

# ESSEX BUSES FLEET RECORD

Volume 3: 1996 – 2004

*Eastern National & Thamesway Reunited*

Adam Kelleher



ESSEX BUS ENTHUSIASTS GROUP



**Above:** Mercedes-Benz minibuses dominated the fleet at the start of the period, accounting for virtually half of the total fleet (268 out of 541 vehicles), but their numbers declined steadily such that only 42 remained in March 2004 and relatively few were painted into First corporate colours. 811 in Thamesway colours in Temple Sutton, Southend on 14<sup>th</sup> February 2003 contrasts with EN liveried 2708 in Chelmsford seen in the period between delivery as 2708 in June 1997 and its renumbering as 428 three months later.

*Richard Delahoy (upper)/The late Eric Thompson (lower)*

**Front cover:** this volume covers the transition from local identities and liveries to the First corporate scheme, plus the rise of the Dennis Dart. 2803, seen in Southend on 21st February 2004, encapsulates this perfectly; it is in Eastern National livery, allocated to a former Thamesway depot and no longer has local fleet names, just corporate First ones. Three weeks later it would gain the corporate fleet number 46803. The move to the corporate Barbie and Barbie 2 liveries is featured on the rear cover.

*Richard Delahoy*

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2018

# Series Introduction

## The Eastern National & Successors Fleet Record series

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 book had long been out of print and in 2017 we reissued it as the start of a four-volume series covering the period 1964 to 2019. This book is the third in that series, comprising:

|          |                              |                                                               |                       |
|----------|------------------------------|---------------------------------------------------------------|-----------------------|
| Volume 1 | Eastern National             | 1964 - 1990                                                   | Published 2017        |
| Volume 2 | Eastern National & Thamesway | 1990 - 1996<br><i>The Badgerline Years</i>                    | Published 2017        |
| Volume 3 | Essex Buses                  | 1996 - 2004<br><i>Eastern National and Thamesway Reunited</i> | This volume           |
| Volume 4 | First Essex Buses            | 2004 - 2019<br><i>The Sema Numbering</i>                      | Due in September 2019 |

This volume has been written by Adam Kelleher and has been edited and produced by Richard Delahoy, with assistance and additional information provided by Paul Harvey.

To follow current developments in the First Essex fleet, subscribe to our monthly magazine, *Essex Bus News*. We also still have available Volumes 1 & 2 of this series. See page 98 for details of how to order these books.

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### ***Title page photo:***

Double deckers formed a relatively small part of the fleet in the years covered by this volume, with the Bristol VR fleet dwindling, supported by a number of Leyland Olympians, many second-hand, latterly supplemented by newer Volvo Olympians. Here 4019 is fresh from refurbishment at Hants & Dorset Engineering, photographed at the east end of Colchester High Street and turning into the Bus Station, on 9<sup>th</sup> April 2002. It carries the so-called Barbie 2 livery, unusually incomplete as the pink fade-in vinyls had yet to be added above the blue skirt. They were affixed later that month.

The Leyland Olympians were the oldest buses in the fleet to receive Barbie livery; no Bristol VRs or Leyland Nationals received the First Group corporate colours. *Richard Delahoy*

# FLEET RECORD OF ESSEX BUSES LIMITED

## March 1996 to March 2004

### Introduction & Company Structures

Following the decision by First Bus to remerge Eastern National and Thamesway under Essex Buses Limited, this volume continues the Fleet Record of Eastern National and its associated and successor companies from March 1996. The years 1964-1990 were covered in Volume 1 and the years 1990-1996, the period when Eastern National and Thamesway were separate companies, were covered in Volume 2. This volume ends in March 2004, when the fleet was renumbered under the First Group national Sema system.

At the start of this volume, despite both now being part of Essex Buses, the distinctions between Eastern National and Thamesway were still strong with each having their own liveries. However, these distinctions gradually became more blurred over time and by the end of the volume they were non-existent. To reflect the early year differences, an extra column has been added to the vehicle listings to show which division a vehicle originally belonged to, and information on transfers between divisions is provided in the notes. Local fleet names were dropped in November 2001 (although in practice it took time to remove them from vehicles), so from this date there is no longer any distinction made between Eastern National and Thamesway in this book.

The former Thamesway Ltd company, which became dormant with the transfer of Thamesway vehicles to Essex Buses in March 1996, was dissolved in 2001. (Incidentally, it had been formed in July 1990 as Badgerline South Ltd, which itself was previously Quayshelfco172 Ltd.).

Robin Orbell, the Managing Director of Essex Buses, left the company in April 1997 during an ongoing management reorganisation within First Bus. Bill Hiron, the MD of Eastern Counties (and a former Thamesway MD) had Essex Buses added to his portfolio in a new position of MD East Anglia, with Alan Barrett, MD at Thamesway, becoming MD at Eastern Counties. Thus began a long period of links between Essex Buses and Eastern Counties which later led to a common livery style (details below). These links were further strengthened when Michael Payne, the Commercial Director at Eastern Counties, was appointed Marketing Director for Eastern National, Thamesway and Eastern Counties. Further group restructuring saw Mr Hiron appointed Divisional Director for Midlands & East Anglia in summer 1999, with his responsibility covering Eastern National, Thamesway, Eastern Counties, Leicester and Northampton.

Following expansion into operating rail franchises and the purchase of a 51% stake in Bristol International Airport, First Bus was renamed First Group in December 1997.

On 2<sup>nd</sup> January 2003, Essex Buses Ltd was renamed First Essex Buses Ltd and the registered address transferred from the long standing New Writtle Street to Bus Depot, Duke Street, Chelmsford.

## News Highlights 1996-2004

### *Southend Co-ordination Returns*

In a surprise move on 18<sup>th</sup> May 1996, three years after the end of the hotly disputed Southend "bus war" (see Volume 2 for details), Thamesway and Southend Transport made significant and co-ordinated changes to their bus services in the Southend area. The changes meant that Thamesway would no longer serve Shoeburyness and Southend Transport would no longer serve Canvey, with each operator making improvements to services in "their" area. However, competition remained on many corridors. Before the changes could be made, agreement was required from the Office of Fair Trading. In addition to the service changes, ticket inter-availability between Thamesway, Southend Transport and Stephensons Coaches was introduced.

### *Village Link Services*

In April 1998, Essex County Council received one of the largest grants from the Government's package of extra funding to improve rural transport. The grants were based on rural population. This led to the introduction of Village Link services from 4<sup>th</sup> January 1999, with further services introduced throughout the year. Essex Buses ran the majority of these, based around Bishops Stortford, Brentwood and Clacton and surrounding areas, but other operators were also involved, for example, Chariots of Stanford-le-Hope ran the 14/15 from Chelmsford to Wickford and later in the year a Dengie Village Link network was introduced, operated by Arriva Southend. In December 1999, Essex Buses purchased six Mercedes minibuses (430-435) for Village Link services in the Bishops Stortford area, painted in a VL version of standard livery.

### *Links with Eastern Counties*

On 24<sup>th</sup> May 1998, illustrating the new links between Essex Buses and Eastern Counties, a new Bus Ranger ticket was launched which could be used on First Group services in Norfolk, Suffolk and Essex (Eastern Counties, Eastern National and Thamesway). The existing Essex Ranger remained available.

### *Loss of most LRT Services*

On 7<sup>th</sup> July 1998 First Group completed the purchase of Capital Citybus. This was to have a significant impact on Thamesway who at the time were a major operator of services under contract to LRT. Just before the formal takeover, LRT route D8 passed to Capital on 29<sup>th</sup> June and First Capital took over operation of service W9 on 1<sup>st</sup> August.

Thamesway's Ponders End depot plus its Brimsdown Road outstation and all its operations (with the exception of route 193) transferred to First Capital on 26<sup>th</sup> September. The routes that passed to Capital were 191, 362, 379, 389, 399, 462, W11, W12, W13 and W17. (See "Snapshots in Time" below for vehicle reductions caused by this). The story of Eastern National and Thamesway's involvement with London tendering is explained in our book, *Eastern National & Thamesway in London: Volume 1 - Tendered Services*, see advert on page 97.

### *Commuter Services*

Eastern National's once thriving London commuter services came to an end in late December 1998 and from 4<sup>th</sup> January 1999 the remaining services passed to Fargo Coaches of Rayne (along with Leyland Olympian coach 4511).

In a twist to normal coach commuter services, in May 1998 a combined coach and rail commuter service was introduced running from the northern suburbs of Southend to London Fenchurch Street, with passengers travelling on a Thamesway coach to West Horndon railway station where they transferred to LTS trains. Thamesway Volvo B10M 606 was repainted into a green / white / yellow Arterial Express livery for this (see picture inside the rear cover). This venture was not a success and was withdrawn after 30<sup>th</sup> July 1999 with 606 being sold.

The S1-S5 CitySAVER routes from Southend to London were withdrawn from 9<sup>th</sup> October 1999, with new joint services with Arriva Southend, branded as part of the Green Line network and numbered 720-723, starting the next day (requiring eight coaches from each company on Mondays to Fridays, repainted into Green Line livery). However, two years later, Thamesway withdrew from the services stating that not enough people were using them and that losses were at an unsustainable rate, with no prospect that this position would improve in the foreseeable future. The last day of service was Saturday 27<sup>th</sup> October 2001, leaving Arriva Southend as the sole operator, operating a reduced timetable from 29<sup>th</sup> October. Thus, nearly a decade after the first Thamesway commuter services between Southend and London first ran on 7<sup>th</sup> July 1992, they came to an end. (The Arriva Southend services were themselves withdrawn from 17<sup>th</sup> February 2002; Stephenson's Coaches took over the service, reverting to the traditional Southend Transport X1 number, but that operation ceased after 11<sup>th</sup> July 2008 finally ending the once prolific Southend to London commuter coach services).

### *Airport Buses & Coaches*

On 2<sup>nd</sup> July 1999, First Group acquired the operations of Biss (formerly Biss Brothers) and Airport Coaches, based at Stansted Airport, from the Lynton Group, although the main coaching side of the business (along with a number of vehicles and the Biss name) was sold on to Associated Coachways of Harlow only two months later. Vehicles were kept at First Avenue, on the north side of the Airport, adjacent to the old terminal building. (Biss had moved from their long-term base at Spellbrook, Bishops Stortford, to the Airport Coaches base at Stansted Airport at the turn of 1995/96. A new dark blue livery was introduced around the same time. By October 1996, Biss and Airport Coaches appeared to be operating as one company, although still using both fleet names). Airport Buses & Coaches Stansted depot closed on 7<sup>th</sup> July 2003.

Although the operations of Airport Buses & Coaches retained their own identity and operating licence (PF1320/1), they were under Eastern National control. By January 2000 the base was being used by Eastern National to operate Village Link service 7, and there were a number of short-term loans of vehicles from Eastern National to Airport Buses & Coaches. Later, the EN Bishops Stortford allocation transferred to the Stansted base. Because of these factors, in this volume transfers between Eastern National and Airport Buses & Coaches are not recorded, however, transfers directly from Thamesway to Airport Buses & Coaches are noted in the fleet lists.

### *Overground and Metro Networks plus Connection*

The first Overground network started in Glasgow in 2000 and featured frequent services on core routes. The concept was extended during summer 2000 to include Edinburgh, Bradford and Sheffield. Overground was described by First Group as "providing simplified routes and turn-up-and-go services with modern fleets", with main daytime services at every 15 minutes or less and meeting at a common hub.

Overground was introduced to Chelmsford town services on 13<sup>th</sup> May 2002. Separate colour coded timetable leaflets were issued and most, but not all, routes were operated by buses that had matching colour coded branding. Two routes only received colour coded timetables, without branded buses, route 43 turquoise and route 48 mauve.

Basildon's route 100 received Overground branding in July 2002, with its routes 5, 8 and 12 following in December 2002-January 2003. Colchester routes 64 and 65 received Overground branding from June to August 2003.

The first Metro network commenced operation in Leicester in September 2000 with Southampton following the next month. Metro was introduced to Southend town services on 15<sup>th</sup> June 2003. Again, colour coded timetables were issued, and again not all routes received

branded buses, claret route 2, mauve route 25 and turquoise route 28 did not. Some step entrance vehicles received branding, whereas for Overground, all branded buses were initially low floor. Services in a Metro network could operate at less than 15-minute intervals.

Similar colour coded branding was introduced to Chelmsford depot operated routes 31/31X, 36 & 352 (352 jointly worked with Braintree depot) from June 2003 onwards, but these received "Connection" branding as they worked on out of town services.

Details of which buses received which coloured branding are included in the notes to the fleet lists.

#### *Phoenix Student Travel*

When in 1996 Essex County Council ceased providing free transport for pupils to selective (grammar) schools, the body that had been set up two years earlier to organise the 11+ exams, the Consortium of Selective Schools in Essex (CSSE), arranged to buy bus tickets in bulk from Essex Buses. This quickly expanded into dedicated contract services and by 2000 there were 14 such services, all operated by Essex Buses with vehicles in standard livery. At that point the organisation of bus services had outgrown the CSSE and one of its managers, Bob Farrell, set up a separate company, Phoenix Student Travel Ltd. From September 2000 the number of contract routes was to increase to 29 but Essex Buses were unable to obtain the extra buses required so it was agreed that Phoenix would buy additional buses and lease them to Essex Buses, to be operated in a special Phoenix livery (details below).

Hence in July & August 2000 Phoenix purchased an initial fleet of seven vehicles which Essex Buses numbered 5000-6. Later a further five were added, 5009-12/17. These buses were operated and maintained by Essex Buses and were mainly used only on Phoenix contract routes, but they also worked on weekend rail replacement and special services such as to the V Festival in Chelmsford; there were some very rare occasions when they appeared on normal Essex Buses' services. Conversely, vehicles from Essex Buses' main fleet were used on Phoenix services when required.

By the summer of 2001, Essex Buses decided that they needed to phase out the elderly Bristol VRs still running some of the contract routes. At the same time, pupil numbers continued to rise, meaning that a number of single deck contracts would now require double deckers, which Essex Buses did not have spare. Phoenix also wanted to have greater control over the operations and decided to obtain their own Operator's Licence and they established a depot in Maldon. They initially acquired 12 ex-London Buses L class Leyland Olympians from Stagecoach Selkent in summer 2001. Following on from the 50xx series they were numbered in the 60xx series (to highlight that they were full-height vehicles) and were painted in the same Phoenix livery, but these vehicles were not connected to the Essex Buses fleet. Pending the granting of the Phoenix O Licence in March 2002, operations were conducted by Ensignbus on their behalf (from September 2001 until March 2002).

In September 2001, when Phoenix started their own services, three vehicles leased to Essex Buses transferred to Ensignbus and by autumn 2003 nine former Essex Buses vehicles were being directly operated, leaving just three with First Essex. These final three continued to be operated by First until Phoenix unexpectedly ceased operations on 17th October 2003 and was subsequently placed into liquidation.

Phoenix ultimately owned over 30 buses but only those leased to and operated by Essex Buses are included in the fleet lists.

### *Blinds*

Although dot matrix (flip dot) blinds had been trialled in 1985 on Leyland Olympians, these had not been successful, and they were converted to standard roller blinds as detailed in Volume 2. However, as the technology improved, dot matrix blinds were gradually re-introduced, initially with just the route number and later extending to the destination as well. Towards the end of the period covered by this volume, orange LED blinds were introduced, on 450-452 delivered in November 2003. These were to become standard on nearly all new vehicles, plus many older vehicles were later retrofitted with them.

### *Miscellaneous*

The first real time information displays were introduced in April 2001, with one outside Hadleigh depot showing the time of arrival of the next Canvey Clipper service. From April 2003, First were looking for full and part time drivers to work from their Essex garages. Agreement with the unions had been reached which meant that part time drivers were being recruited for the first time and it was hoped that this flexible approach would attract new applicants.

### *Farewell to Old Stalwarts*

By the end of the period covered by this volume, all of the once prolific Leyland Nationals, which had been in use since 1973, had gone, and of the Bristol VRs, first introduced in 1969, only two remained.

## Depots

|    |                                                                                                                         |
|----|-------------------------------------------------------------------------------------------------------------------------|
| BN | Basildon - Cherrydown                                                                                                   |
| BE | Braintree - Fairfield Road                                                                                              |
| BD | Brentwood - North Road. The depot had closed in December 1995 but the forecourt remained in use as an outstation of BN. |
| -  | Brimsdown - Duck Lees Lane, an outstation of PD                                                                         |
| BS | Bishops Stortford - Adderley Road, an outstation of CF                                                                  |
| CF | Chelmsford - Duke Street                                                                                                |
| CN | Clacton - Telford Road                                                                                                  |
| CR | Colchester - Queen Street plus Unit 3, Haven Road                                                                       |
| DW | Dunmow - Don's of Dunmow, an outstation of CF (one vehicle only)                                                        |
| HH | Hadleigh - London Road                                                                                                  |
| DT | Harwich - Station Road                                                                                                  |
| MN | Maldon - High Street. The depot had closed in June 1993 but the forecourt remained in use as an outstation of CF.       |
| PD | Ponders End - Morson Road (on the Wharf Road Industrial Estate)                                                         |
| WN | Walton - Kino Road, an outstation of CN                                                                                 |

By the time of this volume depot codes were no longer carried on buses.

The Head Office and Driver Training school were at Stapleford Close, New Writtle Street, Chelmsford. As mentioned above, the registered address of the company transferred from New Writtle Street to Bus Depot, Duke Street, Chelmsford in January 2003.

The outstation at Maldon moved to Station Road in mid-May 1996. The site consisted of an open-air parking area with a Portacabin office. The former bus station and depot was demolished by the end of October 1998.

Walton outstation closed on 25<sup>th</sup> May 1996, all vehicles based there transferred to parent depot Clacton, but it was used for a while afterwards for storage. An arson attack there on 14<sup>th</sup> December 1996 destroyed the two open top VRs and caused severe damage to preserved AJN 825, although luckily AJN was repairable. Walton depot was demolished in January 1999.

Ponders End and Brimsdown transferred to First Capital on 26<sup>th</sup> September 1998.

Brentwood outstation closed in September 1996. The depot was then knocked down and a Sainsbury's store built on the site. A new outstation opened on 28<sup>th</sup> June 1997. Buses were parked in the railway station car park with an office on Platform 4 in the station. (This was during the period, 1997-2004, when First Group ran the Great Eastern Railway franchise). 12 vehicles were needed to operate town services, school contracts and some journeys on ECC route 201 from Epping.

A new depot opened at Bryant Avenue, Harold Hill (coded RD) on 2<sup>nd</sup> September 1998. It had a small covered shed, an open parking area and a portacabin office. The Brentwood Station outstation was closed as a result of the opening of the new premises. LRT route 193, together with Mercedes 401-410, transferred from PD to RD on 17<sup>th</sup> October. RD operated route 193, Brentwood local routes, ECC 301 (the 201 had been extended to South Woodford and renumbered 301 in August 1998) and some journeys on routes 251 & 551.

The Bishops Stortford outstation allocation moved to the Airport Buses & Coaches base at Stansted Airport in August 2000 (and at the same time reverted to a separate allocation, rather than being part of the Chelmsford allocation which it had been for the previous few years). Airport Buses & Coaches Stansted depot closed on 7<sup>th</sup> July 2003. Duties transferred to Chelmsford except Coachlink 222 which moved to Colchester with Volvo coaches 602/8/10.



The Harold Hill (Romford) depot was rarely photographed but *Chris Stewart's* shot taken on 5<sup>th</sup> February 2001 shows the fairly basic facilities described above. The Mercedes minibuses on the forecourt include 2662 in a white livery for service 77 which was diverted to serve BT premises in London Road, Brentwood.

## Vehicle Series & Numbering

When Essex Buses was formed it combined the Eastern National and Thamesway fleets under one common numbering system. Despite this, initially the two divisions continued with separate number groups for similar types of vehicles, for example, Mercedes Benz minibuses were numbered in the 26xx series by Eastern National and in the 4xx series by Thamesway. However, after a couple of years this practice ceased. In September 1997 Eastern National's three-month old Mercedes / Varios 2701-2708 were renumbered into the Thamesway series as 421-428, and in March 1998 new Eastern National Dart SLFs 712-716 were numbered in the same series as existing Thamesway ones.

The number series used by Essex Buses for different types of vehicles was as follows. Note, for each sequence, the lowest number in stock during the years covered by this volume is given. For example, Leyland Nationals originally commenced at 1700 but by March 1996 the lowest numbered one still in stock was 1803. Note also the re-introduction of some series ending with zero rather than one.

|      |                                                                |
|------|----------------------------------------------------------------|
| 31   | Mercedes Benz L608D ex District Bus                            |
| 35   | Volvo B10M                                                     |
| 100  | Vehicles acquired with the business of Biss & Airport Coaches  |
| 200  | Mercedes Benz L608D, L609D, 709D                               |
| 301  | Mercedes Benz 709D                                             |
| 401  | Mercedes Benz 711D                                             |
| 411  | Mercedes Benz O814 Vario                                       |
| 501  | Optare Solo                                                    |
| 601  | Volvo B10M                                                     |
| 621  | Volvo B6                                                       |
| 630  | Volvo B10L                                                     |
| 650  | Scania L94UB                                                   |
| 701  | Dart SLF                                                       |
| 800  | Mercedes Benz 811D                                             |
| 851  | Dart (mobility)                                                |
| 855  | Dart SLF (mini)                                                |
| 861  | Dart / Wrightbus (not operated)                                |
| 901  | Dart / Plaxton                                                 |
| 1001 | Leyland Tiger dual purpose (bus body)                          |
| 1112 | Leyland Tiger dual purpose                                     |
| 1128 | Leyland Tiger coach                                            |
| 1132 | Volvo B10M                                                     |
| 1400 | Leyland Lynx                                                   |
| 1501 | Dennis Lance                                                   |
| 1550 | Dennis Javelin                                                 |
| 1601 | (first series) Volvo B6R                                       |
| 1601 | (second series) Volvo B10M bus                                 |
| 1803 | Leyland National (continues into the 19xx series)              |
| 2202 | Mercedes Benz L608D, L609D                                     |
| 2383 | Bristol KSW open top                                           |
| 2601 | Mercedes Benz 709D                                             |
| 2701 | Mercedes Benz O814 Vario (soon renumbered into the 411 series) |
| 2801 | Dart / Plaxton                                                 |
| 2901 | Dart / Alexander                                               |
| 3069 | Bristol VR                                                     |
| 3219 | Bristol VR acquired                                            |
| 3500 | Bristol VR open top                                            |
| 4000 | Leyland Olympian                                               |
| 4301 | Volvo Olympian                                                 |
| 4501 | Leyland Olympian coach                                         |
| 5000 | Vehicles leased from Phoenix Student Travel                    |
| 9001 | Former PSVs, including driver trainers                         |

Details of the Sema renumbering scheme, implemented in March 2004, are given on pages 86 to 89.

## Liveries

As at March 1996, some vehicles still carried the Eastern National privatisation livery of chrome yellow and dark green that had been introduced in 1986. A revised Eastern National livery had been introduced in May 1993, still with yellow and green as the main colours, but the green was a much lighter shade. Doors and wheels were painted blue and front & side fleet names were in red (rear fleet names were yellow). A Thamesway livery of maroon and yellow (a lighter shade than Eastern National's) had been introduced in September 1990 and there were vehicles still in this livery as at March 1996. A new livery of yellow with a pink diagonal "sash" had been introduced in August 1994.

Thamesway CitySAVER coaches (601-619) were painted in an orange livery with a broad central yellow band with blue lining above the windows and below the yellow band. The four Darts for LRT Mobility services (851-854) were in London red livery with a broad central yellow band with black signwriting and white fleet names. For a more detailed description of these liveries please refer to Volume 2. By the close of this volume the 1986 Eastern National and 1990 Thamesway liveries had become extinct.

The 1993 Eastern National and 1994 Thamesway liveries initially continued unchanged, but fleet names were soon amended to corporate First Bus style, in lower case (capital first letter) with a circular stylised f symbol (to indicate a road). The first buses to receive this style were Thamesway Darts 973-987 delivered in April 1996, plus repainted Thamesway Lynx 1400 and Eastern National Leyland National 1924 the same month. At the same time, local logos, the "E" on Eastern National buses and the "River Thames / Thames Sailing Barge" on Thamesway ones, were removed (badgers had already been removed from June 1995 onwards after the formation of First Bus). The "i" in Eastern National did not have a tittle (dot), a quirk of First branding (left over from the days of its founder constituent company Grampian Regional Transport, which used a thistle instead of a tittle).

In March 1998, Dennis Dart SLFs 712-716 were delivered in a new First Group corporate livery of white, with dark blue and magenta stripes at skirt level with a "willow leaf" pattern towards the rear on both sides. This became colloquially known as "Barbie" due to the similarity of the colours to those associated with the famous toy doll. These vehicles also featured a new purple based corporate interior / moquette and turquoise handrails. Around the same time, the main fleet names on existing vehicles were changed to "First" (without a tittle), with "Eastern National" (now with a tittle) and "Thamesway" becoming small subsidiary names below the front side windows.

Leyland National 1896 carried a unique livery variation. When it transferred from Thamesway to Eastern National in January 1998, it was in 1990 Thamesway livery; its Thamesway fleet names and maroon line on cove panels were removed, with its lower maroon areas being repainted green. Similarly, Thamesway DP Leyland Tigers 1112/4/5, which were in 1986 Eastern National DP livery, had their green skirts repainted maroon around August 1997, three years after Thamesway had replaced the maroon in their livery with pink.

Volvo B10Ms 35 / 1132-33 were in Eastern Counties (Great Yarmouth Blue Bus) light blue livery with two white diagonal stripes (although 35 was later repainted). Volvo B10M 606 received a green / white / yellow Arterial Express livery in May 1998.

In February 1999, eight Darts received a "Super 8" livery of blue with a broad yellow band for route 8 in Basildon. They stayed in this livery until spring 2003.

Demonstrating the links between Essex Buses and Eastern Counties, in April 1999 a standard livery style was introduced across the fleets, known as Anglia livery. All repaints were in Eastern National chrome yellow but with different coloured skirts. Eastern National had green, Thamesway pink, Eastern Counties red, Eastern Counties former Great Yarmouth Corporation light blue and Eastern Counties former Great Yarmouth Flying Banana light green. In December 1999, a sixth variation debuted with Eastern National Village Link minibuses having light red. The plan was that buses could transfer between different fleets and would only need the skirt repainting. However, this idea never really took off as the following year the Anglia liveries were superseded by Barbie 2.

December 2000 saw the beginning of the end for the Eastern National and Thamesway liveries when 1509 became the first bus repainted into a "secondary" corporate livery. This was for non-low floor buses, or buses which did not have corporate interiors. It was the same basic white livery as the main corporate livery, but with a broader blue skirt without magenta, and blue and magenta stripes at the top of the side cove panels, starting above the first passenger window (with the blue continuing over the roof). It also featured vinyls between the windows (lower deck ones on double deckers) and skirt which "faded in" from white to magenta. However, the vinyls were a weakness in the livery as they could not provide the same quality of finish as paint and they were prone to damage in the bus wash. Following on from Barbie, this livery became known as Barbie 2. Although both names were unofficial, for simplicity, and because they are so well known and used, they are referred to as such throughout this book.

There were inconsistencies in the application of the two liveries. For example, most of the first low floor Darts (701-710) were repainted into Barbie 2 as they were new before the corporate interior was introduced, and East Lancs bodied ones acquired from First Glasgow were treated similarly, yet 711, Marshall bodied ones and further East Lancs bodied ones acquired from First London, which also had non-corporate interiors, were painted in Barbie. Also, acquired Volvo B10Ls received Barbie 2 but acquired ex dealer stock Scania received Barbie.

Plaxton bodied Darts repainted into Barbie 2 in preparation for Southend Metro branding did not receive the blue roofs or blue / magenta stripes on cove panels, these were described, somewhat light heartedly, as being in "Barbie one and a half". There was also a version of Barbie livery for coaches, it was principally white top half, dark blue lower half, with dark blue and magenta swirls. It was first applied to an Essex Buses vehicle in April 2002 when 608 was repainted thus. Optare Solos 501-511, delivered for TfL route 193, were in a London version of Barbie style, red with yellow and white "willow leaves".

Phoenix Student Travel livery was all over dark blue with magenta fleet names & logo and a magenta band at skirt level, with a large light blue Phoenix symbol towards the rear on the sides. The dark blue and magenta were the same shades as corporate First livery. The vehicles also carried standard First with f symbol fleet names in white as well as their PST fleet names.

The vehicles acquired with the Airport Buses & Coaches business were acquired in various liveries. Some were repainted in all over light blue and later in a version of 1993 Eastern National green and yellow livery (despite being after Barbie 2 had been introduced). Others received an Airport Coaches livery of red with a maroon skirt separated by a thin white band. Where known, details of repaints are in the fleet lists.

Some acquired vehicles operated in previous owners' liveries for a short time before being repainted, again details, where known, are in the fleet lists.

Driver trainers were in a variety of liveries, some were just left in previous owners' liveries, again details, where known, are in the fleet lists.

A number of vehicles received route branding. These are generally not recorded in the fleet lists unless they received it when new or acquired, or as part of a major scheme such as Overground or Metro. Also, a number of vehicles were painted into overall advert liveries, these also are not recorded, except for coaches in the 601-619 series, in order to give a complete history of the liveries that these vehicles carried.

## Credits

Most of the information contained in this book has been obtained from Essex Bus News (EBN), the monthly magazine of the Essex Bus Enthusiasts Group (EBEG). During the period covered by this volume, EBN was edited by the late Peter Snell until December 2000. Sean Menzies took over in January 2001. Peter Mansbridge and Jeff Clayton helped with editing the magazine between August and December 2003 with Peter Mansbridge credited as acting editor for EBNS 475/6 (November / December 2003), advised by Sean Menzies. David Harman then took over as editor from January 2004.

The late Andy Meadows was Thamesway sub-editor until March 1998, with John Weeks taking over the following month. Chris Stewart took over this role in January 2001. Ian Ransom was Eastern National sub-editor until November 2001, when following the decision by First to drop local company names, the Thamesway and Eastern National posts were combined, with Chris Stewart becoming Essex Buses sub-editor. Paul Sparks continued to provide news from Clacton & North Essex in his *North Essex Bus Scene* column until January 2001, Alan Osborne covered Subsequent Disposals and Geoff Toon provided Colchester & North Essex notes. Many thanks to all the above.

Thanks also to the many other members of the EBEG who supplied news for EBN during this period, to (First) Essex Buses and to the PSV Circle who provided some information on disposals. To Richard Delahoy for creating the Essex Bus Archive which has made searching for information so much easier than with paper records. To Jeff Clayton, David Edwards and Chris Stewart for additional information. To the photographers who supplied over 200 photos for this volume, it was a hard task whittling these down and many very good photos had to be excluded. Also, to Flickr and Bus Lists on the Web, which were very useful for checking vehicle details.

## Initialisms and Abbreviations used in this Book

DP: Dual Purpose vehicles  
ECC: Essex County Council  
ECW: Eastern Coach Works (bodywork)  
LRT: London Regional Transport, replaced on 3<sup>rd</sup> July 2000 by TfL  
LTS: London, Tilbury, Southend Railway  
MOD: Ministry of Defence  
PSV: Public Service Vehicle  
RTC: Road Traffic Collision  
TfL: Transport for London  
t/a: Trading as

# Essex Buses Fleet Lists

## Key to Seating Capacities / Layouts

### Prefix

- B: Single deck bus  
H: Double deck bus, high bridge layout (i.e. upstairs centre gangway) whether a full-height or low-height vehicle  
L: Double deck bus, low bridge layout (i.e. upstairs sunken side gangway). (No vehicles in service with this layout, but heritage 9001 has this layout and the two Bristol KSW open top vehicles had been new as such).  
O: Open top bus  
C: Single deck coach  
CH: Double deck coach  
DP: Dual Purpose single decker  
DPH: Dual Purpose double decker

### Suffix

- F: Front entrance  
R: Rear entrance  
D: Front entrance, centre exit  
(no vehicles in service with this layout but two VRs acquired for spares and driver trainer 9002, sold in the first month of this volume, had dual doors).  
T: Three doors  
(no vehicles in service with this layout, but an acquired Leyland National 2 was new as such).  
t: Toilet fitted.  
nn/nn: Double deck seating capacities, upper deck shown first.



2683 was the highest numbered member of the large fleet of Mercedes 709D minibuses and the last to be acquired, in July 1999. It was also unusual in having high-backed seating, to DP27F layout. New to Cheshire Bus & Coach, it was acquired from Procter, Bedale, for use on Essex CC Village Link service 2 as seen here in Harwich Road, Mistley on 27<sup>th</sup> April 2000.

*Robert Appleton*

## Key to Fleet List Tables

These are split into *Part 1: Operational Fleet* and *Part 2: PSVs Not Used in Service*. In Part 1, vehicles are normally in fleet number order but there are some exceptions in order to keep similar types grouped together. The principal (but not only) reason for the exceptions is because of the 2 added to the start of some Eastern National fleet numbers in December 1995 in preparation for the fleets being remerged where some numbers duplicated Thamesway ones. The out of sequence numbers are:

31 / 36-37 are after 101-124 to keep them with other Mercedes Benz L608Ds.

35 is grouped with other Volvo B10Ms (1132 & 1133).

245-260 are after 261 as they are grouped with other Mercedes Benz 709Ds.

2202-2253 are grouped with other Mercedes Benz L608Ds (commencing 31).

2601-2683 are grouped with other Mercedes Benz 709Ds (commencing 245).

2701-2708 were renumbered 421-428 and are included with other Mercedes Benz vehicles numbered between 401 and 452.

2801-2830 are grouped with other Plaxton bodied step entrance Darts (commencing 901).

Although 2901-2926 are a separate group these are shown after 2801-2830 as the numbers followed directly on and to keep all step entrance Darts together.

A few vehicles were allocated local fleet numbers but were not delivered to First Essex until after the Sema renumbering and so never carried their allocated local numbers. In such cases, these numbers are shown in brackets with further information in the notes.

In the notes to the fleet lists, when dealing with acquisitions and disposals from March 1996 onwards, for simplicity and consistency, and to indicate another First company, other First Group companies are preceded by "First" even if that was not their official title for the whole of the period covered by this volume (as, for example, Essex Buses was First Essex Buses only from January 2003 onwards). Some First Group companies have been renamed over the years, the names in this book are those in use at the time, as reported in contemporary editions of Essex Bus News.

Column 1: Fleet number.

Column 2: Registration number.

Column 3: Division as at March 1996 (or when new or acquired afterwards), E for Eastern National, T for Thamesway. This column is no longer used for vehicles new or acquired after November 2001 when local fleet names were dropped.

Column 4: Seating capacity / layout.

Column 5: Date new.

Column 6: Date acquired if applicable.

Column 7: Date sold if applicable. If this column is blank the vehicle was still in the fleet in March 2004. The dates for disposals are when vehicles officially left the fleets. In some cases, vehicles may have been delicensed for disposal and not been used in service for up to some considerable time before being disposed of, especially when a vehicle was stripped for spares. Dates when such vehicles were delicensed are not included (as, occasionally, a delicensed for disposal vehicle has later been relicensed for further service) except when the date is useful in helping to identify a disposal date when that is not known. The initial buyer of sold vehicles is given, subsequent owners are not given, except in a few cases where the vehicle was quickly sold on by the initial buyer.

*For Columns 6 & 7, dates in brackets are not the date of acquisition / sale but the date the vehicle was transferred from / to the passenger fleet to / from the service fleet.*

Column 8: Notes for acquisitions (using letters A-I, extended to AA, etc. for some service vehicles).

Column 9: Notes for disposals (using letters J-Z).

Column 10: Other notes (using numbers).

*Note: Columns 8-10 use different ranges of letters and numbers to avoid potential confusion when reading the tables.*

# Part 1: Operational Fleet

## ***100-115 / 117-124 Vehicles acquired with the business of Biss & Airport Coaches***

There was also a number 116 but this did not operate in service and so is included in Part 2.

### **100-106 Mercedes Benz Minis**

| Fleet | Registration | D | Seating | New   | Acq   | Sold    | Notes |   |         |
|-------|--------------|---|---------|-------|-------|---------|-------|---|---------|
| 100   | S935 RBE     |   | C12F    | 10/98 | 07/99 | (07/03) | A     | M | 1, 7    |
| 101   | S936 RBE     |   | C12F    | 10/98 | 07/99 | (08/03) | A     | M | 1, 7, 8 |
| 102   | P437 OVW     |   | C15F    | 05/97 | 07/99 | 10/02   | A     | L | 2, 6    |
| 103   | P438 OVW     |   | C15F    | 05/97 | 07/99 | 11/02   | A     | L | 2, 6    |
| 104   | BAZ 7349     |   | C19F    | 01/88 | 07/99 | 06/02   | A     | L | 3       |
| 105   | E290 OMG     |   | C25F    | 06/88 | 07/99 | 03/00   | A     | K | 4       |
| 106   | S312 DLG     |   | B33F    | 12/98 | 07/99 | 09/99   | A     | J | 5       |

- 1: Mercedes Benz 410D / Autobus.
- 2: Mercedes Benz 412D / Crystals.
- 3: Mercedes Benz L609D / Reeve Burgess. Originally registered E940 CJN.
- 4: Mercedes Benz 709D / Reeve Burgess Beaver.
- 5: Mercedes Benz O814D Vario / Plaxton Beaver 2.

#### *Acquisitions*

A: New to Biss Brothers. Acquired with the business of Biss & Airport Coaches (105 had been sold to County Bus & Coach but was later re-acquired by Biss, both were part of the Lynton Group).

#### *Disposals*

- J: To Mistral (dealer).  
 K: To Hardwick (dealer), Carlton.  
 L: To Houston Ramm (dealer), Rochdale, 102 & 103 on to GPD Travel, Heywood, 102 re-registered P5 GPD, 103 re-registered P6 GPD.  
 M: Converted to engineering vans and renumbered 9040 (100) and 9042 (101).

#### *Other Notes*

- 6: New for the newly introduced Colchester Station to Stansted Airport service.  
 7: Also new for the Colchester Station to Stansted Airport service.  
 6 & 7: Repainted into a pale blue livery with Coachlink fleet names and branding for the Colchester to Stansted Airport service in May (101) and July 2000 (100/2). Repainted into a version of Eastern National livery December 2001 (100) and March 2002 (101/2), green rear / yellow front, split diagonally, plus green engine cover at front, with Coachlink, Colchester to Stansted branding (this was after the introduction of Barbie 2 livery). It seems possible that 103 was similarly repainted into pale blue and green & yellow, but, unfortunately there are no available records to confirm one way or the other.  
 8: On loan to First Hampshire & Dorset July 2003.

### 107-109 Fiat Ducato / Atlas

| Fleet | Registration | D | Seating | New   | Acq   | Sold  | Notes |   |   |
|-------|--------------|---|---------|-------|-------|-------|-------|---|---|
| 107   | P750 HTW     |   | C14F    | 09/96 | 07/99 | 07/02 | A     | L | 1 |
| 108   | P751 HTW     |   | C14F    | 09/96 | 07/99 | 10/00 | A     | K |   |
| 109   | N458 DBK     |   | C14F    | 1996  | 07/99 | 06/00 | A     | J |   |

#### Acquisitions

A: New to Airport Coaches. All acquired with the business of Biss & Airport Coaches. (Note: it is not confirmed that 109 was new to Airport Coaches, but available records suggest that it was).

#### Disposals

J: To Stephenson's (dealer), Rochford.

K: To European Overland.

L: To RTF Commercials, Braintree.

#### Other Notes

1: By July 2000 operated with Red Diesel and not permitted to leave Stansted Airport.

### 110-112 Toyota Coaster / Caetano Optimo

| Fleet | Registration | D | Seating | New   | Acq   | Sold     | Notes |   |   |
|-------|--------------|---|---------|-------|-------|----------|-------|---|---|
| 110   | PUU 970      |   | C18F    | 06/91 | 07/99 | by 09/01 | A     | J | 1 |
| 111   | M121 SKY     |   | C18F    | 08/94 | 07/99 | 07/03    | B     | K |   |
| 112   | M131 SKY     |   | C21F    | 10/94 | 07/99 | 07/03    | B     | K |   |

#### Acquisitions

All acquired with the business of Biss & Airport Coaches.

A: New to Ward, Harlow.

B: New to Biss Brothers.

