-62C) were diverted after building to Bristol Omnibus Co. Ltd. as their 2025-8 (BHW93-6C) in 2/65. 1435-7 had carried E.N. fleetnames and numbers. (Chassis numbers of the batch were 213.230-3).

1400 SERIES - BRISTOL RELH

1400	PWC344K	Bristol	RELH6G	RELH-4-409	Plaxton	C44F	723391	4/72	1/83	a
1401	PWC345K	"	"	RELH-4-410	"	"	723392	"	12/82	a
1402	VHK175L	"	"	RELH-4-491	E.C.W.	"	19855	10/72	"	a
1403	VHK176L	"	"	RELH-4-492	"	"	19856	"	2/83	a
1404	VHK177L	"	"	RELH-4-493	"	"	19857	"	1/85	a c

1405	VHK178L	Bristol	RELH6G	RELH-4-494	E.C.W.	C44F	19858	10/72	6/83	a
1406	XVW631L	"	"	RELH-4-528	Plaxton	"	733188	2/73	1/85	a d
1407	XVW632L	"	"	RELH-4-529	"	"	733186	"	"	a d
1408	XOO877L	"	"	RELH-4-540	"	C47F	733190	"	5/83	a
1409	XOO878L	"	"	RELH-4-541	"	"	733192	"	10/85	a h
1410	XOO879L	"	"	RELH-4-542	"	"	733195	5/73	11/84	a e
1411	XOO880L	"	"	RELH-4-543	"	C44F	733194	"	1/85	a e f
1412	XOO881L	"	"	RELH-4-544	"	"	733193	"	"	a d f
1413	XOO882L	"	"	RELH-4-545	"	"	733191	2/73	11/84	a
1414	GJD197N	"	RELH6L	RELH-4-760	"	C47F	BCR001	4/75	"	a
1415	GJD198N	"	"	RELH-4-761	"	"	BCR002	"	"	a
1416	GJD199N	"	"	RELH-4-762	"	C53F	BCR006	"	"	b
1417	GJD196N	"	"	RELH-4-763	"	C44F	BCR005	2/75	1/85	a e
1418	GJD194N	"	"	RELH-4-764	"	C47F	BCR003	5/75	"	a e
1419	GJD195N	"	"	RELH-4-765	"	C53F	BCR004	"	"	b g e

Vehicles 1414-1419 have body numbers prefixed 7411

- a - Ex National Travel (South East) Ltd in 10/78; 1400-1407 originally Tillings Travel, 1408-1413 originally Eastern National 447-452, 1414-1419 had been ordered by Tillings Travel
- b - Ex National Travel (South East) Ltd in 3/79 - acquired without seats and resealed as shown before entry into service
- c - 1404 rebuilt by E.C.W. as prototype for new B51 style coach body in 6/81
- d - new Plaxton fronts fitted by Southdown Motor Services Ltd:- 1406 in 3/82, 1407/12 in 4/82
- e - new Plaxton fronts fitted by Eastern National:- 1410 in 11/82, 1411 in 3/82, 1417 in 3/83, 1418 in 4/83, 1419 in 2/83
- f - to C51F in 4/82
- g - to RELH6G in 10/82
- h - converted to C17F + 9 wheelchair places and renumbered 2203 in 10/85 (q.v.)

1400 SERIES - LEYLAND LYNX

1400	E400HWC	Leyland Lynx	LX112L10ZR1R	LX1158	Leyland	B49F	7/88	T
1401	E401HWC	"	"	LX1159	"	"	"	E
1402	F402LTW	"	"	LX1160	"	"	"	E
1403	F403LTW	"	"	LX1162	"	"	"	E
1404	F404LTW	"	"	LX1163	"	"	"	T
1405	F405LTW	"	"	LX1164	"	"	"	T
1406	F406LTW	"	"	LX1172	"	"	"	T
1407	F407LTW	"	"	LX1173	"	"	"	E
1408	F408LTW	"	"	LX1174	"	"	"	E
1409	F409LTW	"	"	LX1175	"	"	"	T
1410	F410MNO	"	"	LX1176	"	"	8/88	T
1411	F411MNO	"	"	LX1177	"	"	"	T
1412	F412MNO	"	"	LX1178	"	"	"	T
1413	F413MNO	"	"	LX1179	"	"	"	E
1414	F414MNO	"	"	LX1180	"	"	"	E
1415	F415MWC	"	"	LX1181	"	"	9/88	E
1416	F416MWC	"	"	LX1186	"	"	"	E
1417	F417MWC	"	"	LX1187	"	"	"	T
1418	F418MWC	"	"	LX1190	"	"	"	T
1419	F419MWC	"	"	LX1191	"	"	"	T
1420	F420MJN	"	"	LX1198	"	"	"	T
1421	F421MJN	"	"	LX1199	"	"	"	T
1422	F422MJN	"	"	LX1200	"	"	"	T
1423	F423MJN	"	"	LX1201	"	"	"	T
1424	F424MJN	"	"	LX1202	"	"	"	T
1425	F425MJN	"	"	LX1203	"	"	"	E
1426	F426MJN	"	"	LX1204	"	"	"	E

1427	F427MJN	Leyland	Lynx	LX112L10ZR1R	LX1205	Leyland	B49F	9/88	E
1428	F428MJN	"	"	"	LX1206	"	"	"	E
1429	F429MJN	"	"	"	LX1207	"	"	11/88	E

1500 SERIES - BRISTOL RELL

1500	CVW854G	Bristol	RELL6G	RELL-3-645	E.C.W.	B53F	17590	1/69	6/82
1501	CVW855G	"	"	RELL-3-646	"	"	17591	"	"
1502	CVW856G	"	"	RELL-3-647	"	"	17592	"	"
1503	CVW857G	"	"	RELL-3-648	"	"	17593	"	"
1504	CVW858G	"	"	RELL-3-649	"	"	17594	"	6/83
1505	EPU186G	"	"	RELL-3-761	"	"	17595	7/69	6/82
1506	EPU187G	"	"	RELL-3-762	"	"	17596	"	"
1507	EPU188G	"	"	RELL-3-763	"	"	17597	"	"
1508	EPU189G	"	"	RELL-3-772	"	"	17598	"	"
1509	EPU190G	"	"	RELL-3-773	"	"	17599	"	8/81
1510	FVX612H	"	"	RELL-3-838	"	"	17600	10/69	6/83
1511	FVX613H	"	"	RELL-3-839	"	"	17601	"	"
1512	FVX614H	"	"	RELL-3-840	"	"	17602	"	"
1513	FVX615H	"	"	RELL-3-841	"	"	17603	"	6/82 a
1514	FVX616H	"	"	RELL-3-842	"	"	17604	"	"
1515	FWC438H	"	"	RELL-3-918	"	"	17605	11/69	"
1516	FWC439H	"	"	RELL-3-919	"	"	17606	"	6/83
1517	FWC440H	"	"	RELL-3-926	"	"	17607	12/69	"
1518	FWC441H	"	"	RELL-3-927	"	"	17608	11/69	6/82
1519	FWC442H	"	"	RELL-3-928	"	"	17609	"	"
1520	HTW178H	"	"	RELL-3-1049	"	"	18489	5/70	6/83
1521	HTW179H	"	"	RELL-3-1050	"	"	18490	"	"
1522	KHK414J	"	"	RELL-3-1108	"	"	18491	7/70	"
1523	KHK415J	"	"	RELL-3-1109	"	"	18492	"	5/83
1524	KVX570J	"	"	RELL-3-1192	"	"	18493	10/70	2/85
1525	KVX571J	"	"	RELL-3-1193	"	"	18494	"	6/82
1526	LPU451J	"	"	RELL-3-1293	"	"	18495	12/70	"
1527	LPU452J	"	"	RELL-3-1294	"	"	18496	"	5/83
1528	LVX116J	"	"	RELL-3-1349	"	"	18497	"	2/85
1529	LVX117J	"	"	RELL-3-1350	"	"	18498	"	2/83
1530	MHK912J	"	"	RELL-3-1424	"	"	19227	2/71	2/85
1531	MHK913J	"	"	RELL-3-1429	"	"	19228	"	6/82
1532	MHK914J	"	"	RELL-3-1430	"	"	19229	"	2/85
1533	MHK915J	"	"	RELL-3-1465	"	"	19230	4/71	"
1534	MHK916J	"	"	RELL-3-1466	"	"	19231	5/71	"
1535	MHK917J	"	"	RELL-3-1467	"	"	19232	4/71	6/82
1536	OHK226K	"	"	RELL-3-1553	"	"	19233	8/71	2/86
1537	OHK227K	"	"	RELL-3-1554	"	"	19234	"	6/82
1538	OHK228K	"	"	RELL-3-1555	"	"	19235	"	"
1539	PEV501K	"	"	RELL-3-1592	"	"	19237	10/71	4/86
1540	PEV502K	"	"	RELL-3-1593	"	"	19236	9/71	2/86
1541	PEV503K	"	"	RELL-3-1594	"	"	19238	10/71	"
1542	RPU882K	"	"	RELL-3-1668	"	"	19239	1/72	4/86
1543	RPU883K	"	"	RELL-3-1669	"	"	19240	"	5/83
1544	RPU884K	"	"	RELL-3-1670	"	"	19241	"	2/85
1545	SVW273K	"	"	RELL-3-1737	"	"	19242	4/72	2/86
1546	SVW274K	"	"	RELL-3-1743	"	"	19243	"	7/85
1547	SVW275K	"	"	RELL-3-1744	"	"	19244	"	2/86
1548	WNO537L	"	"	RELL-3-1823	"	"	19245	10/72	11/84 b
1549	WNO538L	"	"	RELL-3-1824	"	"	19246	11/72	4/86
1550	WNO539L	"	"	RELL-3-1825	"	"	19247	10/72	2/85
1551	WNO540L	"	"	RELL-3-1826	"	"	19248	11/72	"

1552	WNO541L	Bristol	RELL6G	RELL-3-1827	E.C.W.	B53F	19249	11/72	4/86
1553	WNO542L	"	"	RELL-3-1828	"	"	19250	"	2/86
1554	WNO543L	"	"	RELL-3-1829	"	"	19251	"	4/86

- a - 1513 rebodied by E.C.W. with a new B53F body (no. 21505) in 1974, re-entering service 1/75
b - to mobile survey office 11/84; then temporary staff rest room at CF depot 11/85; by 4/86 in store.

1500 SERIES - SHORT LEYLAND NATIONAL

1500	PJT255R	Leyland National	10351A/1R	03744	B41F	10/76	E
1501	PJT256R	"	"	03745	"	"	E
1502	PJT257R	"	"	03746	"	11/76	E
1503	PJT258R	"	"	03747	"	"	1/89

- 1500-3 ex Wilts and Dorset Motor Services 3678-3681, 10/86 (new to Hants and Dorset Motor Services)
1501-3 entered service in red, as aquired, livery
1500-3 were repainted to green and yellow livery as follows:- 1500 - 10/86; 1501 - 12/86; 1502 - 3/87;
1503 - 7/87

1600 SERIES - BRISTOL RELH

1600	BNO101B	Bristol	RELH6G	212.038	E.C.W.	DP47F	14145	1/64	2/78	a f d
1601	BNO102B	"	"	212.039	"	"	14146	"	"	a f d
1602	BNO103B	"	"	212.040	"	"	14147	2/64	2/77	b f d
1603	BNO104B	"	"	212.041	"	"	14148	"	8/77	b f d
1604	BNO105B	"	"	212.042	"	"	14149	"	1/77	a f d
1605	BNO106B	"	"	212.043	"	"	14150	3/64	2/78	a f d
1606	BNO107B	"	"	212.044	"	"	14151	"	1/78	a f d
1607	BNO108B	"	"	212.045	"	"	14152	2/64	2/78	b f d
1608	GVW978H	"	"	RELH-4-276	"	"	18145	3/70	11/81	a f
1609	GVW979H	"	"	RELH-4-277	"	"	18146	2/70	6/81	a e
1610	GVW980H	"	"	RELH-4-278	"	"	18147	3/70	11/81	a e
1611	AVX961B	"	"	212.007	"	DP45F	13721	1/64	1/78	c f d
1612	AVX962B	"	"	212.008	"	"	13722	"	2/78	c f d
1613	AOO 18B	"	"	212.025	"	"	13679	12/63	2/77	c f d

- a - to DP45F as follows - 1600, 6/70 1604, 6/70 1606, 6/70 1609, 6/73
1601, 7/70 1605, 9/67 1608, 5/73 1610, 5/73
b - 1602/3/7 to Tillings Transport as T1600-2, 5/65; re-aquired 1/67 having been converted to DP45F
in 7/67 (T1600) and 9/67 (T1601/2)
c - 1611-3 renumbered ex 400 class coaches as follows - 1611 ex 400, 2/71; 1612 ex 401, 1/71;
1613 ex 422, 1/71
d - 1600-7/11-3 re-classified as buses by E.N., 1/73 - no change to seating
e - 1608-10 re-classified as buses by E.N., 1/74 - " " " "
f - 1600-8/11-3 to B49F as follows - 1600, 2/75 1603, 2/76 1606, 4/75 1611, 12/75
1601, 1/75 1604, 1/75 1607, 3/76 1612, 11/75
1602, 11/75 1605, 11/75 1608, 7/76 1613, 2/75

1600 SERIES - M.C.W. COACH

1600	B457WHJ	M.C.W. Metroliner	CR126/9	MB7751	M.C.W.	C51F	8/84	12/87
1601	B458WHJ	"	"	MB7752	"	"	"	"
1602	B459WHJ	"	"	MB7753	"	"	9/84	"
1603	B460WHJ	"	"	MB7754	"	"	"	"

Originally intended to be registered A52-4/6 SEV but delivered late and received the registrations shown.

1620 SERIES - BOVA COACH

1625	BGX649Y	Bova EL26/581	02155	Bova	C49FT	1745	7/83	3/87
1626	BGX650Y	" "	02156	"	"	1746	"	"
1627	A651CMY	" "	02169	"	"	1759	"	"

Although bought new by Eastern National these vehicles were operated on extended lease by National Travel (London) Ltd from new to 11/86 when they were returned to E.N.

1650 SERIES - LEYLAND NATIONAL

1650	LMO225L	Leyland National	1151/1R/0401	00679	B49F	6/73	10/88	
1651	KCG608L	" "	"	00400	"	3/73	9/87	
1652	KCG609L	" "	"	00401	"	"	2/86	
1653	KCG610L	" "	"	00402	"	"	8/88	
1654	KCG611L	" "	"	00499	"	"	10/88	
1655	KCG612L	" "	"	00500	"	4/73	8/88	
1656	KCG613L	" "	"	00566	"	5/73	5/88	
1657	KCG614L	" "	"	00567	"	"	9/87	
1658	KCG615L	" "	"	00568	"	"	3/89	
1659	KCG617L	" "	"	00584	"	"	8/88	
1660	KCG618L	" "	"	00585	"	"	*	a

1650-1660 ex Thames Valley & Aldershot Omnibus Co. Ltd, 103/8-15/7/8, in 7/84 (1652/4/5/8), 8/84 (1650/6/7/9), 9/84 (1651/3) or 10/84 (1660).

a - 1660 never entered service as such but was converted to carry wheelchair passengers and was numbered 2201 (q.v.).

1700,1800,1900 SERIES - LEYLAND NATIONAL

1700	WNO549L	Leyland National	1151/1R/0401	00335	B52F	1/73	9/87	a
1701	WNO550L	" "	"	00336	"	"	8/88	a
1702	WNO551L	" "	"	00337	"	"	10/88	a
1703	WNO552L	" "	"	00359	"	2/73	"	a b
1704	WNO553L	" "	"	00360	"	"	8/88	a
1705	WNO554L	" "	"	00361	"	"	9/87	a
1706	WNO555L	" "	"	00457	"	3/73	8/73	a c
1707	WNO556L	" "	"	00458	"	"	10/88	a
1708	WNO557L	" "	"	00459	"	"	"	a
1709	WNO558L	" "	"	00460	"	"	"	a
1710	WNO559L	" "	"	00461	"	"	7/85	a d
1711	WNO560L	" "	"	00462	"	"	7 /87	a e
1712	WNO561L	" "	"	00643	"	5/73	10/88	a
1713	WNO562L	" "	"	00644	"	"	"	a
1714	WNO563L	" "	"	00645	"	"	5/88	a
1715	WNO564L	" "	"	00646	"	"	10/88	a
1716	WNO565L	" "	"	00647	"	"	3/89	a
1717	WNO566L	" "	"	00648	"	"	"	a
1718	NEV675M	" "	1151/1R/0402	00793	B49F	9/73	"	
1719	NEV676M	" "	"	00794	"	8/73	9/87	
1720	NEV677M	" "	"	00795	"	"	3/89	
1721	NEV678M	" "	"	00796	"	"		T
1722	NEV679M	" "	"	00797	"	9/73	3/89	
1723	NEV680M	" "	"	00798	"	8/73	9/87	
1724	NEV681M	" "	"	01025	"	11/73	10/88	
1725	NEV682M	" "	"	01026	"	12/73		T
1726	NEV683M	" "	"	01123	"	"	3/89	

1727	NEV684M	Leyland National	1151/1R/0402	01124	B49F	12/73	9/87	
1728	NEV685M	"	"	01125	"	"	"	
1729	NEV686M	"	"	01149	"	1/74	8/88	
1730	NEV687M	"	"	01150	"	2/74	9/87	
1731	NEV688M	"	"	01151	"	1/74	"	
1732	HWC 83N	"	11351/1R	01823	"	12/74	3/89	
1733	HWC 84N	"	"	01825	"	"	12/89	
1734	HWC 85N	"	"	01824	"	"	10/88	
1735	HWC 86N	"	"	01826	"	"	"	
1736	HWC 87N	"	"	01827	"	"	"	
1737	GJN997N	"	"	01848	"	"		E
1738	GJN998N	"	"	01849	"	"		T
1739	GJN999N	"	"	01850	"	"	8/88	
1740	HAR486N	"	"	02062	"	3/75		E
1741	HAR487N	"	"	02063	"	"		E
1742	HAR488N	"	"	02064	"	"		T A
1743	HAR489N	"	"	02065	"	"		T
1744	JNO193N	"	"	02316	"	6/75		T
1745	JNO194N	"	"	02317	"	"		E
1746	JNO195N	"	"	02318	"	"	10/88	
1747	JNO196N	"	"	02319	"	"		E
1748	JNO197N	"	"	02320	"	"		T
1749	JNO198N	"	"	02321	"	"	3/89	
1750	JNO199N	"	"	02322	"	"		E
1751	LJN659P	"	"	02761	"	10/75		E
1752	LJN660P	"	"	02762	"	"		T
1753	LJN661P	"	"	02763	"	"		T
1754	LJN662P	"	"	02764	"	11/75		E
1755	LJN663P	"	"	02765	"	12/75		T
1756	LJN664P	"	"	02766	"	10/75		T
1757	LJN665P	"	"	02767	"	"		T
1758	MAR780P	"	"	03324	"	4/76		T
1759	MAR781P	"	"	03325	"	"	10/86	
1760	MAR782P	"	"	03326	"	"		E
1761	MAR783P	"	"	03327	"	"		T
1762	MAR784P	"	"	03328	"	"		T
1763	MAR785P	"	"	03329	"	"		T
1764	MAR786P	"	"	03330	"	"		E
1765	MAR787P	"	11351A/1R	03429	"	5/76		T
1766	MAR788P	"	"	03430	"	6/76		E
1767	MAR789P	"	"	03431	"	5/76		T
1768	MAR790P	"	"	03432	"	"		E
1769	MAR791P	"	"	03433	"	6/76		E
1770	MAR792P	"	"	03434	"	"		T
1771	MAR793P	"	"	03461	"	"		T
1772	MAR794P	"	"	03462	"	"		T
1773	MAR795P	"	"	03463	"	"		T
1774	MAR796P	"	"	03464	"	"		E
1775	MAR797P	"	"	03465	"	"		E
1776	PEV688R	"	"	03660	"	9/76		T
1777	PEV689R	"	"	03661	"	"		T
1778	PEV690R	"	"	03662	"	"		E
1779	PEV691R	"	"	03663	"	"		T A
1780	PEV692R	"	"	03664	"	10/76		T
1781	PEV693R	"	"	03665	"	"		T
1782	PEV694R	"	"	03666	"	"		E
1783	PEV695R	"	"	03667	"	"	10/86	
1784	PEV696R	"	"	03668	"	"		T