#### Disposals

J: To A1 Van & Truck for conversion to a mobile home. (Exact date not known, between July and September 2001).

K: To a private buyer. 112, at least, later worked for Lodge's, High Easter.

#### Other Notes

1: Originally registered H370 GRY. Received Airport Coaches red and maroon livery.

### 113 Fiat 59.12 / Marshall

| Fleet | Registration | D | Seating | New   | Acq   | Sold  | Notes |   |  |
|-------|--------------|---|---------|-------|-------|-------|-------|---|--|
| 113   | M61 WER      |   | DP27F   | 02/95 | 07/99 | 08/00 | A     | J |  |

#### Acquisition

A: New to Biss Brothers. Acquired with the business of Biss & Airport Coaches.

#### Disposal

J: To Fisher, Dundee via Stephenson's (dealer), Rochford.

### Coaching contrasts:

1132 and sister 1133 were a pair of Volvo B10Ms acquired from First Eastern Counties in this light blue livery (the FEC Blue Bus livery). Both were based at Chelmsford for the Braintree to London commuter service, with appropriate lettering, which they operated on from May to December 1998.

*The late Eric Thompson*



102 was one of a pair of Crystal Conversions bodied Mercedes 412Ds acquired with the Biss/Airport Coaches business. Used on the Stansted to Colchester express service, 102 acquired this version of the EN livery in March 2002 and was photographed at Colchester North station on 8<sup>th</sup> April 2002, but was withdrawn that October.

*Richard Delahoy*



After a period when Dennis Javelins operated on this route (see next page), three Mercedes Vario/Plaxton Cheetah 33-seater coaches, 450-2, were bought new in November 2003 for the service. They were the first vehicles in the fleet with orange LED blinds, as seen on 452, carrying its new Sema number 56003 in Colchester High Street in 2004.

*The late Eric Thompson*





**More coaching contrasts:**  
Plaxton bodied Volvo B10M 605 was one of 8 repainted into Green Line livery at the end of 1999 for the joint Arriva/Thamesway London service. Sadly it didn't last and 605 is seen at Victoria on the last day of Thamesway operation, 27<sup>th</sup> October 2001.  
*Richard Delahoy*



Also Plaxton bodied but on Dennis Javelin chassis, these two coaches came from First Western National in August 2002 for the Colchester to Stansted service, by then numbered 222. 1551 is in National Express livery as acquired (minus most branding) in Colchester Bus Station on 21<sup>st</sup> September 2002, whilst 1550 was later repainted into Barbie colours in January 2003. It is seen with 1551 alongside on 8<sup>th</sup> July 2003 in Harlow Bus Station on a contract service. Both were withdrawn in July 2003.  
*Kevin Smith / Dave Arnold*



### 114 Leyland Leopard PSU5A/4R / Duple 320

| Fleet | Registration | D | Seating | New   | Acq   | Sold  | Notes |   |   |
|-------|--------------|---|---------|-------|-------|-------|-------|---|---|
| 114   | DSU 733      |   | C57F    | 11/76 | 07/99 | 12/00 | A     | J | 1 |

#### Acquisition

A: New to Biss Brothers. Acquired with the business of Biss & Airport Coaches.

#### Disposal

J: To Hardwick (dealer), Carlton.

#### Other Notes

1: Originally registered PNK 160R. Originally had a C50F Van Hool body, chassis refurbished and rebodied with a Duple 320, August 1988.

### 115 Leyland Leopard PSU5C/4R / Plaxton Supreme IV

| Fleet | Registration | D | Seating | New   | Acq   | Sold  | Notes |   |  |
|-------|--------------|---|---------|-------|-------|-------|-------|---|--|
| 115   | KBH 860V     |   | C57F    | 03/80 | 07/99 | 09/99 | A     | J |  |

#### Acquisition

A: New to Biss Brothers. Acquired with the business of Biss & Airport Coaches.

#### Disposal

J: Sold with the coaching side of the business to Associated Coachways, Harlow.

### 117-121 Bova Futura

| Fleet | Registration | D | Seating | New   | Acq   | Sold  | Notes |   |   |
|-------|--------------|---|---------|-------|-------|-------|-------|---|---|
| 117   | 125 LUP      |   | C51F    | 01/84 | 07/99 | 06/02 | A     | L | 1 |
| 118   | L343 RWF     |   | C49Ft   | 06/94 | 07/99 | 04/00 | A     | K |   |
| 119   | R252 KWY     |   | C49Ft   | 01/98 | 07/99 | 09/99 | A     | J |   |
| 120   | N210 FWA     |   | C49Ft   | 04/96 | 07/99 | 09/99 | A     | J |   |
| 121   | M384 WET     |   | C49Ft   | 03/95 | 07/99 | 09/99 | A     | J |   |

#### Acquisitions

A: New to Biss Brothers. Acquired with the business of Biss & Airport Coaches.

#### Disposals

J: Sold with the coaching side of the business to Associated Coachways, Harlow.

K: To Cooks, Southend.

L: To Houston Ramm (dealer), Rochdale. Later to A Line, Coventry.

#### Other Notes

1: Originally registered A113 SNH. Received Airport Coaches red and maroon livery.

### 122 Dennis Javelin / Plaxton Premiere

| Fleet | Registration | D | Seating | New   | Acq   | Sold  | Notes |   |  |
|-------|--------------|---|---------|-------|-------|-------|-------|---|--|
| 122   | R917 HTW     |   | C53F    | 05/98 | 07/99 | 09/99 | A     | J |  |

#### Acquisition

A: New to Biss Brothers. Acquired with the business of Biss & Airport Coaches.

Disposal: J: Sold with the coaching side of the business to Associated Coachways, Harlow.

## 123-124 Volvo B10M-62 / Plaxton Excalibur

| Fleet | Registration | D | Seating | New   | Acq   | Sold  | Notes |   |  |
|-------|--------------|---|---------|-------|-------|-------|-------|---|--|
| 123   | R918 HTW     |   | C49Ft   | 04/98 | 07/99 | 09/99 | A     | J |  |
| 124   | R919 HTW     |   | C49Ft   | 04/98 | 07/99 | 09/99 | A     | J |  |

### Acquisitions

A: New to Biss Brothers. Acquired with the business of Biss & Airport Coaches.

### Disposals

J: Sold with the coaching side of the business to Associated Coachways, Harlow.

## 31 / 36-37 / 200-244\* / 261 / 2202-2253\* Mercedes Benz L608D\*\*

| Fleet | Registration | D | Seating | New   | Acq   | Sold     | Notes |   |      |
|-------|--------------|---|---------|-------|-------|----------|-------|---|------|
| 31    | D220 SKD     | T | B18F    | 09/86 | 07/95 | 05/96    | D     | K | 4, 5 |
| 36    | D507 FAE     | T | B20F    | 10/86 | 07/95 | 05/96    | A     | L | 2, 6 |
| 37    | D511 FAE     | T | B20F    | 10/86 | 07/95 | 05/96    | A     | K | 2, 6 |
| 200   | C494 BHY     | T | B20F    | 02/86 | 10/93 | 04/97    | A     | J |      |
| 201   | C201 HJN     | T | B20F    | 12/85 |       | 04/98    |       | J |      |
| 203   | C963 GCV     | T | DP19F   | 03/86 | 02/94 | 10/97    | B     | J |      |
| 204   | C978 GCV     | T | B20F    | 03/86 | 02/94 | by 06/97 | B     | S | 3    |
| 205   | C684 ECV     | T | B19F    | 10/85 | 09/93 | 08/97    | B     | J |      |
| 206   | C957 GAF     | T | B20F    | 02/86 | 04/94 | by 12/97 | B     | T |      |
| 208   | C491 HCV     | T | DP19F   | 04/86 | 06/94 | 07/96    | B     | K |      |
| 209   | C967 GCV     | T | DP19F   | 04/86 | 06/94 | 04/97    | B     | J |      |
| 211   | C685 ECV     | T | B19F    | 10/85 | 09/93 | by 06/97 | B     | U |      |
| 225   | D225 PPU     | T | B20F    | 10/86 |       | 09/97    |       | Q |      |
| 226   | D226 PPU     | T | B20F    | 10/86 |       | 09/97    |       | Q |      |
| 227   | D227 PPU     | T | B20F    | 11/86 |       | 08/96    |       | J |      |
| 228   | D228 PPU     | T | B20F    | 11/86 |       | (12/96)  |       | O | 8    |
| 229   | D229 PPU     | T | B20F    | 12/86 |       | 08/96    |       | J |      |
| 230   | D230 PPU     | T | B20F    | 12/86 |       | 06/98    |       | J |      |
| 231   | D231 PPU     | T | B20F    | 12/86 |       | 09/98    |       | V |      |
| 232   | D232 PPU     | T | B20F    | 11/86 |       | 08/96    |       | J |      |
| 233   | D233 PPU     | T | B20F    | 11/86 |       | 10/98    |       | J |      |
| 234   | D234 PPU     | T | B20F    | 11/86 |       | 09/98    |       | V |      |
| 235   | D235 PPU     | T | B20F    | 10/86 |       | 09/98    |       | V | 2    |
| 236   | D236 PPU     | T | B20F    | 10/86 |       | 08/96    |       | J | 2    |
| 237   | D237 PPU     | T | B20F    | 10/86 |       | 08/96    |       | J | 2    |
| 238   | D238 PPU     | T | B20F    | 10/86 |       | 09/96    |       | N | 2    |
| 239   | D239 PPU     | T | B20F    | 10/86 |       | 07/96    |       | K | 2    |
| 240   | D240 PPU     | T | B20F    | 10/86 |       | 05/96    |       | L | 2    |
| 241   | D241 PPU     | T | B20F    | 10/86 |       | 08/96    |       | N | 2    |
| 242   | D242 PPU     | T | B20F    | 10/86 |       | 07/96    |       | K | 2    |
| 243   | D243 PPU     | T | B20F    | 10/86 |       | 07/96    |       | J | 2    |
| 244   | D244 PPU     | T | B20F    | 10/86 |       | 07/96    |       | J | 2    |
| 261   | D764 KWT     | T | B20F    | 10/86 | 01/94 | 09/98    | C     | V | 1    |
| 2202  | C202 HJN     | E | B20F    | 11/85 |       | 07/97    |       | Q |      |
| 2203  | C203 HJN     | E | B20F    | 11/85 |       | 09/96    |       | L |      |
| 2204  | C204 HJN     | E | B20F    | 12/85 |       | 09/97    |       | Q |      |
| 2205  | C205 HJN     | E | B20F    | 11/85 |       | 07/97    |       | Q |      |
| 2206  | C206 HJN     | E | B20F    | 12/85 |       | 01/97    |       | J |      |
| 2207  | C207 HJN     | E | B20F    | 12/85 |       | 05/96    |       | K |      |

| Fleet | Registration | D | Seating | New   | Acq   | Sold  | Notes |   |      |
|-------|--------------|---|---------|-------|-------|-------|-------|---|------|
| 2210  | C210 HJN     | E | B20F    | 11/85 |       | 04/97 |       | P |      |
| 2212  | C212 HJN     | E | B20F    | 11/85 |       | 10/97 |       | Q |      |
| 2215  | C215 HJN     | E | B20F    | 12/85 |       | 01/97 |       | J |      |
| 2217  | C217 HJN     | E | B20F    | 12/85 |       | 07/98 |       | Q |      |
| 2228  | C482 BHY     | E | B20F    | 03/86 | 10/93 | 09/96 | A     | J |      |
| 2229  | C484 BHY     | E | B20F    | 02/86 | 10/93 | 12/97 | A     | J |      |
| 2230  | C485 BHY     | E | B20F    | 02/86 | 10/93 | 07/98 | A     | J |      |
| 2231  | C486 BHY     | E | B20F    | 02/86 | 10/93 | 07/98 | A     | Q |      |
| 2232  | C489 BHY     | E | B20F    | 03/86 | 10/93 | 07/00 | A     | J |      |
| 2233  | C493 BHY     | E | B20F    | 02/86 | 10/93 | 07/98 | A     | Q |      |
| 2235  | C495 BHY     | E | B20F    | 03/86 | 10/93 | 10/97 | A     | Q |      |
| 2236  | C496 BHY     | E | B20F    | 02/86 | 10/93 | 09/97 | A     | Q |      |
| 2237  | C678 ECV     | E | B19F    | 08/85 | 09/93 | 03/98 | B     | R |      |
| 2240  | C687 ECV     | E | B19F    | 09/85 | 09/93 | 04/98 | B     | J |      |
| 2241  | C688 ECV     | E | B19F    | 10/85 | 09/93 | 08/96 | B     | M |      |
| 2242  | C695 ECV     | E | B19F    | 10/85 | 09/93 | 03/98 | B     | R |      |
| 2243  | C697 ECV     | E | B19F    | 10/85 | 09/93 | 01/98 | B     | Q |      |
| 2244  | C698 ECV     | E | B19F    | 10/85 | 09/93 | 03/98 | B     | R |      |
| 2245  | C700 ECV     | E | B19F    | 10/85 | 09/93 | 04/96 | B     | J |      |
| 2246  | C964 GCV     | E | B19F    | 03/86 | 09/93 | 07/97 | B     | Q |      |
| 2247  | D534 KGL     | E | B20F    | 05/86 | 02/94 | 03/98 | B     | R | 1, 7 |
| 2248  | C107 HGL     | E | B20F    | 05/86 | 02/94 | 03/98 | B     | R |      |
| 2249  | C231 HCV     | E | B20F    | 05/86 | 02/94 | 05/96 | B     | K | 1    |
| 2250  | C232 HCV     | E | B20F    | 05/86 | 03/94 | 09/96 | B     | L | 1    |
| 2251  | C990 GCV     | E | B20F    | 04/86 | 03/94 | 09/96 | B     | L | 1    |
| 2252  | C230 HCV     | E | B20F    | 05/86 | 02/94 | 08/98 | B     | V | 1, 9 |
| 2253  | F34 TJN      | E | C16F    | 06/89 | 08/99 | 11/01 | E     | J | 10   |

245-260 are listed under Mercedes Benz 709D below.

\* There are gaps in these series. Full details of those sold prior to March 1996 are in Volume 2.

\*\* 261 and 2253 were L609D.

All Reeve Burgess bodywork except:

- 1: Robin Hood bodywork
- 2: Dormobile bodywork
- 3: PMT bodywork
- 4: Alexander bodywork

201 & 225-244 had been renumbered from 0201 etc. in late 1990. 200 had been numbered 234 when with Eastern National, 205 had been 238 and 211 had been 239, all were renumbered when acquired by Thamesway in January 1996 to avoid clashing with existing Thamesway vehicles. 2202-2217 & 2228-2252 had originally been numbered 0200-17 (then 200-17 from late 1990) & 228-252, before being renumbered 2200 etc. in December 1995 as part of the process of the Eastern National & Thamesway fleets being combined into one numbering system under Essex Buses.

#### Acquisitions

- A: New to and acquired from Bristol City Line.
- B: New to and acquired from Western National.
- C: New as a Mercedes Demonstrator, then to South Wales. Acquired from Brewers.
- D: New to North Western. Acquired from London & Country with the business of District Bus.
- E: New to TV Taxis & Transport, Southend. Acquired from First Eastern Counties.

### *Disposals*

J: To Hardwick (dealer), Carlton (2206, 2215, 2229, 2230, 2232, 2240 & 2253, at least, for scrap, plus probably more).

K: To Africa Link Southern, Romford (Africa Link was involved in the export of buses to Africa).

L: To First Eastern Counties.

M: To Hybrid Vehicles Ltd (development unit of First Bus).

N: To First Greater Manchester Buses North.

O: Converted to a driver trainer and renumbered 9018.

P: To First South Wales Transport.

Q: To Stephenson's (dealer), Rochford (226 then on to Crawley Luxury, Crawley, 2202, 2204 & 2205 to Small Group Travel, Bodmin, 2212 to Swift Travel, Ilford, 2236 to Linkfast, Craven Arms, 2243 to BJS Travel, Great Wakering, 2246 to M&E Coaches, Shoeburyness).

R: To First Midland Bluebird.

S: Not known. Delicensed for disposal in August 1996, seen at Clacton awaiting disposal in October 1996 and again in December, no further mention in EBN. Sold between December 1996 and June 1997, exact date not known.

T: Not known. Sold between October and December 1997, exact date not known.

U: To Hardwick (dealer), Carlton then on to Wealden (dealer), Five Oak Green and JRS Traveline, Tonbridge. Sold between November 1996 and June 1997, exact date not known.

V: To First Capital with the transfer of LRT route 462. These had been used on route 462 as it required narrow buses due to there being a 7-foot wide barrier on a road along the route.

### *Other Notes*

5: Had been part of the District Bus fleet (see Volume 2 for more details). Still in stock as at March 1996 but had been delicensed for disposal when District Bus closed-down. Never used by Thamesway.

6: Had been part of the District Bus fleet (see Volume 2 for more details). Transferred to Thamesway at Basildon upon the closure of District Bus and received Thamesway fleet names on City Line livery.

7: Delivered new as C233 HCV.

8: 228 transferred from Thamesway to Eastern National June 1996 and was used as a shuttle vehicle for the new Maldon outstation (2228 also used as such at the same time) before being converted to a driver trainer in December 1996.

9: Transferred from Eastern National to Thamesway June 1998.

10: Acquired after all the other L608/9Ds (except 2232, driver trainer 9018 and publicity van 9305) had already been sold. Purchased for the recently acquired Airport Buses & Coaches operation.

### **245-260 / 301-398 / 2601-2683 Mercedes Benz 709D / Beaver**

| Fleet | Registration | D | Seating | New   | Acq | Sold  | Notes |   |  |
|-------|--------------|---|---------|-------|-----|-------|-------|---|--|
| 245   | F245 MVW     | T | B23F    | 08/88 |     | 08/98 |       | L |  |
| 246   | F246 MVW     | T | B23F    | 08/88 |     | 08/98 |       | L |  |
| 247   | F247 NJN     | T | B23F    | 11/88 |     | 06/98 |       | K |  |
| 248   | F248 NJN     | T | B23F    | 11/88 |     | 06/98 |       | K |  |
| 249   | F249 NJN     | T | B23F    | 11/88 |     | 08/97 |       | J |  |
| 250   | F250 NJN     | T | B23F    | 11/88 |     | 08/98 |       | M |  |
| 251   | F251 NJN     | T | B23F    | 12/88 |     | 09/98 |       | L |  |
| 252   | F252 NJN     | T | B23F    | 12/88 |     | 08/98 |       | K |  |
| 253   | F253 RHK     | T | B23F    | 02/89 |     | 09/98 |       | L |  |
| 254   | F254 RHK     | T | B23F    | 02/89 |     | 08/98 |       | L |  |
| 255   | F255 RHK     | T | B23F    | 02/89 |     | 09/98 |       | L |  |
| 256   | F256 RHK     | T | B23F    | 02/89 |     | 08/98 |       | L |  |

| Fleet | Registration | D | Seating | New   | Acq | Sold    | Notes |   |   |
|-------|--------------|---|---------|-------|-----|---------|-------|---|---|
| 257   | F257 RHK     | T | B23F    | 03/89 |     | 08/98   |       | L |   |
| 258   | F258 RHK     | T | B23F    | 03/89 |     | 08/98   |       | L |   |
| 259   | F259 RHK     | T | B23F    | 03/89 |     | 08/98   |       | K |   |
| 260   | F260 RHK     | T | B23F    | 02/89 |     | 12/98   |       | O |   |
| 301   | H301 LPU     | T | B23F    | 11/90 |     | 09/98   |       | L |   |
| 302   | H302 LPU     | T | B23F    | 11/90 |     | 09/98   |       | L |   |
| 303   | H303 LPU     | T | B23F    | 11/90 |     | 09/98   |       | L |   |
| 304   | H304 LPU     | T | B23F    | 11/90 |     | 09/98   |       | L |   |
| 305   | H305 LPU     | T | B23F    | 11/90 |     | 09/98   |       | L |   |
| 306   | H306 LPU     | T | B23F    | 11/90 |     | 09/98   |       | L |   |
| 307   | H307 LJN     | T | B23F    | 01/91 |     | 10/98   |       | N |   |
| 308   | H308 LJN     | T | B23F    | 01/91 |     | 09/00   |       | N | 3 |
| 309   | H310 LJN     | T | B23F    | 01/91 |     | 09/00   |       | N |   |
| 310   | H311 LJN     | T | B23F    | 01/91 |     | 11/01   |       | K |   |
| 311   | H312 LJN     | T | B23F    | 01/91 |     | 01/01   |       | N |   |
| 312   | H313 LJN     | T | B23F    | 01/91 |     | 10/00   |       | K |   |
| 313   | H314 LJN     | T | B23F    | 01/91 |     | 07/02   |       | T |   |
| 314   | H315 LJN     | T | B23F    | 01/91 |     | (05/03) |       | X |   |
| 315   | H317 LJN     | T | B23F    | 01/91 |     | 06/02   |       | T |   |
| 316   | H319 LJN     | T | B23F    | 01/91 |     | 06/02   |       | T |   |
| 317   | H321 LJN     | T | B23F    | 01/91 |     | 07/02   |       | T |   |
| 318   | H322 LJN     | T | B23F    | 01/91 |     | 07/02   |       | T |   |
| 319   | H324 LJN     | T | B23F    | 01/91 |     | 06/02   |       | T |   |
| 320   | H326 LJN     | T | B23F    | 01/91 |     | 07/02   |       | T |   |
| 321   | H327 LJN     | T | B23F    | 01/91 |     | 06/02   |       | T |   |
| 322   | H329 LJN     | T | B23F    | 01/91 |     | 09/99   |       | Q |   |
| 323   | H330 LJN     | T | B23F    | 01/91 |     | 06/02   |       | T |   |
| 324   | H331 LJN     | T | B23F    | 01/91 |     | 08/02   |       | T |   |
| 325   | H332 LJN     | T | B23F    | 01/91 |     | 09/02   |       | T |   |
| 326   | H334 LJN     | T | B23F    | 01/91 |     | 09/02   |       | T |   |
| 327   | H335 LJN     | T | B23F    | 01/91 |     | 06/02   |       | T |   |
| 328   | H336 LJN     | T | B23F    | 01/91 |     | 01/00   |       | N | 3 |
| 329   | H337 LJN     | T | B23F    | 01/91 |     | 04/00   |       | N | 3 |
| 330   | H338 LJN     | T | B23F    | 01/91 |     | 08/00   |       | N | 3 |
| 331   | H339 LJN     | T | B23F    | 01/91 |     | 01/00   |       | N | 3 |
| 332   | H341 LJN     | T | B23F    | 01/91 |     | 01/00   |       | N | 3 |
| 333   | H342 LJN     | T | B23F    | 01/91 |     | 04/00   |       | N | 3 |
| 334   | H343 LJN     | T | B23F    | 01/91 |     | 09/98   |       | N | 3 |
| 335   | H344 LJN     | T | B23F    | 01/91 |     | 01/00   |       | N | 3 |
| 336   | H345 LJN     | T | B23F    | 01/91 |     | 09/98   |       | L |   |
| 337   | H346 LJN     | T | B23F    | 01/91 |     | 09/98   |       | L |   |
| 338   | H347 LJN     | T | B23F    | 01/91 |     | 10/98   |       | N |   |
| 339   | H348 LJN     | T | B23F    | 01/91 |     | 10/98   |       | N |   |
| 340   | H349 LJN     | T | B23F    | 01/91 |     | 10/98   |       | N |   |
| 341   | H351 LJN     | T | B23F    | 01/91 |     | 11/98   |       | N |   |
| 342   | H352 LJN     | T | B23F    | 01/91 |     | 09/00   |       | N |   |
| 343   | H353 LJN     | T | B23F    | 01/91 |     | 01/01   |       | N | 5 |
| 344   | H354 LJN     | T | B23F    | 01/91 |     | 02/99   |       | N |   |
| 345   | H355 LJN     | T | B23F    | 01/91 |     | 11/99   |       | N |   |
| 346   | H356 LJN     | T | B23F    | 01/91 |     | 09/02   |       | T | 4 |
| 347   | H357 LJN     | T | B23F    | 01/91 |     | 02/99   |       | N |   |
| 348   | H358 LJN     | T | B23F    | 01/91 |     | 01/01   |       | N |   |
| 349   | H359 LJN     | T | B23F    | 01/91 |     | 02/99   |       | N |   |
| 350   | H361 LJN     | T | B23F    | 01/91 |     | 02/99   |       | N |   |

| Fleet | Registration | D | Seating | New   | Acq | Sold     | Notes |   |      |
|-------|--------------|---|---------|-------|-----|----------|-------|---|------|
| 351   | H362 LJN     | T | B23F    | 01/91 |     | 01/00    |       | N |      |
| 352   | H363 LJN     | T | B23F    | 01/91 |     | 11/00    |       | N | 4    |
| 353   | H364 LJN     | T | B23F    | 01/91 |     | 01/01    |       | N |      |
| 354   | H365 LJN     | T | B23F    | 01/91 |     | 09/99    |       | N |      |
| 355   | H366 LJN     | T | B23F    | 01/91 |     | 09/02    |       | T |      |
| 356   | H367 LJN     | T | B23F    | 01/91 |     | 05/00    |       | N |      |
| 357   | H368 OHK     | T | B23F    | 06/91 |     | 06/02    |       | T |      |
| 358   | H369 OHK     | T | B23F    | 06/91 |     | 05/00    |       | N | 4, 7 |
| 359   | H370 OHK     | T | B23F    | 06/91 |     | 05/00    |       | N |      |
| 360   | H371 OHK     | T | B23F    | 06/91 |     | (09/01)  |       | X | 4, 8 |
| 361   | H372 OHK     | T | B23F    | 06/91 |     | 02/99    |       | P |      |
| 362   | H373 OHK     | T | B23F    | 06/91 |     | 02/99    |       | P |      |
| 363   | H374 OHK     | T | B23F    | 06/91 |     | 02/99    |       | P |      |
| 364   | H375 OHK     | T | B23F    | 06/91 |     | 06/02    |       | T |      |
| 365   | H376 OHK     | T | B23F    | 06/91 |     | 02/99    |       | N |      |
| 366   | H377 OHK     | T | B23F    | 06/91 |     | 01/00    |       | N |      |
| 367   | H378 OHK     | T | B23F    | 06/91 |     | 02/99    |       | N |      |
| 368   | H379 OHK     | T | B23F    | 06/91 |     | 09/02    |       | T |      |
| 369   | H380 OHK     | T | B23F    | 06/91 |     | (07/00)  |       | X |      |
| 370   | H381 OHK     | T | B23F    | 06/91 |     | 01/00    |       | N | 4    |
| 371   | H382 OHK     | T | B23F    | 06/91 |     | 01/01    |       | N |      |
| 372   | H383 OHK     | T | B23F    | 06/91 |     | 06/02    |       | T |      |
| 373   | H384 OHK     | T | B23F    | 06/91 |     | 02/99    |       | N |      |
| 374   | H385 OHK     | T | B23F    | 06/91 |     | 09/02    |       | T |      |
| 375   | H386 OHK     | T | B23F    | 06/91 |     | 08/02    |       | T |      |
| 376   | H387 OHK     | T | B23F    | 06/91 |     | 09/02    |       | T |      |
| 377   | H388 OHK     | T | B23F    | 06/91 |     | 03/00    |       | N |      |
| 378   | H389 OHK     | T | B23F    | 06/91 |     | 01/00    |       | N | 4    |
| 379   | H390 OHK     | T | B23F    | 06/91 |     | 06/02    |       | T |      |
| 380   | H391 OHK     | T | B23F    | 06/91 |     | 09/02    |       | T |      |
| 381   | H392 OHK     | T | B23F    | 06/91 |     | 11/01    |       | K |      |
| 382   | H393 OHK     | T | B23F    | 06/91 |     | 09/00    |       | N | 2    |
| 383   | H394 OHK     | T | B23F    | 06/91 |     | 11/00    |       | N | 2    |
| 384   | H395 OHK     | T | B23F    | 06/91 |     | by 09/01 |       | K | 2    |
| 385   | H396 OHK     | T | B23F    | 06/91 |     | (04/00)  |       | X | 2    |
| 386   | H397 OHK     | T | B23F    | 06/91 |     | (08/00)  |       | X | 2    |
| 387   | H398 OHK     | T | B23F    | 06/91 |     | 11/00    |       | N | 2    |
| 388   | H388 MAR     | T | B23F    | 03/91 |     | 09/98    |       | L |      |
| 389   | H389 MAR     | T | B23F    | 03/91 |     | 09/98    |       | L |      |
| 390   | H390 MAR     | T | B23F    | 03/91 |     | 09/98    |       | L |      |
| 391   | H391 MAR     | T | B23F    | 03/91 |     | 09/98    |       | L |      |
| 392   | H392 MAR     | T | B23F    | 03/91 |     | 09/98    |       | L |      |
| 393   | H393 MAR     | T | B23F    | 03/91 |     | 09/98    |       | L |      |
| 394   | H394 MAR     | T | B23F    | 03/91 |     | 08/98    |       | L |      |
| 395   | H395 MAR     | T | B23F    | 03/91 |     | 09/98    |       | L |      |
| 396   | K396 GHJ     | T | B23F    | 03/93 |     | 09/98    |       | L |      |
| 397   | K397 GHJ     | T | B23F    | 03/93 |     | 08/03    |       | U | 6    |
| 398   | K398 GHJ     | T | B23F    | 05/93 |     | 08/03    |       | U | 6    |
| 2601  | H601 OVW     | E | B23F    | 07/91 |     | 11/00    |       | N |      |
| 2602  | H602 OVW     | E | B23F    | 09/91 |     | 09/02    |       | T |      |
| 2603  | H603 OVW     | E | B23F    | 07/91 |     | 09/02    |       | T |      |
| 2604  | H604 OVW     | E | B23F    | 07/91 |     | by 09/01 |       | K |      |
| 2605  | H605 OVW     | E | B23F    | 07/91 |     | 09/02    |       | T |      |
| 2606  | H606 OVW     | E | B23F    | 07/91 |     | (11/00)  |       | X |      |

| Fleet | Registration | D | Seating | New   | Acq | Sold    | Notes |   |   |
|-------|--------------|---|---------|-------|-----|---------|-------|---|---|
| 2607  | H607 OVW     | E | B23F    | 07/91 |     | 09/02   |       | T |   |
| 2608  | H608 OVW     | E | B23F    | 07/91 |     | 11/02   |       | T |   |
| 2609  | H609 OVW     | E | B23F    | 07/91 |     | 07/02   |       | T |   |
| 2610  | J610 UTW     | E | B23F    | 07/91 |     | 11/01   |       | K |   |
| 2611  | J611 UTW     | E | B23F    | 07/91 |     | 09/01   |       | R |   |
| 2612  | J612 UTW     | E | B23F    | 07/91 |     | 09/01   |       | R |   |
| 2613  | J613 UTW     | E | B23F    | 07/91 |     | 01/01   |       | N |   |
| 2614  | J614 UTW     | E | B23F    | 07/91 |     | 02/01   |       | N |   |
| 2615  | J615 UTW     | E | B23F    | 07/91 |     | 02/01   |       | N |   |
| 2616  | J616 UTW     | E | B23F    | 07/91 |     | 02/01   |       | N |   |
| 2617  | J617 UTW     | E | B23F    | 07/91 |     | 08/02   |       | T |   |
| 2618  | J618 UTW     | E | B23F    | 09/91 |     | 11/01   |       | N |   |
| 2619  | J619 UTW     | E | B23F    | 09/91 |     | 09/02   |       | T |   |
| 2620  | J620 UTW     | E | B23F    | 09/91 |     | 11/01   |       | K |   |
| 2621  | J621 UTW     | E | B23F    | 09/91 |     | 10/02   |       | T |   |
| 2622  | J622 UTW     | E | B23F    | 10/91 |     | (10/01) |       | X |   |
| 2623  | J623 UTW     | E | B23F    | 09/91 |     | 11/01   |       | N |   |
| 2624  | J624 UTW     | E | B23F    | 09/91 |     | 11/01   |       | N |   |
| 2625  | J625 UTW     | E | B23F    | 09/91 |     | 06/02   |       | T |   |
| 2626  | J626 UTW     | E | B23F    | 09/91 |     | 07/02   |       | T |   |
| 2627  | J627 UTW     | E | B23F    | 09/91 |     | 06/02   |       | T |   |
| 2628  | J628 UTW     | E | B23F    | 09/91 |     | 11/02   |       | T |   |
| 2629  | J629 UTW     | E | B23F    | 09/91 |     | 11/01   |       | K |   |
| 2630  | J630 UTW     | E | B23F    | 09/91 |     | 11/02   |       | T |   |
| 2631  | K631 GVX     | E | B23F    | 05/93 |     | 07/02   |       | T |   |
| 2632  | K632 GVX     | E | B23F    | 05/93 |     | 09/02   |       | T |   |
| 2633  | K633 GVX     | E | B23F    | 05/93 |     | 06/02   |       | S |   |
| 2634  | K634 GVX     | E | B23F    | 05/93 |     | 06/02   |       | S |   |
| 2635  | K635 GVX     | E | B23F    | 05/93 |     | 07/02   |       | T |   |
| 2636  | K636 GVX     | E | B23F    | 06/93 |     | 09/02   |       | T |   |
| 2637  | K637 GVX     | E | B23F    | 06/93 |     | 07/02   |       | T |   |
| 2638  | K638 GVX     | E | B23F    | 06/93 |     | 09/02   |       | T |   |
| 2639  | K639 GVX     | E | B23F    | 06/93 |     | 09/02   |       | T |   |
| 2640  | K640 GVX     | E | B23F    | 06/93 |     | 09/03   |       | S |   |
| 2641  | K641 GVX     | E | B23F    | 06/93 |     | 10/03   |       | N |   |
| 2642  | K642 GVX     | E | B23F    | 06/93 |     | 10/03   |       | N |   |
| 2643  | K643 GVX     | E | B23F    | 06/93 |     | 11/03   |       | W |   |
| 2644  | K644 GVX     | E | B23F    | 06/93 |     | 11/03   |       | T |   |
| 2645  | K645 GVX     | E | B23F    | 06/93 |     | 10/03   |       | N |   |
| 2646  | K646 GVX     | E | B23F    | 06/93 |     | 11/03   |       | W |   |
| 2647  | L647 MEV     | E | B23F    | 07/93 |     | 09/03   |       | N |   |
| 2648  | L648 MEV     | E | B23F    | 07/93 |     | 11/03   |       | W |   |
| 2649  | L649 MEV     | E | B23F    | 07/93 |     |         |       |   |   |
| 2650  | L650 MEV     | E | B23F    | 07/93 |     |         |       |   |   |
| 2651  | L651 MEV     | E | B23F    | 07/93 |     | 11/03   |       | T |   |
| 2652  | L652 MEV     | E | B23F    | 07/93 |     |         |       |   | 1 |
| 2653  | L653 MEV     | E | B23F    | 07/93 |     | 10/03   |       | N |   |
| 2654  | L654 MEV     | E | B23F    | 07/93 |     |         |       |   |   |
| 2655  | L655 MEV     | E | B23F    | 07/93 |     | 11/03   |       | W |   |
| 2656  | L656 MEV     | E | B23F    | 12/93 |     | (08/03) |       | X | 1 |
| 2657  | M657 VJN     | E | B23F    | 01/95 |     | 09/03   |       | V | 2 |
| 2658  | M658 VJN     | E | B23F    | 01/95 |     |         |       |   | 2 |
| 2659  | M659 VJN     | E | B23F    | 01/95 |     | 09/03   |       | V | 2 |
| 2660  | M660 VJN     | E | B23F    | 01/95 |     | 09/03   |       | V | 2 |

| Fleet | Registration | D | Seating | New   | Acq   | Sold  | Notes |   |   |
|-------|--------------|---|---------|-------|-------|-------|-------|---|---|
| 2661  | M661 VJN     | E | B23F    | 01/95 |       | 09/03 |       | V | 2 |
| 2662  | M662 VJN     | E | B23F    | 01/95 |       |       |       |   | 2 |
| 2663  | M663 VJN     | E | B23F    | 01/95 |       |       |       |   |   |
| 2664  | M664 VJN     | E | B23F    | 01/95 |       |       |       |   |   |
| 2665  | M665 VJN     | E | B23F    | 02/95 |       |       |       |   |   |
| 2666  | M166 VJN     | E | B23F    | 03/95 |       |       |       |   |   |
| 2667  | M667 VJN     | E | B23F    | 03/95 |       |       |       |   |   |
| 2668  | M668 VJN     | E | B23F    | 03/95 |       |       |       |   |   |
| 2669  | M669 VJN     | E | B23F    | 03/95 |       |       |       |   |   |
| 2670  | M670 VJN     | E | B23F    | 03/95 |       |       |       |   |   |
| 2671  | M671 VJN     | E | B23F    | 03/95 |       |       |       |   |   |
| 2672  | M672 VJN     | E | B23F    | 03/95 |       |       |       |   |   |
| 2673  | M673 VJN     | E | B23F    | 03/95 |       |       |       |   |   |
| 2674  | M674 VJN     | E | B23F    | 03/95 |       |       |       |   |   |
| 2675  | M675 VJN     | E | B23F    | 03/95 |       |       |       |   |   |
| 2676  | M676 VJN     | E | B23F    | 03/95 |       |       |       |   |   |
| 2677  | L21 AHA      | E | B23F    | 07/93 | 08/95 | 09/03 | A     | N | 1 |
| 2678  | P678 HPU     | E | B23F    | 08/96 |       |       |       |   |   |
| 2679  | P679 HPU     | E | B23F    | 08/96 |       |       |       |   |   |
| 2680  | P680 HPU     | E | B23F    | 08/96 |       |       |       |   |   |
| 2681  | P681 HPU     | E | B23F    | 08/96 |       |       |       |   |   |
| 2682  | P682 HPU     | E | B23F    | 08/96 |       |       |       |   |   |
| 2683  | P689 HND     | E | DP27F   | 08/96 | 07/99 |       | B     |   |   |

245-260, 301-395 & 2601-2617 had Reeve Burgess bodies. 396-398 & 2631-2683 had Plaxton bodies. 2618-2630 were in build when Plaxton took over Reeve Burgess and had body numbers for both. All were to the same Beaver design, except 245-260 had smaller front destination screens (without domes).

245-260 were originally numbered 0245-0260 before the leading zero was dropped in late 1990. These numbers followed on from the original L608D 0200-0244 sequence (details of these are in Volumes 1 and 2). Thamesway did not continue the sequence after 260 but commenced a new series at 301. 2601-2677 were originally numbered 601-677 before being renumbered in December 1995 as part of the process of the Eastern National & Thamesway fleets being combined into one numbering system under Essex Buses. Note that 2666 did not have an exact matching registration and that acquired 2683 did not quite have a matching registration, although by co-incidence it is remarkably close. Most of the H registered Thamesway vehicles and acquired 2677 also did not have matching registrations.

#### *Acquisitions*

A: New to (a diverted order from Eastern National) and acquired from Frontline.

B: New to Cheshire Bus & Coach. Acquired from Procter Coaches, Bedale. Acquired for use on Clacton to Mistley Village Link service 2.

#### *Disposals*

J: Written off following an RTC, November 1996, stripped for spares and remains sold for scrap.

K: To Hardwick (dealer), Carlton, 310, 312, 381, 384, 2604, 2610, 2620 & 2629, at least, for scrap. Exact dates of sale of 384 & 2604 not known, but between July & September 2001 (384 had been at Clacton being stripped for spares since January 2001 and 2604 had been delicensed for disposal since March 2001).

L: To First Capital with the transfer of most of Thamesway's LRT contracts.

M: To a private buyer for conversion into a Go Kart transporter.

N: To First Eastern Counties.

O: To First Capital for spares.

P: To First Pioneer Bus.

Q: Written off following an RTC, August 1999, stripped for spares and remains sold for scrap.

R: Held for First Group cascade programme, repainted into Barbie 2 before disposal, then to First Leeds.

S: To Phoenix Student Travel, 2634 numbered 5051, 2633 converted to a service van / control vehicle and numbered 5050. 2640 was only at PST for a month before PST went into liquidation and did not receive a fleet number. All three moved on to Talisman, Great Bromley in December 2003.

T: To Houston Ramm (dealer), Rochdale (2651 after being stripped for spares at Clacton).

U: To Excel Coaches, Stansted.

V: To First Hampshire & Dorset.

W: To Jobserve, Colchester.

X: Converted to service vehicles as follows:

314 repainted all white with blue bumpers c March 2003 for use in connection with satellite systems. Also used as a driver shuttle. Renumbered 9038 May 2003.

360 transferred from Thamesway to Eastern National for use as a driver shuttle and renumbered 9034.

369 converted to a driver trainer and renumbered 9029.

385 converted to a driver trainer and renumbered 9026.

386 converted to a publicity van and renumbered 9028.

2606 converted to a mobile recruitment office and renumbered 9030.

2622 transferred from Eastern National to Thamesway for use as a driver shuttle and renumbered 9035.

2656 converted to a driver trainer and renumbered 9044.

#### *Other Notes*

1: (2)677 was originally to have been 652 (L652 MEV) but was diverted to Frontline, Tamworth and received a different registration. What was to have been 656 was renumbered to 652 to fill the gap. When Frontline was sold by Badgerline to British Bus, (2)677 was then acquired by Eastern National. The actual (2)656 was a replacement for this vehicle, delivered five months after the rest of the batch.

2: 2657-2660 transferred from Eastern National to Thamesway in December 1997 for Essex County Council tendered services in the Basildon and Brentwood areas which required vehicles less than five years old. 382-385 moved from Thamesway to Eastern National in return. 2661 & 2662 and 386 & 387 followed the next month. (382-387 were immediately repainted into EN livery).

3: Transferred from Thamesway to Eastern National in March 1998 in order that the last Mercedes L608Ds still in service with EN, 2217/2230-2233/2237/2247-2248/2252, all at Clacton, could be replaced. In part exchange, Darts 2808/2817/2819/2821-2822 transferred from Eastern National to Thamesway. 308/328-335 entered service at Clacton in Thamesway livery with small Eastern National fleet names. 334 only lasted a month before it was withdrawn from service with gearbox failure (which led to 2232 being reprieved and lasting a while longer). 2252 also transferred to Thamesway, in June 1998, for LRT route 462, and moved on to First Capital with the route two months later.

4: Transferred from Thamesway to Eastern National February 1999.

5: Transferred from Thamesway to Airport Coaches July 1999.

6: Transferred from Thamesway to Airport Coaches December 1999. Received Airport Coaches livery of red with maroon skirt, separated by a thin white band, with phone number and "Crew Bus" in large white lettering on sides, plus roof light fitted. 397 also had the phone number in the front blind box and "Airport Coaches" fleet name on front and received a fake registration number plate "AIR 1" above its proper registration number plate. By July 2000 397 at least (and probably also 398) operated with Red Diesel and was not permitted to leave Stansted Airport.

7: Returned from Eastern National to Thamesway March 2000.

8: Returned from Eastern National to Thamesway as a paint spare at Hadleigh March 2001 but back at EN again June 2001 as a shuttle.

#### 401-410 Mercedes Benz 711D / Plaxton Beaver

| Fleet | Registration | D | Seating | New   | Acq | Sold | Notes |  |  |
|-------|--------------|---|---------|-------|-----|------|-------|--|--|
| 401   | P401 HPU     | T | B23F    | 10/96 |     |      |       |  |  |
| 402   | P402 HPU     | T | B23F    | 10/96 |     |      |       |  |  |
| 403   | P403 HPU     | T | B23F    | 10/96 |     |      |       |  |  |
| 404   | P404 HPU     | T | B23F    | 10/96 |     |      |       |  |  |
| 405   | P405 HPU     | T | B23F    | 10/96 |     |      |       |  |  |
| 406   | P406 HPU     | T | B23F    | 10/96 |     |      |       |  |  |
| 407   | P407 HPU     | T | B23F    | 10/96 |     |      |       |  |  |
| 408   | P408 HPU     | T | B23F    | 10/96 |     |      |       |  |  |
| 409   | P409 HPU     | T | B23F    | 10/96 |     |      |       |  |  |
| 410   | P410 HPU     | T | B23F    | 10/96 |     |      |       |  |  |

401-410 were purchased for the renewal of the contract for LRT route 193.

#### 411-419 Mercedes Benz O814 Vario / Marshall

| Fleet | Registration | D | Seating | New   | Acq | Sold  | Notes |   |  |
|-------|--------------|---|---------|-------|-----|-------|-------|---|--|
| 411   | R411 VPU     | T | B27F    | 03/98 |     | 09/98 |       | J |  |
| 412   | R412 VPU     | T | B27F    | 03/98 |     | 09/98 |       | J |  |
| 413   | R413 VPU     | T | B27F    | 09/97 |     | 09/98 |       | J |  |
| 414   | R414 VPU     | T | B27F    | 09/97 |     | 09/98 |       | J |  |
| 415   | R415 VPU     | T | B27F    | 03/98 |     | 09/98 |       | J |  |
| 416   | R416 VPU     | T | B27F    | 03/98 |     | 09/98 |       | J |  |
| 417   | R417 VPU     | T | B27F    | 05/98 |     | 09/98 |       | J |  |
| 418   | R418 VPU     | T | B27F    | 05/98 |     | 09/98 |       | J |  |
| 419   | R419 VPU     | T | B27F    | 05/98 |     | 09/98 |       | J |  |

411-419 were purchased for the renewal of the contract for LRT routes 362 & 462. There were suspension problems with this batch of vehicles, hence the fact that after 413 and 414 the next deliveries were not until six months later.

*Disposals:* J: To First Capital with the transfer of most of Thamesway's LRT contracts.

#### 2701-2708 (421-428) Mercedes Benz O814 Vario / Plaxton Beaver 2

| Fleet | Registration | D | Seating | New   | Acq | Sold  | Notes |   |  |
|-------|--------------|---|---------|-------|-----|-------|-------|---|--|
| 2701  | P701 PWC     | E | B27F    | 06/97 |     | 08/98 |       | J |  |
| 2702  | P702 PWC     | E | B27F    | 06/97 |     | 08/98 |       | J |  |
| 2703  | P703 PWC     | E | B27F    | 06/97 |     | 08/98 |       | J |  |
| 2704  | P704 PWC     | E | B27F    | 06/97 |     | 08/98 |       | J |  |
| 2705  | P705 PWC     | E | B27F    | 06/97 |     | 08/98 |       | J |  |
| 2706  | P706 PWC     | E | B27F    | 06/97 |     | 08/98 |       | J |  |
| 2707  | P707 PWC     | E | B27F    | 06/97 |     | 08/98 |       | J |  |
| 2708  | P708 PWC     | E | B27F    | 06/97 |     | 08/98 |       | J |  |

These vehicles were delivered as 2701-2708 but after three months (in September 1997) they were renumbered 421-428 respectively to fit into the Thamesway Mercedes numbering system, following on from impending 411-419. As the last digit still matched the last digit of the registration number, there was no fleet number 420. A new series, from 430, was introduced for Village Link Mercedes O814s, so there was also no number 429. (However, there was originally planned to be similar vehicles numbered 429-432 but these were diverted, see below).

*Disposals:* J: To First Glasgow.

An unusual addition was 2253. A Mercedes L609D with Reeve Burgess body, it was new to TV Taxis in Southend as seen here with them on 5<sup>th</sup> January 1990, but was acquired from First Eastern Counties in August 1999 for the Airport Coaches operation.  
*Richard Delahoy*



A batch of 6 Mercedes Varios were bought in December 1999 for use on Essex County Council sponsored "Village Link" services. Carrying the Anglia livery but with a red skirt, 432 is seen at Stansted Airport on the lengthy Saffron Walden to Bishops Stortford service on 8<sup>th</sup> March 2002. *Robert Appleton*



Reflecting the diversity in liveries that was about to be swept away by the all-conquering "Barbie" styles, we see 432, 2902 and an unidentified Mercedes minibus all in the Anglia livery, in Chelmsford bus station, with VR 3072 in 1993 style livery passing. This was 28th February 2004, just two weeks before the Sema numbering scheme came into effect. *Adam Kelleher*





Rather non-standard acquisitions from First Capital in January 2001 were 6 Volvo B6s with Alexander Dash bodywork, 5 for service use as 621-4/6, the other as a driver trainer. Smartly repainted into the Barbie 2 livery, 626 leaves Colchester Bus Station on 19<sup>th</sup> June 2001.  
*Chris Stewart*



Immediately before those 6 buses came, EN had 2 others of the same batch on loan at Colchester in December 2000/early January 2001. Carrying a temporary fleet number and EN names on its First Capital livery, 6721 was photographed on 6<sup>th</sup> January 2001.  
*Robert Appleton*



In 2002 a fleet of 37 Optare Solos were bought, 26 of which were branded "Overground" for use in Chelmsford. 524, with blue route 45 branding, passes the rail station on 1st June 2002, a couple of weeks after the launch. The other 11 Solos were for TfL route 193, see page 97.  
*Dave Arnold*

#### 430-435 Mercedes Benz O814 Vario / Marshall

| Fleet | Registration | D | Seating | New   | Acq | Sold | Notes |  |  |
|-------|--------------|---|---------|-------|-----|------|-------|--|--|
| 430   | V430 GTW     | E | B23F    | 12/99 |     |      |       |  |  |
| 431   | V431 GTW     | E | B23F    | 12/99 |     |      |       |  |  |
| 432   | V432 GTW     | E | B23F    | 12/99 |     |      |       |  |  |
| 433   | V433 GTW     | E | B23F    | 12/99 |     |      |       |  |  |
| 434   | V434 GTW     | E | B23F    | 12/99 |     |      |       |  |  |
| 435   | V435 GTW     | E | B23F    | 12/99 |     |      |       |  |  |

New for Village Link services in the Bishops Stortford area. In Anglia yellow livery but with a light red skirt and Village Link branding.

#### 450-452 Mercedes Benz O814 Vario / Plaxton Cheetah

| Fleet | Registration | D | Seating | New   | Acq | Sold | Notes |  |  |
|-------|--------------|---|---------|-------|-----|------|-------|--|--|
| 450   | YN53 VBT     |   | C33F    | 11/03 |     |      |       |  |  |
| 451   | YN53 VBU     |   | C33F    | 11/03 |     |      |       |  |  |
| 452   | YN53 VBV     |   | C33F    | 11/03 |     |      |       |  |  |

In Barbie coach livery with branding for Coachlink 222 Stansted Airport to Colchester. The first vehicles in the fleet to have LED destination blind displays.

#### 501-537 Optare Solo

| Fleet | Registration | D | Seating | New   | Acq | Sold | Notes |  |  |
|-------|--------------|---|---------|-------|-----|------|-------|--|--|
| 501   | EO02 FLA     |   | B26F    | 03/02 |     |      |       |  |  |
| 502   | EO02 FLB     |   | B26F    | 03/02 |     |      |       |  |  |
| 503   | EO02 FLC     |   | B26F    | 03/02 |     |      |       |  |  |
| 504   | EO02 FLD     |   | B26F    | 03/02 |     |      |       |  |  |
| 505   | EO02 FLE     |   | B26F    | 03/02 |     |      |       |  |  |
| 506   | EO02 FLF     |   | B26F    | 03/02 |     |      |       |  |  |
| 507   | EO02 FLG     |   | B26F    | 03/02 |     |      |       |  |  |
| 508   | EO02 FLH     |   | B26F    | 03/02 |     |      |       |  |  |
| 509   | EO02 FLJ     |   | B26F    | 03/02 |     |      |       |  |  |
| 510   | EO02 FLK     |   | B26F    | 03/02 |     |      |       |  |  |
| 511   | EO02 FKZ     |   | B26F    | 03/02 |     |      |       |  |  |
| 512   | EO02 NDX     |   | B30F    | 04/02 |     |      |       |  |  |
| 513   | EO02 NDY     |   | B30F    | 04/02 |     |      |       |  |  |
| 514   | EO02 NDZ     |   | B30F    | 05/02 |     |      |       |  |  |
| 515   | EO02 NEF     |   | B30F    | 05/02 |     |      |       |  |  |
| 516   | EO02 NEJ     |   | B30F    | 05/02 |     |      |       |  |  |
| 517   | EO02 NEM     |   | B30F    | 05/02 |     |      |       |  |  |
| 518   | EO02 NEU     |   | B30F    | 05/02 |     |      |       |  |  |
| 519   | EO02 NEY     |   | B30F    | 05/02 |     |      |       |  |  |
| 520   | EO02 NFA     |   | B30F    | 05/02 |     |      |       |  |  |
| 521   | EO02 NFC     |   | B30F    | 05/02 |     |      |       |  |  |
| 522   | EO02 NFD     |   | B30F    | 05/02 |     |      |       |  |  |
| 523   | EO02 NFE     |   | B30F    | 05/02 |     |      |       |  |  |
| 524   | EO02 NFF     |   | B30F    | 05/02 |     |      |       |  |  |
| 525   | EO02 NFG     |   | B30F    | 05/02 |     |      |       |  |  |
| 526   | EO02 NFH     |   | B30F    | 05/02 |     |      |       |  |  |
| 527   | EO02 NFJ     |   | B30F    | 05/02 |     |      |       |  |  |

| Fleet | Registration | D | Seating | New   | Acq | Sold | Notes |  |  |
|-------|--------------|---|---------|-------|-----|------|-------|--|--|
| 528   | EO02 NFK     |   | B30F    | 05/02 |     |      |       |  |  |
| 529   | EO02 NFL     |   | B30F    | 05/02 |     |      |       |  |  |
| 530   | EO02 NFM     |   | B30F    | 05/02 |     |      |       |  |  |
| 531   | EO02 NFN     |   | B30F    | 05/02 |     |      |       |  |  |
| 532   | EO02 NFP     |   | B30F    | 05/02 |     |      |       |  |  |
| 533   | EO02 NFR     |   | B30F    | 05/02 |     |      |       |  |  |
| 534   | EO02 NFT     |   | B30F    | 05/02 |     |      |       |  |  |
| 535   | EO02 NFU     |   | B30F    | 05/02 |     |      |       |  |  |
| 536   | EO02 NFV     |   | B30F    | 05/02 |     |      |       |  |  |
| 537   | EO02 NFX     |   | B30F    | 05/02 |     |      |       |  |  |

501-511 were type M850, 512-537 were type M920 (8.5m & 9.2m long respectively).

501-511 had booked registrations EK51 KHG/H/J/L/M/O/P/R/T/U/V, but due to late delivery and entry into service these were voided. They entered service from 26th March 2002 on TfL route 193, in red London version of Barbie style livery.

512-537 were for the Chelmsford Overground network which launched on 13th May 2002. They had colour coded route branding as follows: 515-518 green for routes 41/51, 519-521 brown for 40/50, 522-526 light blue for 45, 527-532 orange for 54/54A/56/56A, 533-534 purple for 47, 512-514 & 535-537 dark blue generic.

Note, 512 & 513 were delivered April 2002, all the rest by 13th May, some of those listed as May may actually have been new in late April.

### 601-619 Volvo B10M-62 / Plaxton Premiere

| Fleet | Registration | D | Seating | New   | Acq | Sold  | Notes |   |         |
|-------|--------------|---|---------|-------|-----|-------|-------|---|---------|
| 601   | N601 APU     | T | C53F    | 08/95 |     | 11/01 |       | J | 3, 4    |
| 602   | N602 APU     | T | C53F    | 08/95 |     |       |       |   | 3, 5    |
| 603   | N603 APU     | T | C53F    | 08/95 |     | 10/01 |       | J | 3       |
| 604   | N604 APU     | T | C53F    | 08/95 |     | 04/99 |       | J |         |
| 605   | N605 APU     | T | C53F    | 08/95 |     | 10/01 |       | J | 3       |
| 606   | N606 APU     | T | C53F    | 08/95 |     | 08/99 |       | J | 1       |
| 607   | N607 APU     | T | C53F    | 08/95 |     | 10/01 |       | J | 3       |
| 608   | N608 APU     | T | C53F    | 08/95 |     |       |       |   | 3, 5, 7 |
| 609   | N609 APU     | T | C53F    | 08/95 |     | 10/01 |       | J | 3       |
| 610   | N610 APU     | T | C53F    | 08/95 |     |       |       |   | 3, 5    |
| 611   | N611 APU     | T | C53F    | 12/95 |     | 10/01 |       | J | 2       |
| 612   | N612 APU     | T | C53F    | 12/95 |     | 01/00 |       | J |         |
| 613   | N613 APU     | T | C53F    | 12/95 |     | 11/99 |       | J | 6       |
| 614   | N614 APU     | T | C53F    | 12/95 |     | 01/00 |       | J |         |
| 615   | N615 APU     | T | C53F    | 12/95 |     | 11/99 |       | J |         |
| 616   | N616 APU     | T | C53F    | 12/95 |     | 08/98 |       | J |         |
| 617   | N617 APU     | T | C53F    | 12/95 |     | 07/98 |       | J |         |
| 618   | N618 APU     | T | C53F    | 12/95 |     | 07/98 |       | J |         |
| 619   | N619 APU     | T | C53F    | 12/95 |     | 10/97 |       | J |         |

#### Disposals

J: To First Eastern Counties.

#### Other Notes

1: In March 1997, repainted into white / turquoise / grey with thin orange band advertising livery for Victoria Coach Station. In May 1998, repainted into green / white / yellow Arterial Express livery, a contract for LTS rail.

- 2: In March 1999, received the same Victoria Coach Station advertising livery as previously carried by 606.
- 3: Received Green Line livery for joint Southend to London services with Arriva Southend (repainted between October and December 1999).
- 4: Transferred to Airport Coaches December 2000 in exchange for 35.
- 5: Transferred to Airport Coaches October 2001. These transfers, and the disposals of 601, 603, 605, 607, 609 & 611, were following Thamesway's final withdrawal from Southend to London coach services which 601-619 had been purchased new for in 1995. 608 was the first coach to receive Barbie coach livery, in April 2002, with branding for Coachlink 222 (which was also applied on the Green Line livery of 602). 602 later also received Barbie coach livery.
- 6: Back on loan from First Eastern Counties during December 2002, further details under *Vehicles on Loan / Demonstration* below.
- 7: On loan to First Midland Red during January 2004.

### 621-624 / 626 Volvo B6 / Alexander Dash

| Fleet | Registration | D | Seating | New   | Acq   | Sold  | Notes |   |   |
|-------|--------------|---|---------|-------|-------|-------|-------|---|---|
| 621   | L671 RMD     | E | B31F    | 02/94 | 01/01 | 08/02 | A     | J |   |
| 622   | L673 RMD     | E | B31F    | 02/94 | 01/01 | 08/02 | A     | J | 1 |
| 623   | L675 RMD     | E | B31F    | 02/94 | 01/01 | 08/02 | A     | J |   |
| 624   | L676 RMD     | E | B31F    | 02/94 | 01/01 | 08/02 | A     | J |   |
| 626   | L679 RMD     | E | B31F    | 02/94 | 01/01 | 08/02 | A     | J |   |

Note, 625 was also acquired at the same time but was used as a driver trainer and so details are included in Part 2.

#### *Acquisitions*

A: New to Capital Citybus. Acquired from First Capital.

#### *Disposals*

J: To First Aberdeen.

#### *Other Notes*

Two other First Capital Volvo B6 / Alexander Dashes were in use from Colchester during December 2000 and early January 2001, 672 and 674 (L672 / 4 RMD). These were temporarily numbered 6721 and 6741 (with a 1 affixed to the end of their existing fleet numbers on the front of the vehicles). Both received Eastern National fleet names on their First Capital red with wide yellow band livery. However, these two were surprisingly not part of the batch acquired later in January 2001, even though all the rest of L671-L679 RMD (except L677) were acquired, and instead moved on to First Leicester.

1: Received fleet numbers and small Eastern National fleet names on First Capital red with wide yellow band livery before being repainted into Barbie 2. None of the others are thought to have entered service before being repainted into Barbie 2.

### 630-634 Volvo B10L / Wrightbus Liberator

| Fleet | Registration | D | Seating | New   | Acq   | Sold  | Notes |   |  |
|-------|--------------|---|---------|-------|-------|-------|-------|---|--|
| 630   | P188 UNS     |   | B43F    | 11/96 | 04/02 | 10/02 | A     | J |  |
| 631   | P189 UNS     |   | B43F    | 11/96 | 04/02 | 11/02 | A     | J |  |
| 632   | P190 UNS     |   | B43F    | 11/96 | 04/02 | 11/02 | A     | J |  |
| 633   | P191 UNS     |   | B43F    | 11/96 | 04/02 | 11/02 | A     | J |  |
| 634   | P192 UNS     |   | B43F    | 12/96 | 04/02 | 11/02 | A     | J |  |

Although low-floor, these received Barbie 2 livery as they did not meet the interior specification qualifying for Barbie. They encountered difficulties because of their length, particularly on their intended route 27, and within seven months were replaced by Darts 745-748 / 750.

#### Acquisitions

A: New to First Strathclyde Buses. Acquired from First Glasgow.

#### Disposals:

J: Returned to First Glasgow.

### 650-687 Scania L94UB / Wrightbus

| Fleet | Registration | D | Seating | New   | Acq   | Sold | Notes |  |         |
|-------|--------------|---|---------|-------|-------|------|-------|--|---------|
| 650   | T650 SSF     | E | B43F    | 04/99 |       |      |       |  | 1       |
| 651   | T651 SSF     | E | B43F    | 04/99 |       |      |       |  | 1       |
| 652   | T652 SSF     | E | B43F    | 04/99 |       |      |       |  | 1       |
| 653   | T653 SSF     | E | B43F    | 04/99 |       |      |       |  | 1       |
| 654   | T654 SSF     | E | B43F    | 04/99 |       |      |       |  | 1       |
| 655   | SN51 UYG     |   | B43F    | 11/01 | 07/02 |      | A     |  | 2       |
| 656   | SN51 UYK     |   | B43F    | 11/01 | 07/02 |      | A     |  | 2       |
| 657   | SN51 UXX     |   | B43F    | 11/01 | 07/02 |      | A     |  | 2       |
| 658   | SN51 UYA     |   | B43F    | 11/01 | 07/02 |      | A     |  | 2       |
| 659   | SN51 UYD     |   | B43F    | 11/01 | 07/02 |      | A     |  | 2       |
| 660   | SN51 UYH     |   | B43F    | 11/01 | 07/02 |      | B     |  | 2       |
| 661   | SN51 UYL     |   | B43F    | 11/01 | 07/02 |      | B     |  | 2       |
| 662   | SN51 UXY     |   | B43F    | 11/01 | 07/02 |      | B     |  | 2       |
| 663   | SN51 UYB     |   | B43F    | 11/01 | 07/02 |      | B     |  | 2       |
| 664   | SN51 UYE     |   | B43F    | 11/01 | 07/02 |      | B     |  | 2       |
| 665   | SN51 UYJ     |   | B43F    | 11/01 | 07/02 |      | B     |  | 2       |
| 666   | SN51 UYZ     |   | B43F    | 11/01 | 07/02 |      | B     |  | 2       |
| 667   | SN51 UYC     |   | B43F    | 11/01 | 07/02 |      | B     |  | 2       |
| 668   | YP02 ABN     |   | B43F    | 03/02 | 06/03 |      | C     |  | 3, 4, 7 |
| 669   | YR52 VEH     |   | B43F    | 11/02 | 07/03 |      | D     |  | 5       |
| 670   | YR52 VEK     |   | B43F    | 11/02 | 08/03 |      | D     |  | 5, 8    |
| 671   | YR52 VEL     |   | B43F    | 11/02 | 08/03 |      | D     |  | 5, 8    |
| 672   | YR52 VEP     |   | B43F    | 11/02 | 08/03 |      | D     |  | 5, 8    |
| 673   | YR52 VEU     |   | B43F    | 11/02 | 08/03 |      | D     |  | 5, 8    |
| 674   | YR52 VEY     |   | B43F    | 11/02 | 08/03 |      | D     |  | 5, 8    |
| 675   | YR52 VFO     |   | B43F    | 09/02 | 06/03 |      | C     |  | 4, 7    |
| (676) | YS03 ZKA     |   | B44F    | 06/03 |       |      |       |  | 6       |
| (677) | YS03 ZKB     |   | B44F    | 06/03 |       |      |       |  | 6       |
| 678   | YS03 ZKC     |   | B44F    | 06/03 |       |      |       |  | 7       |
| (679) | YS03 ZKD     |   | B44F    | 06/03 |       |      |       |  | 6       |
| (680) | YS03 ZKE     |   | B44F    | 06/03 |       |      |       |  | 6       |
| (681) | YS03 ZKF     |   | B44F    | 06/03 |       |      |       |  | 6       |
| 682   | YS03 ZKG     |   | B44F    | 06/03 |       |      |       |  | 7       |
| 683   | YS03 ZKH     |   | B44F    | 06/03 |       |      |       |  | 7       |
| 684   | YS03 ZKJ     |   | B44F    | 06/03 |       |      |       |  | 7       |
| 685   | YS03 ZKK     |   | B44F    | 06/03 |       |      |       |  | 7       |
| 686   | YS03 ZKL     |   | B44F    | 06/03 |       |      |       |  | 7       |
| 687   | YS03 ZKM     |   | B44F    | 06/03 |       |      |       |  | 7       |

650-654 had Axxess Floline bodywork, 655-687 had Solar bodywork.

655-667 were ex dealer stock (purchased during an Edinburgh “bus war”) with non-standard interiors but despite this received Barbie livery.

668-675 were also ex dealer stock with similar non-standard interiors and also received Barbie livery.

650-654 & 668-687 were numbered in registration number order, but 655-667 were numbered in chassis number order.

#### Acquisitions

A: New to and acquired from First Edinburgh (ex-dealer stock).

B: New to First Edinburgh (ex-dealer stock). Acquired from First Midland Bluebird.

C: New to (as dealer stock) and acquired from Scania.

D: New to Menzies, Heathrow (ex-dealer stock). Acquired from Scania.

#### Other Notes

1: Delivered for Colchester route 65 with Centurion 65 branding, replacing Super Pointer Darts 722-726. Repainted and received blue Overground branding for route 64, August 2003 (654 July).

2: Acquired for route 100 with turquoise Overground branding, entered service from 5th August 2002 (658 did not have route branding at first but did receive it later).

3: Had been on loan to Ipswich Buses as a demonstrator when new.

4: After acquisition went immediately on loan to First Eastern Counties at Bury St Edmunds but were back the next month.

5: Had been on loan to Brighton & Hove from March 2003 before acquisition.

6: When new were delivered directly to First Hampshire & Dorset for use on X53 Jurassic Coast service between Exeter and Wareham, pending delivery of FH&D's own new double deckers for the service. At FH&D they were numbered 62406-62410 (ZKA/B/E/D/F) in the Sema scheme. As these did not move to Essex until after the First Essex fleet had been renumbered into the Sema scheme, they kept these numbers, and 676, 677, 679, 680 & 681, although allocated, were never carried.

7: When acquired / new received red Overground route branding for Colchester route 65.

8: When acquired received claret *Chelmsford-Burnham Connection* branding for routes 31 / 31X.

#### 701-782 Dart SLF

| Fleet | Registration | D | Seating | New   | Acq | Sold  | Notes |   |       |
|-------|--------------|---|---------|-------|-----|-------|-------|---|-------|
| 701   | N701 CPU     | T | B37F    | 10/95 |     | 03/03 |       | K |       |
| 702   | P702 HPU     | T | B37F    | 07/96 |     | 04/03 |       | K |       |
| 703   | P703 HPU     | T | B37F    | 07/96 |     | 04/03 |       | K |       |
| 704   | P704 HPU     | T | B37F    | 07/96 |     | 04/03 |       | K |       |
| 705   | P705 HPU     | T | B37F    | 07/96 |     | 09/03 |       | K |       |
| 706   | P706 HPU     | T | B37F    | 09/96 |     | 04/03 |       | K |       |
| 707   | P707 HPU     | T | B37F    | 09/96 |     | 04/03 |       | K |       |
| 708   | P708 HPU     | T | B37F    | 09/96 |     | 09/03 |       | K |       |
| 709   | P709 HPU     | T | B37F    | 10/96 |     | 10/03 |       | K |       |
| 710   | P710 HPU     | T | B37F    | 10/96 |     | 10/03 |       | K |       |
| 711   | P711 HPU     | T | B37F    | 10/96 |     | 03/03 |       | L |       |
| 712   | R712 DJN     | E | B37F    | 02/98 |     |       |       |   | 1, 7  |
| 713   | R713 DJN     | E | B37F    | 02/98 |     |       |       |   | 1, 7  |
| 714   | R714 DJN     | E | B37F    | 02/98 |     |       |       |   | 1, 7  |
| 715   | R715 DJN     | E | B37F    | 02/98 |     |       |       |   | 1, 8  |
| 716   | R716 DJN     | E | B37F    | 02/98 |     |       |       |   | 1, 8  |
| 717   | R717 DJN     | T | B37F    | 02/98 |     |       |       |   | 2, 13 |
| 718   | R718 DJN     | T | B37F    | 02/98 |     |       |       |   | 2, 13 |

| Fleet | Registration | D | Seating | New   | Acq   | Sold  | Notes |   |       |
|-------|--------------|---|---------|-------|-------|-------|-------|---|-------|
| 719   | R719 DJN     | T | B37F    | 02/98 |       |       |       |   | 2, 13 |
| 720   | R720 DJN     | T | B37F    | 02/98 |       |       |       |   | 2, 13 |
| 721   | R721 DJN     | T | B37F    | 02/98 |       |       |       |   | 2, 13 |
| 722   | R722 HHK     | E | B41F    | 06/98 |       | 04/99 |       | K | 4     |
| 723   | R723 HHK     | E | B41F    | 06/98 |       | 04/99 |       | K | 4     |
| 724   | R724 HHK     | E | B41F    | 06/98 |       | 04/99 |       | K | 4     |
| 725   | R725 HHK     | E | B41F    | 06/98 |       | 04/99 |       | K | 4     |
| 726   | R726 HHK     | E | B41F    | 06/98 |       | 04/99 |       | K | 4     |
| 727   | R458 BNG     | E | B37F    | 10/97 | 05/98 | 10/98 | A     | J | 3     |
| 728   | R459 BNG     | E | B37F    | 10/97 | 05/98 | 10/98 | A     | J | 3     |
| 729   | S729 TWC     | E | B37F    | 10/98 |       |       |       |   |       |
| 730   | S730 TWC     | E | B37F    | 10/98 |       |       |       |   |       |
| 731   | S731 TWC     | E | B37F    | 10/98 |       |       |       |   |       |
| 732   | S732 TWC     | E | B37F    | 10/98 |       |       |       |   | 5     |
| 733   | S733 TWC     | E | B37F    | 10/98 |       |       |       |   | 5     |
| 734   | S734 TWC     | T | B37F    | 10/98 |       |       |       |   | 5, 9  |
| 735   | S735 TWC     | T | B37F    | 10/98 |       |       |       |   | 5, 9  |
| 736   | S736 TWC     | T | B37F    | 10/98 |       |       |       |   | 5, 9  |
| 737   | S737 TWC     | T | B37F    | 10/98 |       |       |       |   | 5, 9  |
| 738   | S738 TWC     | T | B37F    | 10/98 |       |       |       |   | 5, 9  |
| 739   | V739 GPU     | E | B37F    | 11/99 |       |       |       |   | 6     |
| 740   | V740 GPU     | E | B37F    | 11/99 |       |       |       |   | 6     |
| 741   | V741 GPU     | E | B37F    | 11/99 |       |       |       |   | 6     |
| 742   | V742 GPU     | E | B37F    | 11/99 |       |       |       |   | 6     |
| 743   | V743 GPU     | E | B37F    | 11/99 |       |       |       |   | 6     |
| 744   | V744 GPU     | E | B37F    | 11/99 |       |       |       |   | 6     |
| 745   | P852 VUS     |   | B37F    | 02/97 | 12/02 |       | B     |   | 13    |
| 746   | P853 VUS     |   | B37F    | 02/97 | 11/02 |       | B     |   | 13    |
| 747   | P854 VUS     |   | B37F    | 02/97 | 11/02 |       | B     |   | 13    |
| 748   | P855 VUS     |   | B37F    | 02/97 | 10/02 |       | B     |   | 13    |
| (749) | P856 VUS     |   | B37F    | 02/97 | 03/04 |       | B     |   | 19    |
| 750   | P857 VUS     |   | B37F    | 02/97 | 11/02 |       | B     |   |       |
| (751) | P858 VUS     |   | B37F    | 02/97 | 04/04 |       | B     |   | 19    |
| (752) | P859 VUS     |   | B37F    | 02/97 | 05/04 |       | B     |   | 19    |
| 753   | R637 VLX     |   | B33F    | 08/97 | 01/03 |       | C     |   | 10    |
| 754   | R640 VLX     |   | B33F    | 08/97 | 01/03 |       | C     |   | 10    |
| 755   | R642 TLM     |   | B33F    | 02/98 | 01/03 |       | C     |   | 10    |
| 756   | R644 TLM     |   | B33F    | 02/98 | 01/03 |       | C     |   | 10    |
| 757   | R645 TLM     |   | B33F    | 02/98 | 01/03 |       | C     |   | 10    |
| 758   | R650 TLM     |   | B33F    | 02/98 | 01/03 |       | C     |   | 10    |
| 759   | R651 TLM     |   | B33F    | 02/98 | 01/03 |       | C     |   | 11    |
| 760   | R653 TLM     |   | B33F    | 12/97 | 01/03 |       | C     |   | 11    |
| 761   | R647 TLM     |   | B33F    | 02/98 | 02/03 |       | C     |   | 12    |
| 762   | R705 VLA     |   | B34F    | 02/98 | 03/03 |       | D     |   | 14    |
| 763   | R706 VLA     |   | B34F    | 02/98 | 03/03 |       | D     |   | 14    |
| 764   | R707 VLA     |   | B34F    | 02/98 | 03/03 |       | D     |   | 14    |
| 765   | R708 VLA     |   | B34F    | 02/98 | 04/03 |       | D     |   | 14    |
| 766   | R709 VLA     |   | B34F    | 02/98 | 04/03 |       | D     |   | 14    |
| 767   | R710 VLA     |   | B34F    | 02/98 | 04/03 |       | D     |   | 14    |
| 768   | R711 VLA     |   | B34F    | 02/98 | 09/03 |       | D     |   | 14    |
| 769   | R712 VLA     |   | B34F    | 02/98 | 10/03 |       | D     |   | 14    |
| 770   | R713 VLA     |   | B34F    | 02/98 | 09/03 |       | D     |   | 15    |
| 771   | R714 VLA     |   | B34F    | 02/98 | 10/03 |       | D     |   | 15    |
| 772   | R715 VLA     |   | B34F    | 02/98 | 10/03 |       | D     |   | 15    |

| Fleet | Registration | D | Seating | New   | Acq   | Sold | Notes |  |    |
|-------|--------------|---|---------|-------|-------|------|-------|--|----|
| 773   | R716 VLA     |   | B34F    | 02/98 | 10/03 |      | D     |  | 15 |
| 774   | R717 VLA     |   | B34F    | 02/98 | 10/03 |      | D     |  | 15 |
| 775   | SN03 WLD     |   | B37F    | 08/03 |       |      |       |  | 18 |
| 776   | SN03 WLK     |   | B37F    | 08/03 |       |      |       |  | 16 |
| 777   | SN03 WLW     |   | B37F    | 08/03 |       |      |       |  | 16 |
| 778   | SN03 WME     |   | B37F    | 08/03 |       |      |       |  | 16 |
| 779   | SN03 WMM     |   | B37F    | 08/03 |       |      |       |  | 16 |
| 780   | SN03 WMX     |   | B37F    | 08/03 |       |      |       |  | 16 |
| 781   | SN53 KJX     |   | B37F    | 11/03 |       |      |       |  | 17 |
| 782   | SN53 KJY     |   | B37F    | 11/03 |       |      |       |  | 17 |

Dennis Darts except 775-782 Transbus Darts.

701-711 10.6m Plaxton Pointer bodywork, 712-721 & 727-738 10.7m Plaxton Pointer 2 bodywork.

722-726 11.3m Super Pointer Darts (Plaxton bodywork to Pointer 2 design).

739-744 10.6m Alexander ALX200 bodywork.

745-752, 762-774 10.6m East Lancs Spryte bodywork.

753-761 10.2m Marshall Capital bodywork.

775-782 10.7m Transbus Pointer bodywork (to Plaxton Pointer 2 design).

727-728 were only on loan from First Eastern Counties but are included in this section, rather than in *Vehicles on Loan / Demonstration* below, as they were numbered within the low floor Dart series.

701 was the prototype low floor Dennis Dart and was the first new generation low floor vehicle in either the Thamesway or Eastern National fleets. It was delivered to Thamesway in January 1996 after being exhibited at the Bus & Coach Show at the NEC, Birmingham. It did not have a wheelchair space, but the next batch, 702-711, were the first to have one; they had three inward facing tip-up seats behind each front wheel arch for wheelchair and buggy space (although only one side was fitted for wheelchair occupation).

It had been planned that one of 702-711 would be powered by electricity. This project, jointly funded by Badgerline (as was, before the formation of First Bus), Dennis & Plaxton (manufacturers), Wavedriver (system developer) and Powergen (electricity supplier), did not progress as envisaged due firstly to Badgerline Developments (set up by the Badgerline Group to oversee such projects) being disbanded and secondly, one of the major partners, Powergen deciding to pull out, and attempts to replace them with another electricity supplier proved to be unsuccessful.

As 701-710 were delivered before First's corporate style interior was introduced, when they were repainted in 2001-2 they received Barbie 2 livery. 745-752 also received Barbie 2 livery, however 711, 753-760 & 762-774, which also had non-corporate interiors, received Barbie.

745-748/750 were acquired in exchange for 630-4.

762-774 were originally B37F but had been down-seated whilst with Capital. These vehicles replaced the earliest low floor Darts, 701-711, at Hadleigh, which were sold.

### Acquisitions

A: New to and *on loan* from First Eastern Counties.

B: New to Comlaw 313 (First Strathclyde Buses' low-cost unit). Acquired from First Glasgow.

C: New to Berks Bucks Bus Company. Acquired from First Centrewest.

D: New to Capital Citybus. Acquired from First Capital.

### Disposals

J: Returned *off loan* to First Eastern Counties.

K: To First Huddersfield.

L: To First Western National.

### Other Notes

- 1: When new, branded for *Diamond Service* which replaced *Eastern National Venturer* service 33/33X.
- 2: When new, branded for *Canvey Clipper* service, which replaced service 3C.
- 3: On loan to operate from Bishops Stortford outstation on newly won Hertfordshire County Council services 350/1 (Bishops Stortford to Hertford) and 354 (Buntingford to Harlow) from 11th May 1998.
- 4: When new, branded for *Centurion Route 65* in Colchester. Ten months later replaced on this route by 650-654 and sold.
- 5: When new, passed immediately on loan to First Eastern Counties. 734 returned in January 1999, the rest in February 1999.
- 6: When new, branded for Route 42 in Chelmsford. In May 2002, Route 42 became part of the Chelmsford Overground network and they received new colour coded red branding.
- 7: From 5th June 2000 the Diamond Service was cut back to Southend to Chelmsford only, with route number 33 reinstated for the Chelmsford to Bishops Stortford section, using step entrance Darts (2823 & 2824 were repainted and route branded for the 33, *Stansted Connection*). This made three low floor Darts spare and these were transferred from Eastern National to Thamesway in exchange for 943-5.
- 8: Also transferred from Eastern National to Thamesway, August 2000 (715), September 2001 (716).
- 9: Red Overground branding for route 5 in Basildon December 2002.
- 10: Blue Overground branding for route 8 in Basildon when acquired (replacing Super 8 liveried step entrance Darts).
- 11: Green Overground branding for route 12 in Basildon when acquired.
- 12: 761 was an additional vehicle acquired shortly after the rest of the Marshall bodied Darts, hence its out of sequence registration number. It was originally allocated to Airport Buses & Coaches in February 2003, still in acquired livery of yellow with dark red skirt and lighter red stripe above the skirt on side panels, and with its fleet number added. However, it moved to Basildon the next month to join 753-760 and was repainted into Barbie livery (although, unlike 753-760, it did not receive Overground branding).
- 13: Orange Metro branding for routes 27/27A/27B in Southend June 2003.
- 14: Blue Metro branding for routes 21/21A/21B in Southend June 2003 (or when acquired for 768 & 769).
- 15: Green Metro branding for routes 26/26A/26B in Southend when acquired.
- 16: Blue *Halstead-Chelmsford Connection* branding for route 352 when new.
- 17: 781 & 782 were originally to have been part of the 775-780 batch but the vehicles were diverted to First Cymru for an urgent Park & Ride contract becoming their 753 & 754 (CU03 BHV/W). Their replacements were delivered new to First PMT numbered 42488 & 42489 in the Sema series, before moving to First Essex on 18th January 2004 and receiving lime green *South Woodham-Chelmsford Connection* branding for route 36. Their First Essex local fleet numbers were temporarily carried immediately below their Sema numbers on the front. When the Essex fleet was renumbered they retained their First PMT Sema numbers.
- 18: 775 was originally unbranded, but also received lime green *South Woodham-Chelmsford Connection* branding for route 36 in January 2004.
- 19: Although allocated fleet numbers 749/751/752 in October 2002, these vehicles were not delivered until March, April & May 2004 respectively, after the Essex fleet had been renumbered. These therefore did not receive their allocated Essex local numbers and kept their First Glasgow Sema numbers of 40777/8/9. 751 & 752 are therefore strictly just outside the period covered by this volume, but are included, in italics, to show the complete intended 701-782 series. (There had been a depot fire in Glasgow earlier in 2002 which had destroyed a number of vehicles and so the reason these were delivered to Essex so late may have been as they were covering for the subsequent vehicle shortage).