1785	PEV697R	Leyland National	11351A/1R	04054	B49F	12/76	T	
1786	PEV698R	"	"	04055	"	1/77	T	A
1787	PEV699R	"	"	04056	"	12/76	T	A
1788	PEV700R	"	"	04057	"	"	T	
1789	PEV701R	"	"	04058	"	1/77	T	A
1790	PEV702R	"	"	04059	"	12/76	E	
1791	PEV703R	"	"	04060	"	"	T	
1792	PEV704R	"	"	04061	"	"	E	
1793	PEV705R	"	"	04062	"	"	E	
1794	PEV706R	"	"	04063	"	"		10/86
1795	PEV707R	"	"	04064	"	1/77	T	
1796	TJN495R	"	"	04458	"	6/77	T	
1797	TJN496R	"	"	04459	"	5/77	T	A
1798	TJN497R	"	"	04460	"	6/77	T	
1799	TJN498R	"	"	04461	"	"	T	
1800	TJN499R	"	"	04462	"	5/77	T	
1801	TJN500R	"	"	04463	"	6/77	T	
1802	TJN501R	"	"	04478	"	"	T	
1803	TJN502R	"	"	04479	"	"	T	
1804	TJN503R	"	"	04514	"	"	E	
1805	TJN504R	"	"	04515	"	"	E	
1806	TJN505R	"	"	04516	"	"	E	
1807	TJN506R	"	"	04517	"	"		2/89
1808	TJN507R	"	"	04518	"	"	T	
1809	TJN508R	"	"	04519	"	"	T	
1810	TJN509R	"	"	04520	"	"	T	
1811	VNO734S	"	"	04652	"	8/77	E	
1812	VNO735S	"	"	04653	"	"	E	
1813	VNO736S	"	"	04670	"	9/77	E	
1814	VNO737S	"	"	04671	"	"	T	
1815	VNO738S	"	"	04672	"	"		10/86
1816	VNO739S	"	"	04673	"	"	E	
1817	VNO740S	"	"	04674	"	"	T	
1818	VNO741S	"	"	04675	"	"	T	
1819	VNO742S	"	"	04676	"	"	E	
1820	VNO743S	"	"	04677	"	"	T	
1821	VNO744S	"	"	04688	"	"	T	
1822	VNO745S	"	"	04689	"	"	T	
1823	VAR900S	"	"	04783	"	11/77	T	
1824	VAR901S	"	"	04784	"	"	E	
1825	VAR902S	"	"	04785	"	"	T	
1826	VNO728S	"	"	04619	"	8/77	T	
1827	VNO729S	"	"	04620	"	"	E	A
1828	VNO730S	"	"	04621	"	"	E	
1829	VNO731S	"	"	04622	"	"	E	
1830	VNO732S	"	"	04641	"	"	T	A
1831	VNO733S	"	"	04642	"	"	E	
1832	VAR898S	"	"	04910	"	12/77	E	
1833	VAR899S	"	"	04911	"	"	E	A
1834	VAR894S	"	"	04648	"	8/77	E	
1835	VAR895S	"	"	04649	"	"	T	
1836	VAR896S	"	"	04650	"	"	T	
1837	VAR897S	"	"	04651	"	"	T	
1838	WJN558S	"	"	04937	"	1/78	T	
1839	WJN559S	"	"	04938	"	"	T	
1840	WJN560S	"	"	04941	"	"	T	
1841	WJN561S	"	"	04942	"	"	E	
1842	WJN562S	"	"	04944	"	"	E	

1843	WJN563S	Leyland National	11351A/1R	04945	B49F	1/78		E	
1844	WJN564S	"	"	04948	"	"		E	
1845	WJN565S	"	"	04949	"	"		T	
1846	WJN566S	"	"	04952	"	"		T	
1847	YEV305S	"	"	05163	"	4/78		T	
1848	YEV306S	"	"	05164	"	"		T	
1849	YEV307S	"	"	05165	"	"		T	
1850	YEV308S	"	"	05177	"	"		E	
1851	YEV309S	"	"	05178	"	"		E	
1852	YEV310S	"	"	05179	"	6/78		T	
1853	YEV311S	"	"	05215	"	4/78		T	
1854	YEV312S	"	"	05216	"	"		T	
1855	YEV313S	"	"	05217	"	"		E	
1856	YEV314S	"	"	05218	"	5/78		E	
1857	YEV315S	"	"	05221	"	4/78		T	
1858	YEV316S	"	"	05222	"	"	9/88		
1859	YEV317S	"	"	05223	"	5/78		T	A
1860	YEV318S	"	"	05224	"	4/78		E	A
1861	YEV319S	"	"	05225	"	"		E	
1862	YEV320S	"	"	05242	"	5/78		E	
1863	YEV321S	"	"	05243	"	"		E	A
1864	YEV322S	"	"	05255	"	"		T	A
1865	YEV323S	"	"	05256	"	"		E	A
1866	YEV324S	"	"	05257	"	"		T	A
1867	YEV325S	"	"	05261	"	"		E	A
1868	YEV326S	"	"	05262	"	7/78		T	A
1869	YEV327S	"	"	05263	"	5/78		T	A
1870	YEV328S	"	"	05268	"	"		E	
1871	YEV329S	"	"	05269	"	"		T	
1872	ANO271S	"	"	05317	"	6/78		E	
1873	ANO272S	"	"	05320	"	"		E	A
1874	BNO664T	"	"	05426	"	7/78		E	
1875	BNO665T	"	"	05427	"	"		T	
1876	BNO666T	"	"	05428	"	"		T	
1877	BNO667T	"	"	05429	"	"		T	A
1878	BNO668T	"	"	05430	"	"		T	
1879	BNO669T	"	"	05431	"	"		T	
1880	BNO670T	"	"	05432	"	"		T	
1881	BNO671T	"	"	05465	"	8/78		T	A
1882	BNO672T	"	"	05467	"	"		T	
1883	BNO673T	"	"	05481	"	"		T	
1884	BNO674T	"	"	05490	"	9/78		T	
1885	BNO675T	"	"	05492	"	"		E	
1886	BNO676T	"	"	05514	"	8/78		T	
1887	BNO677T	"	"	05515	"	"		T	
1888	BNO678T	"	"	05516	"	9/78		T	
1889	BNO679T	"	"	05629	"	10/78		T	
1890	BNO680T	"	"	05652	"	"		E	
1891	BNO681T	"	"	05656	"	"		T	
1892	BNO682T	"	"	05657	"	"		E	
1893	BNO683T	"	"	05712	"	11/78		T	
1894	BNO684T	"	"	05753	"	"		T	
1895	BNO685T	"	"	05754	"	12/78		T	
1896	DAR118T	"	"	05921	"	2/79		T	
1897	DAR119T	"	"	05922	"	"		T	
1898	DAR120T	"	"	05923	"	"		T	
1899	DAR121T	"	"	05924	"	"		E	A
1900	DAR122T	"	"	05925	"	"		T	

1901	DAR123T	Leyland National	11351A/1R	05996	B49F	3/79	E	
1902	DAR124T	"	"	05997	"	"	T	
1903	DAR125T	"	"	06009	"	"	T	
1904	DAR126T	"	"	06012	"	"	T	
1905	DAR127T	"	"	06050	"	"	T	
1906	DAR128T	"	"	06051	"	"	T	
1907	DAR129T	"	"	06054	"	"	T	
1908	DAR130T	"	"	06056	"	"	T	
1909	DAR131T	"	"	06145	"	4/79	E	
1910	DAR132T	"	"	06146	"	"	E	
1911	DAR133T	"	"	06152	"	5/79	T	
1912	DAR134T	"	"	06162	"	"	T	
1913	JHJ139V	"	"	06358	"	7/79	T	A
1914	JHJ140V	"	"	06359	"	"	E	
1915	JHJ141V	"	"	06362	"	"	T	
1916	JHJ142V	"	"	06416	"	8/79	E	A
1917	JHJ143V	"	"	06417	"	"	E	A
1918	JHJ144V	"	"	06559	"	10/79	T	A
1919	JHJ145V	"	"	06560	"	"	T	
1920	JHJ146V	"	"	06580	"	"	T	
1921	JHJ147V	"	"	06581	"	11/79	E	
1922	JHJ148V	"	"	06592	"	"	T	A
1923	JHJ149V	"	"	06593	"	"	E	A
1924	JHJ150V	"	"	06594	"	"	E	A
1925	MHJ721V	Leyland National 2	NL116L11/1R	06871	"	3/80	E	
1926	MHJ722V	"	"	06872	"	"	E	
1927	MHJ723V	"	"	06873	"	"	E	
1928	MHJ724V	"	"	06874	"	"	E	
1929	MHJ725V	"	"	06943	"	5/80	E	
1930	MHJ726V	"	"	06944	"	"	E	
1931	MHJ727V	"	"	06945	"	6/80	E	
1932	MHJ728V	"	"	06946	"	5/80	E	
1933	MHJ729V	"	"	06947	"	"	E	
1934	MHJ730V	"	"	06948	"	"	10/88	
1935	MHJ731V	"	"	06949	"	6/80	E	
1936	MHJ732V	"	"	06950	"	"	E	
1937	STW 18W	"	"	07210	"	9/80	E	
1938	STW 19W	"	"	07211	"	"	E	
1939	STW 20W	"	"	07212	"	10/80	E	

a - 1700-17 resealed to B50F before entering service as follows:-

1700/1/3-11, 3/73; 1702, 2/73; 1712-17, 5/73

b - 1703 to driver training fleet, 10/78, as 9015, returned to passenger service 7/82 (as 1703).

c - 1706 withdrawn due to accident damage, vehicle broken up and used for spares.

d - 1710 converted to carry wheelchair passengers as DP20D and renumbered 2202, 7/85 (q.v.).

e - 1711 to driver training fleet 7/87, renumbered 9011 10/87.

The following Leyland National vehicles were acquired for spares from South Wales Transport Ltd, 2/86

701	LWN701L	Leyland National	1151/1R/0401	00697	B52F	1973	2/87
702	LWN702L	"	"	00698	"	"	5/87
706	LWN706L	"	"	00709	"	"	7/87
716	NWN716M	"	"	00802	"	"	8/87
727	NWN727M	"	"	00901	"	"	12/86

The following vehicle was acquired 2/88 with the business of Coastal Red and used briefly by EN on contract work:

--- ORP 462M Leyland National 1151/1R/0401 01044 B52F 1973 2/88 ?/88



Particularly unusual were the ten short Bedford YMQS midi-buses with coach-seated Wadham Stringer bodies. When EN won the LRT tender for service W9 from Enfield to Muswell Hill, they were repainted in this attractive "W Niner" scheme. 1052, TJN 975W at Southgate Station, 3/8/85. *Richard Delahoy*

Long before low floor buses became the norm, EN converted four vehicles to carry wheelchairs, three Leyland Nationals and a Bristol RELH coach. The first was this ex-Plymouth bus, UCO 46L, numbered 2200. A dual-door bus was bought to allow a collapsible ramp to be used at the exit doorway and up to 8 wheelchairs could be accommodated. They were normally used on private hire. Chelmsford Bus Station. *Chris Stewart collection*



2000 SERIES - GUY ARAB

2000	JTW 447	Guy Arab I 5LW	FD25917	Massey	L29/28R	C2400	5/43	10/66	a
2001	JVW 999	Guy Arab II 5LW	FD26955	"	"	C2401	8/44	"	a b
2002	GYL 982	" " " "	FD27530	Strachan	L28/28R	51890	1945	10/65	c d
2003	GYL 981	" " " "	FD27533	"	"	51889	"	"	c d
2004	GYL 983	" " " "	FD27550	"	"	51892	"	10/66	c d
2005	GYL 984	" " " "	FD27563	"	"	51891	"	9/65	c e
2006	LPU 611	Guy Arab III 5LW	FD28324	Massey	L29/28R	C2399	3/47	10/66	a
2007	YEV 363	Guy Arab IV 5LW	FD72118	Strachan	L28/28R	51893	2/54	10/67	
2008	52 DHK	" " " "	FD72582	"	"	52016	7/55	"	
2009	53 DHK	" " " "	FD72583	"	"	52017	"	11/67	
2010	2834 F	" " " "	FD73709	NCME	L31/32R	5206	7/57	9/69	
2011	2835 F	" " " "	FD73710	"	"	5207	"	"	
2012	8935 NO	" " " "	FD74120	Massey	L34/33R	C2316	10/58	1/71	
2013	8936 NO	" " " "	FD74124	"	"	C2317	"	"	
2014	19 PVX	" " " "	FD74286	"	"	C2361	7/59	4/75	
2015	20 PVX	" " " "	FD74288	"	"	C2362	"	"	
2016	372 WPU	" " " "	FD74910	"	"	C2431	5/61	"	
2017	373 WPU	" " " "	FD74911	"	"	C2432	"	3/75	
2018	581 AOO	" " " "	FD75265	"	"	C2510	3/63	11/75	f
2019	582 AOO	" " " "	FD75266	"	"	C2511	"	"	f

2000-17 ex Moore Bros., Kelvedon, 2/63

a - bodies of 2000/1/6 built 1960

b - chassis frames of 2000/1 ex OVW 757/6, Guy Arab III 5LW built 1949, new to Hicks, Braintree and subsequently E.N. nos. 1192/1 (but original Moore Bros. vehicle chassis numbers retained)

c - chassis of 2002-5 ex Birch Brothers, Kentish Town, London, N.W.5 (K102/1/3/4)

d - bodies of 2002-4 built 1954 and are 8' wide bodies on 7'6" wide chassis

e - body of 2005 built 1955 and is an 8' wide body on a 7'6" wide chassis

f - 2018/9 ordered by Moore Bros., Kelvedon but delivered new to Eastern National

2100 SERIES - LEYLAND TITAN PD1/PD2

2100	LEV 919	Leyland PD1/1	460652	Beadle	PO33/26R	516	1947	10/65	a b
2101	LEV 920	" "	460697	"	"	515	"	"	a b
2102	LEV 917	" "	461011	Alexander	"	3045	"	"	a c
2103	LEV 918	" "	461012	"	"	3046	"	"	a c
2104	MNO 194	PD1	471796	Leyland	"	"	"	"	d e
2105	MNO 193	" "	471797	"	"	"	"	"	d e
2106	MPU 52	" "	472154	E.C.W.	L27/26R	2297	"	10/64	
(2107)	NVX 303	PD1A	481525	Roberts	"	"	1949	7/64	a f
2108	NVX 308	" "	482604	Beadle	PO33/26R	523	"	10/65	a b
2109	NVX 309	" "	482679	"	"	524	"	"	a b
2110	NVX 310	" "	483847	"	"	525	"	"	a b
2111	NVX 311	" "	483998	"	"	526	"	7/65	a b
2112	NVX 313	" "	484599	"	"	528	"	10/65	a b
2113	NVX 312	" "	484559	"	"	527	"	"	a b
2114	FJN 203	PD2/12	520272	Leyland	L27/26R	"	1952	"	g
2115	FJN 201	" "	520273	"	"	"	"	"	g
2116	FJN 204	" "	520274	"	"	"	"	"	g
2117	FJN 202	" "	520275	"	"	"	"	"	g
2118	FJN 206	" "	520276	"	"	"	"	"	g
2119	FJN 205	" "	520277	"	"	"	"	11/65	g

a - 2100-3/7-13 ex Westcliff-on-Sea Motor Services Ltd, 1955 - originally City Coach Company, Brentwood

b - originally L26/26R c - originally H30/26R d - originally L27/26R

e - 2104/5 ex Hicks Bros., Braintree, 1955

f - new fleet number allocated but vehicle was withdrawn before renumbering date
g - 2114-9 ex Westcliff-on-Sea Motor Services Ltd, 1955 - ordered by City Coach Co., Brentwood

2200 SERIES - BRISTOL K

2200	FPU 512	Bristol	K5G	42.55	E.C.W.	L27/28R	5657	1937	2/65	a
2201	JVW 430	"	"	57.087	"	"	8062(1)	1944	11/64	b
2202	DMR 836	"	"	W3.065	"	"	1018	3/46	10/64	c
2203	KNO 442	"	"	W3.119	"	"	1118	"	2/65	
2204	DMR 838	"	"	W3.129	"	"	1123	5/46	10/64	c
2205	DMR 839	"	"	W3.130	"	"	1124	"	"	c
2206	DMR 840	"	"	W3.131	"	"	1125	6/46	"	c
2207	EAM 612	"	K6B	62.083	"	"	1212	4/47	2/65	c
2208	EAM 613	"	K5G	62.084	"	"	1211	"	1/65	c
2209	MPU 3	"	"	64.035	"	"	1613	1947	12/65	
2210	MPU 5	"	"	64.036	"	"	1615	"	10/64	
2211	MPU 4	"	"	64.037	"	"	1614	"	"	
2212	MPU 6	"	"	64.045	"	"	1616	"	"	
2213	MPU 7	"	"	64.081	"	"	1617	"	1/65	
2214	CHJ 250	"	"	64.096	"	"	1792	"	"	d
2215	CHJ 251	"	"	64.097	"	"	1793	"	10/64	d
2216	MPU 8	"	"	64.113	"	"	1618	"	"	
2217	CHJ 252	"	"	64.170	"	"	1794	"	1/65	d
2218	CHJ 253	"	"	64.171	"	"	1795	"	"	d
2219	MPU 14	"	"	66.018	"	"	1624	"	4/66	
2220	CHJ 254	"	"	66.048	"	"	1796	"	1/65	d
2221	MPU 15	"	"	66.053	"	"	1626	1948	"	
2222	MPU 17	"	"	66.055	"	"	1627	"	2/66	
2223	MPU 20	"	K6B	66.084	"	"	1630	"	10/65	
2224	MPU 21	"	"	66.085	"	"	1631	"	"	
2225	MPU 22	"	"	66.086	"	"	1632	"	5/65	
2226	CHJ 255	"	"	66.087	"	"	1797	"	4/66	d
2227	CHJ 256	"	"	66.088	"	"	1798	"	10/65	d
2228	MPU 24	"	"	66.122	"	"	1634	"	1/66	
2229	MPU 25	"	K5G	66.155	"	"	1635	"	3/67	
2230	NNO 93	"	"	68.081	"	"	2554	"	6/66	
2231	NNO 94	"	"	68.082	"	"	2555	"	"	
2232	NNO 95	"	"	68.083	"	"	2556	"	3/66	
2233	CJN 321	"	"	68.136	"	"	2778	"	10/66	d
2234	CJN 322	"	"	68.137	"	"	2779	"	10/67	d
2235	DHJ 21	"	"	68.138	"	"	2777	"	6/66	d
2236	CJN 323	"	K6B	68.187	"	"	2780	1949	3/67	d
2237	CJN 324	"	K5G	72.056	"	"	2781	"	6/67	d
2238	CJN 325	"	"	74.044	"	"	2782	"	"	d
2239	CJN 326	"	"	74.045	"	"	2783	"	3/67	d
2240	CJN 327	"	K6B	74.071	"	"	2784	"	6/66	d
2241	CJN 328	"	"	74.072	"	"	2785	"	3/67	d
2242	NNO 104	"	K5G	74.087	"	"	2563	1948	3/67	
2243	NNO 106	"	"	74.088	"	"	2565	"	2/67	
2244	NNO 107	"	"	74.089	"	"	2566	"	10/67	
2245	NNO 105	"	"	74.090	"	"	2564	"	6/67	e
2246	ONO 51	"	"	74.199	"	"	3542	1949	"	
2247	ONO 52	"	"	74.200	"	"	3543	"	"	
2248	ONO 53	"	"	76.001	"	"	3544	"	3/67	
2249	ONO 54	"	"	76.002	"	"	3545	"	10/67	
2250	ONO 63	"	"	76.010	"	"	3554	"	2/67	
2251	DHJ 607	"	"	76.016	"	"	3686	"	10/67	d
2252	DHJ 608	"	"	76.017	"	"	3687	"	"	d