This volume includes 38 Scania L94UB saloons with Wrightbus bodies.

First to be delivered were 5 with the Access Foline body style, new in April 1999 for route 65 in Colchester, initially branded as Centurion 65 but seen here in the later style for route 64, in Colchester Bus Station.  
*The late Eric Thompson.*



All the other Scania had the Solar body style. First came a batch of 13 which were new to First Edinburgh (ex dealer stock) and moved to Essex for use on the Chelmsford to Lakeside service 100 from August 2002. 656 was seen at Lakeside on 17<sup>th</sup> February 2004.



Proudly displayed at the annual London Bus Museum rally, held on Wisley airfield on 4<sup>th</sup> April 2004, 670 had been new to Menzies Aviation, Heathrow. In Essex it wore this claret branding for the 31/31X Chelmsford – Burnham connection, despite the destination display. It has flip dot destination gear rather than roller blinds.  
*Richard Delahoy (2)*





In total, Essex Buses had 117 step-entrance Plaxton bodied Dennis Darts. Here we illustrate three in contrasting liveries.

Firstly, in Basildon Bus Station in 1998, 2822 had received Thamesway names on its Eastern National livery when it moved from Clacton to Basildon. Five months later it returned to EN at Chelmsford. *The late Eric Thompson.*



919 was one of 8 repainted into this livery for Basildon's "Super Eight" route, although it is seen here in Brentwood High Street on service 269 on 13<sup>th</sup> September 2000. *Chris Stewart.*



In simplified Barbie 2, with white cover panels to allow for coloured branding to be applied, 947 is in Southend Central Bus Station branded for service 20 to Hullbridge, on 4<sup>th</sup> October 2003.

Both these buses are to the longer 9.8m length, in contrast to 2822 at the top which was a 9m version. *Kevin Smith.*

## 800-811 Mercedes Benz 811D / Beaver

| Fleet | Registration | D | Seating | New   | Acq | Sold  | Notes |   |   |
|-------|--------------|---|---------|-------|-----|-------|-------|---|---|
| 800   | F800 RHK     | T | B31F    | 02/89 |     | 09/98 |       | J |   |
| 801   | F801 RHK     | T | B31F    | 02/89 |     | 09/98 |       | J |   |
| 802   | F802 RHK     | T | B31F    | 02/89 |     | 09/98 |       | J |   |
| 803   | F803 RHK     | T | B31F    | 03/89 |     | 09/98 |       | J | 2 |
| 804   | F804 RHK     | T | B31F    | 03/89 |     | 09/98 |       | J | 2 |
| 805   | K805 DJN     | T | B31F    | 10/92 |     | 06/03 |       | L | 1 |
| 806   | K806 DJN     | T | B31F    | 10/92 |     | 06/03 |       | L | 1 |
| 807   | K807 DJN     | T | B31F    | 10/92 |     | 10/02 |       | K | 1 |
| 808   | K808 DJN     | T | B31F    | 10/92 |     | 10/02 |       | K | 1 |
| 809   | K809 DJN     | T | B31F    | 10/92 |     | 06/03 |       | L | 1 |
| 810   | K810 DJN     | T | B31F    | 10/92 |     | 06/03 |       | L | 1 |
| 811   | K811 DJN     | T | B31F    | 10/92 |     | 06/03 |       | L | 1 |

800-804 Reeve Burgess bodywork, 805-811 Plaxton bodywork, all to the same design, except 800-804 had smaller front destination screens (without domes).  
800-804 had been renumbered from 0800-0804 in late 1990.

### Disposals

J: To First Capital with the transfer of most of Thamesway's LRT contracts.

K: To Houston Ramm (dealer), Rochdale.

L: To First Glasgow.

### Other Notes

1: LRT route D8 transferred to Capital Citybus on 29th June 1998 (just before Capital was formally taken over by First Group on 7th July) and these vehicles went on loan to Capital at Hackney to continue operating on the route until Capital obtained its own vehicles. All except 808 & 810 returned to Thamesway by the end of September / early October (some were seen on Thamesway routes in early September) and were reallocated to the new Romford depot. 808 & 810 remained at Hackney until April 1999 and whilst there received temporary First Capital fleet numbers 608 & 609 respectively.

2: Back on loan to Thamesway from May to end of September 2000 whilst First Capital route W19 was operated, 803 still in Thamesway livery, 804 in First Capital red and yellow. More details under *Vehicles on Loan / Demonstration* below. Re-acquired in December 2000 but only for spares, and to Hardwick (dealer), Carlton for scrap April 2001 (803), September 2001 (804).

## 851-854 Dennis Dart 9SDL / Marshall C36

| Fleet | Registration | D | Seating | New   | Acq | Sold  | Notes |   |  |
|-------|--------------|---|---------|-------|-----|-------|-------|---|--|
| 851   | N851 CPU     | T | B17F    | 10/95 |     | 04/01 |       | J |  |
| 852   | N852 CPU     | T | B17F    | 10/95 |     |       |       |   |  |
| 853   | N853 CPU     | T | B17F    | 10/95 |     |       |       |   |  |
| 854   | N854 CPU     | T | B17F    | 10/95 |     |       |       |   |  |

These had a wheelchair lift at the front door and space for four wheelchairs. Purchased to operate the LRT London Boroughs of Barking & Dagenham, Havering and Redbridge Mobility Bus services 935/49-62, commencing 28th October 1995. In red livery with a broad yellow band between below the windows and above the wheels. Named Odin, Zeus, Thor and Loki.

### Disposal

J: Badly damaged by fire and withdrawn November 2000. To Hardwick (dealer), Carlton for scrap after being stripped for spares at Basildon.

## 855 Dennis Dart SLF 8.8m / Marshall Capital

| Fleet | Registration | D | Seating | New   | Acq   | Sold | Notes |  |   |
|-------|--------------|---|---------|-------|-------|------|-------|--|---|
| 855   | S979 JLM     | T | B27F    | 12/98 | 11/00 |      | A     |  | 1 |

### Acquisition

A: New to First Bus as a demonstrator for the “mini” (8.8m) length Dart SLF. Acquired from First Eastern Counties.

### Other Notes

1: Acquired to replace 851 on London Mobility routes, but in Barbie livery (with a slightly non-standard application, including blue around the windscreen), not red. As it was the spare bus for these routes it was also used in normal service. In February 1999, whilst a demonstrator, it had been on loan for a short period and was used on Brentwood local services. Acquired in exchange for 2912.

## 861-867 Dennis Dart 8.5SDL / Wrightbus Handybus

These vehicles did not operate for Essex Buses and so details are included in Part 2.

## 901-987 / 2801-2830 Dennis Dart / Plaxton Pointer

| Fleet | Registration | D | Seating | New   | Acq | Sold  | Notes |   |       |
|-------|--------------|---|---------|-------|-----|-------|-------|---|-------|
| 901   | K901 CVW     | T | B35F    | 08/92 |     | 12/98 |       | K | 6     |
| 902   | K902 CVW     | T | B35F    | 08/92 |     | 12/98 |       | K | 6     |
| 903   | K903 CVW     | T | B35F    | 07/92 |     | 12/98 |       | K | 6     |
| 904   | K904 CVW     | T | B35F    | 08/92 |     | 12/98 |       | K | 6     |
| 905   | K905 CVW     | T | B35F    | 08/92 |     | 12/98 |       | K | 6     |
| 906   | K906 CVW     | T | B35F    | 08/92 |     | 12/98 |       | K | 6     |
| 907   | K907 CVW     | T | B35F    | 08/92 |     |       |       |   | 6     |
| 908   | K908 CVW     | T | B35F    | 08/92 |     |       |       |   | 6     |
| 909   | K909 CVW     | T | B35F    | 08/92 |     |       |       |   | 6, 11 |
| 910   | K910 CVW     | T | B35F    | 07/92 |     |       |       |   | 6     |
| 911   | K911 CVW     | T | B35F    | 08/92 |     |       |       |   | 6, 11 |
| 912   | K912 CVW     | T | B35F    | 08/92 |     |       |       |   | 6     |
| 913   | K913 CVW     | T | B35F    | 07/92 |     |       |       |   | 6, 11 |
| 914   | K914 CVW     | T | B35F    | 08/92 |     |       |       |   | 6     |
| 915   | K915 CVW     | T | B35F    | 08/92 |     | 07/03 |       | M | 6, 10 |
| 916   | K916 CVW     | T | B35F    | 08/92 |     |       |       |   | 6, 10 |
| 917   | K917 CVW     | T | B35F    | 08/92 |     | 07/03 |       | M | 6, 10 |
| 918   | M918 TEV     | T | B39F    | 08/94 |     |       |       |   | 10    |
| 919   | M919 TEV     | T | B39F    | 08/94 |     |       |       |   | 9     |
| 920   | M920 TEV     | T | B39F    | 08/94 |     |       |       |   |       |
| 921   | M921 TEV     | T | B39F    | 08/94 |     |       |       |   | 9     |
| 922   | M922 TEV     | T | B39F    | 08/94 |     |       |       |   | 9     |
| 923   | M923 TEV     | T | B39F    | 08/94 |     | 08/97 |       | J |       |
| 924   | M924 TEV     | T | B39F    | 09/94 |     |       |       |   | 9     |
| 925   | M925 TEV     | T | B39F    | 08/94 |     |       |       |   | 9     |
| 926   | M926 TEV     | T | B39F    | 08/94 |     |       |       |   | 9     |
| 927   | M927 TEV     | T | B39F    | 08/94 |     |       |       |   | 9     |
| 928   | M928 TEV     | T | B39F    | 08/94 |     |       |       |   | 9     |
| 929   | M929 TEV     | T | B39F    | 09/94 |     |       |       |   |       |
| 930   | M930 TEV     | T | B39F    | 09/94 |     |       |       |   |       |

| Fleet | Registration | D | Seating | New   | Acq | Sold  | Notes |   |       |
|-------|--------------|---|---------|-------|-----|-------|-------|---|-------|
| 931   | M931 TEV     | T | B39F    | 09/94 |     |       |       |   |       |
| 932   | M932 TEV     | T | B39F    | 09/94 |     |       |       |   |       |
| 933   | M933 TEV     | T | B39F    | 09/94 |     |       |       |   |       |
| 934   | M934 TEV     | T | B39F    | 09/94 |     |       |       |   | 1     |
| 935   | M935 TEV     | T | B39F    | 09/94 |     |       |       |   |       |
| 936   | M936 TEV     | T | B39F    | 09/94 |     |       |       |   |       |
| 937   | M937 TEV     | T | B39F    | 09/94 |     |       |       |   |       |
| 938   | M938 TEV     | T | B39F    | 10/94 |     |       |       |   | 12    |
| 939   | M939 TEV     | T | B39F    | 10/94 |     |       |       |   | 12    |
| 940   | M940 TEV     | T | B39F    | 10/94 |     |       |       |   | 5, 12 |
| 941   | M941 TEV     | T | B39F    | 10/94 |     |       |       |   | 12    |
| 942   | M942 TEV     | T | B39F    | 10/94 |     |       |       |   |       |
| 943   | M943 TEV     | T | B39F    | 10/94 |     |       |       |   | 10    |
| 944   | N944 CPU     | T | B39F    | 10/95 |     |       |       |   | 10    |
| 945   | N945 CPU     | T | B39F    | 10/95 |     |       |       |   | 10    |
| 946   | N946 CPU     | T | B39F    | 10/95 |     |       |       |   | 12    |
| 947   | N947 CPU     | T | B39F    | 10/95 |     |       |       |   | 3, 12 |
| 948   | N948 CPU     | T | B39F    | 10/95 |     |       |       |   | 4     |
| 949   | N949 CPU     | T | B39F    | 10/95 |     |       |       |   |       |
| 950   | N950 CPU     | T | B39F    | 10/95 |     |       |       |   |       |
| 951   | N951 CPU     | T | B39F    | 10/95 |     |       |       |   |       |
| 952   | N952 CPU     | T | B39F    | 10/95 |     |       |       |   |       |
| 953   | N953 CPU     | T | B39F    | 10/95 |     |       |       |   |       |
| 954   | N954 CPU     | T | B39F    | 10/95 |     |       |       |   |       |
| 955   | N955 CPU     | T | B39F    | 10/95 |     |       |       |   |       |
| 956   | N956 CPU     | T | B39F    | 10/95 |     |       |       |   |       |
| 957   | N957 CPU     | T | B39F    | 10/95 |     |       |       |   |       |
| 958   | N958 CPU     | T | B39F    | 10/95 |     |       |       |   |       |
| 959   | N959 CPU     | T | B37F    | 12/95 |     | 08/02 |       | L |       |
| 960   | N960 CPU     | T | B37F    | 12/95 |     | 08/02 |       | L |       |
| 961   | N961 CPU     | T | B37F    | 12/95 |     | 08/02 |       | L |       |
| 962   | N962 CPU     | T | B37F    | 12/95 |     | 08/02 |       | L |       |
| 963   | N963 CPU     | T | B37F    | 12/95 |     | 08/02 |       | L |       |
| 964   | N964 CPU     | T | B37F    | 12/95 |     | 08/02 |       | L |       |
| 965   | N965 CPU     | T | B37F    | 12/95 |     | 03/03 |       | L |       |
| 966   | N966 CPU     | T | B37F    | 12/95 |     | 03/03 |       | L |       |
| 967   | N967 CPU     | T | B37F    | 12/95 |     |       |       |   |       |
| 968   | N968 CPU     | T | B37F    | 12/95 |     |       |       |   |       |
| 969   | N969 CPU     | T | B37F    | 12/95 |     |       |       |   |       |
| 970   | N970 CPU     | T | B37F    | 12/95 |     |       |       |   |       |
| 971   | N971 CPU     | T | B37F    | 12/95 |     |       |       |   |       |
| 972   | N972 CPU     | T | B37F    | 12/95 |     |       |       |   |       |
| 973   | N973 EHJ     | T | B40F    | 04/96 |     |       |       |   | 8     |
| 974   | N974 EHJ     | T | B40F    | 04/96 |     |       |       |   | 8     |
| 975   | N975 EHJ     | T | B40F    | 04/96 |     |       |       |   | 8     |
| 976   | N976 EHJ     | T | B40F    | 04/96 |     |       |       |   | 8     |
| 977   | N977 EHJ     | T | B40F    | 04/96 |     |       |       |   | 8     |
| 978   | N978 EHJ     | T | B40F    | 04/96 |     |       |       |   | 8     |
| 979   | N979 EHJ     | T | B40F    | 04/96 |     |       |       |   | 8     |
| 980   | N980 EHJ     | T | B40F    | 04/96 |     |       |       |   | 8     |
| 981   | N981 EHJ     | T | B40F    | 04/96 |     |       |       |   | 8     |
| 982   | N982 EHJ     | T | B40F    | 04/96 |     |       |       |   | 8     |
| 983   | N983 EHJ     | T | B40F    | 04/96 |     |       |       |   | 8     |
| 984   | N984 EHJ     | T | B40F    | 04/96 |     |       |       |   | 8     |

| Fleet | Registration | D | Seating | New   | Acq | Sold  | Notes |   |      |
|-------|--------------|---|---------|-------|-----|-------|-------|---|------|
| 985   | N985 EHJ     | T | B40F    | 04/96 |     |       |       |   | 8    |
| 986   | N986 EHJ     | T | B40F    | 04/96 |     |       |       |   | 8    |
| 987   | N987 EHJ     | T | B40F    | 04/96 |     |       |       |   |      |
| 2801  | L801 MEV     | E | B35F    | 10/93 |     |       |       |   | 2    |
| 2802  | L802 MEV     | E | B35F    | 12/93 |     |       |       |   | 2    |
| 2803  | L803 OPU     | E | B34F    | 04/94 |     |       |       |   |      |
| 2804  | L804 OPU     | E | B34F    | 05/94 |     |       |       |   |      |
| 2805  | L805 OPU     | E | B34F    | 04/94 |     |       |       |   |      |
| 2806  | L806 OPU     | E | B34F    | 05/94 |     |       |       |   |      |
| 2807  | L807 OPU     | E | B34F    | 04/94 |     | 08/97 |       | J |      |
| 2808  | L808 OPU     | E | B34F    | 05/94 |     |       |       |   | 7    |
| 2809  | L809 OPU     | E | B34F    | 05/94 |     |       |       |   |      |
| 2810  | L810 OPU     | E | B34F    | 05/94 |     |       |       |   | 3    |
| 2811  | L811 OPU     | E | B34F    | 05/94 |     |       |       |   |      |
| 2812  | L812 OPU     | E | B34F    | 05/94 |     |       |       |   |      |
| 2813  | L813 OPU     | E | B34F    | 05/94 |     |       |       |   |      |
| 2814  | L814 OPU     | E | B34F    | 05/94 |     |       |       |   |      |
| 2815  | L815 OPU     | E | B34F    | 05/94 |     |       |       |   |      |
| 2816  | L816 OPU     | E | B34F    | 05/94 |     |       |       |   |      |
| 2817  | L817 OPU     | E | B34F    | 05/94 |     |       |       |   | 4, 7 |
| 2818  | L818 OPU     | E | B34F    | 05/94 |     |       |       |   |      |
| 2819  | L819 OPU     | E | B34F    | 05/94 |     |       |       |   | 7    |
| 2820  | L820 OPU     | E | B34F    | 06/94 |     |       |       |   |      |
| 2821  | L821 OPU     | E | B34F    | 05/94 |     |       |       |   | 5, 7 |
| 2822  | L822 OPU     | E | B34F    | 05/94 |     |       |       |   | 7    |
| 2823  | N823 APU     | E | B39F    | 07/95 |     |       |       |   |      |
| 2824  | N824 APU     | E | B39F    | 07/95 |     |       |       |   |      |
| 2825  | N825 APU     | E | B39F    | 07/95 |     |       |       |   |      |
| 2826  | N826 APU     | E | B39F    | 07/95 |     |       |       |   |      |
| 2827  | N827 APU     | E | B39F    | 07/95 |     |       |       |   |      |
| 2828  | N828 APU     | E | B39F    | 07/95 |     |       |       |   |      |
| 2829  | N829 APU     | E | B39F    | 07/95 |     |       |       |   |      |
| 2830  | N830 APU     | E | B39F    | 07/95 |     |       |       |   |      |

901-917 & 2801-2822 were type 9SDL, the rest were type 9.8SDL.

901-917 were purchased for LRT route 214, Thamesway began operation of this contract on 15th August 1992.

973-987 were purchased for LRT route 191, Thamesway began operation of this contract on 4th May 1996.

959-972 had higher backed seats and when new had branding for Premier 100 route between Lakeside and Chelmsford.

2801-2830 were originally numbered 801-830 before being renumbered in December 1995 as part of the process of the Eastern National & Thamesway fleets being combined into one numbering system under Essex Buses.

#### *Disposals*

J: To First Eastern Counties (Blue Bus at Great Yarmouth).

K: To First Capital.

L: To First Western National.

M: To First Avon & Somerset.

### *Other Notes*

- 1: 934 was the 2,000th Dennis Dart & 1,000th Plaxton Pointer to be built.
- 2: Bought "off the shelf" for Essex County Council routes 103/5 from October 1993 and had non-standard interiors.
- 3: When new, 947 went on loan to Eastern National at Clacton in November 1995 prior to entering service with Thamesway. It was given temporary Eastern National fleet number 810 (amended to 2810 the next month). The real Eastern National 810 (2810 from December 1995) was on loan in return at Ponders End. Both returned to their home depots (947 at Hadleigh) in April 1996.
- 4: When new, 948 went on loan to Eastern National at Clacton in November 1995 prior to entering service with Thamesway. It was given temporary Eastern National fleet number 817 (amended to 2817 the next month). The real Eastern National 817 (2817 from December 1995) was on loan in return at Ponders End. Both returned to their home depots (948 at Hadleigh) in April 1996.
- 5: 940 went on loan to Eastern National at Clacton in December 1995. It was given temporary Eastern National fleet number 2821. The real Eastern National 2821 was on loan in return at Ponders End. Both returned to their home depots (940 at Hadleigh) in September 1996.
- 3, 4 & 5: The exchanges were to cover a repaint programme on Thamesway Darts 901-917 which operated LRT route 214, this route required shorter vehicles. 940, 947 & 948 had their Thamesway fleet numbers re-instated whilst still at Clacton to avoid duplication of fleet numbers under Essex Buses.
- 6: On 14th February 1998, LRT route 214 transferred from Thamesway to MTL London Northern and 901-917 were loaned to MTL for six months to continue operating on the route. They returned in August 1998. In December 1998, 901-906 were sold to First Capital, 902, 903 & 905 after loan to First Eastern Counties at Great Yarmouth (where they received "Blue Bus" fleet names on their Thamesway livery, they were still there in November 1998) and 904 & 906 after a short loan to First London Buslines in October 1998. At First Capital they received Docklands Light Railway livery for DLR replacement services whilst the extension to Lewisham was being built. In August 1998, 907-912 transferred from Thamesway to Eastern National at Colchester and were repainted into Eastern National livery. 913-917 stayed with Thamesway and upon return from MTL were reallocated to Basildon (although 913 moved on to Romford the next month).
- 7: 2808/2817/2819/2821-2822 transferred from Eastern National to Thamesway at Basildon in part exchange for Mercedes 709Ds 308/328-335 in March 1998. They returned to EN in August 1998 (when 913-917 returned from loan to MTL).
- 8: These vehicles were sold to First Capital in September 1998 when LRT route 191 transferred to First Capital. They were re-acquired by Essex Buses (and repainted into Barbie 2 before re-entering service) as follows: 973, 975, 976, 986 October 2001; 977, 980, 985 November 2001; 974, 979 December 2001; 981, 982, 983, 984 January 2002; 978 February 2002. (Note, 987 from the same batch was not sold to First Capital as it had moved from Ponders End to Hadleigh in November 1997).
- 9: Repainted into Super 8 livery for new route commencing 8<sup>th</sup> February 1999 at Basildon. (These were repainted into Barbie 2 in March-May 2003).
- 10: Transferred from Thamesway to Eastern National May 2000 (916 & 917) and June 2000 (the others). 943-5 were in exchange for low floor 712-4. However, 915 and 918 returned to Thamesway two months later.
- 11: Purple branding for Southend Metro routes 24/24A, June 2003.
- 12: Red branding for Southend Metro route 20, June 2003.

## 2901-2911 / 2921-2926 Dennis Dart 9.8SDL / Alexander Dash

| Fleet | Registration | D | Seating | New   | Acq   | Sold | Notes |  |   |
|-------|--------------|---|---------|-------|-------|------|-------|--|---|
| 2901  | M219 VWW     | E | B40F    | 02/95 | 07/00 |      | A     |  | 1 |
| 2902  | M220 VWW     | E | B40F    | 02/95 | 09/00 |      | A     |  | 1 |
| 2903  | M221 VWW     | E | B40F    | 02/95 | 09/00 |      | A     |  |   |
| 2904  | M450 VWW     | E | B40F    | 02/95 | 09/00 |      | A     |  | 1 |
| 2905  | M223 VWW     | E | B40F    | 02/95 | 10/00 |      | A     |  |   |
| 2906  | M224 VWW     | E | B40F    | 02/95 | 10/00 |      | A     |  |   |
| 2907  | M225 VWW     | E | B40F    | 02/95 | 10/00 |      | A     |  |   |
| 2908  | M226 VWW     | E | B40F    | 02/95 | 10/00 |      | A     |  |   |
| 2909  | M227 VWW     | E | B40F    | 02/95 | 10/00 |      | A     |  |   |
| 2910  | M228 VWW     | E | B40F    | 02/95 | 09/00 |      | A     |  | 1 |
| 2911  | M229 VWW     | E | B40F    | 02/95 | 10/00 |      | A     |  |   |
| 2921  | N201 VSA     | E | B40F    | 12/95 | 06/01 |      | B     |  |   |
| 2922  | N202 VSA     | E | B40F    | 12/95 | 06/01 |      | B     |  |   |
| 2923  | N203 VSA     | E | B40F    | 01/96 | 06/01 |      | B     |  |   |
| 2924  | N204 VSA     | E | B40F    | 01/96 | 06/01 |      | B     |  |   |
| 2925  | N205 VSA     | E | B40F    | 01/96 | 06/01 |      | B     |  |   |
| 2926  | N206 VSA     | E | B40F    | 01/96 | 06/01 |      | B     |  |   |

Note: 2912 was also acquired but did not operate for Essex Buses and so details are included in Part 2.

### Acquisitions

A: New to Yorkshire Rider. Acquired from First Leeds.

B: New to First Grampian. Acquired from First Aberdeen.

### Other Notes

1: Entered service in First Leeds livery, repainted by January 2001. (It is possible some others of the batch also entered service in First Leeds livery but there is no record of them having done so).

## 1001-1007 Leyland Tiger TRBTL11/2R / Duple Dominant (Bus Body)

| Fleet | Registration | D | Seating | New   | Acq   | Sold  | Notes |   |  |
|-------|--------------|---|---------|-------|-------|-------|-------|---|--|
| 1001  | EWB 651Y     | E | DP47F   | 06/83 | 04/95 | 08/98 | A     | K |  |
| 1002  | EWB 652Y     | E | DP47F   | 06/83 | 04/95 | 07/98 | A     | K |  |
| 1003  | EWB 653Y     | E | DP47F   | 06/83 | 04/95 | 08/98 | A     | K |  |
| 1004  | A660 KUM     | E | DP47F   | 12/83 | 04/95 | 08/98 | A     | K |  |
| 1005  | A663 KUM     | E | DP47F   | 12/83 | 04/95 | 08/98 | A     | J |  |
| 1006  | A665 KUM     | E | DP47F   | 12/83 | 04/95 | 08/98 | A     | L |  |
| 1007  | A668 KUM     | E | DP47F   | 01/84 | 04/95 | 12/97 | A     | J |  |

Acquired for routes 33/33X Southend to Bishops Stortford (serving Stansted Airport). *Eastern National Venturer* fleet names on front and lower side panels with places served on side cove panels.

### Acquisitions

A: New to West Yorkshire PTE. Acquired from Yorkshire Rider.

### Disposals

J: To Hardwick (dealer), Carlton for scrap (1007 was following severe RTC damage in April 1997).

K: To First Northampton.

L: To First Western National.

2901 was one of a small number of buses to enter service in First Leeds livery, with EN names, as seen in Chelmsford Bus Station on 12<sup>th</sup> September 2000. The step entrance layout of the Alexander Dash body is evident. Behind is 5004, one of the Phoenix Student Travel Olympians.

*Richard Delahoy*



The switch from buying step-entrance buses to super low floor Darts took place from mid-1996, typified by 714, branded for route 751, Basildon to Romford, but seen here in Duke Street Chelmsford on service 100 from Lakeside on 24<sup>th</sup> May 2001.

*Kevin Smith*



722 was one of 5 longer Super Pointer Darts (11.3m long rather than 10.7m). Bought for route 65 with Centurion branding as seen in Colchester High Street in summer 1998, these 5 were replaced by Scania 650-4 and were transferred to Huddersfield in April 1999 after 10 months in Essex.

*The late Eric Thompson.*





Unusual acquisitions in April 2002 were five Volvo B10L / Wrightbus Liberators from First Glasgow in Barbie 2 livery. They were principally for route 27, Southend to Canvey, but proved to be too long for the route and within seven months returned to Glasgow in exchange for five shorter East Lancs bodied Darts.



632 on 21<sup>st</sup> September 2002 in Chichester Road, Southend (upper) and 746 on 21<sup>st</sup> February 2004 at Southend Bus Station (middle) represent the two types, both on route 27. Kevin Smith (upper) / Richard Delahoy (middle)



Although 746 above is in Barbie 2 livery, similar East Lancs bodied Darts acquired from First Capital inconsistently received Barbie. Like 746, 766 seen here on route 21 on 22nd July 2003 coming out of the Deeping underpass in Southend, carries Metro branding. Richard Delahoy

## 1112 / 1114-1115 Leyland Tiger TRC/TL11/2R / Alexander TE

| Fleet | Registration | D | Seating | New   | Acq | Sold  | Notes |   |   |
|-------|--------------|---|---------|-------|-----|-------|-------|---|---|
| 1112  | HHJ 373Y     | T | DP53F   | 03/83 |     | 06/98 |       | J | 1 |
| 1114  | HHJ 375Y     | T | DP53F   | 03/83 |     | 06/98 |       | K | 1 |
| 1115  | HHJ 376Y     | T | DP53F   | 03/83 |     | 06/98 |       | K | 1 |

Eastern National originally had new Leyland Tiger / Alexanders numbered 1110-1127. Full details of those sold prior to March 1996 are in Volume 2.

### *Disposals*

J: To Western National.

K: To Stephenson's (dealer), Rochford, then on to Taylor's Coaches, Yeovil.

### *Other Notes*

1: As at March 1996 these were in Eastern National 1986 privatisation Dual Purpose livery with 1990 style Thamesway fleet names applied to the front and 1994 style to the sides.

c August 1997, the lower green panels were repainted to original (1990) Thamesway maroon (despite being three years after Thamesway had replaced maroon with pink as its secondary colour).

## 1128-1131 Leyland Tiger / Plaxton Paramount

| Fleet | Registration | D | Seating | New   | Acq   | Sold  | Notes |   |  |
|-------|--------------|---|---------|-------|-------|-------|-------|---|--|
| 1128  | B696 WAR     | E | C51F    | 01/85 |       | 07/98 |       | J |  |
| 1129  | B697 WAR     | E | C51F    | 01/85 |       | 10/98 |       | J |  |
| 1130  | C130 HJN     | E | C53F    | 03/86 |       | 08/98 |       | K |  |
| 1131  | EWV 946Y     | E | C53F    | 05/83 | 01/95 | 08/98 | A     | L |  |

1128-1130 were type TRCTL11/3RH. 1131 was type TRCTL11/3R.

1128-1129 had Plaxton Paramount II 3500 bodywork. 1130 had Plaxton Paramount II 3200E bodywork. 1131 had Plaxton Paramount 3200E bodywork.

### *Acquisition*

A: New to West Yorkshire. Acquired from Yorkshire Rider.

### *Disposals*

J: To Stephenson's (dealer), Rochford, 1128 then on to Newmark, Stratford, Warwickshire and 1129 to Inland, Flimwell and soon on to Amountplan, London E6.

K: To First Eastern Counties.

L: To First Western National.

## 35 / 1132-1133 Volvo B10M

| Fleet | Registration | D | Seating | New   | Acq   | Sold  | Notes |   |      |
|-------|--------------|---|---------|-------|-------|-------|-------|---|------|
| 35    | 4750 WY      | E | C53F    | 03/86 | 03/99 |       | C     |   | 3, 5 |
| 1132  | 131 ASV      | E | C50Ft   | 03/90 | 05/98 | 03/99 | A     | J | 1, 4 |
| 1133  | 6220 WY      | E | C48Ft   | 05/89 | 05/98 | 03/99 | B     | J | 2, 4 |

1: Volvo B10M-60 / Van Hool. Originally registered G260 RNS.

2: Volvo B10M-60 / Plaxton Paramount III. Originally registered F486 LHO and previously registered 1879 RU and F947 WFA.

3: Volvo B10M-61 / Plaxton Paramount II. Originally registered C517 DND.

### *Acquisitions*

Acquired from First Eastern Counties, in Blue Bus light blue livery with two white diagonal bands. None had destination equipment.

A: New to Crawford, Neilston.

B: New to Excelsior, Bournemouth.

C: New to Shearings, Altrincham.

### *Disposals*

J: To Stephenson's (dealer), Rochford. (The remaining Eastern National London commuter services had been withdrawn at the end of 1998 and these two vehicles became surplus).

### *Other Notes*

4: Both acquired for London commuter services from Braintree (although allocated to Chelmsford). They retained Blue Bus livery. Added to this were "Eastern National" fleet names on side, "First" & f symbol on front, all in red, and "London Commuter" at top of windscreen and places served (Braintree, Rayne, Dunmow, London) at top of side windows, all in white capitals.

5: Acquired for driver training. Its Eastern Counties fleet number was 035 and the last two digits were kept as the Essex Buses fleet number. Transferred to Airport Coaches November 1999, still for driver training but also for use in passenger service. Repainted into Airport Coaches red and maroon livery April 2000. Transferred to Thamesway December 2000 in exchange for 601 and was a spare vehicle for Southend to London Green Line services but also used on other services by Thamesway, for example, in January 2001 it often worked morning short journeys on route 751 from Hutton Village. Following Thamesway's withdrawal from Green Line services in October 2001, 35 reverted mainly to a driver trainer but was still used occasionally in service, for example, as late as 14<sup>th</sup> October 2002 on a Phoenix school route. There is a photograph of 35 on the London Green Line service inside the rear cover.

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An unusual addition to the fleet in 1999 saw the transfer in of 2 Duple Dominant bodied Volvo B10Ms from the First Capital fleet, acquired because route 351 was extended from Romford to Lakeside, as replacement for most journeys on First Capital route 348. 1602 was photographed at Lakeside Bus Station on 26th April 1999 during the three month period when service 351 ran there. The destination "Chelmsford" is shown on a board at the foot of the windscreen. Both buses ran in First Capital yellow with red Eastern National fleetnames. *The late Phil Ford*



## 1400-1433 Leyland Lynx

| Fleet | Registration | D | Seating | New   | Acq   | Sold    | Notes |   |   |
|-------|--------------|---|---------|-------|-------|---------|-------|---|---|
| 1400  | E400 HWC     | T | B49F    | 07/88 |       | 11/03   |       | L |   |
| 1401  | E401 HWC     | E | B49F    | 07/88 |       | 12/03   |       | M |   |
| 1402  | F402 LTW     | E | B49F    | 07/88 |       |         |       |   |   |
| 1403  | F403 LTW     | E | B49F    | 07/88 |       |         |       |   |   |
| 1404  | F404 LTW     | T | B49F    | 07/88 |       |         |       |   |   |
| 1405  | F405 LTW     | T | B49F    | 07/88 |       |         |       |   | 4 |
| 1406  | F406 LTW     | T | B49F    | 07/88 |       |         |       |   |   |
| 1407  | F407 LTW     | E | B49F    | 07/88 |       | 12/03   |       | N | 7 |
| 1408  | F408 LTW     | E | B49F    | 07/88 |       | 11/03   |       | L |   |
| 1409  | F409 LTW     | T | B49F    | 07/88 |       |         |       |   | 4 |
| 1410  | F410 MNO     | T | B49F    | 08/88 |       |         |       |   |   |
| 1411  | F411 MNO     | T | B49F    | 08/88 |       |         |       |   |   |
| 1412  | F412 MNO     | T | B49F    | 08/88 |       |         |       |   |   |
| 1413  | F413 MNO     | E | B49F    | 08/88 |       | (07/03) |       | J | 6 |
| 1414  | F414 MNO     | E | B49F    | 08/88 |       |         |       |   | 6 |
| 1415  | F415 MWC     | E | B49F    | 09/88 |       |         |       |   |   |
| 1416  | F416 MWC     | E | B49F    | 09/88 |       |         |       |   |   |
| 1417  | F417 MWC     | T | B49F    | 09/88 |       |         |       |   | 4 |
| 1418  | F418 MWC     | T | B49F    | 09/88 |       |         |       |   |   |
| 1419  | F419 MWC     | T | B49F    | 09/88 |       |         |       |   | 4 |
| 1420  | F420 MJN     | T | B49F    | 09/88 |       |         |       |   | 4 |
| 1421  | F421 MJN     | T | B49F    | 09/88 |       |         |       |   | 4 |
| 1422  | F422 MJN     | T | B49F    | 09/88 |       |         |       |   | 4 |
| 1423  | F423 MJN     | T | B49F    | 09/88 |       |         |       |   |   |
| 1424  | F424 MJN     | T | B49F    | 09/88 |       |         |       |   | 4 |
| 1425  | F425 MJN     | E | B49F    | 09/88 |       |         |       |   |   |
| 1426  | F426 MJN     | E | B49F    | 09/88 |       |         |       |   |   |
| 1427  | F427 MJN     | E | B47F    | 09/88 |       | (07/03) |       | K | 1 |
| 1428  | F428 MJN     | E | B47F    | 09/88 |       | (08/03) |       | K | 1 |
| 1429  | F429 MJN     | E | B47F    | 11/88 |       |         |       |   | 1 |
| 1430  | D755 DLO     | T | B49F    | 07/87 | 05/97 | 11/03   | A     | L |   |
| 1431  | D754 DLO     | T | B49F    | 06/87 | 05/99 | 11/03   | C     | L | 3 |
| 1432  | D876 ELL     | T | DP48F   | 03/87 | 01/99 | 12/03   | B     | N | 2 |
| 1433  | D756 DLO     | T | B49F    | 07/87 | 05/99 |         | C     |   | 5 |

Type LX112L10ZR1R except 1430, 1431 & 1433 type LX112TL11ZR1S, 1432 type LX112TL11ZR1R.

Note: there had been a previous 1431, registered D875 ELL, acquired in January 1999 and sold in May 1999, but it was not used in service and so full details are in Part 2. D754 DLO was acquired in the same month as the original 1431 was sold and was given the same fleet number.

### Acquisitions

A: New to London Buslines. Acquired from First Centrewest.

B: New to Merthyr Tydfil as B51F. Acquired from First Eastern Counties.

C: New to London Buslines. Acquired from First Beeline.

### Disposals

J: Used for driver training from April 2003 then in July 2003 transferred permanently to the driver training fleet and renumbered 9039.

K: Transferred to the driver training fleet, 1427 renumbered 9041, 1428 renumbered 9043.

L: To Houston Ramm (dealer), Rochdale.

M: To First Bristol, having been on loan there since August 2003.

N: To First West Yorkshire.

### *Other Notes*

- 1: Larger luggage pens had been fitted and re-seated from B49F, c May 1994.
- 2: Originally registered D111 NDW and later re-registered to 811 DYE. Previously owned by Badgerline and Centrewest. When acquired it was in Centrewest livery of red with grey skirt, but with the front and rear painted in Eastern Counties cream. It entered service in this livery but with the front and rear repainted into Thamesway colours, yellow with pink bumpers, before receiving a full repaint in March 1999.
- 3: Transferred from Thamesway to Eastern National October 2000 but returned three months later.
- 4: 1419 was refurbished at Hants & Dorset Engineering, Eastleigh, including a new floor, re-trimmed seats, repainted roof lining and repainting into Barbie 2, in May 2001. This was a pilot and 1405 followed in July 2001, 1409 & 1420 in August, 1421 & 1424 in September, 1422 in November and 1417 in December. Between December 2001 and June 2002, 1403, 1406, 1412, 1413, 1415, 1416, 1418, 1423, 1426 and 1427 were also repainted into Barbie 2 but they were not refurbished.
- 5: Transferred to the driver training fleet May 2002 but was not renumbered. (However, it was renumbered in the service vehicle category when Sema numbering was introduced).
- 6: On loan to First Eastern Counties at Norwich during September 2002 to cover a vehicle shortage.
- 7: On loan to First PMT November 2003 (before being sold to First West Yorkshire the next month).