2253	DHJ 610	Bristol	K6B	76.024	E.C.W.	L27/28R	3689	1949	6/67	d
2254	DHJ 612	"	"	76.025	"	"	3691	"	12/66	d
2255	ONO 59	"	K5G	76.073	"	"	3550	"	10/66	
2256	ONO 58	"	"	76.075	"	"	3549	"	"	
2257	ONO 60	"	"	76.076	"	"	3551	"	"	
2258	DHJ 611	"	K6B	76.085	"	"	3690	"	"	d
2259	ONO 64	"	K5G	76.086	"	"	3555	1950	2/67	
2260	ONO 65	"	"	76.089	"	"	3556	"	10/67	
2261	DHJ 609	"	"	76.133	"	"	3688	1949	10/66	d
2262	ONO 66	"	"	78.053	"	"	3558	1950	10/67	
2263	ONO 67	"	"	78.054	"	"	3557	"	"	
2264	ONO 68	"	"	78.055	"	"	3559	"	"	
2265	ONO 69	"	"	78.056	"	"	3560	"	6/67	
2266	ONO 71	"	"	78.103	"	"	3562	"	10/67	
2267	ONO 72	"	"	78.104	"	"	3563	"	11/67	
2268	ONO 76	"	"	78.176	"	"	3567	"	"	
2269	ONO 78	"	"	78.190	"	"	3569	"	"	
2270	ONO 80	"	"	78.192	"	"	3571	"	"	

a - body built 1952

b - fitted with prototype ECW postwar lowbridge body (body no. is in the first series)

c - ex Wilts and Dorset Motor Services Ltd, 264/6-70, 6/63

d - ex Westcliff-on-Sea Motor Services Ltd, 1955

e - new chassis frame fitted in 1951

2200 SERIES - WHEELCHAIR PASSENGER VEHICLES

2200	UCO 46L	Leyland National	1151/2R/0401	00513	B26D	5/73	T			
	ex Plymouth City Transport, 46, 4/82, for specific conversion into a vehicle capable of carrying wheelchair passengers. To DP20D+8 wheelchairs, 11/83									
2201	KCG618L	Leyland National	1151/1R/0401	00585	DP20D+8 wheelchairs	5/73	E			
	ex Thames Valley and Aldershot Omnibus Co. Ltd, 118, 10/84 (was to have entered service as 1660) Could also be operated as DP24D+6 wheelchairs. Converted to B44F, 1/87, although still able to be converted to carry wheelchair passengers.									
2202	WNO559L	Leyland National	1151/1R/0401	00461	DP20D+8 wheelchairs	3/73	E			
	ex 1710, 8/85									
2203	XOO878L	Bristol	RELH6G RELH-4-541	Plaxton	C17F+ wheelchairs	733192	2/73	E		
	ex 1409, 10/85, painted in a cream and light green livery. To green and yellow, 3/89.									

2300 SERIES - BRISTOL KS and KSW

2300	DJN 554	Bristol	KS5G	80.063	E.C.W.	L27/28R	4409	1950	11/67	a
2301	DJN 556	"	"	80.064	"	"	4410	"	"	a
2302	DJN 557	"	"	80.065	"	"	4411	"	10/67	a
2303	DJN 558	"	KS6B	80.136	"	"	4412	"	11/67	a
2304	DJN 559	"	"	80.042	"	"	4413	"	1/68	a
2305	RPU 523	"	KS5G	80.150	"	"	4308	"	11/67	
2306	RPU 524	"	"	80.151	"	"	4309	"	"	
2307	DJN 560	"	KSW6B	84.019	"	"	5112	1951	"	a
2308	SHK 512	"	KSW5G	84.024	"	"	5027	"	"	
2309	SHK 513	"	"	84.025	"	"	5028	"	1/68	
2310	SHK 518	"	"	84.026	"	"	5029	"	"	
2311	SHK 521	"	"	84.065	"	"	5032	"	11/67	
2312	SHK 522	"	"	84.066	"	"	5033	"	"	
2313	SHK 523	"	"	84.067	"	"	5034	"	1/68	

2314	SHK 525	Bristol	KSW5G	84.080	E.C.W.	L27/28R	5036	1951	1/68	
2315	SHK 526	"	"	84.081	"	"	5037	"	11/67	
2316	SHK 528	"	"	84.083	"	"	5039	"	6/68	
2317	SHK 529	"	"	84.084	"	"	5040	"	7/68	
2318	EJN 627	"	"	84.132	"	"	5113	"	"	a
2319	EJN 628	"	"	84.133	"	"	5114	"	6/68	a
2320	EJN 629	"	"	84.134	"	"	5115	"	"	a
2321	TNO 675	"	"	84.149	"	"	5043	"	"	
2322	TNO 676	"	"	84.150	"	"	5044	"	"	
2323	TNO 679	"	"	84.164	"	"	5047	"	"	
2324	EJN 630	"	"	86.003	"	"	5116	"	"	a
2325	EJN 631	"	"	86.004	"	"	5117	"	"	a
2326	TNO 680	"	"	86.006	"	"	5048	"	"	
2327	TNO 681	"	"	86.007	"	"	5049	"	"	
2328	TNO 682	"	"	86.008	"	"	5050	"	7/68	
2329	TNO 683	"	"	86.009	"	"	5051	"	9/68	
2330	TNO 684	"	"	86.020	"	"	5052	"	7/68	
2331	TNO 685	"	"	86.021	"	"	5053	"	9/68	
2332	TNO 686	"	"	86.022	"	"	5054	1952	"	
2333	TNO 687	"	"	86.023	"	"	5055	"	7/68	
2334	TNO 688	"	"	86.041	"	"	5056	"	10/68	
2335	TNO 689	"	"	86.042	"	"	5057	"	"	
2336	TNO 690	"	"	86.043	"	"	5058	"	9/68	
2337	EJN 632	"	"	86.005	"	"	5118	"	7/68	a
2338	UEV 831	"	"	90.065	"	"	5850	"	10/68	
2339	UEV 832	"	"	90.066	"	"	5851	"	9/68	
2340	UEV 833	"	"	90.067	"	"	5852	"	2/69	
2341	UEV 834	"	"	90.068	"	"	5853	"	1/69	
2342	UEV 835	"	"	92.006	"	"	5854	"	10/68	
2343	FJN 156	"	"	92.007	"	"	5926	"	10/69	a
2344	FJN 157	"	"	92.024	"	"	5927	"	2/69	a
2345	UEV 836	"	"	92.030	"	"	5855	"	5/69	
2346	UEV 837	"	"	92.031	"	"	5856	"	"	
2347	UEV 838	"	"	92.032	"	"	5857	"	"	
2348	UEV 839	"	"	92.033	"	"	5858	"	"	
2349	FJN 158	"	"	92.025	"	"	5928	"	2/69	a
2350	FJN 159	"	"	92.042	"	"	5929	"	"	a
2351	UEV 830	"	"	92.082	"	"	5859	"	10/70	a
2352	UEV 840	"	"	94.011	"	"	5865	"	7/69	a
2353	UEV 841	"	"	94.012	"	"	5866	"	10/69	a
2354	UEV 842	"	"	94.017	"	"	5868	"	7/69	a
2355	UVX 664	"	"	94.018	"	"	5867	"	9/69	a
2356	UVX 665	"	"	94.019	"	"	5869	"	10/70	a
2357	UVX 666	"	"	94.020	"	"	5870	"	10/69	a
2358	VNO 855	"	"	94.034	"	"	5871	1953	10/70	
2359	VNO 857	"	"	94.035	"	"	5873	"	1/71	
2360	VNO 856	"	"	94.036	"	"	5872	"	"	
2361	FJN 160	"	"	94.039	"	"	5930	"	10/70	a
2362	FJN 161	"	"	94.040	"	"	5931	"	1/71	a
2363	VNO 858	"	"	94.048	"	L27/28RD	5874	"	10/69	
2364	VNO 859	"	"	94.049	"	"	5875	"	10/70	
2365	VNO 860	"	"	94.050	"	"	5876	"	1/69	
2366	VNO 861	"	"	94.051	"	L27/28R	5877	"	10/70	
2367	VNO 862	"	"	94.061	"	"	5878	"	1/71	
2368	VNO 863	"	"	94.062	"	"	5879	"	"	
2369	VNO 864	"	"	94.073	"	"	5880	"	11/70	
2370	VNO 865	"	"	94.074	"	"	5881	"	1/71	
2371	VNO 866	"	"	94.075	"	"	5882	"	10/70	

2372	VNO 867	Bristol	KSW5G	94.079	E.C.W.	L27/28R	5883	1953	10/70	a
2373	VNO 868	"	"	94.080	"	"	5884	"	"	a
2374	WNO 472	"	"	98.073	"	"	6483	"	"	a
2375	WNO 473	"	"	98.074	"	"	6484	"	1/71	a
2376	WNO 476	"	"	98.078	"	"	6545	"	"	a
2377	WNO 477	"	"	98.079	"	"	6546	"	10/70	a
2378	WNO 474	"	"	98.094	"	"	6485	"	12/72	a b d
2379	WNO 475	"	"	98.095	"	"	6486	"	9/80	a b
2380	WNO 478	"	"	98.104	"	"	6547	"	12/71	a b
2381	WNO 482	"	"	98.122	"	"	6487	"	1/68	b
2382	WNO 483	"	"	98.123	"	"	6488	"	10/81	b
2383	WNO 479	"	"	98.140	"	"	6548	"		a b e E
2384	WNO 480	"	"	98.141	"	"	6549	"		b e E
2385	WNO 481	"	"	98.173	"	"	6550	"	1/68	b
2386	WNO 484	"	"	98.174	"	"	6489	"	8/74	b
2387	WNO 485	"	"	98.175	"	"	6490	"	12/68	b c

a - ex Westcliff-on-Sea Motor Services Ltd, 1955

b - 2378-87 rebuilt to O33/28R as follows:-

2378 1/66 2380 3/66 2382 10/65 2384 10/65 2386 11/65

2379 3/66 2381 1/66 2383 5/66 2385 5/66 2387 3/66

c - 2387 to treelopper, no.0485, 11/68 d - 2378 to treelopper, no.0474, 1/73

e - 2383/4 repainted into 'traditional' cream and green livery, 4/84 E - remained with Eastern National in 1990

2300 SERIES - BRISTOL FLF OPEN-TOP

2300	RWC 608	Bristol	FLF6G	210.014	E.C.W.	O38/32F	13150	4/63	6/82
2301	RHK348D	"	"	231.156	"	"	15587	6/66	"
2302	MX885C	"	"	229.200	"	"	14958	10/65	"
2303	NTW943C	"	"	229.225	"	"	14960	11/65	10/81

2300 rebuilt and renumbered from 2937, 6/78

2301 " " " " 2863, 4/79

2302 " " " " 2848, "

2303 " " " " 2850, "

2400 SERIES - BRISTOL LD

2400	XVX 19	Bristol	LD5G	100.021	E.C.W.	H33/25R	6609	1954	6/72	
2401	XVX 26	"	"	100.030	"	"	6654	"	"	a
2402	XVX 27	"	"	100.031	"	"	6655	"	"	a
2403	XVX 20	"	"	100.059	"	"	6610	"	12/71	a
2404	XVX 21	"	"	100.060	"	"	6611	"	6/72	a
2405	XVX 28	"	"	100.068	"	"	6656	"	3/73	
2406	XVX 29	"	"	100.090	"	"	6657	"	"	
2407	XVX 22	"	"	100.159	"	"	6612	"	3/72	
2408	XVX 23	"	LD6B	100.160	"	"	6613	"	9/71	
2409	XVX 24	"	"	100.161	"	"	6614	"	"	
2410	XVX 25	"	"	100.162	"	"	6615	"	"	
2411	XVX 30	"	"	100.163	"	H33/27R	6658	"	"	b
2412	XVX 31	"	"	100.164	"	H33/25R	6659	"	12/71	
2413	205 BPU	"	"	104.004	"	"	7316	1955	"	
2414	206 BPU	"	"	104.005	"	"	7317	"	"	
2415	207 BPU	"	"	104.006	"	"	7318	"	9/71	
2416	208 BPU	"	"	104.007	"	"	7319	"	12/71	
2417	209 BPU	"	"	104.008	"	"	7320	"	"	
2418	210 BPU	"	LD5G	104.009	"	"	7321	"	8/72	
2419	211 BPU	"	"	104.010	"	"	7322	"	"	

2420	212 BPU	Bristol	LD5G	104.011	E.C.W.	H33/25R	7323	1955	8/72	
2421	213 BPU	"	"	104.012	"	"	7324	"	"	
2422	214 BPU	"	"	104.013	"	"	7325	"	"	
2423	882 CEV	"	"	104.031	"	"	7326	"	"	
2424	883 CEV	"	"	104.032	"	"	7327	"	"	
2425	884 CEV	"	"	104.033	"	"	7328	"	"	
2426	885 CEV	"	"	104.034	"	"	7329	"	"	
2427	561 CTW	"	"	104.113	"	H33/27R	7330	"	3/73	
2428	562 CTW	"	LD6B	104.114	"	"	7331	"	10/71	
2429	563 CTW	"	"	104.121	"	"	7332	"	3/73	d
2430	564 CTW	"	"	104.122	"	"	7333	"	9/71	
2431	565 CTW	"	"	104.137	"	"	7334	"	10/71	
2432	566 CTW	"	"	104.138	"	"	7335	"	9/71	
2433	968 DHK	"	LD5G	108.085	"	"	7989	"	4/73	
2434	969 DHK	"	"	108.086	"	"	7990	"	"	
2435	970 DHK	"	"	108.087	"	"	7991	"	"	
2436	971 DHK	"	"	108.088	"	"	7992	"	4/75	
2437	972 DHK	"	"	108.089	"	"	7993	"	"	
2438	973 DHK	"	"	108.090	"	"	7994	"	4/73	
2439	974 DHK	"	"	108.097	"	"	7995	"	3/73	
2440	975 DHK	"	"	108.098	"	"	7996	"	4/75	
2441	976 DHK	"	"	108.099	"	"	7997	"	11/73	e
2442	977 DHK	"	"	108.100	"	"	7998	"	4/73	
2443	978 DHK	"	"	108.101	"	"	7999	"	"	
2444	501 EEV	"	"	108.146	"	"	8000	"	"	
2445	502 EEV	"	"	108.155	"	"	8001	"	4/75	
2446	503 EEV	"	"	108.156	"	"	8002	"	"	
2447	504 EEV	"	"	108.157	"	"	8003	"	"	
2448	505 EEV	"	"	108.158	"	"	8004	"	"	
2449	32 ENO	"	"	108.195	"	"	8005	"	"	
2450	33 ENO	"	"	108.196	"	"	8006	"	"	
2451	34 ENO	"	LD6B	108.197	"	"	8007	"	10/71	
2452	35 ENO	"	"	108.198	"	"	8008	"	9/71	
2453	36 ENO	"	"	108.203	"	"	8009	"	11/75	d
2454	433 FEV	"	LD5G	116.011	"	"	8010	1956	4/75	
2455	434 FEV	"	"	116.012	"	"	8011	"	5/74	
2456	435 FEV	"	"	116.017	"	"	8012	"	4/75	
2457	436 FEV	"	"	116.018	"	"	8013	"	"	
2458	320 GPU	"	LD6B	116.172	"	"	8557	"	10/71	
2459	321 GPU	"	"	116.185	"	"	8558	"	12/71	
2460	322 GPU	"	LD5G	116.196	"	"	8014	"	12/73	
2461	323 GPU	"	"	116.197	"	"	8015	"	4/75	
2462	324 GPU	"	"	116.198	"	"	8016	"	11/73	e
2463	325 GPU	"	"	116.199	"	"	8017	"	4/75	
2464	882 GVX	"	"	116.200	"	"	8018	"	11/73	e
2465	267 GVW	"	LD6B	120.016	"	"	8559	"	4/75	d
2466	268 GVW	"	"	120.019	"	"	8560	"	8/72	
2467	883 GVX	"	"	120.043	"	"	8561	"	9/71	
2468	884 GVX	"	"	120.044	"	"	8562	"	10/71	
2469	885 GVX	"	"	120.045	"	"	8563	"	9/71	
2470	817 HNO	"	"	120.089	"	"	8564	"	8/72	
2471	818 HNO	"	"	120.090	"	"	8565	"	9/71	
2472	819 HNO	"	"	120.091	"	"	8566	"	"	
2473	820 HNO	"	"	120.096	"	"	8567	"	8/72	
2474	506 HTW	"	"	130.001	"	"	8569	"	"	
2475	507 HTW	"	"	130.002	"	"	8570	"	9/71	
2476	508 HTW	"	"	130.003	"	"	8571	"	"	
2477	509 HTW	"	"	130.004	"	"	8572	"	8/72	