### **1501-1513 / 1516-1520 Dennis Lance / Northern Counties Paladin**

| Fleet | Registration | D | Seating | New   | Acq   | Sold | Notes |  |   |
|-------|--------------|---|---------|-------|-------|------|-------|--|---|
| 1501  | P501 MNO     | E | B49F    | 02/97 |       |      |       |  |   |
| 1502  | P502 MNO     | E | B49F    | 02/97 |       |      |       |  |   |
| 1503  | P503 MNO     | E | B49F    | 02/97 |       |      |       |  |   |
| 1504  | P504 MNO     | E | B49F    | 03/97 |       |      |       |  |   |
| 1505  | P505 MNO     | E | B49F    | 02/97 |       |      |       |  |   |
| 1506  | P506 MNO     | E | B49F    | 02/97 |       |      |       |  |   |
| 1507  | P507 MNO     | E | B49F    | 02/97 |       |      |       |  |   |
| 1508  | P508 MNO     | E | B49F    | 02/97 |       |      |       |  |   |
| 1509  | P509 MNO     | E | B49F    | 02/97 |       |      |       |  | 2 |
| 1510  | P510 MNO     | E | B49F    | 03/97 |       |      |       |  |   |
| 1511  | P511 MNO     | E | B49F    | 03/97 |       |      |       |  |   |
| 1512  | P512 MNO     | E | B49F    | 04/97 |       |      |       |  |   |
| 1513  | P513 MNO     | E | B49F    | 06/97 |       |      |       |  |   |
| 1516  | K736 JAH     | E | B49F    | 02/93 | 11/99 |      | A     |  | 1 |
| 1517  | K737 JAH     | E | B49F    | 02/93 | 10/99 |      | A     |  | 1 |
| 1518  | K738 JAH     | E | B49F    | 02/93 | 12/99 |      | A     |  | 1 |
| 1519  | K739 JAH     | E | B49F    | 02/93 | 02/00 |      | A     |  | 1 |
| 1520  | K740 JAH     | E | B49F    | 02/93 | 11/99 |      | A     |  | 1 |

Note: the acquired vehicles were given fleet numbers with the last digit matching the last number of the registration number, hence there were no vehicles numbered 1514 or 1515.

### *Acquisitions*

A: New to Eastern Counties. Acquired from First Eastern Counties.

### *Other Notes*

- 1: When repainted after acquisition received route branding for routes 31 / 31X on cove panels both sides.
- 2: 1509 was the first vehicle repainted into Barbie 2, in December 2000.

The fleet of 30 Leyland Lynx new to Eastern National was augmented by some secondhand acquisitions and hires, and carried a variety of liveries. 1401 in Southend Central Bus Station on 3<sup>rd</sup> June 2000 is substituting for a Dart on the Diamond Service, with creative use of the number blinds.

*Richard Delahoy*



The second bus to carry fleet number 1431 is seen in Southend on 31<sup>st</sup> July 1999 and shows the Thamesway version of the Anglia livery, contrasting with the EN version above. It had been new to London Buslines and reached Essex from First Beeline.

*Richard Delahoy*



Somewhat non-standard were the 18 Dennis Lances with Northern Counties Paladin bodies, 13 new to Eastern National and 5 acquired from First Eastern Counties. 1507 is seen at Essex University in Colchester in Autumn 1997.

*The late Eric Thompson*





Like Olympian 4019 on the title page, Lance 1509 carries the so-called Barbie 2 livery in an incomplete form as the pink fade-in vinyls have yet to be added above the blue skirt. It was the first Essex bus to receive the Barbie 2 livery, in December 2000. Seen in Colchester Bus Station in company with a Heddingham VR.  
*The late Eric Thompson*



The dwindling fleet of Leyland Nationals all remained in pre-Barbie colours, although some received the 1993 style EN livery as seen on 1924, also in Colchester Bus Station in 1996 or 1997. 1885 behind is in 1986 privatisation EN livery. Transferred to the driver training fleet in December 2000, 1924 was the last Leyland National in the fleet, being withdrawn in September 2003.  
*The late Eric Thompson*



1886 had been the first Leyland National painted in the Thamesway "pink sash" livery, in 1996, and was photographed in Southend Central Bus Station on 8<sup>th</sup> February 1997, ahead of Lynx 1420 in the earlier (1990) maroon scheme. The last Leyland National in service with Essex Buses was 1850, delicensed in March 2001.  
*Richard Delahoy*

### 1550-1551 Dennis Javelin / Plaxton Premiere 3500

| Fleet | Registration | D | Seating | New   | Acq   | Sold  | Notes |   |   |
|-------|--------------|---|---------|-------|-------|-------|-------|---|---|
| 1550  | M290 FAE     |   | C46Ft   | 06/95 | 08/02 | 07/03 | A     | J | 1 |
| 1551  | M291 FAE     |   | C46Ft   | 06/95 | 08/02 | 07/03 | A     | J |   |

Entered service in National Express livery, minus most logos, on Coachlink 222.

#### *Acquisitions*

A: New to Badgerline. Acquired from First Western National.

#### *Disposals*

J: To First Berkshire, 1551 then moved back to First Western National within a couple of months.

#### *Other Notes*

1: Repainted to Barbie coach livery January 2003.

### 1601 Volvo B6R / Northern Counties Paladin

| Fleet | Registration | D | Seating | New   | Acq | Sold  | Notes |   |  |
|-------|--------------|---|---------|-------|-----|-------|-------|---|--|
| 1601  | L601 MWC     | T | B40F    | 09/93 |     | 08/97 |       | J |  |

Had been renumbered from 601 in August 1995 to avoid clash with new coach 601 (see above).

#### *Disposal*

J: To First Eastern Counties.

### 1601-1602 Volvo B10M-61 / Duple Dominant (Bus Body)

| Fleet | Registration | D | Seating | New   | Acq   | Sold  | Notes |   |   |
|-------|--------------|---|---------|-------|-------|-------|-------|---|---|
| 1601  | D497 NYS     | E | B55F    | 08/86 | 02/99 | 12/99 | A     | J | 1 |
| 1602  | D499 NYS     | E | B55F    | 08/86 | 02/99 | 12/99 | A     | J | 1 |

#### *Acquisitions*

A: New to Hutchison, Overtown. Acquired from First Capital.

#### *Disposals*

J: To First PMT.

#### *Other Notes*

1: Acquired because of route 351 being extended from Romford to Lakeside, as replacement for most journeys on First Capital route 348. (This only lasted for three months before routes 348, now operated by Eastern National, and 351 went back to their previous routings. Route 348 then passed to Ensignbus in June 1999 and was extended to Gravesend). They remained in Capital Citybus livery of yellow with two red bands (one at waist level, one above the windows) with First fleet name with f symbol on front and small Eastern National fleet names on side.

## 1803-1924\* Leyland National 11351A/1R

| Fleet | Registration | D | Seating | New   | Acq | Sold     | Notes |          |  |
|-------|--------------|---|---------|-------|-----|----------|-------|----------|--|
| 1803  | TJN 502R     | T | B49F    | 06/77 |     | 07/00    | L     | 8, 10    |  |
| 1830  | VNO 732S     | T | B49F    | 08/77 |     | 08/99    | L     |          |  |
| 1832  | VAR 898S     | E | B49F    | 12/77 |     | 03/97    | L     |          |  |
| 1833  | VAR 899S     | E | B49F    | 12/77 |     | 10/98    | Q     |          |  |
| 1839  | WJN 559S     | T | B49F    | 01/78 |     | 01/97    | L     |          |  |
| 1840  | WJN 560S     | T | B49F    | 01/78 |     | 05/96    | L     |          |  |
| 1844  | WJN 564S     | E | B49F    | 01/78 |     | 05/96    | L     |          |  |
| 1845  | WJN 565S     | T | B49F    | 01/78 |     | 07/98    | L     |          |  |
| 1846  | WJN 566S     | T | B49F    | 01/78 |     | 04/97    | L     | 4        |  |
| 1847  | YEV 305S     | T | B49F    | 04/78 |     | 05/96    | L     |          |  |
| 1850  | YEV 308S     | E | B49F    | 04/78 |     | 05/01    | Q     | 1, 2, 11 |  |
| 1851  | YEV 309S     | E | B49F    | 04/78 |     | 04/98    | L     |          |  |
| 1860  | YEV 318S     | E | B49F    | 04/78 |     | 05/96    | L     |          |  |
| 1861  | YEV 319S     | E | B49F    | 04/78 |     | 04/97    | M     |          |  |
| 1862  | YEV 320S     | E | B49F    | 05/78 |     | 06/97    | N     |          |  |
| 1863  | YEV 321S     | E | B49F    | 05/78 |     | 10/98    | L     | 6        |  |
| 1865  | YEV 323S     | E | B49F    | 05/78 |     | 05/97    | M     |          |  |
| 1867  | YEV 325S     | E | B49F    | 05/78 |     | 09/97    | L     |          |  |
| 1868  | YEV 326S     | T | B49F    | 07/78 |     | 04/98    | L     |          |  |
| 1870  | YEV 328S     | E | B49F    | 05/78 |     | 03/00    | L     | 1, 5, 8  |  |
| 1871  | YEV 329S     | T | B49F    | 05/78 |     | 12/97    | L     |          |  |
| 1872  | ANO 271S     | E | B49F    | 06/78 |     | 05/97    | M     |          |  |
| 1874  | BNO 664T     | E | B49F    | 07/78 |     | 12/97    | L     |          |  |
| 1878  | BNO 668T     | T | B49F    | 07/78 |     | 04/96    | K     |          |  |
| 1882  | BNO 672T     | T | B49F    | 08/78 |     | 04/98    | L     |          |  |
| 1885  | BNO 675T     | E | B49F    | 09/78 |     | 05/97    | M     |          |  |
| 1886  | BNO 676T     | T | B49F    | 08/78 |     | 03/00    | L     | 3        |  |
| 1889  | BNO 679T     | T | B49F    | 10/78 |     | 04/98    | L     |          |  |
| 1890  | BNO 680T     | E | B49F    | 10/78 |     | 06/97    | O     |          |  |
| 1894  | BNO 684T     | T | B49F    | 11/78 |     | 01/97    | L     |          |  |
| 1896  | DAR 118T     | T | B49F    | 02/79 |     | 07/99    | L     | 7        |  |
| 1898  | DAR 120T     | T | B49F    | 02/79 |     | 03/96    | J     |          |  |
| 1899  | DAR 121T     | E | B49F    | 02/79 |     | 12/00    | L     | 2        |  |
| 1907  | DAR 129T     | T | B49F    | 03/79 |     | 10/98    | L     |          |  |
| 1908  | DAR 130T     | T | B49F    | 03/79 |     | 05/96    | L     |          |  |
| 1911  | DAR 133T     | T | B49F    | 05/79 |     | 05/96    | L     |          |  |
| 1912  | DAR 134T     | T | B49F    | 05/79 |     | 05/96    | L     |          |  |
| 1913  | JHJ 139V     | T | B49F    | 07/79 |     | 03/96    | J     |          |  |
| 1916  | JHJ 142V     | E | B49F    | 08/79 |     | by 07/01 | L     | 1        |  |
| 1918  | JHJ 144V     | T | B49F    | 10/79 |     | 06/97    | P     |          |  |
| 1920  | JHJ 146V     | T | B49F    | 10/79 |     | 03/96    | J     |          |  |
| 1921  | JHJ 147V     | E | B49F    | 11/79 |     | 08/99    | L     |          |  |
| 1924  | JHJ 150V     | E | B49F    | 11/79 |     | 09/03    | Q     | 2, 9     |  |

\* There are gaps in this series. Eastern National originally had new Leyland Nationals numbered 1700-1939, plus acquired 1940. Full details of those sold prior to March 1996 are in Volumes 1 & 2. 1941-1943 were also acquired, full details are included in Part 2.

## Disposals

J: To Trent Motor Traction Company.

K: To Fleetmaster, Horsham then on to Birmingham Omnibus, Tiverdale.

L: To Hardwick (dealer), Carlton (at least 1803, 1832, 1839, 1844, 1851, 1860, 1867, 1874, 1886, 1894, 1896, 1916, & 1921 for scrap; 1845, 1863, 1868, 1882, 1889 & 1899 probably also for scrap; 1840, 1847, 1908, 1911 & 1912 on to Powells Bus, Wickersley, 1912 for spares only). 1886 went for scrap after being stripped for spares at Clacton depot. Exact date of sale of 1916 not known, it had been delicensed for disposal in March 2000 and was still d/d in January 2001 but gone by September 2001.

M: To First South Wales.

N: To First Eastern Counties.

O: To First Eastern Counties June 1997. Re-acquired for spare parts April 1998, then to Hardwick (dealer), Carlton for scrap July 1998.

P: To Stephenson's (dealer), Rochford then on to Linkfast, Craven Arms.

Q: To a private buyer for preservation.

## Other Notes

1: Moquette seats fitted from Leyland National 2s (more details in Volume 2).

2: Had been repainted into 1986 livery after the 1993 livery had been introduced (as it was company policy at the time not to repaint Leyland Nationals into the new livery). 1899 then became the first Leyland National repainted into 1993 livery in February 1996 following a change in this policy (1850 followed in April 1996). 1899 was withdrawn from service in December 1999 after it hit a bus shelter in Braintree.

3: 1886 was the first Leyland National painted into 1994 Thamesway livery (it had previously been an overall advert, except front, for Romford Stadium), c August 1996. At some time, possibly when it received its overall advert, its rear number plate was unusually moved to above the rear window.

4: 1846 had been converted to a driver trainer and renumbered 9018 in February 1996 but was returned to passenger service and renumbered back to 1846 in September 1996. It only lasted seven months before being sold.

5: Transferred from Eastern National to Thamesway in March 1997 in exchange for 4009.

6: Transferred from Eastern National to Thamesway in August 1997.

7: Transferred from Thamesway to Eastern National in January 1998 and received a unique livery variation, details in *Liveries* above.

8: Up-seated to B52F April 1998, for school contract work.

9: Transferred to driver training fleet in December 2000 but not renumbered.

10: This had been the last Leyland National in the Thamesway fleet and had been earmarked for preservation upon withdrawal, but unfortunately was written off in an RTC at Rayleigh on 30<sup>th</sup> June 2000.



11: 1850 was the last Leyland National in passenger service with Essex Buses, although 1924 remained in the fleet longer as a driver trainer. 1850 had been delicensed for disposal in March 2001 before being sold two months later.

This picture by the late Eric Thompson shows it during its four month spell at Colchester from October 2000 to January 2001.

### 3069-3127\* / 3219-3234 / 3500-3501 Bristol VR / ECW

| Fleet | Registration | D | Seating | New   | Acq   | Sold     | Notes |   |           |
|-------|--------------|---|---------|-------|-------|----------|-------|---|-----------|
| 3069  | KOO 787V     | E | H39/31F | 11/79 |       | 09/02    |       | N | 10, 11    |
| 3071  | KOO 789V     | E | H39/31F | 11/79 |       | 02/02    |       | K |           |
| 3072  | KOO 790V     | E | H39/31F | 03/80 |       |          |       |   | 7         |
| 3076  | KOO 794V     | E | H39/31F | 04/80 |       | 09/02    |       | N | 7, 12     |
| 3077  | STW 21W      | E | H39/31F | 10/80 |       | 09/02    |       | N | 7         |
| 3078  | STW 22W      | E | H39/31F | 10/80 |       | 05/03    |       | O | 7         |
| 3079  | STW 23W      | E | H39/31F | 10/80 |       | 09/02    |       | N | 7         |
| 3083  | STW 27W      | E | H39/31F | 11/80 |       | 09/02    |       | N | 7         |
| 3084  | STW 28W      | E | H39/31F | 11/80 |       | 09/02    |       | N | 7         |
| 3092  | STW 36W      | E | H39/31F | 02/81 |       | 11/03    |       | N | 7         |
| 3093  | STW 37W      | E | H39/31F | 02/81 |       | 04/02    |       | K | 7         |
| 3094  | STW 38W      | E | H39/31F | 02/81 |       | 09/02    |       | N | 7         |
| 3101  | UAR 591W     | E | H43/31F | 05/81 |       | 11/03    |       | N | 6         |
| 3103  | UAR 593W     | E | H43/31F | 06/81 |       | 11/03    |       | N | 7         |
| 3106  | UAR 596W     | E | H43/34F | 06/81 |       | by 05/01 |       | K | 3         |
| 3109  | UAR 599W     | E | H43/31F | 06/81 |       | 10/03    |       | N | 10, 11    |
| 3110  | XHK 215X     | T | H43/31F | 08/81 |       | 02/02    |       | K | 8         |
| 3112  | XHK 217X     | E | H43/34F | 08/81 |       | 12/03    |       | P | 3, 13     |
| 3113  | XHK 218X     | T | H43/31F | 07/81 |       | 10/03    |       | N | 11        |
| 3127  | XHK 232X     | E | H43/31F | 09/81 |       | 09/98    |       | K |           |
| 3219  | VTH 941T     | E | H43/31F | 08/78 | 11/90 |          | A     |   | 14        |
| 3220  | WTH 949T     | E | H43/31F | 01/79 | 11/90 | 04/01    | A     | M |           |
| 3221  | WTH 958T     | E | H43/31F | 03/79 | 11/90 | 09/98    | A     | K |           |
| 3222  | BEP 963V     | E | H43/31F | 11/79 | 11/90 | 11/01    | A     | K | 10        |
| 3223  | MFA 721V     | E | H43/31F | 06/80 | 10/94 | 05/97    | B     | K | 4         |
| 3224  | AYG 848S     | E | H43/31F | 07/78 | 01/95 | 02/98    | C     | K |           |
| 3225  | AYG 850S     | E | H43/31F | 07/78 | 01/95 | 10/98    | C     | K | 9         |
| 3226  | DWU 298T     | E | H43/31F | 11/78 | 01/95 | 11/01    | C     | K | 5, 10, 11 |
| 3227  | LUA 716V     | E | H43/31F | 05/80 | 01/95 | 01/00    | C     | L |           |
| 3228  | LWU 469V     | E | H43/31F | 05/80 | 01/95 | 02/02    | C     | K |           |
| 3229  | PWY 44W      | E | H43/31F | 01/81 | 01/95 | 07/99    | C     | K |           |
| 3230  | SUB 789W     | E | H43/31F | 03/81 | 01/95 | 11/01    | C     | K | 7         |
| 3231  | SWW 302R     | E | H43/31F | 12/76 | 01/95 | 12/97    | C     | K |           |
| 3232  | JWT 760V     | E | H43/31F | 02/80 | 03/95 | 03/98    | C     | K |           |
| 3233  | LUA 717V     | E | H43/31F | 05/80 | 03/95 | 09/98    | C     | K |           |
| 3234  | NUM 339V     | E | H43/31F | 06/80 | 04/96 | 03/99    | C     | K | 4, 9      |
| 3500  | WNO 546L     | E | O39/31F | 12/72 |       | 02/97    |       | J | 1         |
| 3501  | NPU 974M     | E | O39/31F | 09/73 |       | 02/97    |       | J | 2         |

3500-01 were Series 2, the rest were Series 3.

3069-3127, 3219, 3224-34 were Bristol VRT/SL3/6LXB, 3220-23 were Bristol VRT/SL3/501, 3500-1 were Bristol VRTSL6LX. 3222 was fitted with a 6LXB engine c December 1997.

\* There are gaps in this series. Eastern National originally had new and acquired Bristol VRs numbered 3000-3129. Full details of those sold prior to March 1996 are in Volumes 1 & 2 which also include details of acquired 3200-3218.

Note: Two East Lancs bodied VRs were acquired for spares and given fleet numbers 3235 & 3236 on paper only. Full details in Part 2.

### *Acquisitions*

A: New to South Wales. Acquired from Brewers.

B: New to and acquired from Potteries Motor Traction.

C: New to West Yorkshire. Acquired from Yorkshire Rider (3227, 3231 & 3232 from Rider York, 3234 from First Yorkshire Rider).

### *Disposals*

J: Destroyed in an arson attack whilst in store at the closed Walton depot 14<sup>th</sup> December 1996. Remains to Hardwick (dealer), Carlton.

K: To Hardwick (dealer), Carlton (3071, 3093, 3106, 3110, 3222, 3223, 3224, 3226, 3228, 3230, 3231, 3232 & 3234 at least for scrap, 3224 after being damaged in an RTC in December 1996). Exact date of sale of 3106 not known, between January and May 2001. (Of note, by 2012, both 3127 & 3233 were working for Coach Atlantic Group, Charlottetown, Prince Edward Island, Canada, prior to this 3127 had been working for Ambassatours, Halifax, Nova Scotia, seen there in 2009).

L: To First Eastern Counties.

M: To Supreme Engineering for scrap, after being stripped for spares at Clacton.

N: To Houston Ramm (dealer), Rochdale, but all removed for scrap by Hardwick (dealer), Carlton.

O: Exported to The Netherlands.

P: To RTF Commercials, Bocking (after removal of parts to keep 3219 on the road).

### *Other Notes*

1: Had been converted from H39/31F and renumbered from 3026 in June 1986.

2: Had been converted from H39/31F and renumbered from 3027 in May 1986.

3: Had been re-seated from H43/31F in August 1994 with a bench seat fitted over nearside front luggage pen (for a contract service).

4: 3223 had been re-seated from DPH39/28F in January 1996, using bus seats obtained from Eastern Counties. However, it then failed its MOT because of a rotten chassis and did not re-enter service with bus seats. 3234 was acquired to replace it.

5: Had been re-bodied whilst with West Yorkshire.

6: 3101 transferred to Thamesway in July 1990 and was used as a driver trainer from March 1992 onwards. In March 1995, it was renumbered 9401. It was transferred back to Eastern National in May 1996, refurbished at Marshalls of Cambridge, repainted into EN livery and renumbered back to its original number. Work was completed October 1996.

7: Refurbished and repainted at Marshalls of Cambridge between June and August 1996 (3076), between October 1996 and January 1997 (3078 & 3083), by February 1997 (3072 & 3077), by March 1997 (3079 & 3094), by April 1997 (3084 & 3093), by June 1997 (3230), by August 1997 (3103), by December 1997 (3092). The work included new lower deck floor, shark-tooth step nosing, new hand poles and bell pushes in the lower deck, increased seating to H43/31F with new moquette, upgraded heating and demisting equipment, structural repairs and repanelling as required (3230 was already H43/31F).

8: Transferred from Thamesway to Eastern National in August 1996 and repainted into Eastern National livery.

9: Transferred from Eastern National to Thamesway in August 1997. Returned to EN in April 1998, but immediately delicensed for disposal.

10: Transferred from Eastern National to Thamesway in September 1998 (3109 in October) for contract work at Basildon. 3222 returned to Eastern National in August 2000 but was withdrawn from service three months later following an RTC in Peldon.

11: 3069 and 3109 were the last two Thamesway vehicles repainted into 1994 Thamesway livery in April 1999, just before Anglia livery was introduced (3113 was the only other VR to receive this livery). 3226 was the only VR repainted into Thamesway Anglia livery, in August 1999. No VRs received Eastern National Anglia livery.

12: On 9<sup>th</sup> January 2001 3076, which had failed on service 93 (Colchester to Ipswich) on the 6<sup>th</sup>, was used on First Eastern Counties service 81 (0850 Ipswich to Aldeburgh and return). The original working on 93 was unusual in that EN normally used Darts from Colchester depot on this service, but this was EN's last day of operation of the route hence the reason they put a VR on. It was replaced on the 93 by First Eastern Counties Volvo B6 L101 WYS.

13: Transferred from Eastern National to Thamesway in July 2001.

14: Worked route 93 Colchester-Ipswich on loan to First Eastern Counties on 1<sup>st</sup> November 2002.

#### 4000-4038\* Leyland Olympian

| Fleet | Registration | D | Seating   | New   | Acq   | Sold     | Notes |   |      |
|-------|--------------|---|-----------|-------|-------|----------|-------|---|------|
| 4000  | XHK 235X     | T | H45/32F   | 12/81 |       | 04/96    |       | J |      |
| 4003  | B698 BPU     | T | H45/32F   | 04/85 |       |          |       |   |      |
| 4004  | B699 BPU     | T | H45/32F   | 04/85 |       |          |       |   |      |
| 4005  | C711 GEV     | T | H45/32F   | 07/85 |       |          |       |   |      |
| 4007  | C407 HJN     | E | DPH42/30F | 01/86 |       |          |       |   | 2    |
| 4008  | C408 HJN     | E | DPH42/30F | 01/86 |       |          |       |   | 2    |
| 4009  | C409 HJN     | T | DPH42/30F | 02/86 |       |          |       |   | 1, 8 |
| 4010  | C410 HJN     | E | DPH42/30F | 01/86 |       |          |       |   | 3    |
| 4012  | C412 HJN     | E | DPH42/30F | 02/86 |       |          |       |   | 3, 8 |
| 4013  | C413 HJN     | E | DPH42/30F | 02/86 |       |          |       |   | 3, 8 |
| 4014  | C414 HJN     | E | DPH42/30F | 02/86 |       |          |       |   | 8    |
| 4015  | C415 HJN     | E | DPH42/30F | 02/86 |       |          |       |   | 3, 8 |
| 4016  | C416 HJN     | E | DPH42/30F | 04/86 |       |          |       |   | 8    |
| 4017  | C417 HJN     | E | DPH42/30F | 03/86 |       |          |       |   | 2    |
| 4018  | C418 HJN     | E | DPH42/30F | 02/86 |       |          |       |   | 3, 8 |
| 4019  | C419 HJN     | E | DPH42/30F | 03/86 |       |          |       |   | 8    |
| 4021  | C421 HJN     | E | DPH42/30F | 03/86 |       | 02/00    |       | L | 3    |
| 4022  | TPD 105X     | T | H43/29F   | 04/82 | 04/98 | 05/99    | A     | K |      |
| 4023  | TPD 111X     | T | H43/29F   | 05/82 | 04/98 | 05/99    | A     | K |      |
| 4024  | B960 WRN     | E | H45/32F   | 01/85 | 08/98 |          | B     |   |      |
| 4025  | A147 UDM     | E | H45/32F   | 12/83 | 08/98 |          | C     |   |      |
| 4026  | FUM 485Y     | T | H45/32F   | 03/83 | 05/99 |          | D     |   | 4    |
| 4027  | FUM 493Y     | T | H45/32F   | 04/83 | 05/99 |          | D     |   | 4, 5 |
| 4028  | FUM 496Y     | E | H45/32F   | 05/83 | 05/99 | 11/03    | D     | N |      |
| 4029  | FUM 497Y     | E | H45/32F   | 05/83 | 05/99 | by 09/01 | D     | M | 5, 6 |
| 4030  | FUM 500Y     | E | H45/32F   | 06/83 | 05/99 | 11/03    | D     | N |      |
| 4031  | A92 KWW      | T | H45/32F   | 08/83 | 05/99 | 11/01    | D     | J |      |
| 4032  | A983 FLS     | T | H45/32F   | 11/83 | 08/00 | 05/01    | E     | M | 7    |
| 4033  | GFM 109X     |   | H45/32F   | 07/82 | 07/02 |          | F     |   |      |
| 4034  | KFM 113Y     |   | H45/32F   | 08/82 | 07/02 |          | F     |   |      |
| 4035  | L161 UNS     |   | H47/31F   | 08/93 | 08/03 |          | G     |   | 9    |
| 4036  | L162 UNS     |   | H47/31F   | 08/93 | 09/03 |          | G     |   | 9    |
| 4037  | L160 UNS     |   | H47/31F   | 08/93 | 10/03 |          | G     |   | 9    |
| 4038  | L163 UNS     |   | H47/31F   | 08/93 | 11/03 |          | G     |   | 9    |

4000-4021 & 4024-4034 were type ONLXB/1R, 4022-4023 were type ONTL11/1R, 4035-4038 were type ON2R50C13V3. 4022-4023 had Roe bodywork, 4032 & 4035-4038 had Alexander bodywork, the rest had ECW bodywork. 4022-4023 were full-height vehicles.

\* There are gaps in this series. Eastern National originally had new Leyland Olympians numbered 4000-4021, details of those sold before March 1996 are in Volume 2.

### *Acquisitions*

- A: New to London Country. Acquired from County Bus, via Fleetmaster, Horsham.
- B: New to Ribble. Acquired from Arriva North West via Stephenson's (dealer), Rochford.
- C: New to Crosville. Acquired from Arriva North West via Stephenson's (dealer), Rochford.
- D: New to West Yorkshire. Acquired from Keighley & District.
- E: New to Fife Scottish. Acquired from First Glasgow.
- F: New to Crosville. Acquired from First PMT.
- G: New to Strathclyde Buses. Acquired from First Glasgow.

### *Disposals*

- J: To First Eastern Counties (4031 for spares only).
- K: To Stephenson's (dealer), Rochford.
- L: Destroyed by fire (thought to be from a discarded cigarette) at Hatfield Peverel on route 71 26th August 1999. Remains to Hardwick (dealer), Carlton for scrap.
- M: To Hardwick (dealer), Carlton for scrap.
- N: To Houston Ramm (dealer), Rochdale.

### *Other Notes*

- 1: Transferred from Thamesway to Eastern National in March 1997 in exchange for 1870.
- 2: 4017 underwent a pilot refurbishment (including receiving new moquette) in April 1998. 4007 and 4008 followed by / in 2000 (exact dates not known). 4007 was in a mainly orange Chelmsford Borough Council overall advert and when this contract ended it received Barbie 2 livery in February 2002, but 4008 and 4017 never received Barbie 2, remaining in Eastern National 1993 and Anglia liveries respectively.
- 3: Loaned to First Northampton Transport from 10<sup>th</sup> April 1998 for a few days following flooding in the Northampton area.
- 4: Replacements for non-standard 4022 & 4023.
- 5: Amongst the first buses painted in Anglia livery, 4027 in Thamesway, 4029 in Eastern National. Some of the others from the batch 4026-4032 entered service in Keighley & District livery.
- 6: Transferred from Eastern National to Thamesway at Hadleigh June 2000 but for spare parts only and then back to EN at Clacton in August for disposal of remains. Exact date of disposal not known, but between July and September 2001.
- 7: For school contracts. Entered service at Basildon in First Glasgow livery. Only in use for six months before being delicensed and was not repainted.
- 8: 4013 was the first double decker repainted into Barbie 2 after having been refurbished at Hants & Dorset Trim, including receiving new floors and moquette (a different design from that on 4007/8/17), in November 2001. Others also refurbished were 4015, also in November 2001, 4018 February 2002, 4019 March 2002, 4016 May 2002, 4014 June 2002, 4012 July 2002, 4009 date unknown. 4010 was the only one of the surviving C4xx HJN batch not to be refurbished, it also did not receive Barbie 2 and remained in 1993 Eastern National livery.
- 9: At First Glasgow 4035-4038 had Sema fleet numbers 31374/5/3 & 31198 respectively, which they regained when the First Essex fleet was renumbered.



Seventeen second-hand Leyland Olympians were added to the fleet, including 4024, new to Ribble but acquired from Essex operator/dealer Stephenson's. It is seen here in Chelmsford Bus Station on 4<sup>th</sup> February 2000, with blinds set for a free bus contract to the Asda store in Chelmer Village.

*Richard Delahoy*

## 4301-4305 / 4307-4326 Volvo Olympian

| Fleet | Registration | D | Seating | New   | Acq   | Sold | Notes |  |      |
|-------|--------------|---|---------|-------|-------|------|-------|--|------|
| 4301  | L301 PWR     | E | H47/29F | 06/94 | 06/98 |      | A     |  |      |
| 4302  | L302 PWR     | E | H47/29F | 06/94 | 06/98 |      | A     |  |      |
| 4303  | L303 PWR     | E | H47/29F | 06/94 | 08/98 |      | A     |  |      |
| 4304  | L304 PWR     | E | H47/29F | 06/94 | 01/98 |      | A     |  |      |
| 4305  | L305 PWR     | E | H47/29F | 06/94 | 09/98 |      | A     |  |      |
| 4307  | L307 PWR     | E | H47/29F | 06/94 | 06/98 |      | A     |  |      |
| 4308  | L308 PWR     | E | H47/29F | 06/94 | 09/98 |      | A     |  |      |
| 4309  | L309 PWR     | E | H47/29F | 06/94 | 09/98 |      | A     |  |      |
| 4310  | L310 PWR     | E | H47/29F | 06/94 | 10/98 |      | A     |  |      |
| 4311  | L311 PWR     | E | H47/29F | 06/94 | 12/98 |      | A     |  |      |
| 4312  | P546 EFL     |   | H49/33F | 11/96 | 02/04 |      | C     |  | 2, 3 |
| 4313  | P551 EFL     |   | H49/33F | 11/96 | 02/04 |      | D     |  | 2, 3 |
| 4314  | L314 PWR     | E | H47/29F | 06/94 | 10/98 |      | A     |  |      |
| 4315  | L315 PWR     | E | H47/29F | 06/94 | 07/98 |      | A     |  |      |
| 4316  | P552 EFL     |   | H49/33F | 11/96 | 02/04 |      | D     |  | 2    |
| 4317  | P553 EFL     |   | H49/33F | 10/96 | 02/04 |      | D     |  | 2, 3 |
| 4318  | P554 EFL     |   | H49/33F | 12/96 | 02/04 |      | D     |  | 2, 3 |
| 4319  | P556 EFL     |   | H49/33F | 11/96 | 02/04 |      | D     |  | 2    |
| 4320  | P180 TGD     |   | H47/32F | 08/96 | 01/02 |      | B     |  |      |
| 4321  | P184 TGD     |   | H47/32F | 09/96 | 03/02 |      | B     |  | 1    |
| 4322  | P182 TGD     |   | H47/32F | 08/96 | 01/02 |      | B     |  | 1    |
| 4323  | P191 TGD     |   | H47/32F | 09/96 | 03/02 |      | B     |  |      |
| 4324  | P186 TGD     |   | H47/32F | 09/96 | 03/02 |      | B     |  | 1    |
| 4325  | P188 TGD     |   | H47/32F | 09/96 | 03/02 |      | B     |  |      |
| 4326  | P185 TGD     |   | H47/32F | 09/96 | 04/03 |      | B     |  |      |

The L-PWRs were type YN2RV18Z4, the rest were type YN2RV18V3.

4301-4305 & 4307-4319 had Northern Counties Palatine bodywork, 4320-4326 had Alexander R Type bodywork.

Note: acquisition date of 4326 is not a typo, it was acquired over a year after similar 4320-4325.

### Acquisitions

A: New to Yorkshire Rider. Acquired from First Calderline.

B: New to Strathclyde. Acquired from First Leicester (4325 via First Mainline).

C: New to Stagecoach Viscount. Acquired from Volvo Bus.

D: New to Stagecoach Cambus. Acquired from Volvo Bus.

### Other Notes

1: When acquired received route branding for route 78, Colchester to Brightlingsea.

2: Part of a larger batch of ex Stagecoach East Olympians bought by First from Volvo. All were given Sema numbers in the 34000 series before allocation to individual companies. As these were received by First Essex in February 2004, the month before the fleet was renumbered, they were given temporary fleet numbers as shown, which fitted nicely into existing gaps (L312/3 PWR had not been acquired and the P-TGD series had started at 4320. Note, L306 PWR was also not acquired, hence no number 4306). They did not carry their local numbers.

3: Soon after acquisition received route branding for routes 77/78, Colchester to Brightlingsea.

The Bristol VR fleet was all but eliminated by the end of the period covered in this volume. 3234 seen in Chelmsford Bus Station on 6<sup>th</sup> October 1997 had been transferred from Eastern National to Thamesway in August 1997, hence the unusual livery / fleet name combination. It was withdrawn in March '99.  
*Richard Delahoy*



3113 seen in Basildon depot yard in Autumn 2002 was one of only three VRs to receive the "pink sash" livery. In contrast, Olympian 4026 behind is in the later Anglia livery, note the darker (EN) shade of yellow. In the background is one of the Wadham Stringer bodied Dodge driver trainers.  
*Adam Kelleher*



Sad losses were the pair of open top Bristol VRs, 3500 and 3501, both destroyed in an arson attack at the closed Walton depot on 14<sup>th</sup> December 1996. In happier times ten years earlier, a lightly loaded 3501 leaves the now closed Clacton Bus Station on 29<sup>th</sup> August 1986.  
*Robert Appleton*





The native EN fleet of Leyland Olympians was supplemented by various second-hand examples, including ECW-bodied 4026 from Keighley & District. Allocated to the Thamesway fleet and in the Anglia livery, it is seen at Ilford Library on the last day of operation of services 251 & 551, 6<sup>th</sup> May 2000.  
*Richard Delahoy*



Looking decidedly non-standard in a fleet full of ECW bodied low-height ONs, 4022 was one of a pair of full-height Roe-bodied Olympians new to London Country that passed to Thamesway in 1998. They only lasted just over a year with Thamesway. 4022 was newly into service when seen at Bournes Green, Southchurch on 16<sup>th</sup> April 1998 on a schoolday only service.  
*Richard Delahoy*



Essex Buses did not buy any Volvo Olympians new but had acquired 25 used examples by March 2004, with a mix of Northern Counties and Alexander bodies. 4303 was a Northern Counties example that came from First Calderline and is seen in Ipswich Old Cattle Market Bus Station on 6<sup>th</sup> April 1999 on service 93 from Colchester, a route Essex Buses operated from March 1999 to January 2001.  
*Robert Appleton*

## 4501-4512\* Leyland Olympian Coach ONTL11/2R / ECW

| Fleet | Registration | D | Seating  | New   | Acq | Sold  | Notes |   |   |
|-------|--------------|---|----------|-------|-----|-------|-------|---|---|
| 4501  | B689 BPU     | E | CH45/28F | 02/85 |     | 09/98 |       | J |   |
| 4503  | B691 BPU     | E | CH45/28F | 03/85 |     | 03/98 |       | J |   |
| 4510  | D510 PPU     | E | CH45/28F | 07/86 |     | 05/99 |       | J |   |
| 4511  | D511 PPU     | E | CH45/24F | 07/86 |     | 12/98 |       | K | 1 |
| 4512  | D512 PPU     | E | CH45/24F | 07/86 |     | 08/98 |       | J | 1 |

\* There are gaps in this series. Eastern National originally had new Leyland Olympian Coaches numbered 4500-4512, details of those sold before March 1996 are in Volume 2.

### Disposals

J: To Stephenson's (dealer), Rochford (4501 then on to London Traveller, Park Royal, 4503 then on to Sargeant Bros, Kington and re-registered MIB 6189, 4510 & 4512 then on to Sanders, Holt).

K: To Fargo, Rayne (with the transfer of the last of the Eastern National London commuter services).

### Other Notes

The carpets in these, which had become well-worn over the years, were replaced by new floor covering, c August 1996.

1: Had been down-seated from CH45/28F with the addition of larger luggage pens by November 1994 (exact date not known).

Contrasting rear-end treatments and liveries on a pair of Volvo Olympians at Colchester on 9<sup>th</sup> March 2002. Alexander bodied 4323 has a window-less rear and is in Barbie 2, whilst older Northern Counties bodied 4302 is in 1993 EN livery.

*Robert Appleton*



### **5000-5006 / 5009-5012 / 5017 Leased from Phoenix Student Travel**

Numbering: The first seven vehicles, acquired in summer 2000, were numbered 5000-5006. In December 2000, 5011 followed on from 5006 to leave space for potential future Olympian acquisitions. (In the event further Olympian acquisitions were full-height vehicles and were numbered in a new 6xxx series and were not operated by Essex Buses). 5012 followed, but then the gap was filled-in in reverse order with further Lynxes, 5010 followed by 5009. For information and completeness, other fleet numbers in the 500x / 501x series were later used for Ensignbus / Phoenix vehicles as follows: 5008 Leyland Tiger Coach E275 KEF; 5007 Dennis Dart / Carlyle G29 TGW; 5014 Leyland Lynx F283 AWW; 5015 Leyland Lynx F74 DCW. The numbers 5013 and 5016 were not used.

Disposals: Following the demise of Phoenix, all the vehicles that had at one time been leased to Essex Buses were sold to Shamrock, Newport in December 2003, except 5001 & 5011 which had already been disposed of, to Ensignbus (dealer), Purfleet. 5006 then moved on to Alpine, Llandudno the same month.

### **5000 Dennis Dart 8.5SDL / Reeve Burgess - Plaxton**

| Fleet | Registration | D | Seating | New   | Acq   | Sold  | Notes |   |   |
|-------|--------------|---|---------|-------|-------|-------|-------|---|---|
| 5000  | H116 THE     | E | B28F    | 05/91 | 07/00 | 02/03 | A     | J | 1 |

#### *Acquisition*

A: New to London Buses. Acquired from Metroline via Ensignbus (dealer), Purfleet.

#### *Disposal*

J: To Phoenix Student Travel (following an increase in Phoenix's own license from 18 to 24 vehicles, for continued use on Phoenix services).

#### *Other Notes*

1: 5000 was in build when Plaxton took over Reeve Burgess and had body numbers for both. Used as a temporary dressing room extension for Newpalm Productions' annual pantomime at the rear of the Civic Theatre, Chelmsford (opposite the depot / bus station), December 2001 to January 2002.

### **5001-5006 Leyland Olympian ONLXB/1R / ECW**

| Fleet | Registration | D | Seating | New   | Acq   | Sold  | Notes |   |   |
|-------|--------------|---|---------|-------|-------|-------|-------|---|---|
| 5001  | JTY 371X     | E | H45/32F | 01/82 | 07/00 | 07/03 | A     | L | 1 |
| 5002  | JTY 382X     | E | H45/32F | 11/81 | 07/00 | 10/03 | A     | K |   |
| 5003  | JTY 395X     | E | H45/32F | 11/81 | 07/00 | 02/03 | A     | J |   |
| 5004  | JTY 400X     | E | H45/32F | 01/82 | 07/00 | 10/03 | A     | N |   |
| 5005  | XWY 478X     | E | H45/32F | 07/82 | 08/00 | 08/03 | B     | M | 1 |
| 5006  | SJR 616Y     | E | H45/32F | 01/83 | 08/00 | 10/03 | A     | K |   |

#### *Acquisitions*

A: New to Northern General. Acquired from Go Ahead North East via Ensignbus (dealer), Purfleet.

B: New to West Riding. Acquired from Arriva North East via Ensignbus (dealer), Purfleet.

### *Disposals*

J: To Phoenix Student Travel (following an increase in Phoenix's own license from 18 to 24 vehicles, for continued use on Phoenix services).

K: Also to Phoenix Student Travel (following an increase in Phoenix's own license from 18 to 24 vehicles, for continued use on Phoenix services) in February 2003, but returned to First Essex in August 2003 in exchange for 5001 & 5005. In October 2003, to the liquidator of Phoenix Student Travel.

L: To Phoenix Student Travel, then on to Ensignbus (dealer), Purfleet the same month. 5006 arrived back from PST in exchange.

M: To Phoenix Student Travel (for continued use on Phoenix services), 5002 arrived back from PST in exchange.

N: To the liquidator of Phoenix Student Travel.

### *Other Notes*

1: Transferred from Eastern National to Thamesway September 2000 (5001) and February 2001 (5005). 5001 returned to EN September 2001.

## **5009-5012 / 5017 Leyland Lynx**

| Fleet | Registration | D | Seating | New   | Acq   | Sold  | Notes |   |   |
|-------|--------------|---|---------|-------|-------|-------|-------|---|---|
| 5009  | F237 CNY     | E | DP47F   | 03/89 | 05/01 | 09/01 | D     | J |   |
| 5010  | G434 FVX     | E | DP47F   | 01/90 | 03/01 | 09/01 | C     | J | 1 |
| 5011  | G473 DHF     | E | B51F    | 02/90 | 12/00 | 05/02 | A     | K |   |
| 5012  | F240 CNY     | E | DP47F   | 03/89 | 02/01 | 09/01 | B     | J |   |
| 5017  | E114 SDW     |   | B51F    | 12/87 | 02/03 | 07/03 | E     | L | 2 |

Type LX112L10ZR1R except 5017 type LX112TL11ZR1R.

### *Acquisitions*

A: New to Halton, Widnes with the same registration. Acquired from Isle of Man Transport via Ensignbus (dealer), Purfleet. It was registered MAN 96N while on the Isle of Man.

B: New to Cardiff Bus. Acquired from Cardiff City Bus via Ensignbus (dealer), Purfleet.

C: New to Isle of Man Transport, registered BMN 402T. Acquired from Ensignbus (dealer), Purfleet, re-registered to G434 FVX.

D: New to Cardiff Bus. Acquired from Ensignbus (dealer), Purfleet having previously been with Kingstons, Benfleet.

E: New to Merthyr Tydfil. Acquired from Phoenix Student Travel.

### *Disposals*

J: To Ensignbus at Maldon (for continued use on Phoenix services).

K: To Phoenix Student Travel (now with its own license, for continued use on Phoenix services).

L: Returned to Phoenix Student Travel (either for use on Phoenix services or for driver training).

### *Other Notes*

1: New as B51F, resealed to DP47F by Isle of Man Transport 11/96.

2: Used as a driver trainer whilst with First Essex. (This vehicle strictly belongs in Part 2 of this book but is included here to give the complete story of the Phoenix Student Travel vehicles leased to Essex Buses).

## Part 2: PSVs Not Used in Service

### 861-867 Dennis Dart 8.5SDL / Wrightbus Handybus

| Fleet | Registration | D | Seating | New   | Acq   | Sold  | Notes |   |  |
|-------|--------------|---|---------|-------|-------|-------|-------|---|--|
| 861   | JDZ 2390     | E | B26F    | 06/91 | 11/99 | 02/00 | A     | J |  |
| 862   | JDZ 2392     | E | B26F    | 09/91 | 11/99 | 02/00 | A     | J |  |
| 863   | JDZ 2396     | E | B26F    | 09/91 | 11/99 | 02/00 | A     | J |  |
| 864   | JDZ 2398     | E | B26F    | 09/91 | 11/99 | 01/00 | A     | J |  |
| 865   | JDZ 2399     | E | B26F    | 09/91 | 11/99 | 02/00 | A     | J |  |
| 866   | KDZ 5101     | E | B26F    | 09/91 | 11/99 | 01/00 | A     | J |  |
| 867   | KDZ 5102     | E | B26F    | 09/91 | 11/99 | 02/00 | A     | J |  |

Although given fleet numbers these vehicles were never operated by Essex Buses and were disposed of within three months of acquisition. See *Vehicles on Loan / Demonstration* below for some others of this type that did operate with Essex Buses.

#### *Acquisitions*

A: New to London Buses. Acquired from First Centrewest.

#### *Disposals*

J: To First Eastern Counties.

### 1431 Leyland Lynx LX112TL11ZR1R

| Fleet | Registration | D | Seating | New   | Acq   | Sold  | Notes |   |   |
|-------|--------------|---|---------|-------|-------|-------|-------|---|---|
| 1431  | D875 ELL     | T | DP48F   | 03/87 | 01/99 | 05/99 | A     | J | 1 |

#### *Acquisition*

A: New to Merthyr Tydfil. Acquired from First Eastern Counties.

#### *Disposal*

J: To First PMT.

#### *Other Notes*

1: Originally B51F and registered D106 NDW, later re-registered to 810 DYE. Previously owned by Badgerline and Centrewest. It did not receive Thamesway livery and was not used in service.

### 2912 Dennis Dart 9.8SDL / Alexander Dash

| Fleet | Registration | D | Seating | New   | Acq   | Sold  | Notes |   |  |
|-------|--------------|---|---------|-------|-------|-------|-------|---|--|
| 2912  | M230 VWW     | E | B40F    | 02/95 | 10/00 | 11/00 | A     | J |  |

#### *Acquisition*

A: New to Yorkshire Rider. Acquired from First Leeds.

#### *Disposal*

J: To First Eastern Counties in exchange for 855 (which went to Thamesway to replace fire damaged 851). 2912 did not operate for Essex Buses during its short stay.

First operated a number of buses purchased by Phoenix Student Travel and leased to First to operate Phoenix contract services. 5006 was an ECW-bodied Leyland Olympian new to Northern General, seen in Chelmsford Bus Station on 29<sup>th</sup> June 2001 in the distinctive Phoenix livery. *Richard Delahoy*



The Phoenix fleet also included five Leyland Lynx, including 5010, "Big Bird", seen parked across the exit from Braintree depot on 17<sup>th</sup> June 2001. This bus had been new to Isle of Man Transport and, like the other Phoenix buses, was supplied to them by Ensign Bus, the well-known Essex dealer. *Richard Delahoy*



In 1997 the remaining three Alexander bodied Leyland Tigers had their green EN lower panels repainted maroon, three years after maroon had been superseded by pink. 1115 is seen on Southchurch Boulevard outside Southend High School for Girls on a Phoenix Student Travel contract on 27<sup>th</sup> January 1998. *Richard Delahoy*





The driver training fleet had an eclectic mix of vehicle types and liveries. 9020 was a Bedford YMT with Plaxton body, used from 1998 to 2003. It is seen here in Chelmsford Bus Station on 13<sup>th</sup> April 1999, still in the colours of its previous owner, Chalkwell Coaches of Sittingbourne. Behind stands Bristol VR 3077, being used on a Phoenix Student Travel service.

*Richard Delahoy*



Lettered for its new role as a recruitment bus, Mercedes minibus 9030 (ex bus 2606) was being used in its alternative role for school visits as a classroom in which to discuss behaviour, vandalism and environmental issues relating to buses when seen at Westcliff High Schools on 9<sup>th</sup> December 2000.

*Richard Delahoy*



Acquired from Western National in 1994, this Reeve Burgess bodied Mercedes served as bus 205 for a year before being converted by Thamesway for roadside publicity maintenance, numbered 9305. Seen in Southend Central Bus Station on 25<sup>th</sup> March 1997, it was used in this guise from 1995 to 2000.

*Richard Delahoy*

## Heritage Vehicles

| Fleet | Registration | D | Seating | New  | Acq  | Sold  | Notes |   |   |
|-------|--------------|---|---------|------|------|-------|-------|---|---|
| 2383  | WNO 479      | E | O33/28R | 1953 | 1955 |       | A     |   | 2 |
| 2384  | WNO 480      | E | O33/28R | 1953 |      | 10/98 |       | J | 2 |
| 9001  | AJN 825      | T | L27/28R | 1939 | 1955 |       | A     |   | 1 |

### Acquisitions

A: New to and acquired from Westcliff on Sea Motor Services.

### Disposal

J: To a private buyer for preservation.

### Other Notes



1: Bristol K5G / ECW. Fuller details of AJN 825 are given on Page 50 of Volume 1.

It passed to Thamesway with the July 1990 split, remaining in Westcliff on Sea livery. It was given the fleet number 9001 in March 1995 for administrative and computer record purposes, but this was not carried on the vehicle. It was damaged in the arson attack which destroyed 3500 & 3501 whilst in store at the closed Walton depot on 14<sup>th</sup> December 1996, with serious fire damage to the nearside. Initially moved to Clacton, it then went to Chelmsford depot where it was repaired and was then stored at Basildon in 2002 before repainting and MoT test. *Richard Delahoy's* photo was taken on Belton Way, Leigh on 13<sup>th</sup> November 2002 whilst on a photoshoot for an article in *Bus & Coach Preservation* shortly after this re-restoration was completed.

2: Bristol KSW5G / ECW. Had originally been L27/28R. Rebuilt to open top 05/66 (2383) and 10/65 (2384). During the period of this volume neither bus was used on summer open top services.

As at October 1996, 2383 was still owned by Eastern National but was looked after and operated by the KSW Preservation Group based in Harwich where the vehicle was kept. 2384 was out of use in the yard at Clacton Depot in need of a new engine. 2383 was repainted in February 1998. It attended the Southend Bus Rally on 7<sup>th</sup> June 1998. It then undertook a round Britain tour during late summer 1998 visiting Bristol, Swansea, Stoke-on-Trent, Manchester, Glasgow, Edinburgh, Aberdeen, York, Leeds, Sheffield, Leicester and Norwich with an eventual return to Chelmsford bus station on Friday 4<sup>th</sup> September. This was in aid of the Diana, Princess of Wales Memorial Fund, and the journey started with a visit to Kensington Palace to lay a tribute to the princess. It was reported that the bus completed 1,639 miles and used 115 gallons of diesel and six pints of oil.

Meanwhile, 2384 was still in store at Clacton in summer 1998. But, fortunately, it was sold for private preservation in October that year and was restored.

2383 continued to be used on special services, for example, during summer 2000 these included the joint Great Eastern Ale Trail on the Harwich to Manningtree line, the Chappel Beer Festival and the Harlow Show.

2383 set off on another tour in May 2003, from Harwich to the Czech Republic, for the Bohemia International Bus Show. The trip, for which EBEG was a co-sponsor, celebrated the bus's 50th anniversary and raised money for cancer research and the Czech Republic flood relief fund (following flood damage the previous year).

## Driver Training Vehicles

| Fleet | Registration | D | Seating      | New   | Acq     | Sold    | Notes |   |        |
|-------|--------------|---|--------------|-------|---------|---------|-------|---|--------|
| 625   | L678 RMD     | E | B31F         | 02/94 | 01/01   | 08/02   | AD    | Q | 16, 23 |
| 9002  | UCO 46L      | T | DP various D | 05/73 | (03/95) | 03/96   | A     | J | 1      |
| 9002  | G707 VHA     | T | B38F         | 1989  | 10/01   |         | AF    |   | 18     |
| 9003  | E330 WOK     | T | B38F         | 1987  | 10/01   | 12/03   | AF    | R | 18     |
| 9012  | Q328 MNO     | E | not known    | 09/78 | 04/90   | 05/96   | B     | M | 2      |
| 9013  | C448 BHY     | E | B16F         | 03/86 | (04/94) | 01/97   | C     | J | 3      |
| 9013  | WSU 452S     | T | B53F         | 11/77 | 03/91   | 04/96   | D     | K | 4      |
| 9014  | CTN 635V     | E | C45F         | 06/80 | 12/94   | 07/99   | E     | J | 5      |
| 9014  | MHS 25P      | T | B53F         | 04/76 | 03/91   | 04/96   | D     | L | 4      |
| 9015  | MHS 32P      | T | B53F         | 04/76 | 03/91   | 04/96   | D     | K | 4      |
| 9016  | XYK 761T     | T | C41F         | 08/78 | 03/95   | 09/01   | F     | J | 6      |
| 9017  | YYL 794T     | T | C41F         | 05/79 | 03/95   | 11/01   | F     | J | 6      |
| 9018  | WJN 566S     | T | B49F         | 01/78 | (02/96) | (09/96) |       | O | 7      |
| 9018  | D228 PPU     | E | B20F         | 11/86 | (12/96) | 11/00   |       | J | 10, 22 |
| 9020  | VIB 9308     | E | C53F         | 04/78 | 07/98   | 12/03   | I     | R | 11     |
| 9021  | CRW 515T     | E | C53F         | 10/78 | 07/99   | 10/02   | AB    | R | 13     |
| 9023  | NJU 1W       | E | C53F         | 09/80 | 07/99   | 02/02   | AC    | J | 13     |
| 9026  | H396 OHK     | E | B23F         | 06/91 | (04/00) | 11/03   |       | S | 14     |
| 9029  | H380 OHK     | T | B23F         | 06/91 | (07/00) | 11/03   |       | S | 15     |
| 9031  | E821 MOU     | T | B31F         | 07/88 | 06/01   | 02/02   | AE    | J | 17     |
| 9032  | E822 MOU     | T | B31F         | 07/88 | 06/01   | 02/02   | AE    | J | 17     |
| 9039  | F413 MNO     |   | B49F         | 08/88 | (07/03) |         |       |   | 19     |
| 9041  | F427 MJN     |   | B49F         | 09/88 | (07/03) |         |       |   | 20     |
| 9043  | F428 MJN     |   | B49F         | 09/88 | (08/03) |         |       |   | 20     |
| 9044  | L656 MEV     |   | B23F         | 12/93 | (08/03) |         |       |   | 21     |
| 9401  | UAR 591W     | T | H43/31F      | 05/81 | (03/95) | (05/96) |       | N | 8      |
| 9411  | FTO 549V     | E | C53F         | 10/79 | 03/99   | 09/02   | AA    | R | 12     |
| 9715  | C508 BFB     | T | B16F         | 01/86 | (03/95) | 03/96   | G     | K | 9      |
| 9717  | C511 BFB     | T | B16F         | 01/86 | (03/95) | 05/99   | G     | P | 9      |
| 9719  | C450 BHY     | T | B16F         | 03/86 | (03/95) | 12/97   | H     | J | 9      |

In addition, 35, 1433, 1924 and 5017 spent time as driver trainers but were not renumbered. Details under their separate entries in Part 1.

Note: when the fleets combined in March 1996 there were two vehicles numbered 9013 & 9014 as Eastern National & Thamesway had both used these numbers for driver trainers. None of these were renumbered as the Thamesway ones were sold soon afterwards. The number 9018 was re-used three months after the original returned to passenger service. 9002 was also re-used. Some of the gaps in the numbering series were used for other service vehicles, both former PSVs and non PSVs. The numbering of 9039-9043 was rather bizarre, 9039 / 9041 / 9043 were Leyland Lynxes used as driver trainers and 9040 & 9042 were Mercedes Benz 410D / Autobuses used as Engineering Vans (see *Other Former PSVs Used on a Variety of Duties* below); it would have seemed more logical for the Lynxes to be numbered all together and likewise the Mercedes.

1: Leyland National 1151/2R. Various used as a Wheelchair Passenger Vehicle, in normal service, as a Hospitality Vehicle and as a driver trainer, before being renumbered from 2200 to 9002 in March 1995. A more detailed history is provided on Page 54 of Volume 2 which also explains the variation in its seating layout. In 1990 Thamesway livery, with the addition of white and red diagonal lines, and with the maroon at the front being extended up to the windscreen.

- 2: Bedford SB5 / Marshall (MOD standard body). Seating capacity not known. In 1986 Eastern National driver trainer livery of dark green with three yellow diagonal stripes.
- 3: Ford Transit 190D / Dormobile, converted to a driver trainer in April 1994 and renumbered from 718 to 9013. In all green livery with blue wheels and yellow fleet names.
- 4: Leyland Leopard PSU3C/3R / Alexander Y Type, in Kelvin Central livery, red with cream waist band.
- 5: Bedford YLQ / Duple Dominant II, in Somerbus livery, yellow with white waist band / around windscreen.
- 6: Bedford YMQ / Duple Dominant II. In 1994 Thamesway driver trainer livery, yellow roof and below windows, pink above windows and pink skirt.
- 7: Leyland National 11351A/1R, renumbered from 1846. Remained in 1990 Thamesway livery.
- 8: Bristol VRT/SL3/6LXB / ECW, renumbered from 3101 (had been in use as a driver trainer since March 1992, but not renumbered until March 1995). Remained in 1990 Thamesway livery.
- 9: Ford Transit 190D / Dormobile, ex 715 / 717 / 719 respectively. 9715 & 9719 probably remained in 1990 Thamesway livery, but 9717 had been refurbished and repainted yellow with a pink skirt in February 1996.
- 10: Mercedes Benz 608D / Reeve Burgess. Converted to a driver trainer in December 1996, ex 228, to replace 9013 and repainted overall green with yellow fleet names. Re-used the fleet number recently vacated by WJN 566S.
- 11: Bedford YMT / Plaxton Supreme. Originally registered SJK 938S. In white livery with red and black stripes and red skirt.
- 12: Bedford YMT / Plaxton Supreme. In Yorkshire Rider livery of green below chrome beading and cream above with red "YR Driver Training Unit" (in capitals) on cream, and red wheels.
- 13: Bedford YMT / Plaxton Supreme. Mainly in Pete's of Lincoln livery, white with a red skirt.
- 14: Mercedes Benz 709D / Reeve Burgess Beaver. Converted to a driver trainer in April 2000, ex 385. Retained 1993 Eastern National livery.
- 15: Mercedes Benz 709D / Reeve Burgess Beaver. Converted to a driver trainer in July 2000, ex 369. Retained 1994 Thamesway livery.
- 16: Volvo B6 / Alexander Dash. It remained in First Capital red with wide yellow band livery until it was repainted into Barbie 2 in July 2002 just prior to disposal.
- 17: Mercedes 811D / Optare StarRider. The intended conversions to make them suitable for driver training were never undertaken and three months after acquisition they were placed on the disposal list.
- 18: Dodge G013 / Wadham Stringer. To Barbie 2 livery when acquired (but without vinyls).
- 19: Leyland Lynx. Used for driver training from April 2003 then in July 2003 transferred permanently to the driver training fleet and renumbered from 1413. Retained Barbie 2 livery.
- 20: Leyland Lynx. Transferred to the driver training fleet and renumbered from 1427 (9041) and 1428 (9043). 9041 retained Barbie 2 livery, 9043 retained 1993 Eastern National livery.
- 21: Mercedes Benz 709D / Plaxton. Transferred to the driver training fleet and renumbered from 2656. Retained 1993 Eastern National livery.

### *Acquisitions*

- A: New to and acquired from Plymouth City Transport, acquired by Eastern National in April 1982, passed to Thamesway in July 1990.
- B: New to and acquired from Ministry of Defence.
- C: New to and acquired from Bristol City Line, acquired in August 1990.
- D: New to Central SMT. Acquired from Kelvin Central.
- E: New to Craigs, Amble. Acquired from Somerbus via Badgerline.
- F: New to Grey Green. Acquired from Belle Coaches, Lowestoft.
- G: New to and acquired from Badgerline, acquired in February 1991.
- H: New to and acquired from Bristol City Line, acquired in June 1991.
- I: New to Waterhouse, Polegate. Acquired from Chalkwell, Sittingbourne.

AA: New to Barton. Acquired from Yorkshire Rider.  
 AB: New to Smith, Tysoe. Acquired from Lincolnshire.  
 AC: New to Galloway, Mendlesham. Acquired from Lincolnshire.  
 AD: New to Capital Citybus. Acquired from First Capital.  
 AE: New to Badgerline. Acquired from First Bristol (reported to have been working with First Western National before acquisition).  
 AF: Details of the previous history of these two vehicles are sketchy. One was new to Her Majesty's Forces registered 93KF29 and was acquired from Flights, Birmingham. The other had previously been at Courtesy Travel (but not known if it was new there, it may have also been new to HM Forces) and was acquired from Norfolk Training Services. It is not known which was which.

#### *Disposals*

J: To Hardwick (dealer), Carlton (9013 then on to Kenmargra, Brighouse, 9014, 9016, 9017, 9023, 9031 & 9032 for scrap, 9016 after being stripped for spares at Clacton).  
 K: To Heywood & Prosser, Bedford.  
 L: To Western National.  
 M: To Africa Link Southern, Romford (Africa Link was involved in the export of buses to Africa).  
 N: To Eastern National for refurbishment and return to passenger service and renumbered back to its original number 3101.  
 O: Returned to passenger service and renumbered back to its original number 1846.  
 P: To Stephenson's (dealer), Rochford.  
 Q: To First Aberdeen.  
 R: To Houston Ramm (dealer), Rochdale.  
 S: To Jobserve, Colchester.

#### *Other Notes*

22: Replaced as a driver trainer by 9026 c April 2000 and then used temporarily as a Publicity Van, in turn replacing 9305 until 9028 was ready (see below).  
 23: Acquired by Eastern National but transferred to Thamesway as a driver trainer June 2001. It is not known to have operated in passenger service with Eastern National.



Still in Yorkshire Rider livery, Bedford YMT 9411 had been new to Barton Transport. It was used as a trainer in Essex from 1999 to 2002 and was photographed on Chelmsford Bus Station forecourt on 11<sup>th</sup> July 2000.  
*Richard Delahoy*

## Other Former PSVs Used on a Variety of Duties

| Fleet | Registration | D | Seating | New   | Acq     | Sold     | Notes |   |   |
|-------|--------------|---|---------|-------|---------|----------|-------|---|---|
| 836   | G841 PNW     |   | B52F    | 03/90 | 08/03   |          | C     |   | 9 |
| 9005  | B471 WTC     | E | B4F     | 05/85 | (12/93) | by 05/99 | A     | J | 1 |
| 9028  | H397 OHK     | T | B23F    | 06/91 | (08/00) |          |       |   | 3 |
| 9030  | H606 OVW     | E | B23F    | 07/91 | (11/00) |          |       |   | 4 |
| 9034  | H371 OHK     | E | B23F    | 06/91 | (09/01) | 08/03    |       | J | 5 |
| 9035  | J622 UTW     | T | B23F    | 10/91 | (10/01) | 11/03    |       | L | 6 |
| 9038  | H315 LJN     |   | B23F    | 01/91 | (05/03) |          |       |   | 7 |
| 9040  | S935 RBE     |   | C12F    | 10/98 | (07/03) |          |       |   | 8 |
| 9042  | S936 RBE     |   | C12F    | 10/98 | (08/03) |          |       |   | 8 |
| 9305  | B42 AAF      | T | -       | 08/84 | (08/95) | 10/00    | B     | K | 2 |

1: Ford Transit 109D / Carlyle conversion to Dormobile body shell. Ex Eastern National 704. Converted to an Engineering Van, B4F plus workshop (ex B16F), painted in a version of new livery, green with two yellow diagonal bands, blue wheels and blue E symbol, "Engineering" in destination box.

2: Mercedes Benz L608D / Reeve Burgess. Publicity van, converted from and renumbered from 205. Painted in an orange livery with black band (broken towards rear) and wheels, door glass and destination box panelled over. Flashing roof light fitted at front.

3: Mercedes Benz 709D / Reeve Burgess. Publicity van, converted from and renumbered from 386. Side windows panelled over. Repainted white with thin red band and lettering. Destination screen panelled over with "Thamesway Publicity" red on white lettering (later changed to "First" with f symbol). Flashing roof lights fitted at front, one either side.

4: Mercedes Benz 709D / Reeve Burgess. Mobile recruitment office, converted from and renumbered from 2606. Repainted yellow with black lettering. Destination screen panelled over with "Essex Buses Recruitment" yellow on black lettering. It also had a second role; as it had rear-facing seats and a TV monitor, it was available for school visits as a classroom in which to discuss behaviour, vandalism and environmental issues relating to buses. Later, also used at times as a driver shuttle.

5: Mercedes Benz 709D / Reeve Burgess. Driver shuttle based at Chelmsford for crew transfers for Brentwood routes 73/73A. (Operation of route 73 had been taken over by Eastern National from Thamesway at Basildon in January 2001 with the 73A variant introduced in April). Later used as a shuttle at Stansted Airport and was sold when the operation there closed down. Renumbered from 360. Remained in 1994 style Thamesway livery. Flashing roof light fitted at front.

6: Mercedes Benz 709D / Reeve Burgess. Driver shuttle based at Hadleigh. Renumbered from 2662.



7: Mercedes Benz 709D / Reeve Burgess. Repainted all white with blue bumpers c. March 2003 for use in connection with satellite systems. Wide flashing roof light fitted at front. Also used as a driver shuttle. Renumbered from 314 May 2003. Photographed in Chelmsford with 2668. *Richard Delahoy*

8: Mercedes Benz 410D / Autobus. Converted to engineering vans and renumbered from 100 (9040) and 101 (9042). Remained in yellow & green Coachlink livery.

9: Van Hool A600 Integral. Fleet number was its First Cymru one. In Brewers livery of white top half (red at rear) / red lower half with a yellow stripe. Originally registered G680 TKE. It was acquired by Rhodes of Yeadon and re-registered to A6 RLR. Rhodes sold their bus services to Rider Group (Yorkshire Rider) in June 1994 but retained the registration of this vehicle and so it became G841 PNW. It was intended to be converted to a computer training classroom by First Essex but this never happened and it remained parked at Basildon depot, and later at the back of Clacton depot.

#### *Acquisitions*

A: New to Bristol Omnibus Company. Acquired from Badgerline in September 1990.

B: New to and acquired from Western National, acquired in March 1994.

C: New to Van Hool, Wellingborough as a demonstrator. Acquired from First Cymru.

#### *Disposals*

J: Not known where sold to. EBN May 1999 reported that 9005 had been sold but did not include an exact date of sale.

K: To a private buyer, Basildon.

L: To Jobserve, Colchester.

### **Other Acquired Vehicles, For Spares Only, Not for Service**

| Fleet | Registration | D | Seating  | New   | Acq   | Sold     | Notes |   |    |
|-------|--------------|---|----------|-------|-------|----------|-------|---|----|
| 50    | B37 AAF      | E | B19F     | 07/84 | 10/95 | 05/96    | B     | J | 1  |
| 116   | XEH 254M     |   | B41F     | 11/73 | 07/99 | 08/99    | H     | L | 9  |
| 216   | BCL 216T     | E | H43/31F  | 09/78 | 08/99 | 12/00    | C     | K | 10 |
| 276   | C200 PCD     | E | B20F     | 12/85 | 05/95 | 05/96    | A     | J | 2  |
| 277   | C204 PCD     | E | B20F     | 12/85 | 05/95 | 05/96    | A     | J | 2  |
| 901   | ULS 101X     | E | DP45/32F | 02/82 | 10/99 | by 09/01 | AA    | K | 11 |
| 1770  | XNG 770S     | E | B52F     | 07/78 | 04/99 | 10/99    | C     | M | 3  |
| 1775  | CCL 775T     | T | B52F     | 10/78 | 11/97 | 12/97    | C     | K | 3  |
| 1941  | NLP 391V     | E | B49F     | 07/80 | 02/99 | 02/00    | E     | K | 5  |
| 1942  | KRS 534V     | E | B44F     | 04/80 | 02/99 | 07/99    | F     | K | 6  |
| 1943  | KRS 538V     | E | B44F     | 03/80 | 02/99 | 09/99    | F     | K | 7  |
| 3235  | ABD 74X      | E | H44/28D  | 01/82 | 05/99 | 07/99    | G     | K | 8  |
| 3236  | ABD 75X      | E | H44/28D  | 01/82 | 05/99 | 06/99    | G     | N | 8  |
| 3334  | A743 JRE     | T | H45/32F  | 01/84 | 10/01 | 03/02    | AB    | K | 12 |
| 7130  | DWU 296T     | E | H43/31F  | 12/78 | 04/98 | 07/98    | D     | K | 4  |
| 7170  | EWB 165T     | E | H43/31F  | 02/79 | 04/98 | 07/98    | D     | K | 4  |
| 9800  | SWW 305R     | E | H43/31F  | 02/77 | 04/98 | 07/98    | D     | K | 4  |
| -     | CJH 142V     | E | H43/31F  | 07/80 | 08/99 | 09/99    | I     | L | 10 |

1: Mercedes Benz L608D / PMT.

2: Mercedes Benz L608D / Alexander.

1 & 2: Fleet numbers of the companies they were acquired from were kept.

3: Leyland National 11351A/1R. First Eastern Counties fleet numbers kept.

4: Bristol VRT/SL3/6LXB / ECW. Fleet numbers (on paper only) were last three digits of original fleet numbers when with West Yorkshire (new as 1713, etc.) with a zero added on the end.

5: Leyland National 2 NL116L11/3R. New as B33T (three doors for use airside at Heathrow Airport). It had been converted to single door whilst at First Capital.

6: Leyland National 2 NL106L11/1R (without a roof pod). Originally registered GSO 1V.

7: Leyland National 2 NL106L11/1R (without a roof pod). Originally registered GSO 4V.

5, 6 & 7: Like 1601 & 1602 in Part 1, acquired because of route 351 being extended from Romford to Lakeside, as replacement for most journeys on First Capital route 348. (This only lasted for three months before routes 348, now operated by Eastern National, and 351 went back to their previous routes). They remained in Capital Citybus livery of yellow with two red bands (one at waist level, one above the windows). However, they did not see much, if any, service with Essex Buses (the only report was of 1943 operating a school service from Chelmsford on 8th February 1999) and all three were parked out of service at the back of Clacton depot by the end of March 1999, where they were stripped for spares before being sold for scrap. Their fleet numbers followed on from Leyland Nationals and Leyland National 2s 1700-1940, further details of these are in Part 1 and in Volumes 1 & 2.

8: Bristol VRT/SL3/6LXB / East Lancs. Their fleet numbers followed on from acquired Bristol VRTs 3200-3234, further details of these are in Part 1 and in Volumes 1 & 2.

9: Leyland National 1051/1R. Numbered in the series 100-124 for vehicles acquired with the Biss Brothers / Airport Coaches business, but, unlike the others in this series, not used after acquisition and sold the following month.

10: Bristol VRT/SL3/6LXB / ECW. 216 was First Eastern Counties fleet number.

11: Leyland Olympian ONLXB/1R / ECW. First Edinburgh fleet number kept.

12: Leyland Olympian ONLXB/1R / ECW. First Manchester fleet number kept. Reported to have been acquired for service but found to be unsuitable so stripped for spares.

### *Acquisitions*

A: New to Brighton & Hove. Acquired from First Brewers.

B: New to and acquired from (First) Western National.

C: New to and acquired from (First) Eastern Counties.

D: New to West Yorkshire. Acquired from First Rider York.

E: New to British Airways. Acquired from First Capital.

F: New to Alexander (Northern). Acquired from First Capital.

G: New to and acquired from (First) Northampton Transport.

H: New to Potteries. Acquired with the business of Biss / Airport Coaches.

I: New to Alder Valley. Acquired from Stephenson's (dealer), Rochford.

AA: New to Scottish Omnibuses. Acquired from First Edinburgh.

AB: New to PMT. Acquired from First Manchester.

### *Disposals*

J: To Africa Link Southern, Romford. (Africa Link was involved in the export of buses to Africa).

K: To Hardwick (dealer), Carlton for scrap. Exact date of disposal of 901 not known, but between January and September 2001.

L: Remains sold for scrap.

M: Despite being bought for spare parts, 1770 was sold for preservation.

N: To Stephenson's (dealer), Rochford, then on to Chariots, Stanford-le-Hope.

## **Diverted Vehicles**

R401 HYG, R402 HYG, R403 HYG & R404 HYG, Mercedes O814 Vario / Plaxton Beaver 2 minibuses, were new to First Calderline in February (R401) and March (the rest) 1998. They were a diverted order from Essex Buses and were delivered in Eastern National livery, although they were repainted prior to use. They were originally to have been registered R429-432 DJN and numbered 429-432. They were numbered 2401-4 by First Calderline. In December 1998 they moved to First Glasgow, joining similar ex Essex Buses 421-428 there.

## Vehicles on Loan / Demonstration

Brief details of vehicles on loan and demonstration to Essex Buses between March 1996 and March 2004 are as follows. Note, exact dates not always available and also that some additional loans are included in the fleet lists above and summarised at the end of this section.

Dennis Dart SLF / Plaxton **P439 NEX** was in Chelmsford on 23<sup>rd</sup> October 1996. This was part of a batch being delivered to Eastern Counties and was lettered as a First Bus Demonstration vehicle. The purpose of its visit was to seek public comments regarding the type of seating fitted, with a number of different types of seat and moquette being fitted. This led to the introduction of the First Group corporate interior.

Optare Excel demonstrator **P844 SWX** was in use from Chelmsford during week ending 11<sup>th</sup> April 1997 and was noted in use on service 36.

In January 1998, Mercedes Vario 424 was in Germany for tests and modifications to the suspension system. To cover, Mercedes / Alexander **M382 KVR** was on loan from Cheshire Bus & Coach. It was based at Harwich depot, with 2669 being loaned from Harwich to Chelmsford. This was because the standard Eastern National blind did not fit the smaller display in an Alexander minibus and so a patchwork blind was made; Harwich had far fewer displays needed than any other depot. Mercedes were successful in improving the ride quality of 424 and a number of centres were set up around the UK to enable rectification of other vehicles to take place. 424 returned to the UK in late January, M382 KVR went back to Cheshire by April 1998.

3002/4/5 **L102/4/5 PWR**, Volvo B6 / Alexander Dash B40F, were on loan from First Eastern Counties, working from Basildon in Yorkshire Rider livery with Essex Buses t/a Thamesway legal lettering. They were used whilst awaiting delivery of new buses as a result of service changes commencing on February 28<sup>th</sup> 1998. They were used on most "big bus" routes, their dot matrix blinds were used for numbers only, destinations were shown on slip boards. They returned to Eastern Counties after a couple of weeks.

**R829 GKX**, an Iveco / Marshall demonstrator, was noted in the driver training yard at New Writtle Street on 11<sup>th</sup> October 1998.

In January 1999 Bedford YMT / Plaxton coaches **FTO 549V** and **SUM 129W** were on loan from Yorkshire Rider for driver training.

**S551 WAT**, a Mini Pointer Dart demonstrator, was in use from Chelmsford depot in late April 1999. It mainly worked on service 42 (which was normally Mercedes minibus operated at the time) but was also seen on services 31A and 351. It was owned by Plaxton, but in Barbie livery.

Leyland Tiger / Duple **PXI 8935** and **NTL 655** (numbered 19 & 20 respectively) were used on school services from Chelmsford depot during late March and early April 2000 but had moved on to Stephenson's (dealer), Rochford by the end of April.

Optare Solo demonstrator **T343 FWR** was in use on Chelmsford Town services during mid-May 2000.

Long standing route 251, by then operating between Walthamstow and Basildon, was withdrawn after operation on 6<sup>th</sup> May 2000. At the same time, route 551, also Walthamstow to Basildon but by a different route, was also withdrawn, although new 751 replaced the Basildon to Romford section (via a slightly different route). To cover the Walthamstow to Ilford section of the 551, LRT introduced route W9. The contract was awarded to First Capital, but due to staff shortages, at the start it was operated temporarily by Thamesway at Basildon using First Capital vehicles. First Capital Mercedes **J613 HMF** (613), **J611 HMF** (611), **J612 HMF** (612), **F803 RHK** (603) and **F804 RHK**

(604) were on loan to Thamesway from May 2000 to operate the route and were given temporary Thamesway fleet numbers 800-804 respectively. 803 & 804 were ex Thamesway with the same numbers. 800 & 802 were in the old First Capital yellow livery, 801 & 804 were in the new red and yellow livery and 803 was still in Thamesway livery. Despite the loans, native Thamesway Mercedes were also used on the W19, for example, 371 and 811 were noted. First Capital took over the route from 2nd October 2000 and the five vehicles returned to them.

First Group's unregistered yellow Bluebird school bus demonstrator was in Chelmsford over the weekend of 7<sup>th</sup> & 8<sup>th</sup> October 2000.

Leyland Olympian / ECW **JTY 370X** was on loan for Phoenix Student Travel work in November 2000. This had been with Go North East, four vehicles from the same batch had been acquired for PST work the previous July.

On 5<sup>th</sup> December 2000 First Eastern Counties 403, **M586 ANG**, worked on service 93 (Ipswich to Colchester), replacing Dennis Dart 908 which had failed in Ipswich.

In December 2000, **VAZ 8024** (ex A717 GJA) a Leyland Royal Tiger / Roe Doyen, was on loan from Stephensons (dealer), Rochford for driver training from New Writtle Street.

In March 2001, a Leyland Olympian / ECW was on loan from Ensignbus to Hadleigh for Phoenix Student Travel work, to cover for repairs to 5001. This was from the batch **EEH-Y**, but the exact registration is not known.

Two Lynxes were on loan at Hadleigh from Ensignbus from May 2001 to cover refurbishment of native examples. They were **D101 NDW** and **F282 AWW**. The former was in red, black and white (without fleet names) and had previously been preserved. It had been new to Merthyr Tydfil Transport and was later with Londonlinks and London & Country. It was seen operating Hadleigh's evening circuit on route 752 (Shenfield-Brentwood) on 22<sup>nd</sup> May. F282 was in green and cream livery with West Riding Buses fleet names and a rear end contravision advert. In June D101 returned to Ensignbus in exchange for former Brighton Buses Lynx **G995 VWV**, in Brighton colours of white, blue and yellow, as illustrated below in *Richard Delahoy's* photo taken in Southend Central Bus Station on 16<sup>th</sup> June 2001. This loan did not last long and after return to Ensignbus was sold to Hedingham in July. F282 returned to Ensignbus in or by September.



In May / June 2001, **D521 WNV**, a DAF / Caetano coach in all white livery, was on loan from Stephenson's, Rochford, for driver training, but it was reported that the arrangement included its use on Green Line commuter services if not required for training. It returned to Stephenson's in June or July, it is not known if it was ever used on Green Line work.

On 4<sup>th</sup> July 2001, Leyland Olympian / ECW **GFM 110X** was seen on service 21 but was on loan to Hadleigh primarily for school work. It carried North Western livery. This was on loan from Ensignbus, it returned to them later that month or August (probably at the end of the school term).

**DBV 133Y**, a Leyland Olympian / ECW, was on loan from Ensignbus at Chelmsford during mid-July 2001 for use on Phoenix Student Travel services. It was in North Western livery and had last been reported with Arriva North West.