2478	538 HVX	Bristol	LD5G	130.043	E.C.W.	H33/27R	8568	1956	11/73	e
2479	539 HVX	"	"	130.044	"	"	8573	"	"	e
2480	540 HVX	"	"	130.045	"	"	8574	"	11/75	
2481	541 HVX	"	"	130.046	"	"	8575	"	5/74	
2482	295 JHK	"	"	130.054	"	"	8577	"	"	
2483	296 JHK	"	"	130.064	"	"	8576	"	11/75	
2484	297 JHK	"	"	130.076	"	"	8578	"	12/73	c
2485	298 JHK	"	"	130.081	"	"	8579	"	5/74	
2486	75 JNO	"	"	130.082	"	"	8580	"	"	
2487	76 JNO	"	"	130.083	"	"	8581	"	"	
2488	77 JNO	"	"	130.105	"	"	8582	1957	11/75	
2489	78 JNO	"	"	130.106	"	"	8583	"	"	
2490	79 JNO	"	"	130.110	"	"	8584	"	"	
2491	80 JNO	"	"	130.111	"	"	8585	"	"	
2492	81 JNO	"	"	130.138	"	"	8586	"	"	
2493	1838 F	"	LD6B	134.009	"	"	9385	"	10/71	
2494	1839 F	"	"	134.021	"	"	9386	"	11/75	d
2495	1840 F	"	"	134.135	"	"	9387	"	"	d
2496	1841 F	"	"	134.136	"	"	9388	"	"	d
2497	1842 F	"	"	134.146	"	"	9389	"	"	d
2498	1843 F	"	"	134.201	"	"	9390	"	4/75	d
2499	1844 F	"	"	134.202	"	"	9391	"	11/75	d
2500	1845 F	"	"	134.203	"	"	9392	"	"	d
2501	1846 F	"	"	134.241	"	"	9393	1958	3/76	d
2502	1847 F	"	"	134.242	"	"	9394	"	"	d
2503	1848 F	"	LD5G	134.249	"	"	9395	"	"	
2504	1849 F	"	"	134.250	"	"	9396	"	"	
2505	1850 F	"	"	138.026	"	"	9397	"	"	
2506	1851 F	"	"	138.052	"	"	9398	"	"	
2507	1852 F	"	"	138.053	"	"	9399	"	9/76	
2508	1853 F	"	"	138.135	"	"	9400	"	11/75	
2509	1854 F	"	"	138.140	"	"	9401	"	9/76	
2510	236 LNO	"	LDLX6G	LDLX.004	"	H37/33R	EX4	"	2/77	
2511	1855 F	"	LD5G	138.166	"	H33/27R	9402	"	3/76	
2512	1856 F	"	"	138.167	"	"	9403	"	"	
2513	1857 F	"	"	138.168	"	"	9404	"	"	
2514	351 LPU	"	"	138.199	"	"	10272	"	7/76	
2515	352 LPU	"	"	138.200	"	"	10273	"	"	
2516	353 LPU	"	"	138.201	"	"	10274	"	9/76	
2517	354 LPU	"	"	138.240	"	"	10275	"	11/75	
2518	355 LPU	"	"	138.241	"	"	10276	"	9/76	
2519	356 LPU	"	"	138.242	"	"	10277	"	7/76	
2520	357 LPU	"	"	138.243	"	"	10278	"	9/76	
2521	358 LPU	"	"	150.007	"	"	10279	1959	3/76	
2522	359 LPU	"	"	150.012	"	"	10280	"	"	
2523	360 LPU	"	"	150.106	"	"	10281	"	11/75	
2524	47 PPU	"	"	150.166	"	"	10938	"	3/76	
2525	48 PPU	"	"	150.167	"	"	10939	"	10/74	e
2526	49 PPU	"	"	150.228	"	"	10940	"	11/75	
2527	50 PPU	"	"	150.229	"	"	10941	"	"	
2528	51 PPU	"	"	150.253	"	"	10942	"	"	
2529	52 PPU	"	"	154.028	"	"	10943	"	10/74	e
2530	53 PPU	"	"	154.029	"	"	10944	"	11/75	
2531	54 PPU	"	"	154.030	"	"	10945	"	"	
2532	55 PPU	"	"	154.075	"	"	10946	"	7/76	
2533	56 PPU	"	"	154.076	"	"	10947	"	"	
2534	57 PPU	"	"	154.077	"	"	10948	"	9/76	
2535	58 PPU	"	"	154.078	"	"	10949	"	"	

2536	59	PPU	Bristol	LD5G	154.079	E.C.W.	H33/27R	10950	1959	9/76
2537	60	PPU	"	"	154.080	"	"	10951	"	3/76
2538	61	PPU	"	FS5G	155.035	"	"	10952	4/60	9/76
2539	62	PPU	"	"	155.038	"	"	10953	"	7/76

a - 2401-4 re-engined to LD6B, 11/71

b - 2411 rebuilt from H33/25R by E.C.W., 1956

c - 2484 was the 1000th Bristol Lodekka built and carried a commemorative plaque to that effect on the front bulkhead of the lower deck

d - the following LD6B's were re-engined to LD5G as shown :-

2429, 2/69 2465, 9/71 2495, 5/72 2497, 11/71 2499, 10/69 2501, 9/68

2453, 5/69 2494, 1/72 2496, 11/71 2498, 11/71 2500, 11/71 2502, 1/71

e - 2441, 2462, 2464, 2478, 2479, 2525, 2529 were transferred to the driver training fleet, see page 50

2600 SERIES - BRISTOL FLF COACH

In view of the complicated history of this class, each vehicle of this series has been treated separately

2600 184 XNO Bristol FLF6B 181.118 E.C.W. CH37/18F 12521 2/62 5/73
To CH37/16F, 2/71; transferred to Tillings Travel as 9600, 2/71; returned to E.N. as 2600, 1/73;
rebuilt to H38/32F and renumbered 2932, 5/73

2601 186 XNO Bristol FLF6B 181.119 E.C.W. CH37/18F 12523 3/62 4/73
To CH37/16F, 2/71; transferred to Tillings Travel as 9601, 2/71; returned to E.N. as 2601, 1/73;
rebuilt to H38/32F and renumbered 2933, 4/73

2602 185 XNO Bristol FLF6B 181.120 E.C.W. CH37/18F 12522 2/62 2/75
To CH37/16F, 11/70; transferred to Tillings Travel as 9602, 2/71; returned to E.N. as 2602, 1/73;
rebuilt to H38/32F and renumbered 2934, 2/75

2603 RWC 604 Bristol FLF6B 210.010 E.C.W. CH37/18F 13151 3/63 8/75
To CH37/16F, 12/70; transferred to Tillings Travel as 9603, 2/71; returned to E.N. as 2603, 1/73;
rebuilt to H38/32F and renumbered 2935, 8/75

2604 RWC 607 Bristol FLF6B 210.013 E.C.W. CH37/18F 13149 4/63 3/73
To CH37/16F, 1/71; transferred to Tillings Travel as 9604, 2/71; returned to E.N. as 2604, 1/73;
rebuilt to H38/32F and renumbered 2936, 3/73

2605 RWC 608 Bristol FLF6B 210.014 E.C.W. CH37/18F 13150 4/63 7/76
To Tillings Transport as T2605, 3/68; returned to E.N. as 2605, 2/70; transferred to Tillings Travel
as 9605, 2/71; to CH37/16F, 3/71; returned to E.N. as 2605, 1/73; re-engined to FLF6G, rebuilt to
H38/32F and renumbered 2937, 7/76; rebuilt to O38/32F, 6/78 and renumbered 2300.

2606 BVX668B Bristol FLF6B 217.139 E.C.W. CH37/18F 13957 3/64 11/73
To Tillings Transport as T2606, 3/68; returned to E.N. as 2606, 2/70; to CH37/16F, 11/70; trans-
ferred to Tillings Travel as 9606, 2/71; returned to E.N. as 2606, 1/73; rebuilt to CH37/12F and
transferred to ancillary fleet as a Recruitment and Publicity vehicle with fleet no. 0668, 10/73 ;
further converted to a Driver Trainer and renumbered 9005, 2/77.

2607 BVX669B Bristol FLF6B 217.140 E.C.W. CH37/18F 13958 3/64 5/73
To Tillings Transport as T2607, 3/68; returned to E.N. as 2607, 2/70; to CH37/16F, 11/70; trans-
ferred to Tillings Travel as 9607, 2/71; returned to E.N. as 2607, 1/73; rebuilt to H38/32F and
renumbered 2939, 5/73

2608 KNO949C Bristol FLF6B 224.178 E.C.W. CH37/22F 14936 3/65 7/76
To CH37/16F, 1/71; transferred to Tillings Travel as 9608, 2/71; returned to E.N. as 2608, 1/73;
re-engined to FLF6G, rebuilt to H38/32F and renumbered 2940, 7/76

2609 KNO950C Bristol FLF6B 224.179 E.C.W. CH37/22F 14937 3/65 4/73
To Tillings Travel as 9609, 2/71; rebuilt to CH37/16F, 4/71; returned to E.N. as 2609, 1/73;
rebuilt to H38/32F and renumbered 2941, 4/73

2610 AVW401F Bristol FLF6LX 236.333 E.C.W. CH37/18F 16980 7/68 1/74
To CH37/16F, 5/70; transferred to Tillings Travel as 9610, 2/71; returned to E.N. as 2610, 6/73;
rebuilt to H37/30F (o.m.o.) and renumbered 2942, 1/74

2611 AVW402F Bristol FLF6LX 236.334 E.C.W. CH37/18F 16981 7/68 3/74
To CH37/16F, 5/70; transferred to Tillings Travel as 9611, 2/71; returned to E.N. as 2611, 8/73;
rebuilt to H40/30F and renumbered 2943, 3/74

2612 AVW403F Bristol FLF6LX 236.335 E.C.W. CH37/18F 16982 7/68 11/73
To CH37/16F, 4/70; transferred to Tillings Travel as 9612, 2/71; returned to E.N. as 2612, 8/73;
rebuilt to H40/30F and renumbered 2944, 11/73

2613 AVX974G Bristol FLF6LX 236.336 E.C.W. CH37/18F 16983 8/68 5/75
To CH37/16F, 6/70; transferred to Tillings Travel as 9613, 2/71; returned to E.N. as 2613, 1/73;
rebuilt to H40/30F and renumbered 2945, 5/75

2614 AVX975G Bristol FLF6LX 236.337 E.C.W. CH37/18F 16984 8/68 3/75
To CH37/16F, 5/70; transferred to Tillings Travel as 9614, 2/71; returned to E.N. as 2614, 1/73;
rebuilt to H40/30F and renumbered 2946, 3/75

2700, 2800, 2900 SERIES - BRISTOL FLF

2700	80	TVX	Bristol	FLF6G	169.002	E.C.W.	H38/32F	11726	11/60	2/77	
2701	81	TVX	"	"	169.003	"	"	11727	"	6/77	m
2702	82	TVX	"	"	169.004	"	"	11728	"	9/76	
2703	83	TVX	"	"	169.005	"	"	11729	"	"	
2704	84	TVX	"	"	169.027	"	"	11735	"	6/77	m
2705	85	TVX	"	"	169.028	"	"	11736	12/60	"	m
2706	86	TVX	"	"	169.029	"	"	11737	"	8/77	
2707	87	TVX	"	"	169.030	"	"	11738	"	2/77	
2708	88	TVX	"	"	169.031	"	"	11739	11/60	8/77	
2709	89	TVX	"	FLF6B	169.032	"	"	11730	"	9/76	
2710	90	TVX	"	"	169.033	"	"	11731	"	"	
2711	91	TVX	"	"	169.034	"	"	11732	"	"	
2712	92	TVX	"	"	169.035	"	"	11733	"	7/78	a
2713	93	TVX	"	"	169.036	"	"	11734	"	9/76	
2714	94	TVX	"	FLF6G	169.039	"	"	11740	12/60	2/77	
2715	95	TVX	"	"	169.040	"	"	11741	"	11/77	m
2716	96	TVX	"	"	169.050	"	"	11742	"	2/78	
2717	97	TVX	"	"	169.052	"	"	11743	"	1/78	
2718	98	TVX	"	"	169.054	"	"	11744	"	2/77	
2719	99	TVX	"	"	169.055	"	"	11745	1/61	"	
2720	801	WVW	"	FLF6B	181.001	"	"	12504	7/61	"	
2721	802	WVW	"	"	181.002	"	"	12505	"	9/76	
2722	803	WVW	"	"	181.003	"	"	12506	"	"	
2723	171	XNO	"	"	181.027	"	"	12507	8/61	2/77	
2724	172	XNO	"	"	181.028	"	"	12508	"	"	
2725	170	XNO	"	"	181.038	"	"	12509	10/61	"	
2726	173	XNO	"	FLF6G	181.046	"	"	12510	11/61	8/77	
2727	174	XNO	"	"	181.047	"	"	12511	12/61	2/78	
2728	175	XNO	"	"	181.048	"	"	12512	"	"	
2729	176	XNO	"	"	181.057	"	"	12513	1/62	8/77	
2730	177	XNO	"	"	181.060	"	"	12514	"	2/77	
2731	178	XNO	"	"	181.077	"	"	12515	"	"	

2732	179	XNO	Bristol	FLF6G	181.078	E.C.W.	H38/32F	12516	1/62	2/77	
2733	180	XNO	"	"	181.079	"	"	12517	"	2/78	
2734	181	XNO	"	"	181.080	"	"	12518	"	8/77	
2735	182	XNO	"	"	181.081	"	"	12519	"	"	
2736	183	XNO	"	FLF6B	181.117	"	"	12520	"	2/77	
2737	EOO	579	"	FLF6G	199.043	"	"	13125	6/62	2/78	
2738	EOO	580	"	"	199.044	"	"	13126	"	8/77	
2739	EOO	581	"	"	199.045	"	"	13127	"	"	
2740	EOO	582	"	"	199.050	"	"	13128	"	2/77	
2741	EOO	583	"	"	199.051	"	"	13129	"	7/78	
2742	EOO	584	"	FLF6B	199.134	"	"	13130	8/62	8/77	
2743	EOO	585	"	"	199.135	"	"	13131	"	9/76	
2744	EOO	586	"	"	199.136	"	"	13132	"	2/77	
2745	EOO	587	"	"	199.137	"	"	13133	"	9/76	
2746	EOO	588	"	"	199.138	"	"	13134	9/62	2/77	
2747	EOO	589	"	"	199.145	"	"	13135	8/62	"	
2748	EOO	590	"	"	199.146	"	"	13136	9/62	"	
2749	EOO	591	"	"	199.147	"	"	13137	"	6/79	a
2750	JWC	710	"	FLF6G	199.172	"	"	13138	11/62	10/78	
2751	JWC	711	"	"	199.173	"	"	13139	"	"	
2752	JWC	712	"	"	199.174	"	"	13140	"	9/80	
2753	JWC	713	"	"	199.175	"	"	13141	"	"	
2754	JWC	714	"	"	199.176	"	"	13142	"	6/79	
2755	JWC	715	"	"	199.177	"	"	13143	"	3/78	b
2756	JWC	716	"	"	199.178	"	"	13144	"	2/78	
2757	JWC	717	"	FLF6B	199.196	"	"	13145	2/63	8/77	
2758	JWC	718	"	"	199.197	"	"	13146	"	2/78	
2759	RWC	600	"	FLF6G	208.033	"	"	13147	1/63	"	
2760	RWC	601	"	"	208.034	"	"	13148	2/63	"	
2761	RWC	602	"	"	208.035	"	"	13154	"	6/79	
2762	RWC	603	"	"	208.036	"	"	13155	"	2/78	
2763	RWC	605	"	FLF6B	210.011	"	"	13152	1/63	2/77	
2764	RWC	606	"	"	210.012	"	"	13153	4/63	8/77	
2765	VWC	45	"	"	210.031	"	"	13156	3/63	2/78	
2766	VWC	46	"	"	210.032	"	"	13157	"	"	
2767	VWC	47	"	"	210.033	"	"	13158	"	8/77	
2768	VWC	48	"	"	210.034	"	"	13159	5/63	2/77	
2769	VWC	49	"	"	210.035	"	"	13160	3/63	"	
2770	VWC	50	"	FLF6G	210.048	"	"	13162	"	6/79	
2771	VWC	51	"	"	210.049	"	"	13164	4/63	9/80	
2772	VWC	52	"	"	210.056	"	"	13161	"	10/80	
2773	VWC	53	"	"	210.057	"	"	13163	"	9/80	
2774	987	KOO	"	"	210.068	"	"	13938	8/63	"	
2775	988	KOO	"	"	210.069	"	"	13939	"	"	
2776	989	KOO	"	"	210.075	"	"	13940	"	"	
2777	990	KOO	"	"	210.076	"	"	13941	9/63	10/78	
2778	991	KOO	"	FLF6B	210.097	"	"	13942	"	9/80	
2779	992	KOO	"	"	210.098	"	"	13943	"	7/78	
2780	993	KOO	"	"	217.048	"	"	13944	10/63	2/78	
2781	994	KOO	"	"	217.049	"	"	13945	"	9/80	
2782	995	KOO	"	"	217.050	"	"	13946	"	10/78	
2783	934	LWC	"	FLF6G	217.068	"	"	13947	11/63	9/80	
2784	935	LWC	"	"	217.069	"	"	13948	"	"	
2785	936	LWC	"	FLF6B	217.076	"	"	13949	12/63	6/79	
2786	937	LWC	"	"	217.077	"	"	13950	"	10/78	
2787	938	LWC	"	"	217.078	"	"	13951	"	7/78	
2788	AVX956B		"	"	217.081	"	"	13952	"	10/78	c
2789	AVX957B		"	FLF6G	217.097	"	"	13953	"	"	c