From 15<sup>th</sup> December 2001, operation of TfL First Capital (former Thamesway) route 462 (Ilford-Hainault) was covered temporarily by Essex Buses. Seven Dennis Dart / Wright Handybus, B26F, 639 **JDZ 2339**, 640 **JDZ 2340**, 641 **JDZ 2341**, 642 **JDZ 2342**, 643 **JDZ 2343**, 644 **JDZ 2372** and 645 **JDZ 2373**, were on loan, all allocated to Basildon depot. Essex Buses own vehicles were also used on the route. The Darts were returned to Dagenham after use on 1<sup>st</sup> March 2002 and operation of the route returned to Capital.

Stephenson's, Rochford Volvo B10M **CAZ 6831** was on loan to Airport Buses & Coaches at Stansted after 608 had been involved in a serious RTC at Marks Tey on 27<sup>th</sup> June 2002 whilst working the Coachlink 222. (608 was taken to Clacton depot for repair).

In December 2002, **H566 MPD**, a Volvo / Plaxton from Stephenson's, Rochford, **N797 WAN**, a Scania / Berkhof from First Beeline (in Green Line livery) and **N613 APU**, a former Essex Buses Volvo / Plaxton from First Eastern Counties, were on loan covering for mechanical problems with 602/8/10 and 1551, whilst 1550 was also away for repainting.

Driver shortages at Chelmsford in January 2003 saw loans from Braintree, Colchester and Hadleigh, as well as from First Midland Red at Kidderminster and Hereford. FMR Mercedes Vario / Plaxton Beaver 2s **S558 / 559 / 560 RWP** were used to ferry the drivers at the start and end of each week (although not all were used at the same time). During the week they were used on driver shuttles from Chelmsford to Brentwood for routes 73/73A but none were reported to have been used in service in Essex. The driver loans (and the use of a Vario shuttle) from FMR came to an end around 22nd March. However, First Midland Red drivers were again on loan, this time at Basildon, throughout May 2003 and up until at least 10th June, although unfortunately there is no record of which vehicles were used as transport to and from FMR.

Stephenson's, Rochford Volvo B10M / Plaxton Paramount III **A17 SOE** was on loan for driver training in April 2003 with similar **A16 SOE** on loan also for driver training at the end of May 2003. Earlier in May, Stephenson's open-top Leyland Olympian / ECW **JFR 4W** had been used at Basildon in connection with staff recruitment.

Other loans listed in the main body of the fleet listings are:

6721, 6741, L672/674 RMD, page 33  
727-728, R458-459 BNG, pages 36 to 38  
855, S979 JLM, page 42.

# Snapshots in Time

Throughout this book vehicles are listed mainly in fleet number order, but that doesn't show the position at any given date. So to conclude, we present listings of the complete fleet as at some significant dates during the period covered by this volume, together with a list of depots and their total allocations on those dates.

The tables only include vehicles listed in Part 1, not the non-operational vehicles shown in Part 2.

## March 1996

### Opening Combined Fleet

| Type         | Make                   | Fleet Numbers                                                                                | Sub | Totals     |
|--------------|------------------------|----------------------------------------------------------------------------------------------|-----|------------|
| Coaches      | Volvo B10M             | 601-19                                                                                       | 19  | 28         |
|              | Leyland Tiger          | 1128-31                                                                                      | 4   |            |
|              | Leyland Olympian       | 4501/3/10-2                                                                                  | 5   |            |
| Dual Purpose | Leyland Tiger          | 1001-7, 1112/4-5                                                                             | 10  | 23         |
|              | Leyland Olympian       | 4007-10/2-19/21                                                                              | 13  |            |
| Buses        | Mercedes Benz minibus  | 31/6-7, 200-1/3-6/8-9/11/25-61, 301-98, 800-811, 2202-7/10/2/5/7/28-33/5-7/40-52, 2601-77    | 268 | 490        |
|              | Dennis Dart low floor  | 701                                                                                          | 1   |            |
|              | Dennis Dart wheelchair | 851-4                                                                                        | 4   |            |
|              | Dennis Dart            | 901-72, 2801-30                                                                              | 102 |            |
|              | Leyland Lynx           | 1400-1429                                                                                    | 30  |            |
|              | Volvo B6R              | 1601                                                                                         | 1   |            |
|              | Leyland National       | 1803/30/2-3/9-40/4-5/7/50-1/60-3/5/7-8/70-2/4/8/82/5-6/9-90/4/6/8-99, 1907-8/11-3/6/8/20-1/4 | 42  |            |
|              | Bristol KSW open top   | 2383-4                                                                                       | 2   |            |
|              | Bristol VR             | 3069/71-2/6-9/83-4/92-4, 3103/6/9-10/12-13/27, 3219-33                                       | 34  |            |
|              | Bristol VR open top    | 3500-1                                                                                       | 2   |            |
|              | Leyland Olympian       | 4000/3-5                                                                                     | 4   |            |
| <b>Total</b> |                        |                                                                                              |     | <b>541</b> |

| Depot                  | Code | Number |
|------------------------|------|--------|
| Basildon               | BN   | 123    |
| Braintree              | BE   | 19     |
| Brentwood              | BD   | 10     |
| Bishops Stortford      | BS   | 7      |
| Chelmsford (incl. MN)  | CF   | 94     |
| Clacton (incl. Walton) | CN   | 33     |
| Colchester             | CR   | 61     |

| Depot                 | Code | Number     |
|-----------------------|------|------------|
| Dunmow                | DW   | 1          |
| Hadleigh              | HH   | 90         |
| Harwich               | DT   | 12         |
| Ponders End*          | PD   | 62         |
| Pool                  |      | 9          |
| Delicensed - Disposal |      | 20         |
| <b>Total</b>          |      | <b>541</b> |

\* Including Brimsdown outstation.

## July 1998

Two months before most LRT routes & Ponders End depot transferred to First Capital. Open top VRs gone, closed top VRs holding steady, big reduction in Leyland Nationals, more Darts, both step entrance and low floor, sole B6R gone, new Lances and first Volvo Olympians. In the period between March 1996 and July 1998, the number of VRs in the fleet overtook the number of Leyland Nationals for the first time since April 1976.

| Type         | Make                   | Fleet Numbers                                                      | Sub | Totals     |
|--------------|------------------------|--------------------------------------------------------------------|-----|------------|
| Coaches      | Volvo B10M             | 601-16, 1132-33                                                    | 18  | 25         |
|              | Leyland Tiger          | 1129-31                                                            | 3   |            |
|              | Leyland Olympian       | 4501/10-2                                                          | 4   |            |
| Dual Purpose | Leyland Tiger          | 1001/3-6                                                           | 5   | 18         |
|              | Leyland Olympian       | 4007-10/2-19/21                                                    | 13  |            |
| Buses        | Mercedes Benz minibus  | 231/3-5/45-6/50-61, 301-98, 401-19/21-8, 800-811, 2232/52, 2601-82 | 239 | 487        |
|              | Dennis Dart low floor  | 701-28                                                             | 28  |            |
|              | Dennis Dart wheelchair | 851-4                                                              | 4   |            |
|              | Dennis Dart            | 901-22/4-87, 2801-6/8-30                                           | 115 |            |
|              | Leyland Lynx           | 1400-1430                                                          | 31  |            |
|              | Dennis Lance           | 1501-13                                                            | 13  |            |
|              | Leyland National       | 1803/30/3/50/63/70/86/96/9, 1907/16/21/4                           | 13  |            |
|              | Bristol KSW open top   | 2383-4                                                             | 2   |            |
|              | Bristol VR             | 3069/71-2/6-9/83-4/92-4, 3101/3/6/9-10/12-13/27, 3219-22/5-30/3-4  | 32  |            |
|              | Leyland Olympian       | 4003-5/22-3                                                        | 5   |            |
|              | Volvo Olympian         | 4301-2/4/7/15                                                      | 5   |            |
| <b>Total</b> |                        |                                                                    |     | <b>530</b> |

| Depot        | Code | Number |
|--------------|------|--------|
| Basildon     | BN   | 107    |
| Braintree    | BE   | 19     |
| Brentwood    | BD   | 10     |
| Chelmsford** | CF   | 106    |
| Clacton      | CN   | 32     |
| Colchester   | CR   | 51     |
| Dunmow       | DW   | 1      |

| Depot                 | Code | Number     |
|-----------------------|------|------------|
| Hadleigh              | HH   | 78         |
| Harwich               | DT   | 12         |
| Ponders End*          | PD   | 77         |
| On loan to F Capital  |      | 7          |
| Pool                  |      | 12         |
| Delicensed - Disposal |      | 18         |
| <b>Total</b>          |      | <b>530</b> |

\* Including Brimsdown outstation.

\*\* Bishops Stortford still operational as an outstation of Chelmsford, but no longer included as a separate allocation on company fleet allocation list, now included with the Chelmsford allocation as is Maldon outstation.

Clacton allocation no longer includes Walton outstation as that had closed in May 1996. Two months after the above listings, Ponders End depot and Brimsdown outstation transferred to First Capital along with all LRT contract routes except 193 and Mobility routes. **Vehicle reductions between July & September 1998** (not all related to this, but mainly) were: Volvo B10M 1, Dennis Dart (step entrance) 14, Olympian coach 1, Leyland Tiger coach 2, Leyland Tiger DP all 5 and Mercedes Benz minibus 55, although 2 Leyland & 4 Volvo Olympians joined the fleet during that period to give a net reduction of 72 to 458. Also in September 1998, Brentwood outstation closed and a new depot opened in Harold Hill (Romford).

## January 2000

The fleet at the start of the new millennium. Airport Buses & Coaches taken over, based at Stansted Airport. Leyland Nationals down to single figures. First non-Dart low floor single deckers.

| Type         | Make                     | Fleet Numbers                                                                                  | Sub | Totals     |
|--------------|--------------------------|------------------------------------------------------------------------------------------------|-----|------------|
| Coaches      | Acquired Airport coaches | 114/7-8                                                                                        | 3   | 23         |
|              | Acquired Airport minibus | 100-1/4-5/10-3                                                                                 | 8   |            |
|              | Volvo B10M               | 35, 601-3/5/7-12/4                                                                             | 12  |            |
| Dual Purpose | Leyland Olympian         | 4007-10/2-19                                                                                   | 12  | 12         |
| Buses        | Acquired Airport minibus | 102-3/7-9                                                                                      | 5   | 425        |
|              | Mercedes Benz minibus    | 308-21/3-33/5/42-3/45-6/8/51-3/5-60/4/6/8-72/4-87/97-8, 401-10/30-5, 805-811, 2232/53, 2601-83 | 171 |            |
|              | Scania L94UB             | 650-4                                                                                          | 5   |            |
|              | Dennis Dart low floor    | 701-21/9-44                                                                                    | 37  |            |
|              | Dennis Dart wheelchair   | 851-4                                                                                          | 4   |            |
|              | Dennis Dart              | 907-22/4-72/87, 2801-6/8-30                                                                    | 95  |            |
|              | Leyland Lynx             | 1400-1433                                                                                      | 34  |            |
|              | Dennis Lance             | 1501-13/6-8/20                                                                                 | 17  |            |
|              | Leyland National         | 1803/50/70/86/99, 1916/24                                                                      | 7   |            |
|              | Bristol KSW open top     | 2383                                                                                           | 1   |            |
|              | Bristol VR               | 3069/71-2/6-9/83-4/92-4, 3101/3/6/9-10/12-13, 3219-20/2/6-8/30                                 | 26  |            |
|              | Leyland Olympian         | 4003-5/24-31                                                                                   | 11  |            |
|              | Volvo Olympian           | 4301-5/7-11/4-5                                                                                | 12  |            |
| <b>Total</b> |                          |                                                                                                |     | <b>460</b> |

| Depot       | Code | Number |
|-------------|------|--------|
| Basildon    | BN   | 86     |
| Braintree   | BE   | 22     |
| Chelmsford* | CF   | 106    |
| Clacton     | CN   | 30     |
| Colchester  | CR   | 54     |
| Dunmow      | DW   | 1      |
| Hadleigh    | HH   | 77     |

| Depot                 | Code | Number     |
|-----------------------|------|------------|
| Harwich               | DT   | 14         |
| Romford               | RD   | 22         |
| Stansted Airport      |      | 21         |
| Pool                  |      | 9          |
| Delicensed - Disposal |      | 18         |
| <b>Total</b>          |      | <b>460</b> |

\* Including Bishops Stortford and Maldon outstations.

## November 2001

The end of Eastern National and Thamesway. Phoenix Student Travel vehicles leased to Essex Buses. Only one Leyland National left, on driver training, none in service.

| Type         | Make                     | Fleet Numbers                                                                                  | Sub | Totals     |
|--------------|--------------------------|------------------------------------------------------------------------------------------------|-----|------------|
| Coaches      | Acquired Airport coaches | 117                                                                                            | 1   | 10         |
|              | Acquired Airport minibus | 100-1/4/11-2                                                                                   | 5   |            |
|              | Volvo B10M               | 35, 602/8/10                                                                                   | 4   |            |
| Dual Purpose | Leyland Olympian         | 4007-10/2-19                                                                                   | 12  | 12         |
| Buses        | Acquired Airport minibus | 102-3/7                                                                                        | 3   | 394        |
|              | Mercedes Benz minibus    | 313-21/3-7/46/55/7/64/8/72/4-6/9-80/97-8, 401-10/30-5, 805-811, 2602-3/5/7-9/17/9/21/5-8/30-83 | 117 |            |
|              | Volvo B6R                | 621-6                                                                                          | 6   |            |
|              | Scania L94UB             | 650-4                                                                                          | 5   |            |
|              | Dennis Dart low floor    | 701-21/9-44                                                                                    | 37  |            |
|              | Dennis Dart wheelchair   | 852-4                                                                                          | 3   |            |
|              | Dennis Dart              | 855, 907-22/4-73/5-7/80/5-7, 2801-6/8-30, 2901-11/21-6, 5000                                   | 121 |            |
|              | Leyland Lynx             | 1400-1433, 5011                                                                                | 35  |            |
|              | Dennis Lance             | 1501-13/6-20                                                                                   | 18  |            |
|              | Leyland National         | 1924                                                                                           | 1   |            |
|              | Bristol KSW open top     | 2383                                                                                           | 1   |            |
|              | Bristol VR               | 3069/71-2/6-9/83-4/92-4, 3101/3/9-10/12-13, 3219/28                                            | 20  |            |
|              | Leyland Olympian         | 4003-5/24-8/30, 5001-6                                                                         | 15  |            |
|              | Volvo Olympian           | 4301-5/7-11/4-5                                                                                | 12  |            |
| <b>Total</b> |                          |                                                                                                |     | <b>416</b> |

| Depot       | Code | Number |
|-------------|------|--------|
| Basildon    | BN   | 73     |
| Braintree   | BE   | 22     |
| Chelmsford* | CF   | 85     |
| Clacton     | CN   | 25     |
| Colchester  | CR   | 50     |
| Hadleigh    | HH   | 73     |

| Depot                 | Code | Number     |
|-----------------------|------|------------|
| Harwich               | DT   | 12         |
| Romford               | RD   | 18         |
| Stansted Airport      |      | 31         |
| Pool                  |      | 9          |
| Delicensed - Disposal |      | 18         |
| <b>Total</b>          |      | <b>416</b> |

\* Including Maldon outstation. The previous Bishops Stortford outstation had closed down and allocation transferred to Stansted Airport (reverting to a separate allocation, no longer part of Chelmsford's).

## March 2004

The end of local numbering. Stansted shut, Leyland Nationals gone and only two VRs left. The fleet of Mercedes minibuses is much depleted, but new Solos have been purchased.

| Type         | Make                   | Fleet Numbers                                            | Sub | Totals     |
|--------------|------------------------|----------------------------------------------------------|-----|------------|
| Coaches      | Mercedes Benz mini     | 450-2                                                    | 3   | 7          |
|              | Volvo B10M             | 35, 602/8/10                                             | 4   |            |
| Dual Purpose | Leyland Olympian       | 4007-10/2-19                                             | 12  | 12         |
| Buses        | Mercedes Benz minibus  | 401-10/30-5, 2649-50/2/4/8/62-76/8-83                    | 42  | 376        |
|              | Optare Solo            | 501-537                                                  | 37  |            |
|              | Scania L94UB           | 650-75/8/82-7                                            | 33  |            |
|              | Dennis Dart low floor  | 712-21/9-48/50/3-82                                      | 61  |            |
|              | Dennis Dart wheelchair | 852-4                                                    | 3   |            |
|              | Dennis Dart            | 855, 907-14/6/8-22/4-58/67-87, 2801-6/8-30, 2901-11/21-6 | 117 |            |
|              | Leyland Lynx           | 1402-6/9-12/4-26/9/33                                    | 24  |            |
|              | Dennis Lance           | 1501-13/6-20                                             | 18  |            |
|              | Bristol KSW open top   | 2383                                                     | 1   |            |
|              | Bristol VR             | 3072, 3219                                               | 2   |            |
|              | Leyland Olympian       | 4003-5/24-7/33-8                                         | 13  |            |
|              | Volvo Olympian         | 4301-5/7-26                                              | 25  |            |
| <b>Total</b> |                        |                                                          |     | <b>395</b> |

| Depot       | Code | Number |
|-------------|------|--------|
| Basildon    | BN   | 72     |
| Braintree   | BE   | 21     |
| Chelmsford* | CF   | 86     |
| Clacton     | CN   | 23     |
| Colchester  | CR   | 60     |
| Hadleigh    | HH   | 69     |

| Depot                 | Code | Number     |
|-----------------------|------|------------|
| Harwich               | DT   | 12         |
| Romford               | RD   | 17         |
| Pool                  |      | 17         |
| Delicensed - Disposal |      | 18         |
| <b>Total</b>          |      | <b>395</b> |

\* Including Maldon outstation.



741 was one of six low-floor Darts with Alexander ALX200 bodies, new in November 1999. Initially they carried this style of branding for route 42, as seen at Chelmsford rail station on 1<sup>st</sup> June 2002, before this route became part of the Overground network.  
*Dave Arnold*

## Sema Renumbering

First introduced a national numbering scheme from July 2002. It was named after the system used to implement it, the Sema Voyager engineering asset management system. Vehicles were given five-digit numbers and grouped into batches as follows:

|       |                      |
|-------|----------------------|
| 10000 | Articulated Buses    |
| 20000 | Coaches              |
| 30000 | Double Deckers       |
| 40000 | Midibuses            |
| 50000 | Minibuses            |
| 60000 | Large Single Deckers |
| 90000 | Ancillary Vehicles   |

When Stagecoach introduced a similar national scheme, they renumbered all the vehicles in subsidiary fleets at the same time. However, First renumbered on a subsidiary by subsidiary basis, starting with First PMT. This led to some anomalies, with similar types of vehicle, even within the same registration blocks, receiving fleet numbers unrelated to each other. This will become more apparent in Volume 4, but even when Essex's fleet was renumbered there were some anomalies from the very start.

East Lancs bodied Darts P852-5/7 VUS became 42852, etc., matching their registration numbers, but P856/8-9 VUS were renumbered in Glasgow before moving to Essex and received totally unrelated 40777-9. Wrightbus bodied Scania YS03 ZKC/G-H/J-M were numbered 65686-92 in the same series as others of the type, but similar YS03 ZKA-B/D-F were numbered 62406-7/9/8/10 as they had been renumbered whilst on loan at First Hampshire & Dorset. (One mistake was made with ZKG being renumbered 62409 which was the same as ZKD which at the time was on loan to FH&D. It carried this number for a couple of months before being renumbered to the correct 65687). Also for Wrightbus bodied Scania, Axxess Fjolines 650-654 had 65 added to the front, but Solars 655-687 were renumbered 65665-65692 (plus, as mentioned, 62406-10), this was because fleet numbers 65662-4 had already been allocated within the Group. 655-667 had originally been numbered in chassis number order, but 668-687 had been in registration number order. 65665-65692 were numbered in registration number order.

Some second-hand vehicles had already been numbered in the Sema scheme before they were acquired by Essex (and given local fleet numbers) and these reverted to their previous Sema numbers, for example 4035-8 reverted to their First Glasgow numbers of 31374/5/3 & 31198. For pre-September 2001 vehicles, where possible in general they were renumbered in line with their registration numbers (which often matched their existing fleet numbers), e.g. Plaxton & Alexander bodied Darts 712-744 (with matching registration numbers) had 43 added to become 43712-43744 but acquired 745 became 42852 as the numbers of its registration were 852. In some cases, only the last two numbers of the registration matched (e.g. Lynxes 1402, etc., registered 402, etc. became 62502, etc.). Some vehicles were fitted into similar series of vehicles already renumbered at other companies. There was the overriding need to prevent duplication with vehicles in other fleets that had already been renumbered.

One interesting quirk is that 4007-4019 (C407-19 HJN) were renumbered 34807-19, except for 4011 which had been destroyed in the Boxing Day 1996 Colchester depot fire (see Volume 2). 4005 was registered C711 GEV and its last two digits fitted nicely into the gap left by 4011, so it became 34811.

The Essex fleet was amongst the last to be renumbered (the Group renumbering was complete by May 2004), this was officially done on 17<sup>th</sup> March 2004, although the application of the new numbers to vehicles had begun over the weekend 13<sup>th</sup> - 14<sup>th</sup>.

The table below gives the existing local fleet number and the new Sema number, together with registration. Read down each column per page.

| Local | Sema  | Registration | Local | Sema  | Registration | Local | Sema  | Registration |
|-------|-------|--------------|-------|-------|--------------|-------|-------|--------------|
| 35    | 20069 | 4750 WY      | 521   | 53121 | EO02 NFC     | 670   | 65680 | YR52 VEK     |
| 401   | 51801 | P401 HPU     | 522   | 53122 | EO02 NFD     | 671   | 65681 | YR52 VEL     |
| 402   | 51802 | P402 HPU     | 523   | 53123 | EO02 NFE     | 672   | 65682 | YR52 VEP     |
| 403   | 51803 | P403 HPU     | 524   | 53124 | EO02 NFF     | 673   | 65683 | YR52 VEU     |
| 404   | 51804 | P404 HPU     | 525   | 53125 | EO02 NFG     | 674   | 65684 | YR52 VEY     |
| 405   | 51805 | P405 HPU     | 526   | 53126 | EO02 NFH     | 675   | 65685 | YR52 VFO     |
| 406   | 51806 | P406 HPU     | 527   | 53127 | EO02 NFJ     | (676) | 62406 | YS03 ZKA     |
| 407   | 51807 | P407 HPU     | 528   | 53128 | EO02 NFK     | (677) | 62407 | YS03 ZKB     |
| 408   | 51808 | P408 HPU     | 529   | 53129 | EO02 NFL     | 678   | 65686 | YS03 ZKC     |
| 409   | 51809 | P409 HPU     | 530   | 53130 | EO02 NFM     | (679) | 62409 | YS03 ZKD     |
| 410   | 51810 | P410 HPU     | 531   | 53131 | EO02 NFN     | (680) | 62408 | YS03 ZKE     |
| 430   | 52580 | V430 GTW     | 532   | 53132 | EO02 NFP     | (681) | 62410 | YS03 ZKF     |
| 431   | 52581 | V431 GTW     | 533   | 53133 | EO02 NFR     | 682   | 65687 | YS03 ZKG     |
| 432   | 52582 | V432 GTW     | 534   | 53134 | EO02 NFT     | 683   | 65688 | YS03 ZKH     |
| 433   | 52583 | V433 GTW     | 535   | 53135 | EO02 NFU     | 684   | 65689 | YS03 ZKJ     |
| 434   | 52584 | V434 GTW     | 536   | 53136 | EO02 NFV     | 685   | 65690 | YS03 ZKK     |
| 435   | 52585 | V435 GTW     | 537   | 53137 | EO02 NFX     | 686   | 65691 | YS03 ZKL     |
| 450   | 56001 | YN53 VBT     | 602   | 20102 | N602 APU     | 687   | 65692 | YS03 ZKM     |
| 451   | 56002 | YN53 VBU     | 608   | 20108 | N608 APU     | 712   | 43712 | R712 DJN     |
| 452   | 56003 | YN53 VBV     | 610   | 20110 | N610 APU     | 713   | 43713 | R713 DJN     |
| 501   | 53101 | EO02 FLA     | 650   | 65650 | T650 SSF     | 714   | 43714 | R714 DJN     |
| 502   | 53102 | EO02 FLB     | 651   | 65651 | T651 SSF     | 715   | 43715 | R715 DJN     |
| 503   | 53103 | EO02 FLC     | 652   | 65652 | T652 SSF     | 716   | 43716 | R716 DJN     |
| 504   | 53104 | EO02 FLD     | 653   | 65653 | T653 SSF     | 717   | 43717 | R717 DJN     |
| 505   | 53105 | EO02 FLE     | 654   | 65654 | T654 SSF     | 718   | 43718 | R718 DJN     |
| 506   | 53106 | EO02 FLF     | 655   | 65673 | SN51 UYG     | 719   | 43719 | R719 DJN     |
| 507   | 53107 | EO02 FLG     | 656   | 65676 | SN51 UYK     | 720   | 43720 | R720 DJN     |
| 508   | 53108 | EO02 FLH     | 657   | 65665 | SN51 UXX     | 721   | 43721 | R721 DJN     |
| 509   | 53109 | EO02 FLJ     | 658   | 65668 | SN51 UYA     | 729   | 43729 | S729 TWC     |
| 510   | 53110 | EO02 FLK     | 659   | 65671 | SN51 UYD     | 730   | 43730 | S730 TWC     |
| 511   | 53111 | EO02 FKZ     | 660   | 65674 | SN51 UYH     | 731   | 43731 | S731 TWC     |
| 512   | 53112 | EO02 NDX     | 661   | 65677 | SN51 UYL     | 732   | 43732 | S732 TWC     |
| 513   | 53113 | EO02 NDY     | 662   | 65666 | SN51 UXY     | 733   | 43733 | S733 TWC     |
| 514   | 53114 | EO02 NDZ     | 663   | 65669 | SN51 UYB     | 734   | 43734 | S734 TWC     |
| 515   | 53115 | EO02 NEF     | 664   | 65672 | SN51 UYE     | 735   | 43735 | S735 TWC     |
| 516   | 53116 | EO02 NEJ     | 665   | 65675 | SN51 UYJ     | 736   | 43736 | S736 TWC     |
| 517   | 53117 | EO02 NEM     | 666   | 65667 | SN51 UXZ     | 737   | 43737 | S737 TWC     |
| 518   | 53118 | EO02 NEU     | 667   | 65670 | SN51 UYC     | 738   | 43738 | S738 TWC     |
| 519   | 53119 | EO02 NEY     | 668   | 65678 | YP02 ABN     | 739   | 43739 | V739 GPU     |
| 520   | 53120 | EO02 NFA     | 669   | 65679 | YR52 VEH     | 740   | 43740 | V740 GPU     |

| Local | Sema  | Registration | Local | Sema  | Registration | Local | Sema  | Registration |
|-------|-------|--------------|-------|-------|--------------|-------|-------|--------------|
| 741   | 43741 | V741 GPU     | 913   | 46113 | K913 CVW     | 977   | 46177 | N977 EHJ     |
| 742   | 43742 | V742 GPU     | 914   | 46114 | K914 CVW     | 978   | 46178 | N978 EHJ     |
| 743   | 43743 | V743 GPU     | 916   | 46116 | K916 CVW     | 979   | 46179 | N979 EHJ     |
| 744   | 43744 | V744 GPU     | 918   | 46118 | M918 TEV     | 980   | 46180 | N980 EHJ     |
| 745   | 42852 | P852 VUS     | 919   | 46119 | M919 TEV     | 981   | 46181 | N981 EHJ     |
| 746   | 42853 | P853 VUS     | 920   | 46120 | M920 TEV     | 982   | 46182 | N982 EHJ     |
| 747   | 42854 | P854 VUS     | 921   | 46121 | M921 TEV     | 983   | 46183 | N983 EHJ     |
| 748   | 42855 | P855 VUS     | 922   | 46122 | M922 TEV     | 984   | 46184 | N984 EHJ     |
| (749) | 40777 | P856 VUS     | 924   | 46124 | M924 TEV     | 985   | 46185 | N985 EHJ     |
| 750   | 42857 | P857 VUS     | 925   | 46125 | M925 TEV     | 986   | 46186 | N986 EHJ     |
| (751) | 40778 | P858 VUS     | 926   | 46126 | M926 TEV     | 987   | 46187 | N987 EHJ     |
| (752) | 40779 | P859 VUS     | 927   | 46127 | M927 TEV     | 1402  | 62502 | F402 LTW     |
| 753   | 41637 | R637 VLX     | 928   | 46128 | M928 TEV     | 1403  | 62503 | F403 LTW     |
| 754   | 41640 | R640 VLX     | 929   | 46129 | M929 TEV     | 1404  | 62504 | F404 LTW     |
| 755   | 41642 | R642 TLM     | 930   | 46130 | M930 TEV     | 1405  | 62505 | F405 LTW     |
| 756   | 41644 | R644 TLM     | 931   | 46131 | M931 TEV     | 1406  | 62506 | F406 LTW     |
| 757   | 41645 | R645 TLM     | 932   | 46132 | M932 TEV     | 1409  | 62509 | F409 LTW     |
| 758   | 41650 | R650 TLM     | 933   | 46133 | M933 TEV     | 1410  | 62510 | F410 MNO     |
| 759   | 41651 | R651 TLM     | 934   | 46134 | M934 TEV     | 1411  | 62511 | F411 MNO     |
| 760   | 41653 | R653 TLM     | 935   | 46135 | M935 TEV     | 1412  | 62512 | F412 MNO     |
| 761   | 41647 | R647 TLM     | 936   | 46136 | M936 TEV     | 1414  | 62514 | F414 MNO     |
| 762   | 41005 | R705 VLA     | 937   | 46137 | M937 TEV     | 1415  | 62515 | F415 MWC     |
| 763   | 41006 | R706 VLA     | 938   | 46138 | M938 TEV     | 1416  | 62516 | F416 MWC     |
| 764   | 41007 | R707 VLA     | 939   | 46139 | M939 TEV     | 1417  | 62517 | F417 MWC     |
| 765   | 41008 | R708 VLA     | 940   | 46140 | M940 TEV     | 1418  | 62518 | F418 MWC     |
| 766   | 41009 | R709 VLA     | 941   | 46141 | M941 TEV     | 1419  | 62519 | F419 MWC     |
| 767   | 41010 | R710 VLA     | 942   | 46142 | M942 TEV     | 1420  | 62520 | F420 MJN     |
| 768   | 41011 | R711 VLA     | 943   | 46143 | M943 TEV     | 1421  | 62521 | F421 MJN     |
| 769   | 41012 | R712 VLA     | 944   | 46144 | N944 CPU     | 1422  | 62522 | F422 MJN     |
| 770   | 41013 | R713 VLA     | 945   | 46145 | N945 CPU     | 1423  | 62523 | F423 MJN     |
| 771   | 41014 | R714 VLA     | 946   | 46146 | N946 CPU     | 1424  | 62524 | F424 MJN     |
| 772   | 41015 | R715 VLA     | 947   | 46147 | N947 CPU     | 1425  | 62525 | F425 MJN     |
| 773   | 41016 | R716 VLA     | 948   | 46148 | N948 CPU     | 1426  | 62526 | F426 MJN     |
| 774   | 41017 | R717 VLA     | 949   | 46149 | N949 CPU     | 1429  | 62529 | F429 MJN     |
| 775   | 42482 | SN03 WLD     | 950   | 46150 | N950 CPU     | 1433  | 90229 | D756 DLO     |
| 776   | 42483 | SN03 WLK     | 951   | 46151 | N951 CPU     | 1501  | 67001 | P501 MNO     |
| 777   | 42484 | SN03 WLW     | 952   | 46152 | N952 CPU     | 1502  | 67002 | P502 MNO     |
| 778   | 42487 | SN03 WLE     | 953   | 46153 | N953 CPU     | 1503  | 67003 | P503 MNO     |
| 779   | 42485 | SN03 WLM     | 954   | 46154 | N954 CPU     | 1504  | 67004 | P504 MNO     |
| 780   | 42486 | SN03 WMX     | 955   | 46155 | N955 CPU     | 1505  | 67005 | P505 MNO     |
| 781   | 42488 | SN53 KJX     | 956   | 46156 | N956 CPU     | 1506  | 67006 | P506 MNO     |
| 782   | 42489 | SN53 KJY     | 957   | 46157 | N957 CPU     | 1507  | 67007 | P507 MNO     |
| 836   | 67999 | G841 PNW     | 958   | 46158 | N958 CPU     | 1508  | 67008 | P508 MNO     |
| 852   | 46852 | N852 CPU     | 967   | 46167 | N967 CPU     | 1509  | 67009 | P509 MNO     |
| 853   | 46853 | N853 CPU     | 968   | 46168 | N968 CPU     | 1510  | 67010 | P510 MNO     |
| 854   | 46854 | N854 CPU     | 969   | 46169 | N969 CPU     | 1511  | 67011 | P511 MNO     |
| 855   | 43800 | S979 JLM     | 970   | 46170 | N970 CPU     | 1512  | 67012 | P512 MNO     |
| 907   | 46107 | K907 CVW     | 971   | 46171 | N971 CPU     | 1513  | 67013 | P513 MNO     |
| 908   | 46108 | K908 CVW     | 972   | 46172 | N972 CPU     | 1516  | 67036 | K736 JAH     |
| 909   | 46109 | K909 CVW     | 973   | 46173 | N973 EHJ     | 1517  | 67037 | K737 JAH     |
| 910   | 46110 | K910 CVW     | 974   | 46174 | N974 EHJ     | 1518  | 67038 | K738 JAH     |
| 911   | 46111 | K911 CVW     | 975   | 46175 | N975 EHJ     | 1519  | 67039 | K739 JAH     |
| 912   | 46112 | K912 CVW     | 976   | 46176 | N976 EHJ     | 1520  | 67040 | K740 JAH     |

| Local | Sema  | Registration |
|-------|-------|--------------|
| 2383  | 90230 | WNO 479      |
| 2649  | 51249 | L649 MEV     |
| 2650  | 51260 | L650 MEV     |
| 2652  | 51252 | L652 MEV     |
| 2654  | 51254 | L654 MEV     |
| 2658  | 51458 | M658 VJN     |
| 2662  | 51462 | M662 VJN     |
| 2663  | 51463 | M663 VJN     |
| 2664  | 51464 | M664 VJN     |
| 2665  | 51465 | M665 VJN     |
| 2666  | 51466 | M166 VJN     |
| 2667  | 51467 | M667 VJN     |
| 2668  | 51468 | M668 VJN     |
| 2669  | 51469 | M669 VJN     |
| 2670  | 51470 | M670 VJN     |
| 2671  | 51471 | M671 VJN     |
| 2672  | 51472 | M672 VJN     |
| 2673  | 51473 | M673 VJN     |
| 2674  | 51474 | M674 VJN     |
| 2675  | 51475 | M675 VJN     |
| 2676  | 51476 | M676 VJN     |
| 2678  | 51778 | P678 HPU     |
| 2679  | 51779 | P679 HPU     |
| 2680  | 51780 | P680 HPU     |
| 2681  | 51781 | P681 HPU     |
| 2682  | 51782 | P682 HPU     |
| 2683  | 51889 | P689 HND     |
| 2801  | 46801 | L801 MEV     |
| 2802  | 46802 | L802 MEV     |
| 2803  | 46803 | L803 OPU     |
| 2804  | 46804 | L804 OPU     |
| 2805  | 46805 | L805 OPU     |
| 2806  | 46806 | L806 OPU     |
| 2808  | 46808 | L808 OPU     |
| 2809  | 46809 | L809 OPU     |
| 2810  | 46810 | L810 OPU     |
| 2811  | 46811 | L811 OPU     |
| 2812  | 46812 | L812 OPU     |
| 2813  | 46813 | L813 OPU     |
| 2814  | 46814 | L814 OPU     |
| 2815  | 46815 | L815 OPU     |
| 2816  | 46816 | L816 OPU     |
| 2817  | 46817 | L817 OPU     |
| 2818  | 46818 | L818 OPU     |
| 2819  | 46819 | L819 OPU     |
| 2820  | 46820 | L820 OPU     |
| 2821  | 46821 | L821 OPU     |
| 2822  | 46822 | L822 OPU     |

| Local | Sema  | Registration |
|-------|-------|--------------|
| 2823  | 46823 | N823 APU     |
| 2824  | 46824 | N824 APU     |
| 2825  | 46825 | N825 APU     |
| 2826  | 46826 | N826 APU     |
| 2827  | 46827 | N827 APU     |
| 2828  | 46828 | N828 APU     |
| 2829  | 46829 | N829 APU     |
| 2830  | 46830 | N830 APU     |
| 2901  | 47219 | M219 VWW     |
| 2902  | 47220 | M220 VWW     |
| 2903  | 47221 | M221 VWW     |
| 2904  | 47252 | M450 VWW     |
| 2905  | 47223 | M223 VWW     |
| 2906  | 47224 | M224 VWW     |
| 2907  | 47225 | M225 VWW     |
| 2908  | 47226 | M226 VWW     |
| 2909  | 47227 | M227 VWW     |
| 2910  | 47228 | M228 VWW     |
| 2911  | 47229 | M229 VWW     |
| 2921  | 47101 | N201 VSA     |
| 2922  | 47102 | N202 VSA     |
| 2923  | 47103 | N203 VSA     |
| 2924  | 47104 | N204 VSA     |
| 2925  | 47105 | N205 VSA     |
| 2926  | 47106 | N206 VSA     |
| 3072  | 38790 | KOO 790V     |
| 3219  | 38644 | VTH 941T     |
| 4003  | 34698 | B698 BPU     |
| 4004  | 34699 | B699 BPU     |
| 4005  | 34811 | C711 GEV     |
| 4007  | 34807 | C407 HJN     |
| 4008  | 34808 | C408 HJN     |
| 4009  | 34809 | C409 HJN     |
| 4010  | 34810 | C410 HJN     |
| 4012  | 34812 | C412 HJN     |
| 4013  | 34813 | C413 HJN     |
| 4014  | 34814 | C414 HJN     |
| 4015  | 34815 | C415 HJN     |
| 4016  | 34816 | C416 HJN     |
| 4017  | 34817 | C417 HJN     |
| 4018  | 34818 | C418 HJN     |
| 4019  | 34819 | C419 HJN     |
| 4024  | 34660 | B960 WRN     |
| 4025  | 34707 | A147 UDM     |

| Local | Sema  | Registration |
|-------|-------|--------------|
| 4026  | 34485 | FUM 485Y     |
| 4027  | 34493 | FUM 493Y     |
| 4033  | 30043 | GFM 109X     |
| 4034  | 34514 | KFM 113Y     |
| 4035  | 31374 | L161 UNS     |
| 4036  | 31375 | L162 UNS     |
| 4037  | 31373 | L160 UNS     |
| 4038  | 31198 | L163 UNS     |
| 4301  | 34301 | L301 PWR     |
| 4302  | 34302 | L302 PWR     |
| 4303  | 34303 | L303 PWR     |
| 4304  | 34304 | L304 PWR     |
| 4305  | 34305 | L305 PWR     |
| 4307  | 34307 | L307PWR      |
| 4308  | 34308 | L308 PWR     |
| 4309  | 34309 | L309 PWR     |
| 4310  | 34310 | L310 PWR     |
| 4311  | 34311 | L311 PWR     |
| 4312  | 34018 | P546 EFL     |
| 4313  | 34011 | P551 EFL     |
| 4314  | 34314 | L314 PWR     |
| 4315  | 34315 | L315 PWR     |
| 4316  | 34012 | P552 EFL     |
| 4317  | 34013 | P553 EFL     |
| 4318  | 34014 | P554 EFL     |
| 4319  | 34056 | P556 EFL     |
| 4320  | 34280 | P180 TGD     |
| 4321  | 34284 | P184 TGD     |
| 4322  | 34282 | P182 TGD     |
| 4323  | 34290 | P191 TGD     |
| 4324  | 34286 | P186 TGD     |
| 4325  | 34288 | P188 TGD     |
| 4326  | 34285 | P185 TGD     |
| 9001  | 90231 | AJN 825      |
| 9002  | 90232 | G707 VHA     |
| 9028  | 90236 | H397 OHK     |
| 9030  | 90237 | H606 OVW     |
| 9038  | 90241 | H315 LJN     |
| 9039  | 90242 | F413 MNO     |
| 9040  | 90243 | S935 RBE     |
| 9041  | 90244 | F427 MJN     |
| 9042  | 90277 | S936 RBE     |
| 9043  | 90245 | F428 MJN     |
| 9044  | 90246 | L656 MEV     |

682 was erroneously numbered 62409 which clashed with (679). It carried 62409 for a couple of months as shown here before being correctly renumbered 65687.

*The late Eric Thompson*



## Previous Volumes

## Further Additional Information and Corrections

### Volume 1

Pages 17 & 18: Note a is partially incorrect. Both 1349 and 1356 were re-engined to MW6G in 10/73 but only 1356 transferred to the training fleet as 9001 in 12/77. So the notes should read:

a: re-engined to MW6G in 10/73

b: transferred to the training fleet as 9001 in 12/77

with a against both 1349 and 1356 and b against just 1356.

Page 19: Note b "1435-8 rebuilt and renumbered from 352-5 in 1/69" and note c "1439 rebuilt and renumbered from 359 in 4/69" are correct but additional information is that when 1440-1451 were rebuilt at Marshall's between October 1974 and January 1975, 1435-1439 also went to Marshall's for further modification, including, like 1440-1451, having their roof quarter lights panelled over and their destination equipment moved from waist level to a roof box. (Note: 1436 had its roof quarter lights panelled over but it is not confirmed that it had its destination equipment moved). Also, although 1435-1439 were classified as DP41F (and indeed initially received dual purpose livery) they actually had bus seats taken from withdrawn Bristol KSWs. Their initial conversions in 1968/69 were undertaken at ECW.

Page 42: There were originally planned to have been five VRs in the WNO-L batch, numbered 3024-28 (WNO 544-548L), but the two buses that were to have been 3024-25 were diverted to United Counties as their 790/1 (GRP 790/1L). The other three then moved up to become 3024-26 (WNO 544-546L). (This explains why there is a gap in the whole WNO-L registration series. WNO 537-543L were 1548-54, WNO 544-546L were 3024-26, WNO 547-548L were to have been 3027-28 but the registrations were surrendered, and WNO 549-566L were 1700-17).

### Volume 2

Page 6: In the list of vehicle series from Volume 1 which were still in service in July 1990, "2300 Bristol KSW" was missing.

Page 28: Note R, 3111 was on route 53, not 133, when destroyed by fire at Marks Tey.

Pages 42 & 45: 701/3-4/6-8/14 all stayed with J N Morgan (John's Travel, operator & dealer) and were eventually scrapped on site by August 1999.

Page 46: 701 was 10.6m in length, not 9.8m. 851-854 had Marshall body type C36 not Capital (Capital was a later body mainly for low floor chassis).

#### *Photo Captions*

Page 64: the Olympian at Harwich is 4019 (C419 HJN) not 4018.

Page 69: the rear view of 812 (L812 OPU) is in Bishops Stortford, not Chelmsford.

# Index of Vehicle Registrations

The following tables provide a list in registration order of the vehicles owned by (First) Essex Buses in the period covered by this book. Read down each column per page. Vehicles in *italics* are to be found in Part 2 of the fleet listings, the rest in Part 1.

| Registration    | Fleet       | Registration    | Fleet       | Registration    | Fleet       |
|-----------------|-------------|-----------------|-------------|-----------------|-------------|
| 125 LUP         | 117         | C205 HJN        | 2205        | C957 GAF        | 206         |
| 131 ASV         | 1132        | C206 HJN        | 2206        | C963 GCV        | 203         |
| 4750 WY         | 35          | C207 HJN        | 2207        | C964 GCV        | 2246        |
| 6220 WY         | 1133        | C210 HJN        | 2210        | C967 GCV        | 209         |
| A147 UDM        | 4025        | C212 HJN        | 2212        | C978 GCV        | 204         |
| A660 KUM        | 1004        | C215 HJN        | 2215        | C990 GCV        | 2251        |
| A663 KUM        | 1005        | C217 HJN        | 2217        | <i>CCL 775T</i> | <i>1775</i> |
| A665 KUM        | 1006        | C230 HCV        | 2252        | <i>CJH 142V</i> | -           |
| A668 KUM        | 1007        | C231 HCV        | 2249        | <i>CRW 515T</i> | <i>9021</i> |
| <i>A743 JRE</i> | <i>3334</i> | C232 HCV        | 2250        | <i>CTN 635V</i> | <i>9014</i> |
| A92 KWW         | 4031        | C407 HJN        | 4007        | D220 SKD        | 31          |
| A983 FLS        | 4032        | C408 HJN        | 4008        | D225 PPU        | 225         |
| <i>ABD 74X</i>  | <i>3235</i> | C409 HJN        | 4009        | D226 PPU        | 226         |
| <i>ABD 75X</i>  | <i>3236</i> | C410 HJN        | 4010        | D227 PPU        | 227         |
| <i>AJN 825</i>  | <i>9001</i> | C412 HJN        | 4012        | D228 PPU        | 228         |
| ANO 271S        | 1872        | C413 HJN        | 4013        | <i>D228 PPU</i> | <i>9018</i> |
| AYG 848S        | 3224        | C414 HJN        | 4014        | D229 PPU        | 229         |
| AYG 850S        | 3225        | C415 HJN        | 4015        | D230 PPU        | 230         |
| <i>B37 AAF</i>  | <i>50</i>   | C416 HJN        | 4016        | D231 PPU        | 231         |
| <i>B42 AAF</i>  | <i>9305</i> | C417 HJN        | 4017        | D232 PPU        | 232         |
| <i>B471 WTC</i> | <i>9005</i> | C418 HJN        | 4018        | D233 PPU        | 233         |
| B689 BPU        | 4501        | C419 HJN        | 4019        | D234 PPU        | 234         |
| B691 BPU        | 4503        | C421 HJN        | 4021        | D235 PPU        | 235         |
| B696 WAR        | 1128        | <i>C448 BHY</i> | <i>9013</i> | D236 PPU        | 236         |
| B697 WAR        | 1129        | <i>C450 BHY</i> | <i>9719</i> | D237 PPU        | 237         |
| B698 BPU        | 4003        | C482 BHY        | 2228        | D238 PPU        | 238         |
| B699 BPU        | 4004        | C484 BHY        | 2229        | D239 PPU        | 239         |
| B960 WRN        | 4024        | C485 BHY        | 2230        | D240 PPU        | 240         |
| BAZ 7349        | 104         | C486 BHY        | 2231        | D241 PPU        | 241         |
| <i>BCL 216T</i> | <i>216</i>  | C489 BHY        | 2232        | D242 PPU        | 242         |
| BEP 963V        | 3222        | C491 HCV        | 208         | D243 PPU        | 243         |
| BNO 664T        | 1874        | C493 BHY        | 2233        | D244 PPU        | 244         |
| BNO 668T        | 1878        | C494 BHY        | 200         | D497 NYS        | 1601        |
| BNO 672T        | 1882        | C495 BHY        | 2235        | D499 NYS        | 1602        |
| BNO 675T        | 1885        | C496 BHY        | 2236        | D507 FAE        | 36          |
| BNO 676T        | 1886        | <i>C508 BFB</i> | <i>9715</i> | D510 PPU        | 4510        |
| BNO 679T        | 1889        | <i>C511 BFB</i> | <i>9717</i> | D511 FAE        | 37          |
| BNO 680T        | 1890        | C678 ECV        | 2237        | D511 PPU        | 4511        |
| BNO 684T        | 1894        | C684 ECV        | 205         | D512 PPU        | 4512        |
| C107 HGL        | 2248        | C685 ECV        | 211         | D534 KGL        | 2247        |
| C130 HJN        | 1130        | C687 ECV        | 2240        | D754 DLO        | 1431        |
| <i>C200 PCD</i> | <i>276</i>  | C688 ECV        | 2241        | D755 DLO        | 1430        |
| C201 HJN        | 201         | C695 ECV        | 2242        | D756 DLO        | 1433        |
| C202 HJN        | 2202        | C697 ECV        | 2243        | D764 KWT        | 261         |
| C203 HJN        | 2203        | C698 ECV        | 2244        | <i>D875 ELL</i> | <i>1431</i> |
| C204 HJN        | 2204        | C700 ECV        | 2245        | D876 ELL        | 1432        |
| <i>C204 PCD</i> | <i>277</i>  | C711 GEV        | 4005        | DAR 118T        | 1896        |

| Registration    | Fleet       | Registration    | Fleet       | Registration    | Fleet       |
|-----------------|-------------|-----------------|-------------|-----------------|-------------|
| DAR 120T        | 1898        | <i>EWR 165T</i> | <i>7170</i> | <i>F428 MJN</i> | <i>9043</i> |
| DAR 121T        | 1899        | EWR 651Y        | 1001        | F429 MJN        | 1429        |
| DAR 129T        | 1907        | EWR 652Y        | 1002        | F800 RHK        | 800         |
| DAR 130T        | 1908        | EWR 653Y        | 1003        | F801 RHK        | 801         |
| DAR 133T        | 1911        | EWV 946Y        | 1131        | F802 RHK        | 802         |
| DAR 134T        | 1912        | F237 CNY        | 5009        | F803 RHK        | 803         |
| DSU 733         | 114         | F240 CNY        | 5012        | F804 RHK        | 804         |
| <i>DWU 296T</i> | <i>7130</i> | F245 MVW        | 245         | <i>FTO 549V</i> | <i>9411</i> |
| DWU 298T        | 3226        | F246 MVW        | 246         | FUM 485Y        | 4026        |
| E114 SDW        | 5017        | F247 NJN        | 247         | FUM 493Y        | 4027        |
| E290 OMG        | 105         | F248 NJN        | 248         | FUM 496Y        | 4028        |
| <i>E330 WOK</i> | <i>9003</i> | F249 NJN        | 249         | FUM 497Y        | 4029        |
| E400 HWC        | 1400        | F250 NJN        | 250         | FUM 500Y        | 4030        |
| E401 HWC        | 1401        | F251 NJN        | 251         | G434 FVX        | 5010        |
| <i>E821 MOU</i> | <i>9031</i> | F252 NJN        | 252         | G473 DHF        | 5011        |
| <i>E822 MOU</i> | <i>9032</i> | F253 RHK        | 253         | <i>G707 VHA</i> | <i>9002</i> |
| EO02 FKZ        | 511         | F254 RHK        | 254         | <i>G841 PNW</i> | <i>836</i>  |
| EO02 FLA        | 501         | F255 RHK        | 255         | GFM 109X        | 4033        |
| EO02 FLB        | 502         | F256 RHK        | 256         | H116 THE        | 5000        |
| EO02 FLC        | 503         | F257 RHK        | 257         | H301 LPU        | 301         |
| EO02 FLD        | 504         | F258 RHK        | 258         | H302 LPU        | 302         |
| EO02 FLE        | 505         | F259 RHK        | 259         | H303 LPU        | 303         |
| EO02 FLF        | 506         | F260 RHK        | 260         | H304 LPU        | 304         |
| EO02 FLG        | 507         | F34 TJN         | 2253        | H305 LPU        | 305         |
| EO02 FLH        | 508         | F402 LTW        | 1402        | H306 LPU        | 306         |
| EO02 FLJ        | 509         | F403 LTW        | 1403        | H307 LJN        | 307         |
| EO02 FLK        | 510         | F404 LTW        | 1404        | H308 LJN        | 308         |
| EO02 NDX        | 512         | F405 LTW        | 1405        | H310 LJN        | 309         |
| EO02 NDY        | 513         | F406 LTW        | 1406        | H311 LJN        | 310         |
| EO02 NDZ        | 514         | F407 LTW        | 1407        | H312 LJN        | 311         |
| EO02 NEF        | 515         | F408 LTW        | 1408        | H313 LJN        | 312         |
| EO02 NEJ        | 516         | F409 LTW        | 1409        | H314 LJN        | 313         |
| EO02 NEM        | 517         | F410 MNO        | 1410        | H315 LJN        | 314         |
| EO02 NEU        | 518         | F411 MNO        | 1411        | <i>H315 LJN</i> | <i>9038</i> |
| EO02 NEY        | 519         | F412 MNO        | 1412        | H317 LJN        | 315         |
| EO02 NFA        | 520         | F413 MNO        | 1413        | H319 LJN        | 316         |
| EO02 NFC        | 521         | <i>F413 MNO</i> | <i>9039</i> | H321 LJN        | 317         |
| EO02 NFD        | 522         | F414 MNO        | 1414        | H322 LJN        | 318         |
| EO02 NFE        | 523         | F415 MWC        | 1415        | H324 LJN        | 319         |
| EO02 NFF        | 524         | F416 MWC        | 1416        | H326 LJN        | 320         |
| EO02 NFG        | 525         | F417 MWC        | 1417        | H327 LJN        | 321         |
| EO02 NFH        | 526         | F418 MWC        | 1418        | H329 LJN        | 322         |
| EO02 NFJ        | 527         | F419 MWC        | 1419        | H330 LJN        | 323         |
| EO02 NFK        | 528         | F420 MJN        | 1420        | H331 LJN        | 324         |
| EO02 NFL        | 529         | F421 MJN        | 1421        | H332 LJN        | 325         |
| EO02 NFM        | 530         | F422 MJN        | 1422        | H334 LJN        | 326         |
| EO02 NFN        | 531         | F423 MJN        | 1423        | H335 LJN        | 327         |
| EO02 NFP        | 532         | F424 MJN        | 1424        | H336 LJN        | 328         |
| EO02 NFR        | 533         | F425 MJN        | 1425        | H337 LJN        | 329         |
| EO02 NFT        | 534         | F426 MJN        | 1426        | H338 LJN        | 330         |
| EO02 NFU        | 535         | F427 MJN        | 1427        | H339 LJN        | 331         |
| EO02 NFV        | 536         | <i>F427 MJN</i> | <i>9041</i> | H341 LJN        | 332         |
| EO02 NFX        | 537         | F428 MJN        | 1428        | H342 LJN        | 333         |

| Registration    | Fleet       | Registration    | Fleet       | Registration | Fleet |
|-----------------|-------------|-----------------|-------------|--------------|-------|
| H343 LJN        | 334         | H392 MAR        | 392         | JHJ 139V     | 1913  |
| H344 LJN        | 335         | H392 OHK        | 381         | JHJ 142V     | 1916  |
| H345 LJN        | 336         | H393 MAR        | 393         | JHJ 144V     | 1918  |
| H346 LJN        | 337         | H393 OHK        | 382         | JHJ 146V     | 1920  |
| H347 LJN        | 338         | H394 MAR        | 394         | JHJ 147V     | 1921  |
| H348 LJN        | 339         | H394 OHK        | 383         | JHJ 150V     | 1924  |
| H349 LJN        | 340         | H395 MAR        | 395         | JTY 371X     | 5001  |
| H351 LJN        | 341         | H395 OHK        | 384         | JTY 382X     | 5002  |
| H352 LJN        | 342         | H396 OHK        | 385         | JTY 395X     | 5003  |
| H353 LJN        | 343         | <i>H396 OHK</i> | <i>9026</i> | JTY 400X     | 5004  |
| H354 LJN        | 344         | H397 OHK        | 386         | JWT 760V     | 3232  |
| H355 LJN        | 345         | <i>H397 OHK</i> | <i>9028</i> | K396 GHJ     | 396   |
| H356 LJN        | 346         | H398 OHK        | 387         | K397 GHJ     | 397   |
| H357 LJN        | 347         | H601 OVW        | 2601        | K398 GHJ     | 398   |
| H358 LJN        | 348         | H602 OVW        | 2602        | K631 GVX     | 2631  |
| H359 LJN        | 349         | H603 OVW        | 2603        | K632 GVX     | 2632  |
| H361 LJN        | 350         | H604 OVW        | 2604        | K633 GVX     | 2633  |
| H362 LJN        | 351         | H605 OVW        | 2605        | K634 GVX     | 2634  |
| H363 LJN        | 352         | H606 OVW        | 2606        | K635 GVX     | 2635  |
| H364 LJN        | 353         | <i>H606 OVW</i> | <i>9030</i> | K636 GVX     | 2636  |
| H365 LJN        | 354         | H607 OVW        | 2607        | K637 GVX     | 2637  |
| H366 LJN        | 355         | H608 OVW        | 2608        | K638 GVX     | 2638  |
| H367 LJN        | 356         | H609 OVW        | 2609        | K639 GVX     | 2639  |
| H368 OHK        | 357         | HHJ 373Y        | 1112        | K640 GVX     | 2640  |
| H369 OHK        | 358         | HHJ 375Y        | 1114        | K641 GVX     | 2641  |
| H370 OHK        | 359         | HHJ 376Y        | 1115        | K642 GVX     | 2642  |
| H371 OHK        | 360         | J610 UTW        | 2610        | K643 GVX     | 2643  |
| <i>H371 OHK</i> | <i>9034</i> | J611 UTW        | 2611        | K644 GVX     | 2644  |
| H372 OHK        | 361         | J612 UTW        | 2612        | K645 GVX     | 2645  |
| H373 OHK        | 362         | J613 UTW        | 2613        | K646 GVX     | 2646  |
| H374 OHK        | 363         | J614 UTW        | 2614        | K736 JAH     | 1516  |
| H375 OHK        | 364         | J615 UTW        | 2615        | K737 JAH     | 1517  |
| H376 OHK        | 365         | J616 UTW        | 2616        | K738 JAH     | 1518  |
| H377 OHK        | 366         | J617 UTW        | 2617        | K739 JAH     | 1519  |
| H378 OHK        | 367         | J618 UTW        | 2618        | K740 JAH     | 1520  |
| H379 OHK        | 368         | J619 UTW        | 2619        | K805 DJN     | 805   |
| H380 OHK        | 369         | J620 UTW        | 2620        | K806 DJN     | 806   |
| <i>H380 OHK</i> | <i>9029</i> | J621 UTW        | 2621        | K807 DJN     | 807   |
| H381 OHK        | 370         | J622 UTW        | 2622        | K808 DJN     | 808   |
| H382 OHK        | 371         | <i>J622 UTW</i> | <i>9035</i> | K809 DJN     | 809   |
| H383 OHK        | 372         | J623 UTW        | 2623        | K810 DJN     | 810   |
| H384 OHK        | 373         | J624 UTW        | 2624        | K811 DJN     | 811   |
| H385 OHK        | 374         | J625 UTW        | 2625        | K901 CVW     | 901   |
| H386 OHK        | 375         | J626 UTW        | 2626        | K902 CVW     | 902   |
| H387 OHK        | 376         | J627 UTW        | 2627        | K903 CVW     | 903   |
| H388 MAR        | 388         | J628 UTW        | 2628        | K904 CVW     | 904   |
| H388 OHK        | 377         | J629 UTW        | 2629        | K905 CVW     | 905   |
| H389 MAR        | 389         | J630 UTW        | 2630        | K906 CVW     | 906   |
| H389 OHK        | 378         | <i>JDZ 2390</i> | <i>861</i>  | K907 CVW     | 907   |
| H390 MAR        | 390         | <i>JDZ 2392</i> | <i>862</i>  | K908 CVW     | 908   |
| H390 OHK        | 379         | <i>JDZ 2396</i> | <i>863</i>  | K909 CVW     | 909   |
| H391 MAR        | 391         | <i>JDZ 2398</i> | <i>864</i>  | K910 CVW     | 910   |
| H391 OHK        | 380         | <i>JDZ 2399</i> | <i>865</i>  | K911 CVW     | 911   |

| Registration | Fleet | Registration | Fleet | Registration | Fleet |
|--------------|-------|--------------|-------|--------------|-------|
| K912 CVW     | 912   | L802 MEV     | 2802  | M668 VJN     | 2668  |
| K913 CVW     | 913   | L803 OPU     | 2803  | M669 VJN     | 2669  |
| K914 CVW     | 914   | L804 OPU     | 2804  | M670 VJN     | 2670  |
| K915 CVW     | 915   | L805 OPU     | 2805  | M671 VJN     | 2671  |
| K916 CVW     | 916   | L806 OPU     | 2806  | M672 VJN     | 2672  |
| K917 CVW     | 917   | L807 OPU     | 2807  | M673 VJN     | 2673  |
| KBH 860V     | 115   | L808 OPU     | 2808  | M674 VJN     | 2674  |
| KDZ 5101     | 866   | L809 OPU     | 2809  | M675 VJN     | 2675  |
| KDZ 5102     | 867   | L810 OPU     | 2810  | M676 VJN     | 2676  |
| KFM 113Y     | 4034  | L811 OPU     | 2811  | M918 TEV     | 918   |
| KOO 787V     | 3069  | L812 OPU     | 2812  | M919 TEV     | 919   |
| KOO 789V     | 3071  | L813 OPU     | 2813  | M920 TEV     | 920   |
| KOO 790V     | 3072  | L814 OPU     | 2814  | M921 TEV     | 921   |
| KOO 794V     | 3076  | L815 OPU     | 2815  | M922 TEV     | 922   |
| KRS 534V     | 1942  | L816 OPU     | 2816  | M923 TEV     | 923   |
| KRS 538V     | 1943  | L817 OPU     | 2817  | M924 TEV     | 924   |
| L160 UNS     | 4037  | L818 OPU     | 2818  | M925 TEV     | 925   |
| L161 UNS     | 4035  | L819 OPU     | 2819  | M926 TEV     | 926   |
| L162 UNS     | 4036  | L820 OPU     | 2820  | M927 TEV     | 927   |
| L163 UNS     | 4038  | L821 OPU     | 2821  | M928 TEV     | 928   |
| L21 AHA      | 2677  | L822 OPU     | 2822  | M929 TEV     | 929   |
| L301 PWR     | 4301  | LUA 716V     | 3227  | M930 TEV     | 930   |
| L302 PWR     | 4302  | LUA 717V     | 3233  | M931 TEV     | 931   |
| L303 PWR     | 4303  | LWU 469V     | 3228  | M932 TEV     | 932   |
| L304 PWR     | 4304  | M121 SKY     | 111   | M933 TEV     | 933   |
| L305 PWR     | 4305  | M131 SKY     | 112   | M934 TEV     | 934   |
| L307 PWR     | 4307  | M166 VJN     | 2666  | M935 TEV     | 935   |
| L308 PWR     | 4308  | M219 VWW     | 2901  | M936 TEV     | 936   |
| L309 PWR     | 4309  | M220 VWW     | 2902  | M937 TEV     | 937   |
| L310 PWR     | 4310  | M221 VWW     | 2903  | M938 TEV     | 938   |
| L311 PWR     | 4311  | M223 VWW     | 2905  | M939 TEV     | 939   |
| L314 PWR     | 4314  | M224 VWW     | 2906  | M940 TEV     | 940   |
| L315 PWR     | 4315  | M225 VWW     | 2907  | M941 TEV     | 941   |
| L343 RWF     | 118   | M226 VWW     | 2908  | M942 TEV     | 942   |
| L601 MWC     | 1601  | M227 VWW     | 2909  | M943 TEV     | 943   |
| L647 MEV     | 2647  | M228 VWW     | 2910  | MFA 721V     | 3223  |
| L648 MEV     | 2648  | M229 VWW     | 2911  | MHS 25P      | 9014  |
| L649 MEV     | 2649  | M230 VWW     | 2912  | MHS 32P      | 9015  |
| L650 MEV     | 2650  | M290 FAE     | 1550  | N201 VSA     | 2921  |
| L651 MEV     | 2651  | M291 FAE     | 1551  | N202 VSA     | 2922  |
| L652 MEV     | 2652  | M384 WET     | 121   | N203 VSA     | 2923  |
| L653 MEV     | 2653  | M450 VWW     | 2904  | N204 VSA     | 2924  |
| L654 MEV     | 2654  | M61 WER      | 113   | N205 VSA     | 2925  |
| L655 MEV     | 2655  | M657 VJN     | 2657  | N206 VSA     | 2926  |
| L656 MEV     | 2656  | M658 VJN     | 2658  | N210 FWA     | 120   |
| L656 MEV     | 9044  | M659 VJN     | 2659  | N458 DBK     | 109   |
| L671 RMD     | 621   | M660 VJN     | 2660  | N601 APU     | 601   |
| L673 RMD     | 622   | M661 VJN     | 2661  | N602 APU     | 602   |
| L675 RMD     | 623   | M662 VJN     | 2662  | N603 APU     | 603   |
| L676 RMD     | 624   | M663 VJN     | 2663  | N604 APU     | 604   |
| L678 RMD     | 625   | M664 VJN     | 2664  | N605 APU     | 605   |
| L679 RMD     | 626   | M665 VJN     | 2665  | N606 APU     | 606   |
| L801 MEV     | 2801  | M667 VJN     | 2667  | N607 APU     | 607   |

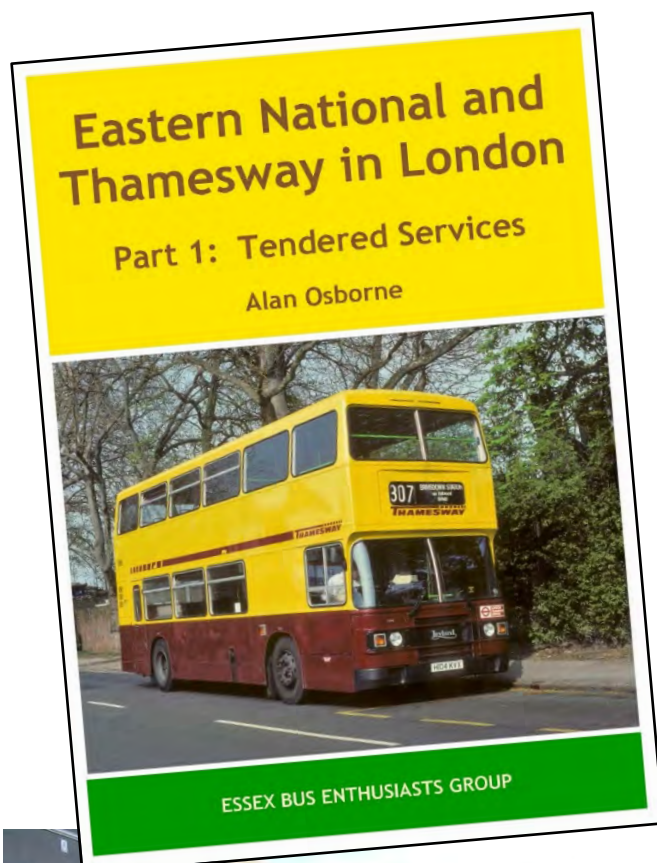
| Registration | Fleet | Registration    | Fleet       | Registration    | Fleet       |
|--------------|-------|-----------------|-------------|-----------------|-------------|
| N608 APU     | 608   | N972 CPU        | 972         | P510 MNO        | 1510        |
| N609 APU     | 609   | N973 EHJ        | 973         | P511 MNO        | 1511        |
| N610 APU     | 610   | N974 EHJ        | 974         | P512 MNO        | 1512        |
| N611 APU     | 611   | N975 EHJ        | 975         | P513 MNO        | 1513        |
| N612 APU     | 612   | N976 EHJ        | 976         | P546 EFL        | 4312        |
| N613 APU     | 613   | N977 EHJ        | 977         | P551 EFL        | 4313        |
| N614 APU     | 614   | N978 EHJ        | 978         | P552 EFL        | 4316        |
| N615 APU     | 615   | N979 EHJ        | 979         | P553 EFL        | 4317        |
| N616 APU     | 616   | N980 EHJ        | 980         | P554 EFL        | 4318        |
| N617 APU     | 617   | N981 EHJ        | 981         | P556 EFL        | 4319        |
| N618 APU     | 618   | N982 EHJ        | 982         | P678 HPU        | 2678        |
| N619 APU     | 619   | N983 EHJ        | 983         | P679 HPU        | 2679        |
| N701 CPU     | 701   | N984 EHJ        | 984         | P680 HPU        | 2680        |
| N823 APU     | 2823  | N985 EHJ        | 985         | P681 HPU        | 2681        |
| N824 APU     | 2824  | N986 EHJ        | 986         | P682 HPU        | 2682        |
| N825 APU     | 2825  | N987 EHJ        | 987         | P689 HND        | 2683        |
| N826 APU     | 2826  | <i>NJU 1W</i>   | <i>9023</i> | P701 PWC        | 421         |
| N827 APU     | 2827  | <i>NLP 391V</i> | <i>1941</i> | P702 HPU        | 702         |
| N828 APU     | 2828  | NPU 974M        | 3501        | P702 PWC        | 422         |
| N829 APU     | 2829  | NUM 339V        | 3234        | P703 HPU        | 703         |
| N830 APU     | 2830  | P180 TGD        | 4320        | P703 PWC        | 423         |
| N851 CPU     | 851   | P182 TGD        | 4322        | P704 HPU        | 704         |
| N852 CPU     | 852   | P184 TGD        | 4321        | P704 PWC        | 424         |
| N853 CPU     | 853   | P185 TGD        | 4326        | P705 HPU        | 705         |
| N854 CPU     | 854   | P186 TGD        | 4324        | P705 PWC        | 425         |
| N944 CPU     | 944   | P188 TGD        | 4325        | P706 HPU        | 706         |
| N945 CPU     | 945   | P188 UNS        | 630         | P706 PWC        | 426         |
| N946 CPU     | 946   | P189 UNS        | 631         | P707 HPU        | 707         |
| N947 CPU     | 947   | P190 UNS        | 632         | P707 PWC        | 427         |
| N948 CPU     | 948   | P191 TGD        | 4323        | P708 HPU        | 708         |
| N949 CPU     | 949   | P191 UNS        | 633         | P708 PWC        | 428         |
| N950 CPU     | 950   | P192 UNS        | 634         | P709 HPU        | 709         |
| N951 CPU     | 951   | P401 HPU        | 401         | P710 HPU        | 710         |
| N952 CPU     | 952   | P402 HPU        | 402         | P711 HPU        | 711         |
| N953 CPU     | 953   | P403 HPU        | 403         | P750 HTW        | 107         |
| N954 CPU     | 954   | P404 HPU        | 404         | P751 HTW        | 108         |
| N955 CPU     | 955   | P405 HPU        | 405         | P852 VUS        | 745         |
| N956 CPU     | 956   | P406 HPU        | 406         | P853 VUS        | 746         |
| N957 CPU     | 957   | P407 HPU        | 407         | P854 VUS        | 747         |
| N958 CPU     | 958   | P408 HPU        | 408         | P855 VUS        | 748         |
| N959 CPU     | 959   | P409 HPU        | 409         | P856 VUS        | 749         |
| N960 CPU     | 960   | P410 HPU        | 410         | P857 VUS        | 750         |
| N961 CPU     | 961   | P437 OVW        | 102         | P858 VUS        | 751         |
| N962 CPU     | 962   | P438 OVW        | 103         | P859 VUS        | 752         |
| N963 CPU     | 963   | P501 MNO        | 1501        | PUU 970         | 110         |
| N964 CPU     | 964   | P502 MNO        | 1502        | PWY 44W         | 3229        |
| N965 CPU     | 965   | P503 MNO        | 1503        | <i>Q328 MNO</i> | <i>9012</i> |
| N966 CPU     | 966   | P504 MNO        | 1504        | R252 KWY        | 119         |
| N967 CPU     | 967   | P505 MNO        | 1505        | R411 VPU        | 411         |
| N968 CPU     | 968   | P506 MNO        | 1506        | R412 VPU        | 412         |
| N969 CPU     | 969   | P507 MNO        | 1507        | R413 VPU        | 413         |
| N970 CPU     | 970   | P508 MNO        | 1508        | R414 VPU        | 414         |
| N971 CPU     | 971   | P509 MNO        | 1509        | R415 VPU        | 415         |

| Registration | Fleet | Registration | Fleet | Registration | Fleet |
|--------------|-------|--------------|-------|--------------|-------|
| R416 VPU     | 416   | S735 TWC     | 735   | UAR 596W     | 3106  |
| R417 VPU     | 417   | S736 TWC     | 736   | UAR 599W     | 3109  |
| R418 VPU     | 418   | S737 TWC     | 737   | UCO 46L      | 9002  |
| R419 VPU     | 419   | S738 TWC     | 738   | ULS 101X     | 901   |
| R458 BNG     | 727   | S935 RBE     | 100   | V430 GTW     | 430   |
| R459 BNG     | 728   | S935 RBE     | 9040  | V431 GTW     | 431   |
| R637 VLX     | 753   | S936 RBE     | 101   | V432 GTW     | 432   |
| R640 VLX     | 754   | S936 RBE     | 9042  | V433 GTW     | 433   |
| R642 TLM     | 755   | S979 JLM     | 855   | V434 GTW     | 434   |
| R644 TLM     | 756   | SJR 616Y     | 5006  | V435 GTW     | 435   |
| R645 TLM     | 757   | SN03 WLD     | 775   | V739 GPU     | 739   |
| R647 TLM     | 761   | SN03 WLK     | 776   | V740 GPU     | 740   |
| R650 TLM     | 758   | SN03 WLW     | 777   | V741 GPU     | 741   |
| R651 TLM     | 759   | SN03 WME     | 778   | V742 GPU     | 742   |
| R653 TLM     | 760   | SN03 WMM     | 779   | V743 GPU     | 743   |
| R705 VLA     | 762   | SN03 WMX     | 780   | V744 GPU     | 744   |
| R706 VLA     | 763   | SN51 UXX     | 657   | VAR 898S     | 1832  |
| R707 VLA     | 764   | SN51 UXY     | 662   | VAR 899S     | 1833  |
| R708 VLA     | 765   | SN51 UYA     | 658   | VIB 9308     | 9020  |
| R709 VLA     | 766   | SN51 UYB     | 663   | VNO 732S     | 1830  |
| R710 VLA     | 767   | SN51 UYC     | 667   | VTH 941T     | 3219  |
| R711 VLA     | 768   | SN51 UYD     | 659   | WJN 559S     | 1839  |
| R712 DJN     | 712   | SN51 UYE     | 664   | WJN 560S     | 1840  |
| R712 VLA     | 769   | SN51 UYG     | 655   | WJN 564S     | 1844  |
| R713 DJN     | 713   | SN51 UYH     | 660   | WJN 565S     | 1845  |
| R713 VLA     | 770   | SN51 UYJ     | 665   | WJN 566S     | 9018  |
| R714 DJN     | 714   | SN51 UYK     | 656   | WJN 566S     | 1846  |
| R714 VLA     | 771   | SN51 UYL     | 661   | WNO 479      | 2383  |
| R715 DJN     | 715   | SN51 UYZ     | 666   | WNO 480      | 2384  |
| R715 VLA     | 772   | SN53 KJX     | 781   | WNO 546L     | 3500  |
| R716 DJN     | 716   | SN53 KJY     | 782   | WSU 452S     | 9013  |
| R716 VLA     | 773   | STW 21W      | 3077  | WTH 949T     | 3220  |
| R717 DJN     | 717   | STW 22W      | 3078  | WTH 958T     | 3221  |
| R717 VLA     | 774   | STW 23W      | 3079  | XEH 254M     | 116   |
| R718 DJN     | 718   | STW 27W      | 3083  | XHK 215X     | 3110  |
| R719 DJN     | 719   | STW 28W      | 3084  | XHK 217X     | 3112  |
| R720 DJN     | 720   | STW 36W      | 3092  | XHK 218X     | 3113  |
| R721 DJN     | 721   | STW 37W      | 3093  | XHK 232X     | 3127  |
| R722 HHK     | 722   | STW 38W      | 3094  | XHK 235X     | 4000  |
| R723 HHK     | 723   | SUB 789W     | 3230  | XNG 770S     | 1770  |
| R724 HHK     | 724   | SWW 302R     | 3231  | XWY 478X     | 5005  |
| R725 HHK     | 725   | SWW 305R     | 9800  | XYK 761T     | 9016  |
| R726 HHK     | 726   | T650 SSF     | 650   | YEV 305S     | 1847  |
| R917 HTW     | 122   | T651 SSF     | 651   | YEV 308S     | 1850  |
| R918 HTW     | 123   | T652 SSF     | 652   | YEV 309S     | 1851  |
| R919 HTW     | 124   | T653 SSF     | 653   | YEV 318S     | 1860  |
| S312 DLG     | 106   | T654 SSF     | 654   | YEV 319S     | 1861  |
| S729 TWC     | 729   | TJN 502R     | 1803  | YEV 320S     | 1862  |
| S730 TWC     | 730   | TPD 105X     | 4022  | YEV 321S     | 1863  |
| S731 TWC     | 731   | TPD 111X     | 4023  | YEV 323S     | 1865  |
| S732 TWC     | 732   | UAR 591W     | 9401  | YEV 325S     | 1867  |
| S733 TWC     | 733   | UAR 591W     | 3101  | YEV 326S     | 1868  |
| S734 TWC     | 734   | UAR 593W     | 3103  | YEV 328S     | 1870  |

| Registration | Fleet |
|--------------|-------|
| YEV 329S     | 1871  |
| YN53 VBT     | 450   |
| YN53 VBU     | 451   |
| YN53 VBW     | 452   |
| YP02 ABN     | 668   |
| YR52 VEH     | 669   |
| YR52 VEK     | 670   |
| YR52 VEL     | 671   |
| YR52 VEP     | 672   |

| Registration | Fleet |
|--------------|-------|
| YR52 VEU     | 673   |
| YR52 VEY     | 674   |
| YR52 VFO     | 675   |
| YS03 ZKA     | (676) |
| YS03 ZKB     | (677) |
| YS03 ZKC     | 678   |
| YS03 ZKD     | (679) |
| YS03 ZKE     | (680) |
| YS03 ZKF     | (681) |

| Registration | Fleet |
|--------------|-------|
| YS03 ZKG     | 682   |
| YS03 ZKH     | 683   |
| YS03 ZKJ     | 684   |
| YS03 ZKK     | 685   |
| YS03 ZKL     | 686   |
| YS03 ZKM     | 687   |
| YYL 794T     | 9017  |



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Eleven First Essex Optare Solos were painted in a First Group version of LT red, typified by 510 photographed by *Dave Arnold* at the Southend Bus Rally on 26<sup>th</sup> May 2002. It had been delivered a couple of months earlier for use on route 193 between Romford and Hornchurch.

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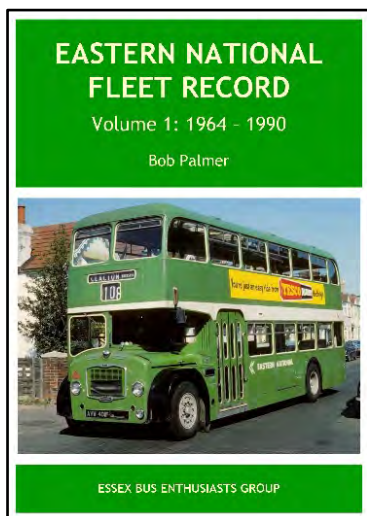
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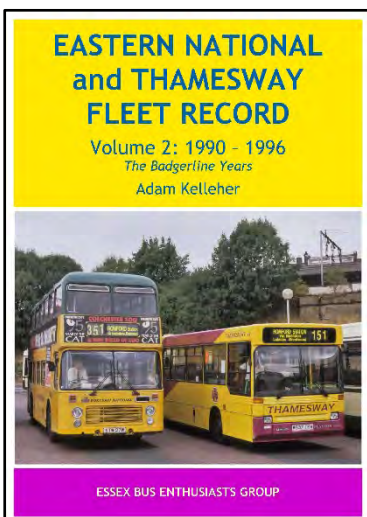


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**Above:** coach contrasts, both Plaxton bodied Volvo B10Ms, in non-standard liveries. 606 was painted in this special livery for a commuter coach service which connected with LTS line trains at West Horndon. Photographed on 24<sup>th</sup> June 1998, the service only ran for just over a year. Also on a London commuter service, the joint First/Arriva Green Line 721, is Airport Coaches-liveried 35, leaving Basildon Bus Station on 26<sup>th</sup> October 2001, the penultimate day of First's operation of the joint service. Both *Richard Delahoy*

**Rear cover:** representing the two styles of the so-called Barbie livery, Dart 759 is in the original style showing the willow-leaf pattern, with added "Overground" route branding, about to pass Basildon depot on 15<sup>th</sup> March 2003, contrasting with the later Barbie 2 livery, as yet unsullied by adverts, on Olympian 4323 in New London Road, Chelmsford on 7<sup>th</sup> May 2001. Both *Kevin Smith*



Essex Buses Fleet Record

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