2790	AVX958B	Bristol	FLF6G	217.099	E.C.W.	H38/32F	13954	12/63	9/80	c	A
2791	AVX959B	"	"	217.100	"	"	13955	1/64	"	A	
2792	AVX960B	"	"	217.101	"	"	13956	"	6/79		
2793	BVX667B	"	FLF6B	217.121	"	"	13959	3/64	7/78		
2794	BVX670B	"	"	217.141	"	"	13960	5/64	10/78		
2795	BVX671B	"	FLF6G	217.175	"	"	13961	"	9/80		
2796	BVX672B	"	"	217.176	"	"	13962	"	"		
2797	BVX673B	"	"	217.177	"	"	13963	"	"		
2798	BVX674B	"	"	217.178	"	"	13964	"	"		
2799	BVX675B	"	FLF6B	224.009	"	"	13965	7/64	"	a	
2800	BVX676B	"	"	224.010	"	"	13966	"	10/78		
2801	BVX677B	"	"	224.011	"	"	13967	"	10/80	a	
2802	BVX678B	"	FLF6G	224.022	"	"	13968	"	9/80		
2803	BVX679B	"	FLF6B	224.023	"	"	13969	"	7/78		
2804	BVX680B	"	FLF6G	224.024	"	"	13970	"	12/80	A	
2805	BVX681B	"	"	224.025	"	"	13971	8/64	9/80		
2806	BVX682B	"	"	224.026	"	"	13972	"	"		
2807	BVX683B	"	FLF6B	224.029	"	"	13973	"	10/80	a	
2808	FWC426B	"	"	224.060	"	"	14575	10/64	9/80	a	
2809	FWC427B	"	"	224.061	"	"	14576	"	12/80	a	
2810	FWC428B	"	"	224.062	"	"	14577	"	3/79		
2811	FWC429B	"	"	224.067	"	"	14578	"	6/79		
2812	GNO788B	"	FLF6G	224.072	"	"	14579	11/64	12/80		
2813	GNO789B	"	"	224.073	"	"	14580	"	9/80		
2814	GNO790B	"	"	224.074	"	"	14581	"	12/80		
2815	GNO791B	"	"	224.075	"	"	14582	"	9/80		
2816	HEV994B	"	"	224.101	"	"	14583	12/64	12/80		
2817	HEV995B	"	"	224.102	"	"	14584	"	9/80		
2818	HEV996B	"	"	224.103	"	"	14585	"	"		
2819	HEV997B	"	"	224.104	"	"	14586	"	12/80		
2820	JHK452C	"	FLF6B	224.123	"	"	14928	1/65	3/79		
2821	JHK453C	"	FLF6G	224.130	"	"	14932	"	9/80		
2822	JHK454C	"	FLF6B	224.131	"	"	14929	"	11/80	a	
2823	JHK455C	"	"	224.132	"	"	14930	"	2/81	a	
2824	JHK459C	"	FLF6G	224.133	"	"	14933	"	9/80		
2825	JHK460C	"	"	224.134	"	"	14934	"	"		
2826	JHK461C	"	"	224.135	"	"	14935	3/65	11/80	d	
2827	JHK462C	"	FLF6B	224.137	"	"	14931	1/65	12/80	a	
2828	KNO951C	"	"	224.180	"	"	14938	3/65	"	a	
2829	KNO952C	"	"	224.184	"	"	14939	"	3/79		
2830	KNO953C	"	FLF6G	229.026	"	"	14942	5/65	10/73	e	
2831	KNO954C	"	"	229.027	"	"	14940	"	12/80		
2832	KNO955C	"	"	229.028	"	"	14941	"	9/80		
2833	LWC659C	"	FLF6B	229.094	"	"	14943	6/65	2/81	a	
2834	LWC660C	"	"	229.095	"	"	14944	"	12/80	a	
2835	LWC661C	"	"	229.102	"	"	14945	"	11/80	a	
2836	LWC662C	"	FLF6G	229.145	"	"	14946	8/65	10/73	e	
2837	LWC663C	"	"	229.146	"	"	14947	"	9/80	A	
2838	LWC664C	"	"	229.147	"	"	14948	9/65	6/79		
2839	LWC665C	"	"	229.148	"	"	14949	8/65	10/73	e	
2840	LWC666C	"	"	229.149	"	"	14950	"	"	e	
2841	MXV878C	"	FLF6B	229.177	"	"	14951	9/65	2/81	a	
2842	MXV879C	"	"	229.178	"	"	14952	"	12/80	a	
2843	MXV880C	"	"	229.194	"	"	14953	10/65	"	a	
2844	MXV881C	"	"	229.195	"	"	14954	"	9/80	a	
2845	MXV882C	"	"	229.196	"	"	14955	"	11/80	a	
2846	MXV883C	"	FLF6G	229.198	"	"	14956	"	11/73	e	
2847	MXV884C	"	"	229.199	"	"	14957	"	"	e	

2848	MVX885C	Bristol	FLF6G	229.200	E.C.W.	H38/32F	14958	10/65	4/79	f
2849	NTW942C	"	"	229.224	"	"	14959	11/65	2/81	
2850	NTW943C	"	"	229.225	"	"	14960	"	4/79	f
2851	NTW944C	"	"	229.226	"	"	14961	"	2/81	
2852	OVX296D	"	"	231.019	"	"	15576	1/66	9/80	
2853	OVX297D	"	"	231.020	"	"	15577	"	2/81	
2854	OVX298D	"	"	231.021	"	"	15578	"	"	
2855	OPU824D	"	FLF6B	231.052	"	"	15579	2/66	3/79	
2856	OPU825D	"	"	231.053	"	"	15580	1/66	2/81	a
2857	OPU822D	"	"	231.075	"	"	15581	2/66	"	a
2858	OPU823D	"	"	231.076	"	"	15582	"	1/79	a m
2859	RHK344D	"	"	231.143	"	"	15583	6/66	2/81	a
2860	RHK345D	"	"	231.150	"	"	15584	"	"	a
2861	RHK346D	"	"	231.151	"	"	15585	"	3/79	a m
2862	RHK347D	"	"	231.155	"	"	15586	"	9/78	a m
2863	RHK348D	"	"	231.156	"	"	15587	"	4/79	f
2864	RVW390D	"	FLF6G	231.177	"	"	15588	7/66	2/81	
2865	RVW391D	"	"	231.178	"	"	15589	"	8/71	g
2866	RVW392D	"	"	231.179	"	"	15590	"	9/71	g
2867	RVW393D	"	"	231.180	"	"	15591	"	"	g
2868	RVW394D	"	"	231.218	"	"	15592	9/66	"	g
2869	RWC941D	"	"	231.219	"	"	15593	"	"	g
2870	RWC942D	"	"	231.220	"	"	15594	"	"	g
2871	RWC943D	"	"	231.221	"	"	15595	"	"	g
2872	RWC944D	"	"	231.222	"	"	15596	"	"	g
2873	RWC945D	"	"	231.223	"	"	15597	"	8/71	g
2874	STW762D	"	FLF6B	231.251	"	"	15598	10/66	9/81	a
2875	STW763D	"	"	231.252	"	"	15599	"	6/82	a
2876	STW764D	"	"	231.253	"	"	15600	11/66	6/79	
2877	STW765D	"	"	231.254	"	"	15601	"	6/82	a
2878	SVX277D	"	FLF6G	231.316	"	"	15602	"	9/71	g
2879	SVX278D	"	"	231.317	"	"	15603	"	10/71	g
2880	SVX279D	"	"	231.318	"	"	15604	12/66	8/71	g
2881	UEV219E	"	"	231.326	"	"	15605	"	"	g
2882	UEV220E	"	"	231.327	"	"	15606	"	10/71	g
2883	UEV221E	"	"	231.328	"	"	15607	"	"	g
2884	WNO972F	"	FLF6LX	236.163	"	H40/30F	16275	8/67	6/82	h
2885	WNO973F	"	"	236.164	"	"	16276	9/67	1/82	h
2886	WNO974F	"	"	236.165	"	"	16277	"	"	h
2887	WNO975F	"	"	236.166	"	"	16278	"	8/81	h
2888	WNO976F	"	"	236.167	"	"	16279	"	6/82	h
2889	WNO977F	"	"	236.193	"	"	16280	10/67	10/81	h
2890	WNO978F	"	"	236.200	"	"	16281	"	8/81	h
2891	WNO979F	"	"	236.201	"	"	16282	"	6/82	h
2892	WNO980F	"	"	236.202	"	"	16283	"	"	h
2893	WNO981F	"	"	236.203	"	"	16284	"	8/81	h
2894	WNO982F	"	"	236.204	"	"	16285	"	6/82	h
2895	WNO983F	"	"	236.205	"	"	16286	"	"	h
2896	WNO984F	"	"	236.206	"	"	16287	"	8/81	h
2897	WVX524F	"	"	236.207	"	"	16288	"	6/82	h
2898	WVX525F	"	"	236.208	"	"	16289	"	"	h i
2899	WVX526F	"	"	236.209	"	"	16290	"	"	h
2900	WVX527F	"	"	236.210	"	"	16291	"	"	h
2901	WVX528F	"	"	236.211	"	"	16292	11/67	"	h
2902	WVX529F	"	"	236.212	"	"	16293	"	10/81	h
2903	WVX530F	"	"	236.213	"	"	16294	"	8/81	h
2904	WVX531F	"	"	236.214	"	"	16295	"	6/82	h
2905	WVX532F	"	"	236.225	"	"	16296	"	"	h

2906	WVX533F	Bristol	FLF6LX	236.226	E.C.W.	H40/30F	16297	11/67	6/82	h	
2907	WWC737F	"	"	236.227	"	"	16298	"	8/81	h	
2908	WWC738F	"	"	236.228	"	"	16299	"	6/82	h	
2909	WWC739F	"	"	236.229	"	"	16300	"	"	h	
2910	WWC740F	"	"	236.230	"	"	16301	"	"	h	
2911	WWC741F	"	"	236.237	"	"	16302	"	"	h	
2912	WWC742F	"	"	236.238	"	"	16303	"	"	h	
2913	WWC743F	"	"	236.239	"	"	16304	"	"	h	
2914	WWC744F	"	"	236.242	"	"	16305	"	"	h	
2915	WWC745F	"	"	236.243	"	"	16306	"	8/81	h	
2916	WWC746F	"	"	236.244	"	"	16307	12/67	6/82	h	
2917	AEV811F	"	"	236.297	"	"	16965	5/68	"	h	
2918	AEV812F	"	"	236.298	"	"	16966	"	"	h	
2919	AEV813F	"	"	236.299	"	"	16967	"	10/81	h	
2920	AEV814F	"	"	236.300	"	"	16968	"	6/82	h	
2921	AEV815F	"	"	236.301	"	"	16969	"	8/81	h	
2922	AEV816F	"	"	236.302	"	"	16970	"	6/82	h	
2923	AEV817F	"	"	236.303	"	"	16971	"	"	h	
2924	AEV818F	"	"	236.304	"	"	16972	"	"	h	i
2925	AEV819F	"	"	236.305	"	"	16973	"	"	h	
2926	AEV820F	"	"	236.306	"	"	16974	"	9/81	h	i
2927	AVW396F	"	"	236.328	"	"	16975	6/68	6/82	h	i A
2928	AVW397F	"	"	236.329	"	"	16976	7/68	12/80	h	j
2929	AVW398F	"	"	236.330	"	"	16977	"	6/82	h	j
2930	AVW399F	"	"	236.331	"	"	16978	"	"	h	
2931	AVX973G	"	"	236.332	"	"	16979	8/68	"	h	j
2932	184 XNO	"	FLF6B	181.118	"	H38/32F	12521	1962	7/78	a	k
2933	186 XNO	"	"	181.119	"	"	12523	"	"	k	
2934	185 XNO	"	"	181.120	"	"	12522	"	2/77	k	
2935	RWC 604	"	"	210.010	"	"	13151	1963	6/79	k	
2936	RWC 607	"	"	210.013	"	"	13149	"	9/80	a	k
2937	RWC 608	"	FLF6G	210.014	"	"	13150	"	6/78	f	k
(2938 was not used, as FLF coach BVX668B became a service vehicle rather than being converted to a bus)											
2939	BVX669B	"	FLF6B	217.140	"	"	13958	3/64	9/80	a	k
2940	KNO949C	"	FLF6G	224.178	"	"	14936	3/65	"	k	
2941	KNO950C	"	FLF6B	224.179	"	"	14937	"	3/79	k	
2942	AVW401F	"	FLF6LX	236.333	"	H37/30F	16980	7/68	12/76	k	i m
2943	AVW402F	"	"	236.334	"	H40/30F	16981	"	12/81	k	
2944	AVW403F	"	"	236.335	"	"	16982	"	"	k	
2945	AVX974G	"	"	236.336	"	"	16983	8/68	6/82	k	
2946	AVX975G	"	"	236.337	"	"	16984	"	10/81	k	

a - the following vehicles were re-engined to FLF6G on dates shown :-

2712, 6/64	2827, 10/77	2845, 8/77	2862, 9/75
2749, 5/67	2828, 3/65 (before entering service)		2863, 10/78
2799, 4/77	2833, 5/77	2856, 12/77	2874, 7/76
2801, 6/77	2834, 8/76	2857, 5/75	2875, 10/77
2807, 12/77	2835, 9/76	2858, 10/77	2877, 7/77
2808, 10/77	2841, 1/77	2859, 11/76	2932, 5/75
2809, 7/76	2842, 10/77	2860, 5/77	2936, 12/76
2822, 7/76	2843, 7/78	2861, 5/75	2939, 9/76
2823, 7/77	2844, 12/76		

b - body removed from 2755 in 2/78 and chassis converted to Engineering Training Unit - sold 11/84

c - 2788-90 were to have been registered 727-729 WWC

d - 2826 has a fibreglass panelled body

- e - 2830/6/9/40/6/7 passed to Eastern Counties Omnibus Co. Ltd. in exchange for ex Scottish Bus Group Bristol VRT's, 3042-7
- f - 2848/50/63, 2937 converted to O38/32F and renumbered 2302/3/1/0 in 4/79 (2848/50/63) or 6/78 (2937)
- g - 2865-73/8-83 passed to W.Alexander & Sons (Midland) as MRD 195-209 in exchange for Bristol VRT's 3005-19
- h - 2884-2931 are 31'1" long with 5-speed semi-automatic gearboxes
- i - 2924/6/7 converted to O.M.O. 3/73, 2898 9/72, 2942 1/74
- j - 2928/9/31 converted to O.M.O. by Marshall, Cambridge, 5/73 (2928) or 6/73 (2929/31). 2928 rebuilt by E.N. to H37/30F, 7/74
- k - 2932-7/9-46 converted and renumbered from 2600-5/7-14 as follows :-

2932 ex 2600 in 5/73	2936 ex 2604 in 3/73	2941 ex 2609 in 4/73	2944 ex 2612 in 11/73
2933 ex 2601 in 4/73	2937 ex 2605 in 7/76	2942 ex 2610 in 1/74	2945 ex 2613 in 5/75
2934 ex 2602 in 2/75	2939 ex 2607 in 5/73	2943 ex 2611 by 3/74	2946 ex 2614 in 3/75
2935 ex 2603 in 8/75	2940 ex 2608 in 7/76		

m - 2701/4/5/15, 2858/61/2, 2942 were transferred to the driver training fleet, see page 50.

3000, 3100 SERIES - BRISTOL VR

3000	CPU979G	Bristol	VRTSL6LX	VRT/SL-101	E.C.W.	H39/31F	17264	2/69		j
3001	CPU980G	"	"	VRT/SL-131	"	"	17265	12/68		j
3002	CPU981G	"	"	VRT/SL-132	"	"	17266	1/69		j
3003	CPU982G	"	"	VRT/SL-133	"	"	17267	5/69		j
3004	CPU983G	"	"	VRT/SL-134	"	"	17268	1/69		j
3005	SMS 31H	"	"	VRT/SL-245	"	"	18838	3/70	4/82	a
3006	SMS 32H	"	"	VRT/SL-302	"	"	18824	"	"	a
3007	SMS 33H	"	"	VRT/SL-305	"	"	18829	"	"	a
3008	SMS 34H	"	"	VRT/SL-306	"	"	18831	"	"	a
3009	SMS 35H	"	"	VRT/SL-307	"	"	18825	2/70	"	a
3010	SMS 36H	"	"	VRT/SL-308	"	"	18828	3/70	"	a
3011	SMS 37H	"	"	VRT/SL-309	"	"	18830	2/70	"	a
3012	SMS 38H	"	"	VRT/SL-316	"	"	18826	"	"	a
3013	SMS 39H	"	"	VRT/SL-317	"	"	18827	"	"	a
3014	SMS 40H	"	"	VRT/SL-318	"	"	18833	3/70	9/85	a
3015	SMS 41H	"	"	VRT/SL-319	"	"	18832	4/70	4/82	a
3016	SMS 42H	"	"	VRT/SL-320	"	"	18836	"	1/83	a
3017	SMS 43H	"	"	VRT/SL-321	"	"	18835	"	4/82	a
3018	SMS 44H	"	"	VRT/SL-322	"	"	18834	3/70	9/87	a
3019	SMS 45H	"	"	VRT/SL-323	"	"	18837	4/70	7/85	a
3020	OWC293K	"	"	VRT/SL-2-220	"	"	18889	9/71	12/88	
3021	OWC294K	"	"	VRT/SL-2-221	"	"	18890	"	9/87	
3022	OWC295K	"	"	VRT/SL-2-222	"	"	18891	10/71		j
3023	OWC296K	"	"	VRT/SL-2-223	"	"	18892	"	9/87	
3024	WNO544L	"	"	VRT/SL-2-359	"	"	19961	12/72	"	
3025	WNO545L	"	"	VRT/SL-2-360	"	"	19962	"	12/88	
3026	WNO546L	"	"	VRT/SL-2-361	"	"	19963	"		k
3027	NPU974M	"	"	VRT/SL-2-574	"	"	20487	9/73		k
3028	NPU975M	"	"	VRT/SL-2-575	"	"	20488	"	12/88	
3029	NPU976M	"	"	VRT/SL-2-577	"	"	20489	"	"	
3030	NPU977M	"	"	VRT/SL-2-578	"	"	20490	"	2/90	
3031	NPU978M	"	"	VRT/SL-2-579	"	"	20491	"	12/88	
3032	NPU979M	"	"	VRT/SL-2-580	"	"	20492	"	"	
3033	NPU980M	"	"	VRT/SL-2-581	"	"	20493	"		E
3034	NPU981M	"	"	VRT/SL-2-582	"	"	20494	"	12/88	
3035	NPU982M	"	"	VRT/SL-2-589	"	"	20495	"	9/87	
3036	NPU983M	"	"	VRT/SL-2-592	"	"	20496	"	12/88	
3037	PWC512M	"	"	VRT/SL-2-707	"	"	20497	3/74	6/89	
3038	PWC513M	"	"	VRT/SL-2-708	"	"	20498	"		E

(3020-3 were originally to have been numbered 3005-8)

3039	PWC514M	Bristol	VRTSL6LX	VRT/SL-2-709	E.C.W. H39/31F	20499	3/74	5/89	
3040	PWC515M	"	"	VRT/SL-2-710	" "	20500	3/74	6/89	
3041	PWC516M	"	"	VRT/SL-2-711	" "	20501	"		E
3042	LFS287F	"	VRTLL6G	VRT/LL-108	" H42/28F	17326	12/68	12/81	b
3043	LFS292F	"	"	VRT/LL-113	" "	17331	"	10/81	b
3044	LFS295F	"	"	VRT/LL-116	" "	17341	"	4/82	b
3045	NAG583G	"	VRTSL6LXB	VRT/SL-218	" H39/31F	18021	1969	9/85	c
3046	NAG586G	"	"	VRT/SL-221	" "	18024	"	4/82	c
3047	OCS576H	"	"	VRT/SL-252	" "	18035	"	7/85	c
3048	JNO189N	"	"	VRT/SL-2-1038	" "	21187	4/75		d E
3049	JNO190N	"	"	VRT/SL-2-1039	" "	21188	"		E
3050	JNO191N	"	"	VRT/SL-2-1040	" "	21189	"		E A
3051	JNO192N	"	"	VRT/SL-2-1041	" "	21190	"		E
3052	LJN647P	"	VRT/SL3/501	VRT/SL-3-178	" "	21191	11/75		E
3053	LJN648P	"	"	VRT/SL-3-179	" "	21192	12/75		e E A
3054	LJN649P	"	"	VRT/SL-3-180	" "	21193	"		E A
3055	LJN650P	"	"	VRT/SL-3-181	" "	21194	"		E
3056	LJN651P	"	"	VRT/SL-3-182	" "	21195	"		E
3057	LJN652P	"	"	VRT/SL-3-183	" "	21196	11/75		E
3058	LJN653P	"	"	VRT/SL-3-184	" "	21197	"		E
3059	LJN654P	"	"	VRT/SL-3-205	" "	21198	12/75		E
3060	LJN655P	"	"	VRT/SL-3-206	" "	21199	"		E
3061	LJN656P	"	"	VRT/SL-3-207	" "	21200	"		E
3062	LJN657P	"	"	VRT/SL-3-208	" "	21201	"		E
3063	LJN658P	"	"	VRT/SL-3-209	" "	21202	"		E
3064	UVX 1S	"	"	VRT/SL-3-889	" "	22549	7/77		E A
3065	UVX 2S	"	"	VRT/SL-3-890	" "	22550	"		f T
3066	UVX 3S	"	"	VRT/SL-3-891	" "	22551	"		E
3067	KOO785V	"	VRT/SL3/6LXB	VRT/SL-3-2044	" "	23788	11/79		g T
3068	KOO786V	"	"	VRT/SL-3-2045	" "	23789	"		g T A
3069	KOO787V	"	"	VRT/SL-3-2046	" "	23790	"		g E
3070	KOO788V	"	"	VRT/SL-3-2047	" "	23791	"		g E
3071	KOO789V	"	"	VRT/SL-3-2048	" "	23792	"		g T
3072	KOO790V	"	"	VRT/SL-3-2270	" "	23793	3/80		g T
3073	KOO791V	"	"	VRT/SL-3-2271	" "	23794	"		g T
3074	KOO792V	"	"	VRT/SL-3-2272	" "	23795	4/80		g T
3075	KOO793V	"	"	VRT/SL-3-2273	" "	23796	"		g T
3076	KOO794V	"	"	VRT/SL-3-2274	" "	23797	"		g T
3077	STW 21W	"	"	VRT/SL-3-2628	" "	24634	10/80		E
3078	STW 22W	"	"	VRT/SL-3-2629	" "	24635	"		E A
3079	STW 23W	"	"	VRT/SL-3-2630	" "	24636	"		E
3080	STW 24W	"	"	VRT/SL-3-2679	" "	24637	11/80		T
3081	STW 25W	"	"	VRT/SL-3-2680	" "	24638	"		T
3082	STW 26W	"	"	VRT/SL-3-2681	" "	24639	"		T A
3083	STW 27W	"	"	VRT/SL-3-2682	" "	24640	"		E A
3084	STW 28W	"	"	VRT/SL-3-2683	" "	24641	"		E A
3085	STW 29W	"	"	VRT/SL-3-2684	" "	24642	"		T
3086	STW 30W	"	VRT/SL3/6LXC	VRT/SL-3-2797	" "	24643	2/81		T
3087	STW 31W	"	"	VRT/SL-3-2800	" "	24644	"		T
3088	STW 32W	"	VRT/SL3/6LXB	VRT/SL-3-2814	" "	24645	"		T
3089	STW 33W	"	"	VRT/SL-3-2815	" "	24646	"		T
3090	STW 34W	"	"	VRT/SL-3-2816	" "	24647	"		T
3091	STW 35W	"	"	VRT/SL-3-2817	" "	24648	"		E
3092	STW 36W	"	"	VRT/SL-3-2818	" "	24649	"		E A
3093	STW 37W	"	"	VRT/SL-3-2819	" "	24650	"		E
3094	STW 38W	"	"	VRT/SL-3-2820	" "	24651	"		E
3095	UAR585W	"	"	VRT/SL-3-2921	" H43/31F	24834	5/81		E A
3096	UAR586W	"	"	VRT/SL-3-2922	" "	24835	"		T

3097	UAR587W	Bristol	VRT/SL3/6LXB	VRT/SL-3-2923	E.C.W.	H43/31F	24836	5/81	T	
3098	UAR588W	"	"	VRT/SL-3-2926	"	"	24837	"	T	
3099	UAR589W	"	"	VRT/SL-3-2927	"	"	24838	"	T	
3100	UAR590W	"	"	VRT/SL-3-2928	"	"	24839	"	T	
3101	UAR591W	"	"	VRT/SL-3-2934	"	"	24840	"	T	
3102	UAR592W	"	"	VRT/SL-3-3000	"	"	24841	6/81	T	A
3103	UAR593W	"	"	VRT/SL-3-3001	"	"	24842	"	E	
3104	UAR594W	"	"	VRT/SL-3-3002	"	"	24843	"	T	
3105	UAR595W	"	"	VRT/SL-3-3003	"	"	24844	"	T	
3106	UAR596W	"	"	VRT/SL-3-3004	"	"	24845	"	E	A
3107	UAR597W	"	"	VRT/SL-3-3005	"	"	24846	"	T	
3108	UAR598W	"	"	VRT/SL-3-3006	"	"	24847	"	T	
3109	UAR599W	"	"	VRT/SL-3-3007	"	"	24848	"	E	
3110	XHK215X	"	"	VRT/SL-3-3026	"	"	24895	8/81	h	T
3111	XHK216X	"	"	VRT/SL-3-3027	"	"	24896	7/81	h	E A
3112	XHK217X	"	"	VRT/SL-3-3028	"	"	24897	8/81	h	E A
3113	XHK218X	"	"	VRT/SL-3-3029	"	"	24898	7/81	h	T A
3114	XHK219X	"	"	VRT/SL-3-3030	"	"	24899	9/81	h	E
3115	XHK220X	"	"	VRT/SL-3-3031	"	"	24900	8/81	h	T
3116	XHK221X	"	"	VRT/SL-3-3032	"	"	24901	9/81	h	T A
3117	XHK222X	"	"	VRT/SL-3-3033	"	"	24902	"	h	T
3118	XHK223X	"	"	VRT/SL-3-3034	"	"	24903	7/81	h	T
3119	XHK224X	"	"	VRT/SL-3-3039	"	"	24904	8/81	h	T
3120	XHK225X	"	"	VRT/SL-3-3040	"	"	24905	"	h	T
3121	XHK226X	"	"	VRT/SL-3-3041	"	"	24906	"	h	T
3122	XHK227X	"	"	VRT/SL-3-3042	"	"	24907	9/81	h	T
3123	XHK228X	"	"	VRT/SL-3-3043	"	"	24908	"	h	T
3124	XHK229X	"	"	VRT/SL-3-3076	"	"	24925	"	i	T
3125	XHK230X	"	"	VRT/SL-3-3077	"	"	24926	"	i	T
3126	XHK231X	"	"	VRT/SL-3-3085	"	"	24927	"	i	T
3127	XHK232X	"	"	VRT/SL-3-3086	"	"	24928	"	i	E A
3128	XHK233X	"	"	VRT/SL-3-3087	"	"	24929	10/81	i	E
3129	XHK234X	"	"	VRT/SL-3-3088	"	"	24930	9/81	i	T

a - 3005-3019 ex W.Alexander & Sons (Midland) Ltd as follows :-

3005-8/10/3-6/8, 9/71; 3009/11/2, 10/71; 3017/9, 8/71.

They were built as H43/34F but were re-seated by E.N. before entry into service. All retained and were operated in Alexander's blue livery until repainted green as follows :-

3005/8/13/5-8, 9/72; 3006/11/9, 7/72; 3007/12/4, 8/72; 3009, 6/72; 3010, 5/72.

b - 3042-4 ex Scottish Omnibuses Ltd (Eastern Scottish), AA287/92/5, via Eastern Counties Omnibus Co. as follows - 3042/3, 11/73; 3044, 10/73. They were built as H47/35F but were re-seated by E.N. before entry into service in 1/74.

c - 3045-7 ex Western S.M.T, 2262/5/46, via Eastern Counties Omnibus Co. as follows - 3045/6, 10/73; 3047, 11/73. They were built as H43/32F but were re-seated by E.N. before entry into service.

d - 3048 repainted into pre-war livery to celebrate 50 years of Eastern National Omnibus Co., 6/80-6/81.

e - 3053 repainted into silver livery to celebrate the Silver Jubilee of H.M. Queen Elizabeth II, with advertising sponsorship by Phillips Electrical, 3/77 - 2/78. Repainted as an all-over advertisement bus for Phillips Electrical, 2/78 - 2/79.

f - 3065 fitted with a Gardner 6LXC engine, 8/79. Reverted to 6LXB engine, 2/85.

g - 3067-76 painted in a special green and white livery for use on service 400 (Southend to Kings Cross)

They were then repainted into a special 'CITY 400' livery of light green, dark green, white and black as follows :-

3067	9/83	3069	1/84	3071	10/83	3073	2/84	3075	11/83
3068	3/84	3070	12/83	3072	11/83	3074	12/83	3076	10/83

Subsequently 3067-76 were repainted into fleet livery as follows :-

3067	5/85	3069	5/85	3071	8/86	3073	9/86	3075	12/86
3068	8/85	3070	5/85	3072	9/86	3074	5/86	3076	8/86

h - 3110-23 were a diverted order from Southdown Motor Services Ltd.

- i - 3124-9 were a diverted order from Thames Valley & Aldershot Bus Co. (Alder Valley).
- j - 3000-4 to driver trainers - 3000, 6/86; 3001, 12/86; 3002, 9/86; 3003, 6/86; 3004, 12/86 and were renumbered 9000-4, 5/87. 3022 to driver trainer 5/88 and renumbered 9005.
- k - 3026/7 converted to O39/31F, repainted red and yellow and renumbered 3500/1 in 6/86 (3026) or 5/86 (3027).

3200 SERIES - BRISTOL VR (SECOND HAND)

3200	JRP801L	Bristol	VRTSL6LX	VRT/SL-2/534	E.C.W.	H39/31F	19958	7/73	E
3201	RNV810M	"	"	VRT/SL-2/725	"	H43/31F	20604	3/74	E
3202	HBD163N	"	"	VRT/SL-2/935	"	"	20612	2/75	E
3203	HRP671N	"	"	VRT/SL-2/978	"	"	21204	5/75	E
3204	LBD840P	"	VRT/SL3/6LXB	VRT/SL-2/150	"	"	21213	10/75	E
3205	OBD841P	"	VRT/SL3/501	VRT/SL-2/371	"	"	21762	7/76	T A
3206	OBD843P	"	"	VRT/SL-2/379	"	"	21766	7/76	T
3207	RRP857R	"	VRT/SL3/6LXB	VRT/SL-2/602	"	"	22236	1/77	T
3208	RRP859R	"	"	VRT/SL-2/604	"	"	22238	"	T
3209	XNV882S	"	"	VRT/SL-3/1214	"	"	22705	2/78	T
3210	XNV883S	"	"	VRT/SL-3/1215	"	"	22706	" 2/90	
3211	XNV884S	"	"	VRT/SL-3/1216	"	"	22707	"	T
3212	YVV896S	"	"	VRT/SL-3/1377	"	"	23339	6/78	T
3213	CBD901T	"	"	VRT/SL-3/1530	"	"	23344	10/78	T
3214	FRP905T	"	"	VRT/SL-3/1835	"	"	23348	4/79	T
3215	FRP906T	"	"	VRT/SL-3/1836	"	"	23349	"	T
3216	FRP907T	"	"	VRT/SL-3/1837	"	H42/31F	23350	"	T
3217	LBD922V	"	"	VRT/SL-3/2136	"	H43/31F	24080	1/80	T
3218	ONH924V	"	"	VRT/SL-3/2354	"	"	24082	5/80	E

3200-18 ex Milton Keynes Citybus 3801/10, 3163, 3671, 3840/1/3/57/9/82-4/96, 3901/5-7/22/4 in 10/86.
They were new to United Counties Omnibus Co.

3205/6 were new with Leyland 501 engines but were fitted with Gardner engines in 1982.

3216 to H43/31F before entering service.

3500 SERIES - BRISTOL VR OPEN TOP

3500	WNO546L	Bristol	VRTSL6LX	VRT/SL-2-361	E.C.W.	O39/31F	19963	12/72	E
3501	NPU974M	"	"	VRT/SL-2-574	"	"	20487	9/73	E

3500 ex 3026, 6/86 and 3501 ex 3027, 5/86.

Entered service in a red and yellow livery with 'Coastliner' fleetnames

Repainted green and yellow 5/87.

4000 SERIES - LEYLAND OLYMPIAN

4000	XHK235X	Leyland	ONLXB/1R	ON104	E.C.W.	H45/32F	25032	12/81	T
4001	XHK236X	"	"	ON105	"	"	25033	11/81	T
4002	XHK237X	"	"	ON106	"	"	25034	"	T
4003	B698BPU	"	"	ON1812	"	"	26183	4/85	E A
4004	B699BPU	"	"	ON1813	"	"	26184	"	E A
4005	C711GEV	"	"	ON1922	"	"	26185	7/85	E A
4006	C712GEV	"	"	ON1923	"	"	26186	"	E
4007	C407HJN	"	"	ON10002	"	DPH42/30F	26277	1/86	E
4008	C408HJN	"	"	ON10003	"	"	26278	"	E
4009	C409HJN	"	"	ON10004	"	"	26546	2/86	T
4010	C410HJN	"	"	ON10005	"	"	26279	1/86	T

4011	C411HJN	Leyland	ONLXB/1R	ON10006	E.C.W.	DPH42/30F	26547	3/86	T	A
4012	C412HJN	"	"	ON10007	"	"	26548	2/86	T	
4013	C413HJN	"	"	ON10008	"	"	26549	"	E	
4014	C414HJN	"	"	ON10009	"	"	26550	"	E	
4015	C415HJN	"	"	ON10010	"	"	26551	"	E	
4016	C416HJN	"	"	ON10011	"	"	26552	4/86	E	
4017	C417HJN	"	"	ON10012	"	"	26553	3/86	E	
4018	C418HJN	"	"	ON10013	"	"	26554	2/86	T	
4019	C419HJN	"	"	ON10014	"	"	26555	3/86	T	
4020	C420HJN	"	"	ON10015	"	"	26556	4/86	E	
4021	C421HJN	"	"	ON10016	"	"	26557	3/86	E	

4007-21 were the first vehicles delivered new to Eastern National in the new middle green and middle chrome yellow livery, although applied in a reversed application to reflect the better quality seating of these vehicles.

4500 SERIES - LEYLAND OLYMPIAN

4500	B688BPU	Leyland	ONTL11/2R	ON1766	E.C.W.	CH45/28F	26211	2/85	T	
4501	B689BPU	"	"	ON1767	"	"	26212	"	E	
4502	B690BPU	"	"	ON1778	"	"	26213	"	T	
4503	B691BPU	"	"	ON1779	"	"	26214	3/85	E	
4504	B692BPU	"	"	ON1780	"	"	26215	"	T	
4505	B693BPU	"	"	ON1786	"	"	26216	"	T	
4506	B694BPU	"	"	ON1787	"	"	26217	"	T	
4507	B695BPU	"	"	ON1790	"	"	26218	"	T	
4508	B696BPU	"	"	ON1791	"	"	26219	"	T	
4509	B697BPU	"	"	ON1798	"	"	26220	"	E	
4510	D510PPU	"	"	ON10069	"	"	26417	7/86	E	
4511	D511PPU	"	"	ON10077	"	"	26418	"	E	
4512	D512PPU	"	"	ON10089	"	"	26419	"	E	

Delivered in 'CITY COMMUTER' livery of cream, light green and dark green.

4510 - 4512 were to have been registered C510-2HJN.

The following were repainted into the new green and yellow livery as follows :-

4500	9/89	4502	11/88	4504	10/88	4506	12/88	4510	9/89	4512	2/90
4501	12/88	4503	10/88	4505	12/88	4509	?	4511	7/89		

The following were converted to CH45/24F and repainted into white 'London Express' livery as follows :-

4507	5/89	4508	4/89
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COUNTRYCAR VEHICLES

The following two vehicles were bought for use on very rural services that could not otherwise support a more normal type of bus operation.

0120	B258 CHK	Peugeot	505	VF3551F58F1807293	7 seat estate car	5/85	E
0121	B259 CHK	"	"	VF3551F58F1811499	" " " "	"	E

Both cars were delivered in red livery and lettered 'CountryCar' on special roof-racks.

Eastern National also operated the following original Countrycar vehicle, owned by Braintree District Council:
1150 RLX 168W Peugeot 504 7 seat estate car 11/81 ?/86



The WNO-L registration series included Bristol RELs, Leyland Nationals and Bristol VRs such as WNO 546L, a series 2 model with ECW bodywork showing a family affinity back to the Bristol K types. Southend depot 3026 is picking up at the Ekco Works on July 23rd 1974. *Richard Delahoy*

Amongst the second-hand Bristol VRs acquired from Scottish Bus Group companies were 3 of the longer VRTLL version, including LFS 295F, Wood Green allocated 3044 seen in Basildon Bus Station on the once-daily service 401 from Enfield to Southend. Six more of the ex-Eastern Scottish VRTLLs came later to EN from Southdown for use as driver trainers. *EBEG collection*



ALL-OVER ADVERTISEMENT VEHICLES

<u>Fleet No.</u>	<u>Advertiser</u>	<u>Dates carried</u>	(C = Current livery of vehicle as at 27/9/90)
0201	Debenhams	1/88 - 5/89	
	Allen of Romford	5/89 - C	
0205	Coronation Garages	1/89 - C	
0224	Motor World	1/88 - C	
0227	Eddy Grimstead	9/88 - C	
0231	Eddy Grimstead	4/88 - C	
1111	Stansted Airport	8/86 - C	
1742	Allen of Romford	2/86 - 6/88	
	Yettons	6/88 - C	
1779	Autotrader	11/89 - C	
1786	South Woodham Ferrers (Essex C.C.)	8/84 - 4/87	
1787	Vernon Collard	2/88 - 5/90	
	Autotrader	4/90 - C	
1789	Liberty Shopping Hall	12/89 - C	
1797	Basildon & Thurrock Health Authority	10/89 - C	
1827	IML Garages Ltd	8/84 - 5/87	
1830	SMAC Continental Ltd	12/84 - 7/89	
	Autotrader	8/89 - C	
1833	Bates Motors, Maldon	2/85 - 10/87	
1859	Lancaster Garages Ltd, Brentwood	3/85 - 9/86	
1860	Trimoco Cars (Chelmsford) Ltd	3/86 - C	
1863	Glasswells Ltd	2/86 - 6/88	
1864	SMAC Group	4/85 - 5/89	
	Class 1 Travel	6/89 - C	
1865	BBC Radio Essex	5/87 - C	
1866	BBC Radio Essex	10/86 - 3/90	
1867	Riverside Ice & Leisure Centre	2/87 - 4/89	
1868	Wallspan Bedrooms	9/88 - C	
1869	Fairfield, Leigh-on-Sea	3/85 - 5/88	
	County Insurance	5/88 - 6/90	
	Vernon Collard	6/90 - C	
1873	County Motors (Chelmsford) Ltd	10/85 - 2/88	
	Meridian Windows	2/88 - C	
1877	Rates of Grays	7/85 - /87	
1881	IML Garages Ltd	9/84 - 1/87	
	Yettons	3/89 - C	
1899	Mid Essex Health Authority	2/88 - 4/90	
	Autotrader	4/90 - C	
1913	Lancaster Garages	10/83 - 7/90	
1916	Brittains Estate Agents	12/83 - 4/87	
1917	Springfield Motors	10/87 - 2/89	
	Lancaster Cars	2/89 - 5/90	
	Osborne Honda	5/90 - C	
1918	Southend Airport	1/89 - 3/90	
	Victoria Circus Shopping Centre	3/90 - C	
1922	Crow Windscreens	1/90 - C	
1923	Lancaster Garages	4/88 - 5/90	
1924	Quest Motors	4/88 - C	
2790	Typhoo Tea	5/73 - 6/74	
2791	National Coal Board	4/74 - 8/75	
2804	Bambergers (Eastern)	2/73 - 10/73	
2837	HVCA Home Heating Group	2/73 - 4/74	
2927	Tesco, Pitsea	7/78 - 12/80	
3050	Lancaster Garages	3/84 - 7/86	

<u>Fleet No.</u>	<u>Advertiser</u>	<u>Dates carried</u>
3053	Philips Electrical	2/78 - 2/79
3054	Air UK	5/83 - 7/84
3064	National Holidays	2/83 - 5/85
	National Travelworld	6/85 - 10/87
3068	Eastgate Shopping Centre	8/85 - ?
3078	Field and Trek	5/84 - 8/87
3082	Eastern National Engineering	6/85 - 1/89
3083	Bolingbroke and Wenley	3/87 - 4/89
3084	Essex Radio	6/87 - 11/89
3092	Grange Motors (Brentwood) Ltd	8/85 - 6/87
3095	Neeps of Colchester/Anglian Autos	12/84 - 3/87
3102	Photocopying Group	11/84 - 4/86
3106	R.G.Francis	4/85 - 8/87
3111	National Holidays	3/83 - 4/85
	Essex County Cricket Club	5/85 - 1/88
3112	Jones of Chelmsford	12/84 - 7/88
3113	The Royals Shopping Centre	3/89 - C
3116	International Stores Ltd	9/84 - 4/86
3127	Debenhams, Colchester	11/87 - 11/89
3205	Autotrader	12/89 - C
4003	Colchester Fuel Injectors	12/87 - C
4004	Autotrader	5/90 - C
4005	Essex County Cricket Club	4/88 - C
4011	Interlink Parcel Service	4/87 - C



The first overall advert bus was Bristol FLF 2837 which carried this garish scheme to promote the Southend District HVCA Home Heating Group. The lower panels were painted orange with yellow and white above, with a surrealistic representation of a country cottage and flowers. Unveiled by "On The Buses" actor Stephen Lewis, Inspector Blake, on February 3rd, 1973, it ran from Southend and Hadleigh depots, mostly on service 2 to Grays. Here it is unloading in Chichester Road in Southend, opposite the garage, on December 22nd, 1973. Note how the depot and fleetnumber plates were relocated to avoid clashing with the flower pattern. It returned to normal livery in April 1974.

Richard Delahoy

FORMER BUSES ON NON-PSV DUTIES

0846	GBE 846	Bristol	K5G	78.168	E.C.W.	H - R	4078	1950	Mobile Publicity Unit 2/67 - 3/73
0485	WNO 485	"	KSW5G	98.175	"	O - R	6490	1953	Tree Pruning Unit 11/68 - 2/73
0474	WNO 474	"	"	98.094	"	"	6485	"	Tree Pruning Unit 1/73 - 9/76
0649	NFW 649	"	SC4LK	113.028	"	B - F	8372	1956	Driver Training Unit 5/69 - 3/76
0796	OFW 796	"	"	141.002	"	"	8995	1957	Driver Training Unit 5/69 - 3/76
0668	BVX668B	"	FLF6B	217.139	"	CH-F	13957	3/64	Recruitment & public- ity unit 10/73 - 2/77
1023	CAP 131	"	K5G	55.066	"	O - R	6922	7/40	Tree Pruning Unit 9/62 - 1968
0976	976 DHK	"	LD5G	108.099	"	H - R	7997	1955	Trainer 12/73 - 12/77
0324	324 GPU	"	"	116.198	"	"	8016	1956	Trainer 12/73 - 2/77
0882	882 GVX	"	"	116.200	"	"	8018	"	Trainer 12/73 - 12/77
0538	538 HVX	"	"	130.043	"	"	8568	"	Trainer 12/73 - 12/77
0539	539 HVX	"	"	130.044	"	"	8573	"	Trainer 12/73 - 12/77
0048	48 PPU	"	"	150.167	"	"	10939	1959	Trainer 11/74 - 6/77
0052	52 PPU	"	"	154.028	"	"	10943	"	Trainer 11/74 - 2/77
1548	WNO 537L	"	RELL6G	RELL-3-1823	"	B - F	19245	10/72	Survey office 11/84 - 10/85; staff room 11/85 - 3/86
2755	JWC 715	"	FLF6G	199.177	Chassis only			11/62	Engineering training chassis, 2/78 - 11/84
9001	MOO 177	"	MW6G	195.112	"	"	12628	9/62	Trainer 12/77 - 7/78
9002	81 TVX	"	FLF6G	169.003	"	H - F	11727	11/60	Trainer 6/77 - 11/80
9003	84 1VX	"	"	169.027	"	"	11735	"	Trainer 6/77 - 11/80
9004	85 TVX	"	"	169.028	"	"	11736	12/60	Trainer 6/77 - 6/80
9005	BVX 668B	"	FLF6B	217.139	"	"	13957	3/64	Trainer 2/77 - 5/79
9006	AWW 401F	"	FLF6LX	236.333	"	"	16980	7/68	Trainer 12/76 - 11/80
9007	95 TVX	"	FLF6G	169.040	"	"	11741	12/60	Trainer 12/77 - 11/80
9008	RHK 347D	"	"	231.155	"	"	15586	6/66	Trainer 10/78 - 11/80
9009	OPU 823D	"	"	231.076	"	"	15582	2/66	Trainer 2/79 - 5/81
9010	RHK 346D	"	"	231.151	"	"	15585	6/66	Trainer 3/79 - 3/81
9011	WNO 560L	L N 1151/1R/0401		00462	L.N.	B - F		3/73	Trainer 10/87 - E
9012	Q328 MNO	Bedford	SB5	HW452650	Marshall	"		9/78	Trainer 4/90 - E
9015	WNO 552L	L N 1151/1R/0401		00359	L.N.	"		2/73	Trainer 10/78 - 6/82
9016	LFS 282F	Bristol	VRTLL6G	103	E.C.W.	H - F	17321	11/68	Trainer 10/80 - 5/86
9017	LFS 289F	"	"	110	"	"	17328	12/68	Trainer 10/80 - 6/82
9018	LFS 297F	"	"	118	"	"	17336	"	Trainer 10/80 - 5/86
9019	LFS 298F	"	"	119	"	"	17337	"	Trainer 10/80 - 6/82
9020	LFS 299F	"	"	120	"	"	17338	"	Trainer 10/80 - 3/84
9021	LFS 300F	"	"	121	"	"	17339	"	Trainer 10/80 - 12/87
9000	CPU 979G	"	VRTSL6LX	101	"	"	17264	2/69	Trainer 5/87 - E
9001	CPU 980G	"	"	131	"	"	17265	12/68	Trainer 5/87 - E
9002	CPU 981G	"	"	132	"	"	17266	1/69	Trainer 5/87 - 9/87
9003	CPU 982G	"	"	133	"	"	17267	5/69	Trainer 5/87 - 6/90
9004	CPU 983G	"	"	134	"	"	17268	1/69	Trainer 5/87 - 9/87
9005	OWC 295K	"	"	2-222	"	"	18891	10/71	Trainer 5/88 - E

Except as noted below, these vehicles were new to and had previously operated in service with Eastern National, please refer to the main fleet entries for their previous fleet numbers.

0846, 0649 & 0796 were ex Lincolnshire Road Car Company and were not used in PSV service by EN.

1023 was new to Brighton Hove & District and passed to EN in 1960, initially in PSV service.

9012 was ex Ministry of Defence, 4/90 (previously registered 47 AC 63) and was not used in PSV service by EN.

9016 - 9021 have chassis numbers prefixed VRT/LL and were ex Southdown Motor Services, 542/3/5-8, 9/80 (new to Scottish Omnibuses Ltd, AA982/9/97-300) and were not used in PSV service by EN.

9000 - 9005 (ii) have chassis numbers prefixed VRT/SL.

In addition, former Westcliff Motor Services 1939 Bristol K5G/ECW L27/26R **AJN 825** was owned by Eastern National throughout the period covered by this book. Allocated EN number 1269 in 1954, it was withdrawn from passenger service at the end of 1959, it was then on loan to the British Transport Commission for display at the Clapham Transport Museum. It returned to EN in 1969 and was stored, then placed in the care of the Eastern National Preservation Group in 1971 but returned to EN in 1988. It remains in preservation and is now owned by the AJN 825 Bus Group.

See also next page for vehicles omitted above

Additional non-psv vehicles:

0238 EBD 238 Bristol L6B. Converted in 8/62 from coach 007 to a stores lorry; withdrawn 5/71. Had been new to United Counties in 1950 with ECW FC31F body, to EN in 1958.

0555 J VX 555 Guy Arab / Strachans L--/--R. Acquired from Moores Bros 2/63 and numbered 1026 but not used by EN as a bus. Converted to a uniform issue/store vehicle 9/63; withdrawn 3/74.

--- GOG 632N Bristol VRTSL6G / MCW H43/33F. Ex Coastal Red 2/88, used briefly as a trainer (possibly until mid-May 1988, exact dates not known).



0238, the Bristol L coach converted to a stores lorry, seen here at Central Works, almost certainly taken immediately after its conversion in 1962. The late Bob Beaumont / EBEG collection.

TILLINGS TRANSPORT

Because of the frequent transfers between the main Eastern National fleet and the associated Tillings coach fleet, a fleet list of Tillings is given below. Tillings vehicles were registered in consecutive sequences through the 1950s and early 1960s, the registration numbers serving as fleet numbers. From 1963, Eastern National provided works facilities and management functions at Chelmsford so, when E.N. renumbered their fleet on 9th August 1964, it was logical to introduce a fleet numbering sequence similar to that being used by E.N. Number blocks, as allocated by E.N., were also used by Tillings with the fleet numbers prefixed with the letter T, but there were some clashes of numbers until these were eliminated by further partial renumbering on 2nd January 1966.

The company was known simply as Tillings Transport Ltd from 12th March 1963, changing to Tillings Transport (T.H.C.) Ltd on 26th October 1967 and again to Tillings Travel (N.B.C.) Ltd. on 12th March 1969. On 1st February 1970 Eastern National took over and renumbered the remaining Tillings coach fleet, whilst Tillings Travel became a travel agency business only, based at King's Cross. However, the N.B.C. decided that it should become an operating concern once more on 1st January 1971, still under the control of Eastern National but with the intention of ultimately separating. A more logical system of numbering vehicles was introduced for the former E.N. vehicles taken over, using the same number blocks as E.N. but with the Tillings vehicles having a 9 prefix. This system facilitated the easy transfer of vehicles between the two fleets, and also computerisation of vehicle records. The 'EASTERN NATIONAL' fleetname continued to be carried until vehicles were repainted into 'National white' livery over the winter of 1972/73, when the 'TILLINGS' fleetname was adopted once more.

Along with all the other 'coach only' NBC subsidiaries, Tillings was placed under what was at that time the 'Central Activities Group' of N.B.C. on 1st April 1972. From 1st April 1973 the company and coach fleet was removed from the control of Eastern National and placed under the wing of National Travel (South East) Ltd – which was in fact Samuelson's of London S.W.1 re-named - but with Tillings' legal address still at Chelmsford. The registered address was moved to that of Timpson's in Catford during October 1973. From 1st January 1974 Timpson's, Tillings and the former Samuelson's were merged as one company, individual fleetnames being dropped until 'SOUTH EAST' was adopted from about April 1976. National Travel (South East) Ltd also acquired E.N.'s remaining coaches on 19th May 1974. Major re-structuring saw certain vehicles return to E.N. in October 1978 and coaching activities were then re-started by that company. National Travel (South East) Ltd became National Travel (London) Ltd on 1st January 1979 and any connection with E.N. was finally severed, save for one vehicle (MW6G OWC 182D) which continued in use as a driving trainer.

Original series of fleetnumbers - introduced 9/8/64

T300	OJJ 749	Bristol	LS6B	101.038	E.C.W.	C39F	6948	3/54	2/65	a
T301	OJJ 750	"	"	101.039	"	"	6949	"	"	a
T302	OJJ 751	"	"	101.040	"	C41F	6950	"	"	a
T303	OLU 752	"	"	101.072	"	C39F	7764	4/54	"	a
T304	OLU 753	"	"	101.073	"	"	7765	"	"	a
T305	OLU 754	"	"	101.074	"	"	7766	"	"	a
T306	OLU 755	"	"	101.075	"	"	7767	"	"	a
T307	OLU 756	"	"	101.093	"	"	7768	"	"	a
T308	PYO 757	"	"	107.060	"	"	8247	6/55	"	a
T309	PYO 758	"	"	107.065	"	"	82413	"	"	a



Tillings in the NBC era. 9416, YTW 540F, was a rare Bristol RESH with Duple body, seen about to turn into Victoria Coach Station. New in 1968, it originally carried the EN cream & green coach livery before succumbing to National white. *EBEG collection*

T310	SLA 759	Bristol	LS6B	119.080	E.C.W.	C34F	9949	5/57	2/65	a
T311	SLA 762	"	"	119.091	"	"	9952	"	"	a
T312	SLA 763	"	"	119.105	"	"	9953	"	"	a
T313	VYO 765	"	MW6G	139.245	"	C39F	11320	1959		b
T314	VYO 766	"	"	139.246	"	"	11321	"		b
T315	VYO 767	"	"	139.247	"	C41F	11322	"	5/65	c
T316	VYO 768	"	"	139.248	"	"	11323	"	"	c
T317	VYO 769	"	"	139.249	"	"	11324	"	"	c
T318	1 BXB	"	"	184.015	"	C39F	12221	9/61	"	c
T319	2 BXB	"	"	184.027	"	C34F	12219	5/61	1/66	d
T320	3 BXB	"	"	184.028	"	"	12220	"	"	d
T321	4 BXB	"	"	184.047	"	"	12222	9/61		b
T322	5 BXB	"	"	184.043	"	"	12223	"		b
T323	9 DLY	"	"	184.244	"	"	12845	5/62		b
T324	11 DLY	"	"	184.246	"	"	12847	"		b
T325	NWC 15	"	"	204.014	"	C39F	13676	4/63	5/65	c
T326	NWC 16	"	"	204.015	"	"	13677	"		b
T327	NWC 17	"	"	204.016	"	"	13678	"		b
T328	BPU22B	"	"	213.150	"	"	14469	3/64		b
T329	BPU23B	"	"	213.171	"	"	14470	6/64		b
T330	BPU24B	"	"	213.172	"	"	14471	"		b

- a - to Eastern National, 368-80, 2/65. T312 not used by E.N. and returned 4/65
- b - T313/4/21-4/6-30 renumbered T300-10, 2/1/66
- c - to Eastern National, 380-4, 5/65
- d - to Eastern National, 385/6, 1/66

T400	AOO 18B	Bristol	RELH6G	212.025	E.C.W.	C47F	13679	2/64		a
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- a - was to have been registered 18 POO, renumbered T440, 2/1/66

T500	6 BXB	Bedford	SB8	87538	Duple	C41F	1133/387	4/61	5/65	a
T501	8 BXB	"	"	88044	"	"	1133/479	5/61	"	a
T502	7 BXB	"	"	88057	"	"	1133/478	"		b
T503	19 POO	"	"	92268	Duple(N)	"	130/10	6/63		b
T504	BPU20B	"	SB13	93901	"	"	155/7	3/64		b
T505	BPU21B	"	"	93942	"	"	155/8	"		b

- a - to Eastern National, 506/7, 5/65
- b - T502-5 renumbered T540-3, 2/1/66

T1400	2740 VX	Bristol	MW5G	164.192	E.C.W.	DP41F	11845	3/61		a
T1401	804 WVW	"	"	184.099	"	"	12609	7/61		a

- a - ex Eastern National, 1415/8, 5/65, renumbered T1480/1, 2/1/66

T1600	BNO103B	Bristol	RELH6G	212.040	E.C.W.	DP47F	14147	2/64		a
T1601	BNO104B	"	"	212.041	"	"	14148	"		a
T1602	BNO108B	"	"	212.045	"	"	14152	"		a

- a - ex Eastern National, 1602/3/7, 5/65, renumbered T1640-2, 2/1/66

Second series of fleetnumbers introduced 2/1/66 (to avoid clash of numbers with E.N. fleet)

T300	VYO 765	Bristol	MW6G	139.245	E.C.W.	C39F	11320	1959	2/70	a
T301	VYO 766	"	"	139.246	"	"	11321	"	"	a
T302	4 BXB	"	"	184.047	"	C34F	12222	9/61	4/68	b
T303	5 BXB	"	"	184.048	"	"	12223	"	"	b
T304	9 DLY	"	"	184.244	"	"	12845	5/62	"	b
T305	11 DLY	"	"	184.246	"	"	12847	"	"	b
T306	NWC 16	"	"	204.015	"	C39F	13677	4/63	2/70	c
T307	NWC 17	"	"	204.016	"	"	13678	"	"	c
T308	BPU 22B	"	"	213.150	"	"	14469	3/64	"	c
T309	BPU 23B	"	"	213.171	"	"	14470	6/64	"	c
T310	BPU 24B	"	"	213.172	"	"	14471	"	"	c
T311	OWC181D	"	"	225.145	"	C34F	15755	1/66	4/68	d
T312	OWC182D	"	"	225.148	"	"	15756	2/66	"	d
T313	OWC183D	"	"	233.024	"	"	15757	"	"	d
T314	617 JPU	"	LS6G	119.043	"	C39F	9917	1957	9/69	e
T315	284 NHK	"	MW6G	139.254	"	"	11297	1959	2/70	e f
T316	285 NHK	"	"	139.255	"	"	11298	"	"	e f
T317	NWC 15	"	"	204.014	"	"	13676	4/63	"	e f

- a - T300/1 formerly T313/4, to Eastern National as 300/1, 2/70
- b - T302-5 formerly T321-4, to Eastern National as 3887-90, 4/68
- c - T306-10 formerly T326-30, to Eastern National as 306-10, 2/70
- d - to Eastern National as 391-3, 4/68
- e - ex Eastern National, 324/37/8/84, 4/68 (NWC 15 was originally a Tillings vehicle)
- f - to Eastern National as 337/8/84, 2/70

T440	AOO 18B	Bristol	RELH6G	212.025	E.C.W.	C47F	13679	2/64	2/70	a
T441	YHK728F	"	"	RELH/4/128	"	"	17043	3/68	"	b
T442	YHK729F	"	"	RELH/4/129	"	"	17044	"	"	b

- a - T440 formerly T400, to Eastern National as 422, 2/70
- b - diverted order from Eastern National, to E.N. as 411/2, 2/70

T540	7 BXB	Bedford	SB8	88057	Duple	C41F	1133/478	5/61	1/70	a
T541	19 POO	"	"	92268	"	"	130/10	6/63	2/70	b
T542	BPU 20B	"	SB13	93901	"	"	155/7	3/64	"	b
T543	BPU 21B	"	"	93942	"	"	155/8	"	6/69	c

- a - T540 formerly T502, to Eastern National as 509, 1/70
- b - T541/2 formerly T503/4, to Eastern National as 510/1, 2/70
- c - T543 formerly T505, to Eastern National as 508, 6/69

T1480	2740 VX	Bristol	MW5G	164.192	E.C.W.	DP41F	11845	3/61	4/68	a
T1481	804 VVV	"	"	184.099	"	"	12609	7/61	"	a

- a - T1480/1 formerly T1400/1, to Eastern National as 1415/8, 4/68

T1640	BNO103B	Bristol	RELH6G	212.040	E.C.W.	DP47F	14147	2/64	9/67	a b
T1641	BNO104B	"	"	212.041	"	"	14148	"	"	a c
T1642	BNO108B	"	"	212.045	"	"	14152	"	"	a c

- a - T1640-2 formerly T1600-2, to Eastern National as 1602/3/7, 9/67
- b - to DP45F, 7/67
- c - to DP45F, 9/67

T2605	RWC 608	Bristol	FLF6B	210.014	E.C.W.	CH37/18F	13150	4/63	2/70	a
T2606	BVX668B	"	"	217.139	"	"	13957	3/64	"	a
T2607	BVX669B	"	"	217.140	"	"	13958	"	"	a

- a - ex Eastern National, 2605-7, 3/68, 'Eastern National' fleetnames were always carried.
Returned to Eastern National as 2605-7, 2/70.

Third series of fleetnumbers used from 1/1/71 to 1/4/73

9351	YBD 202	Bristol	MW6G	184.058	E.C.W.	C34F	12231	6/61	a	b
9356	10 DLY	"	"	184.245	"	"	12846	5/62	a	b
9357	12 DLY	"	"	195.001	"	"	12848	"	a	b
9358	13 DLY	"	"	195.002	"	"	12848	"	a	b
9360	OO 9548	"	"	195.028	"	"	12815	"	a	
9361	OO 9549	"	"	195.029	"	"	12816	"	a	
9362	OO 9550	"	"	195.030	"	"	12817	"	a	
9363	NWC 14	"	"	204.013	"	"	13675	4/63	a	
9387	4 BXB	"	"	184.047	"	"	12222	9/61	a	
9388	5 BXB	"	"	184.048	"	"	12223	"	a	
9389	9 DLY	"	"	184.244	"	"	12845	5/62	a	
9390	11 DLY	"	"	184.246	"	"	12847	"	a	
9391	OWC181D	"	"	225.145	"	"	15755	1/66	a	
9392	OWC182D	"	"	225.148	"	"	15756	2/66	a	

- a - ex Eastern National, 351/6-8/60-3/87-92, 1/1/71
b - reseat to C41F, 3/73

9402	AVX963B	Bristol	RELH6G	212.009	E.C.W.	C42F	13723	1/64	a	
9403	AVX964B	"	"	212.010	"	"	13724	"	a	
9404	AVX965B	"	"	212.013	"	"	13725	3/64	a	
9405	AVX966B	"	"	212.014	"	"	13726	"	a	
9406	AVX967B	"	"	212.015	"	"	13727	"	a	
9411	YHK728F	"	"	4-128	"	"	17043	3/68	b	c
9413	YTW537F	"	RESH6G	2/108	Duple	C36F	191/4	2/68	a	
9414	YTW538F	"	"	2/109	"	"	191/1	"	a	
9415	YTW539F	"	"	2/110	"	"	191/2	"	a	
9416	YTW540F	"	"	2/111	"	"	191/3	"	a	
9417	HVV241H	"	RELH6G	4-285	"	C42F	223/3	8/70	a	
9418	HVV241H	"	"	4-286	"	"	223/4	"	a	
9419	GVW981H	"	"	4-270	E.C.W.	"	18142	2/70	a	
9420	GVW982H	"	"	4-271	"	"	18143	3/70	a	
9421	GVW983H	"	"	4-275	"	"	18144	"	a	
9423	LWC974J	"	"	4-385	Plaxton	"	713381	6/71		
9424	LWC975J	"	"	4-386	"	"	713382	"		
9426	LWC977J	"	"	4-387	"	"	713384	5/71		
9427	LWC978J	"	"	4-391	"	"	713385	6/71		
9430	LWC981J	"	"	4-413	"	C47F	713396	7/71	b	
9434	PWC341K	"	"	4-407	"	C42F	723389	12/71		
9435	PWC342K	"	"	4-406	"	"	723388	"		
9436	PWC343K	"	"	4-408	"	"	723390	"		
9437	PWC344K	"	"	4-409	"	"	723391	4/72		
9438	PWC345K	"	"	4-410	"	"	723392	"		
9439	VHK175L	"	"	4-491	E.C.W.	"	19855	10/72		
9440	VHK176L	"	"	4-492	"	"	19856	"		
9441	VHK177L	"	"	4-493	"	"	19857	"		
9442	VHK178L	"	"	4-494	"	"	19858	"		
9443	XVW631L	"	"	4-528	Plaxton	C44F	733188	2/73		
9444	XVW632L	"	"	4-529	"	"	733186	"		

9445	XVW633L	Bristol	RELH5G	4-530	Plaxton	C44F	733187	2/73
9446	XVW634L	"	"	4-531	"	"	733189	"

9413-6 have chassis numbers prefixed RESH/

9411/7-21/3/4/6/7/34-46 have chassis numbers prefixed RELH-

- a - ex Eastern National, 402-6/13-21, 1/1/71
- b - ex Eastern National, 411/30, 1/73
- c - resealed to C47F, 2/73

9600	184 XNO	Bristol	FLF6B	181.118	E.C.W.	CH37/16F	12521	2/62	1/73	a d
9601	186 XNO	"	"	181.119	"	"	12522	3/62	"	a d
9602	185 XNO	"	"	181.120	"	"	12523	2/62	"	a d
9603	RWC 604	"	"	210.010	"	"	13151	3/63	"	a d
9604	RWC 607	"	"	210.013	"	"	13149	4/63	"	a d
9605	RWC 608	"	"	210.014	"	CH37/18F	13150	"	"	a b d
9606	BVX668B	"	"	217.139	"	CH37/16F	13957	3/64	"	a d
9607	BVX669B	"	"	217.140	"	"	13958	"	"	a d
9608	KNO949C	"	"	224.178	"	"	14936	3/65	"	a d
9609	KNO950C	"	"	224.179	"	CH37/22F	14937	"	"	a c d
9610	AVW401F	"	"	236.333	"	CH37/16F	16980	7/68	6/73	a e
9611	AVW402F	"	"	236.334	"	"	16981	"	8/73	a e
9612	AVW403F	"	"	236.335	"	"	16982	"	"	a e
9613	AVX974G	"	"	236.336	"	"	16983	8/68	1/73	a d
9614	AVX975G	"	"	236.337	"	"	16984	"	"	a d

- a - ex Eastern National, 2600-14, 2/71
- b - rebuilt to CH37/16F, 3/71
- c - rebuilt to CH37/16F, 4/71
- d - to Eastern National as 2600-9/13/4, 1/73
- e - to Eastern National as 2610-2, 6/73 (2610) or 8/73 (2611/2)

9700	751 DCD	Leyland	L2T	L02170	Harrington	2842	1963	Ex Southdown Motor Services 1972/3. Some without seats, various reseatings was done whilst with Tillings, too detailed to show here. All passed to NT(SE).
9701	752 DCD	"	"	L02176	"	2843	"	
9702	753 DCD	"	"	L02177	"	2844	"	
9703	750 DCD	"	"	L02115	"	2841	"	
9704	8735 CD	"	"	611974	"	2552	1961	
9705	8736 CD	"	"	611983	"	2553	1961	
9706	8737 CD	"	"	612033	"	2554	1961	
9707	8740 CD	"	"	612144	"	2595	1962	
9708	8741 CD	"	"	612217	"	2596	1962	
9709	8742 CD	"	"	612216	"	2597	1962	

On 1st April 1973 all Tillings Travel vehicles were transferred from control by Eastern National to control by a new London based coaching concern, National Travel (South East) Ltd.

Carrying its second series, 1966 fleetnumber T1481, DP seated Bristol MW5G 804 WVW shows off the Tillings fleetname on the standard EN green and cream livery as it stands under the low roof of the Kings Cross coach station in this undated shot (taken some time between January 1966 and April 1968).

It was previously Eastern National 1415 and then became Tillings T1401 in 1965. It returned to Eastern National as 1415 in April 1968.

EBEG collection



Snapshot In Time

Throughout this book vehicles are listed in fleet number order but that doesn't show the position at any given date. So to conclude, we present listings of the complete Eastern National fleet at some significant dates during the period covered by this volume, together with a list of depots and their total allocations on those dates. Where Tillings was a separate fleet, they are included as a separate table; they are not counted in the depot totals.

The tables below show how the fleet size has varied over the years and in particular how the coach fleet has declined.

August 1964

At the fleet renumbering

Type	Make	Fleet numbers	Total	
Coaches	Commer Avenger	100-2	3	
	Bristol LL	200-9	10	
	Bristol LS & MW	300-67	68	
	Bristol RELH	400-6	7	
	Bedford SB	500-5	6	
	Bristol FLF	2600-7	8	
Dual purpose				102
	Bristol MW dual purpose	1400-31	32	
	Bristol RELH dual purpose	1600-7	8	
				40
Buses	Bristol L/LL/LWL	1107/8/13/4/6-46	34	
	Bristol LS	1200-47	48	
	Bristol MW bus	1300-62	63	
	Guy Arab	2000-19	20	
	Leyland PD1/PD2	2100-6/8-19	19	
	Bristol K/KS/KSW	2200-70, 2300-87	159	
	Bristol LD/LDL/FS	2400-2539	140	
	Bristol FLF	2700-2804	105	
				588
GRAND TOTAL				730

Depot disposition

Brentwood	BD	63	Canvey	CY	8
Braintree	BE	39	Halstead	HD	23
Basildon	BN	89	Hadleigh	HH	42
Bishops Stortford	BS	19	Kelvedon	KN	27
Chelmsford	CF	90	Maldon	MN	28
Clacton (incl Dovercourt)	CN (incl. DT)	76	Southend (incl Prittlewell)	SD (incl. PL)	159
Colchester	CR	50	Wood Green	WG	14

The remaining vehicles (4) were delicensed.

Tillings Transport

Type	Make	Fleet numbers	Total
Coaches	Bristol LS & MW	T300-330	31
	Bristol RELH	T400	1
	Bedford SB	T500-5	6
GRAND TOTAL			38

EN plus Tillings combined = 768 buses & coaches

February 1973:

The peak of Bristol/ECW standardisation, before the first Leyland Nationals entered service

Type	Make	Fleet numbers	Total	
Coaches	Bristol MW	306-9,344-50,364-7, 383-6, 393	20	
	Bristol RELH	407-10/2, 425/8/9/31-3	11	
	Bristol FLF	2600-9/13-4	12	
Dual purpose				43
	Bristol MW dual purpose	1400-39	40	
	Bristol RELH dual purpose	1600-1613	14	
Buses				54
	Bristol LS	1221/2/4-33/5-46/8	25	
	Bristol MW bus	1300-1362	63	
	Bristol RELL	1500-54	55	
	Guy Arab	2014-9	6	
	Bristol KSW (open top)	2379/82-4/6	5	
	Bristol LD/LDL/FS	2405/6/27/9/33-50/3-7/60-5/78-92/4-539	94	
	Bristol FLF	2700-864/74-7/84-931	217	
	Bristol VR	3000-26	27	
				492
GRAND TOTAL			589	

There are only 6 vehicles not on Bristol chassis (Guys 2014-9) and just 12 with bodies other than by ECW (Plaxton 425/8/9/31-3 & Massey 2014-9).

Depot disposition

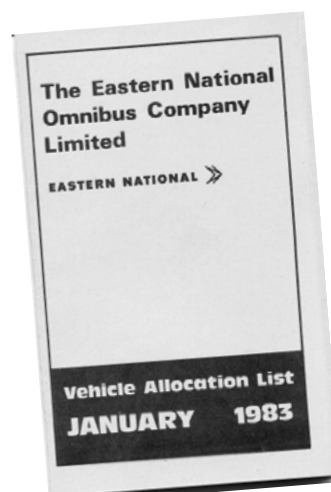
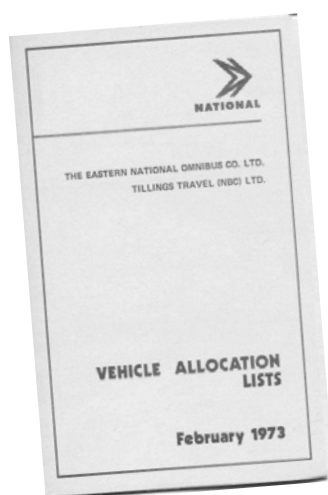
Brentwood	BD	45	Canvey	CY	12
Braintree	BE	31	Halstead	HD	16
Basildon	BN	95	Hadleigh	HH	31
Bishops Stortford	BS	16	Kelvedon	KN	19
Chelmsford (incl. Dunmow)	CF (incl. DW)	80	Maldon	MN	25
Clacton (incl Dovercourt and Walton)	CN (incl. DT & WN)	50	Prittlewell	PL	0
Colchester (incl W Mersea)	CR	36	Southend	SD	78
			Wood Green	WG	15

The remaining vehicles (47) were delicensed.

Tillings Travel

Type	Make	Fleet numbers	Total	
Coaches	Bristol LS & MW	9351/6-63/87-92	14	
	Bristol RELH	9402-6/11/13-21/3/4/6/7/30/4-42	29	
	Leyland Leopard	9700-2	3	
	Bristol FLF	9610-2	3	
GRAND TOTAL			49	

EN plus Tillings combined = 638 buses & coaches



December 1982:

Bristol VRs and Leyland Nationals dominate and the first Olympians have just arrived

Type	Make	Fleet numbers	Total	
Coaches	Leyland Leopard	1300-6	7	
	Bristol RELH	1400/3-19	18	
Disability coach	Leyland National	2200	1	
Dual purpose				26
	Bedford YMT	1200-1217	18	
				18
Buses	Bedford YMQS	1050-9	10	
	Bristol RELL	1504/10-2/6/7/20-4/7-30/2-4/6/9-54	35	
	Leyland National	1700-5/7-1939	239	
	Bristol KSW (open top)	2383/4	2	
	Bristol VR	3000-4/14/8-41/5/7-3129	114	
	Leyland Olympian	4000-2	3	
				403
GRAND TOTAL			447	

Depot disposition

Brentwood	BD	34	Halstead	HD	10
Braintree	BE	18	Hadleigh	HH	38
Basildon	BN	72	Harwich	DT	9
Bishops Stortford	BS	12	Maldon	MN	21
Chelmsford (incl. Dunmow)	CF (incl. DW)	62	Silver End	SE	15
Clacton (incl Walton)	CN (incl. WN)	31	Southend	SD	72
Colchester	CR	32	Pool vehicles/delicensed		21

July 1987:

Including operations in London and lots of minibuses

Type	Make	Fleet numbers	Total	
Coaches	Leyland Tiger	1128-33	6	
	Leyland Leopard	1300-10	11	
	MCW Metroliner	1600-3	4	
	Leyland Olympian	4500-12	13	
Disability coaches	Leyland National	2200-2	3	
	Bristol RELH	2203	1	
Dual purpose				38
	Leyland Tiger	1110-27	18	
				18
Buses	Peugeot car	0120/1	2	
	Mercedes minibus	0200-44	45	
	Ford Transit minibus	0600-4, 0750-6	12	
	Bedford YMQS	1050-8	9	
	Leyland National	1500-3, 1650/1/3-9, 1700-5/7-9, 1711-58/60-93/5-1814/6-1939	247	
	Bristol KSW (open top)	2383/4	2	
	Bristol VR	3018/20-5/8-41/8-129, 3200-18	122	
	Bristol VR (open top)	3500/1	2	
	Leyland Olympian bus/DP	4000-21	22	
				463
GRAND TOTAL			519	

Depot disposition

Brentwood	BD	46	Hadleigh	HH	37
Braintree	BE	29	Harwich	DT	10
Basildon	BN	69	Maldon	MN	20
Bishops Stortford	BS	19	Ponders End	PD	30
Chelmsford (incl. Dunmow & South Woodham)	CF (incl. DW & SW)	71	Silver End	SE	14
Clacton (incl Walton)	CN (incl. WN)	41	Southend	SD	64
Colchester	CR	28	Walthamstow	WW	33
			Pool vehicles/delicensed		8

July 1990:

Immediately prior to the split into Eastern National and Thamesway

Type	Make	Fleet numbers	Total	
Coaches	Leyland Tiger	1128-30	3	
	Leyland Leopard	1308-10	3	
	Leyland Olympian	4500-12	13	
Disability coaches	Leyland National	2200-2	3	
	Bristol RELH	2203	1	23
Dual purpose	Leyland Tiger	1110-27	18	
Buses	Peugeot car	0120/1	2	
	Mercedes minibus	0200-60, 0800-4	66	
	Ford Transit minibus	0750-6	7	
	Leyland National	1500-2, 1721/5/37/8/40-5/7/8/50-8/60-82/4-93/5-1806/8-14/6-57/9-1933/5-9	198	
	Leyland Lynx	1400-29	30	
	Bristol VR	3033/8/41/8-129, 3200-9/11-18	103	
	Leyland Olympian bus/DP	4000-21	22	
	Bristol KSW (open top)	2383/4	2	
	Bristol VR (open top)	3500/1	2	
			432	
GRAND TOTAL			473	

Depot disposition

Brentwood	BD	41
Braintree	BE	28
Basildon	BN	58
Bishops Stortford	BS	14
Chelmsford (incl. Dunmow & South Woodham)	CF (incl. DW & SW)	63
Clacton (incl. Walton)	CN (incl. WN)	42
Colchester	CR	29

Hadleigh	HH	35
Harwich	DT	10
Maldon	MN	21
Ponders End	PD	32
Southend	SD	46
Walthamstow	WW	39
Pool vehicles/delicensed		15

Tailpiece

It is remarkable that over the 27 years covered by this book, 2 vehicles have featured throughout – 1953-built Bristol KSWs 2383/4. In 1964 they were just two of the many closed top, lowbridge buses in the fleet. They were converted to open top in 1965/6 along with 8 others of the type and that has ensured their longevity. Both survive in 2017 in preservation.



Seen at the Transport Collection at Great Yeldham in May 2011, 2383 provides an enduring link throughout this book. New in 1953 to Westcliff Motor Services, it remained with Eastern National in 1990 when the company was split. It entered preservation in 2010.

Richard Delahoy

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Essex Bus News

Issue 679 November 2020



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Above: Plaxton bodied Leyland Tiger coach 1132, C132 HJN, in Highwayman coach livery but seen in Colchester Bus Station on local bus service 74 to Clacton, February 27th, 1988. *Richard Delahoy*

Below: the attractive "venetian blind" is displayed on long wheelbase Olympian 4509, B697 BPU, laying over in York Way at Kings Cross before returning to Southend on the 400 service. *Kevin Smith*



Rear cover upper: Bristol/ECW vehicles dominated the Eastern National fleet for very many years, as typified by this scene on April 18th, 1971 at Southend depot. Prominent are LD 2426, RELH 1605 and FLF 2818, with MW bus 1301 inside the depot building and plenty more Bristol/ECW vehicles in the background. 100% Bristol/ECW dominance was never quite achieved, however! *Richard Delahoy*

Lower: the first of over 200 Leyland Nationals joined the fleet in 1973. 1729, NEV 686M was new in January 1974 and is seen at Southend Central Station approach on the 26th of that month. *Richard Delahoy*



Eastern National Fleet Record Volume 1, 1964 - 1990

Bob Palmer

ISBN 978 0 948370 06 9 ESSEX BUS ENTHUSIASTS GROUP

£9.99